



# The Hotbox

May/June 2019

A newsletter from SPCRR and  
The Railroad Museum at Ardenwood

*The Hotbox* newsletter updates members, volunteers and the general public about activities, work events and volunteer opportunities at The Railroad Museum at Ardenwood. Questions or comments can be directed to [info@spcrr.org](mailto:info@spcrr.org), or call 510-797-9557. The museum is operated by the Society for the Preservation of Carter Railroad Resources (SPCRR).

The Museum's mission is the preservation, restoration and interpretation of regional narrow gauge railroad history, including Carter Brothers—a pioneer railroad car builder in California. The Museum is located at Ardenwood Historic Farm, 34600 Ardenwood Blvd, Fremont, CA. Our mailing address is: SPCRR, PO Box 783, Newark, CA 94560. Trains operate on Thursdays, Fridays & Sundays; as well as special event Saturdays and Monday holidays between April & November. See our Calendar on the last page. To make a donation, become a member, or find out more information, go to our website at [www.spcrr.org](http://www.spcrr.org). Newsletters are distributed six times a year.

## A RARE PHOTOGRAPH: Carter Brothers on the Sonoma Valley Railroad

*Bruce MacGregor*

Research by Kevin Bunker, John Hall, Kyle Wyatt and Simone Kremkau

One of the shortest lifespans of any California narrow gauge railroad was surely that of the Sonoma Valley Railroad, which opened in 1880, and was standard gauged just ten years later in 1890. Equally short was its route—at first spanning just 15 miles from Sonoma Landing to the town of Sonoma. In 1882, the line was extended another 6-1/2 miles to connect Sonoma with the town of Glen Ellen.

A stunted step-child of a much larger railroad system, the Sonoma Valley was owned by Peter Donahue at the same time Donahue was pouring money into the standard gauge San Francisco & North Pacific Railroad, a system that would ultimately become the Northwestern Pacific of California's Redwood Empire fame. Even after it was converted to standard gauge, the SV never amounted to more than a short branch line.

The Sonoma Valley's small size and relative importance didn't detract from the reason Carter Brothers liked this railroad so much—they were a repeat customer. Newspaper articles show two orders under fulfillment at Carter's Newark factory: one for two first class coaches and a "caboose" (almost certainly a combine) in 1879, and an order for an additional coach in 1880. A sizeable order for freight cars accompanied the second order, equipping the line with rolling stock needed to open its first 15 miles the same year.

In aggregate numbers, we know from California Railroad Commission reports that by 1884, there were eventually six passenger cars on the Sonoma Valley roster, although this summary does not indicate who built the cars.

The known facts about Carter's involvement with the SV were evident in newspaper accounts of the period, but are hard to substantiate in photographs. For one reason, there were hardly any known photographs of the narrow gauge operation on the Sonoma Valley. The number of known photographs of the short line could be counted on one hand, and most of these photographs don't show rolling stock. So it was difficult to know exactly what kinds of cars Carter originally delivered to the Sonoma Valley. And, as it became clear, those deliveries may have extended even longer than the last known newspaper article indicated, perhaps until 1883 or even later.

This hypothetical delivery period, 1879-1883, occurred during a time of transition for Carter Brothers' products. During this period, Carter deliberately changed the style of its passenger cars. The classic duckbill style roof end, a mainstay of its early orders for the South Pacific Coast Railroad, was phased out in favor of a more modern-looking "bullnose" style roof end. The first known Carter bullnose design was manufactured for the San Joaquin & Sierra Nevada in 1883. Carter Brothers' deliveries to the Sonoma Valley (taken in their totality) may have been influenced by these market transitions. It's an intriguing situation we'd like to know more about—multiple car orders (perhaps more than the two orders described above) appear to span the period of a stylistic shift Carter passenger cars. Perhaps the Sonoma Valley orders included the "missing links" of Carter car design as it evolved to more modern styles after 1883.

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Until recently, there was little photographic evidence to shed light on this question.

Then historian Kevin Bunker spotted an unexpected photograph in the online photo archive of the Sonoma County Library. Taken at Glen Ellen shortly after the Sonoma Valley extension reached the town in 1882, the photo shows not one, but five passenger cars in a single train, far more rolling stock than any other known photo of the Sonoma Valley. Sonoma County Research Librarian Simone Kremkau created a high resolution digital scan which is clear enough at high magnification to see details in the cars. For this article, we reproduce both the overall image (taken by a professional San Francisco photographer named Isaiah Tabor) on pages 3 and 4, and a detail of the cars in the train below.

The Tabor photograph gives us a unique opportunity to try to understand the transitional design environment Carter found itself in. Working with the photo, a number of surprising observations came to light:

1. The Sonoma Valley had 6 passenger cars on its roster by 1884, the maximum number of passenger cars in its history as a narrow gauge line. This picture shows 5 of the 6 cars.
2. Since Carter had built two known batches of cars—the first consisting of 3 cars, the second of 1 car—we could expect at least 3 of the cars in the photo to have common design features and architectural details.
3. Looking closely at the photo, the 3 cars on the left do in fact have common design features, while the 2 cars on the right show different features. For example, different windows, slightly different framing of the end roof supports, different clearstory window placement, and the absence of ventilator “boxes” on the clearstory roof.



*Close-up view of just the train and Glen Ellen station, photographed by Isaiah Tabor about 1885. Photo courtesy Sonoma County Library. To view the entire photo which spans pages 3 & 4, see the directions at the bottom of this page.*

It becomes clear that we are looking at two different groups of cars, with slightly different construction details. Are both groups of cars manufactured by Carter? The three cars on the left match the general description of the cars that Carter delivered in 1879, including one combine, or “caboose” as it was called in the newspapers of the time. But it is harder to conclude that the two cars on the right belong to the second, 1880 Carter order. For one obvious reason, there was just one passenger car, not two, delivered in this second order. This suggests that there is a car missing from the photo—most likely the single Carter car delivered in 1880—leaving us without an explanation where the two cars on the right came from.

Even more difficult to explain is the fact that the design of the two cars on the right, while having some generic feature of Carter cars (like duckbill roof ends), also shows construction details that don’t match ANY known Carter  
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**DIRECTIONS** to view the entire photograph on pages 3 and 4 with both pages side-by-side in your PDF viewer, click on “View,” “Page Display,” “Two-page View”



Glen Ellen.



*Taber's* Photo., San Francisco.

cars. Some of these features were mentioned above, for example the framing of the end roof supports. Searches of photos of all known Carter cars built for the South Pacific Coast have failed to reveal this feature.

With careful inspection of the photograph, these mysteries appear to compound. At least two possible explanations have been suggested for the unexpected observations we are seeing.

First, that somehow the newspaper articles describing the Carter car deliveries to the Sonoma Valley are incomplete, or inaccurate. In other words, it is possible that Carter delivered cars that simply went undocumented in the newspapers of the time. Perhaps the second (1880) delivery included two passenger cars, not one, and that these are the cars appearing on the right side of the photograph. If that's true, we must also conclude that these two cars were unique in the spectrum of Carter's evolving car designs over the period we've been talking about, 1879-1883. Why would a manufacturer create such small idiosyncrasies in its product line?

Second, perhaps more surprising, is the possibility that the owner of the Sonoma Valley, the San Francisco and North Pacific Railroad, actually made the two cars on the right. The SF&NP had its own car shop located in Tiburon. As early as 1876, this car shop was turning out standard gauge coaches, cars that matched the overall design and quality of Eastern car builders. What are the chances that instead of ordering additional coaches from Carter, the Sonoma Valley's owner simply asked its own shop to create two cars that resembled the earlier Carter cars? These cars would have been esthetically compatible with the cars that Carter had already delivered, but varied in small details more compatible with the Tiburon shop's car building practice. In which case, the two cars of the right side of the photo may be Carter-inspired knock-offs.

There is no way to know with certainty which, if either, of these scenarios may describe what we're seeing in the photograph, but they do pose dramatically different ways of looking at the West Coast car manufacturing scene at the beginning of the 1880s.

Beyond question is the light this photograph has shed on a small, seldom-photographed Carter Brothers customer, and the knowledge we will gain by continuing to investigate this remarkable new find.

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## **Newspaper Citations on the Sonoma Valley Railroad**

From: Newark Enterprise, 1880; scans by Bruce MacGregor

From: South Pacific Coast Railroad, as reported in the media of the day, edited by John Hall

*Santa Cruz Sentinel, August 2, 1879*

In the car-shops, at Newark, the Carter Bros. are building four first-class passenger cars for the S. P. C. R. R., and likewise two first-class cars and a caboose for the Sonoma road. Thirty men are employed in their construction, each department being carefully superintended by M. Carter, who has under him competent foremen. The cars built at this place are equal to any built in the State. The ornamental woods used in the construction are black walnut, Primavera ["white mahogany" from Central America], and Tomana ["white oak"], the latter obtained in the South Sea Islands. The upper frame of the coaches is made of ash, and the floors of Oregon pine. It requires from two to three months to turn out a car, but if necessity requires it can be completed in one month. The rolling stock these gentlemen turn out is, it is scarcely necessary to say, up to the highest standard.

*Newark Enterprise, May 15, 1880*

Carter Bros Car Shops are full of business. They have just received an order from Donahue's N.P.C. Railroad for one large passenger coach and twenty flat cars, and in addition to this the South Pacific Coast company have ordered twenty box and fifty flat or gravel cars. This will make matters lively for awhile in town. [This note apparently mistakes "Donahue's N.P.C. Railroad" for the Sonoma Valley Railroad, which the paper later corrects; see May 22.]

*Newark Enterprise, May 22, 1880*

The flat cars for the Sonoma Valley RR have been completed.

*Newark Enterprise, June 12, 1880*


A freight train from Santa Cruz to San Francisco is heavily laden with strawberries every night. Carter Bros. some two weeks ago completed a number of flat cars for the Sonoma Valley Railroad, but they have been in use by the SPC Company, on account of the immense pressure of freight business done on their line.

*Newark Enterprise, June 19, 1880*

A number of box and flat cars are to be erected for the SPCRR by Carter Bros.

A fine passenger coach is in the course of construction at Carter Bros. shop for the Sonoma Valley Railroad.

*Santa Cruz Sentinel page 3, July 17, 1880*

The freight business of the S. P. C. R. R. is so great at present, and they not having enough flat and box cars of their own, that they are obliged to borrow those of the Sonoma Valley R. R., as well as the North Pacific Coast R. R. Co.'s to accommodate the rush. 

# Membership Report

*John Goldie, Membership Manager*

## Welcome to New Contributing Member:

Suzanne Waterman, San Rafael CA

Just 8 out of 22 Contributing members have renewed their membership for 2019. THANK YOU to those members! Reminder postcards will be sent out to the remaining 2018 Contributing members.

You can easily renew your dues online for \$20 by clicking [here](#). Or give some thought to becoming a LIFE member and join our other 52 LIFE members in never having to worry about paying dues again! You can become a LIFE member for a one-time fee of \$250 by clicking [here](#).

**If you haven't  
already done  
so, please  
renew your  
dues today**

The above links will take you to PayPal, which allows you to use any major credit card (you do not need a PayPal account). If you prefer to mail us a check, make your check out to "SPCRR" and mail to: SPCRR, PO Box 783, Newark, CA 94560. Upon receipt of payment, we will mail you a Thank You card.

Would you like to become a member of our museum? It's just \$20 per year to become a Contributing member. Go to our website [www.spcrr.org](http://www.spcrr.org), click on "SPCRR" then click on "**Become a Member.**" If you prefer to mail us a check, make your check out to "SPCRR" and mail to: SPCRR, PO Box 783, Newark, CA 94560. Upon receipt of payment, we will mail you a membership packet.

Membership dues and donations are tax deductible. SPCRR is a registered 501(c)(3) nonprofit corporation.

**NOTE:** Recently, a question came up on how to add a donation at the same time you renew your membership online. We are working to make it an option on the membership payment page. In the meantime, you can make a donation by going to our home page and click on the "**Donate**" button on the top right side of the page. Call 510-508-8826 if you have any questions. 📞

## Board of Directors Meeting Summaries

### March 2019

- Jack and Jacque Burgess have agreed to manage Rail Fair this year, with Board concurrence.
- Ken Underhill and John Stutz have agreed to manage Car Barn area tours if we have an Open House for the Narrow Gauge Convention.
- Brook Rother is going to investigate costs to cast wheels, bearings and other parts needed for the Horse Car restoration.
- Funds were approved to finish construction of the Deer Park loading platforms.
- Funds were approved for the acquisition of additional radios for train crews.
- There was a discussion regarding acquiring a portable welder.
- The Board reviewed a list of items that need to be done before that start of operations presented by Bob Pratt.
- Discussion regarding the best design for a run-around/passing track in the Car Barn area continued.



*The April meeting was cancelled due to lack of a quorum.*

# The 2019 Operating Season takes off at a record pace!

*Bob Pratt, Operations Manager*

## April Report

We have successfully completed the first month of the 2019 Ardenwood Railroad operating schedule and we are off at a record pace. In April, we provided 8,272 total passenger trips, and had a record 765 weekday passenger trips!

		Thurs/Fri Passengers	Thurs/Fri No. of Trips	Sunday Passengers	Sunday No. of Trips	Special Event Passengers	Special Event Trips	GRAND TOTAL
4/4/2019	Thursday	268	10					
4/5/2019	Friday	210	10					
4/6/2019	Saturday					1,504	38	
4/7/2019	Sunday			992	16			
4/11/2019	Thursday	233	10					
4/12/2019	Friday	566	12					
4/14/2019	Sunday			733	16			
4/18/2019	Thursday	619	10					
4/19/2019	Friday	765	10					
4/21/2019	Sunday			712	16			
4/25/2019	Thursday	359	10					
4/26/2019	Friday	715	14					
4/28/2019	Sunday			596	16			
<b>TOTAL TRIPS</b>			<b>86</b>		<b>64</b>		<b>38</b>	<b>186</b>
<b>TOTAL PASSENGERS</b>		<b>3,735</b>		<b>3,033</b>		<b>1,504</b>		<b>8,272</b>

*Includes:*

*767 reserved school riders on weekdays*

*6 extra trips were added to support additional Friday volume due to EBRPD 85th Anniversary Free Friday Admission*



School group on the first day of operation.

Photo: Don Marenzi

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This little guy's face says it all! Engineer Ron Quicili gives this little boy a tour of the cab on the first day of operation.  
Photo: Don Marenzi

### What's a little water when you're having fun?

On May 16 we had some heavy rain squalls off and on (see photo below). A little water didn't deter anyone, and we had riders on every train throughout the day. The soggy train crew was made up of Bob Pratt, Barry Lependorf, and James Link.

### Memorial Day Report

Congratulations to the Memorial Day crew for a successful day in carrying a near record number of passengers. We carried 2,235 passengers in 30 individual trips, with the last leaving Deer Park at 4:08 p.m. Thank you to the team for a SAFE, SUCCESSFUL Day! The train crew was made up of the following employees and volunteers:

- Barry Lependorf was our gallant Engineer.
- Ron Quilici performed Brakeman duties in car 5.
- James Link performed Brakeman duties in car 318.
- Bob Pratt performed Conductor duties from car 1725.
- Volunteer John Erdkamp was the Station Agent at Ardenwood station.
- Volunteer Stuart Guedon was the Station Agent at Deer Park station. 🚂



This isn't a blurry photo...rain was pouring off of the roof! The passengers enjoyed the ride and stayed mostly dry.  
Photos: Barry Lependorf



# Nationwide Park Tour Rides the Train

*Jack Burgess*

**E**ast Bay Regional Park District was the host for a special nationwide “Special Park Districts Forum” during the week of May 5th. Managers from park districts all around the country attended the forum and came to tour East Bay Regional Park District’s parks, including Ardenwood Historic Farm on Thursday, May 9.

Originally, the Ardenwood tour was an optional event and the expected number of attendees could have been handled with a normal two-car train and 3-person crew. However that “optional” event became a “required attendance” event which increased the number of attendees to 120! Instead of 1 train, we now needed 2 trains to accommodate everyone. SPCRR Operations Manager Bob Pratt was able to work with Park staff to re-assign a school group to a later time, which allowed the Forum attendees to board the scheduled 11:40 am and 12:20 pm trains. Train crew members provided information on Ardenwood’s railroad history.

EBRPD’s Supervising Naturalist Ira Bletz, who also oversees Ardenwood Historic Farm, sent the following message to SPCRR after the event:

“Thank you for rolling out the red carpet and welcoming the Special Park Districts Forum to Ardenwood last Thursday. It was the perfect send-off to a busy week. We saved the best for last!

“It was a wonderful visit that showcased the resources and stories that make Ardenwood such a special place. The group was engaged and truly enjoyed their time riding Ardenwood’s railroad. I appreciate the effort it took to offer the group train rides.

“Ardenwood succeeds because of the partnership between the District and SPCRR. It is part of the park’s creation story.

“The group was very impressed and appreciative of the opportunity to meet you and your fellow railroad volunteers.

“Well done!”

A special thank you to train crew members Bob Pratt, Barry Lependorf, and Mike McDonald. 📷

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## East Bay Regional Park District Volunteer Recognition Dinner held on May 22



SPCRR volunteers enjoyed the festivities (from left to right): Gene Arrillaga and his wife Donna, Bob Pratt, Stuart Guedon and guest Dorothy Bradley, Jack Burgess, plus Gene Bobik and his wife Mary.  
Photo: J. Burgess

## Donations under \$500 - Trucks for Caboose 47

Curtis Jones  
Arlene & Theodore Miles  
Amazon Smile  
Benevity (by Google)

## Donations under \$500 - Other

John Goldie - track tools  
Texas Instructions (employer match) - track tools

## Donations of Material

John Goldie: pieces of wood; ten 5-gallon buckets for spike storage  
John Erdkamp: 40 lb. rail spacers and bolts to use for turnouts; 3 wheel chocks

All donations to SPCRR are tax deductible! SPCRR is a 501(c)(3) nonprofit organization. Go to our website [www.spcrr.org](http://www.spcrr.org) and click on "DONATE" at the top of the page. You can use any major credit card (you do not need a PayPal account). You can print a PayPal receipt for donations of under \$250. For donations of \$250 or more, a donation acknowledgment letter will be sent to you for tax purposes.

You can also mail a check to: SPCRR, PO Box 783, Newark, CA 94560. You can use your cancelled check as a receipt for donations of under \$250. For donations of \$250 or more, a donation acknowledgment letter will be sent to you for tax purposes.

If you would like to donate in someone's honor or memory, please include that information with your donation. If you have any questions, email [info@spcrr.org](mailto:info@spcrr.org) or call 510-508-8826.

## Trucks for Caboose 47 FUND RAISER

	\$15,000
	\$12,000
	\$10,000
	\$8,000
	\$6,000
	\$4,000
	\$2,000
	\$1,000

## UPDATE: Run-around Track Ties Have Arrived!

During 2018, we had a special campaign to raise funds for the construction of a "run-around," or passing track, near the Car Barn. While the target of that donation drive was \$10,000, we received a total of \$12,513.08! Exceeding the target goal was both amazing and extremely welcome. The estimated cost of the ties was based on the cost of the ties used for the Deer Park passing track replacement, but those ties were obtained from PLA/Niles Canyon Railway at a discounted price since they were surplus.

In April we purchased a truck-load of used ties for the run-around track from A&K Railroad Materials in Stockton. The total of 350 ties were in very good condition and, including transportation, totaled \$12,612.13. (We purchased the highest grade of used ties available with three good sides.) The delivery truck arrived on Monday, May 6 at 10 a.m. Our dedicated volunteers decided to store the ties on the east side of the Car Barn. They had earlier weed-whipped the tall grass, and placed "stickers" to keep the bundles of ties off of the ground.



The track arrives from A&K Railroad Materials in Stockton with a load of 350 ties.  
Photo: Jack Burgess

But the real concern was whether our tractor with forklift forks could lift the weight of the bundled ties. David Waterman was the tractor operator that day and, just to be sure, he first picked up one of the single bundles in the middle of the trailer...without a problem!


The next concern was did our tractor have the power to reach up to the second layer of ties and actually lift a bundle that high up? It did! Then the only concern was did the tractor have enough power to reach far enough to pick up a bundle on

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the other side of the tractor? (Of course, we could have had the truck driver move his rig so we could get to that side of the trailer, but that was only a last resort.)

When David picked one of the bundles on the other side of the trailer, he only had a few inches between the tractor arms and the trailer... but David is a great operator and he had just enough room. David had all 14 bundles off-loaded in about 30 minutes.

These might be the finest ties that we have ever used for track construction on our railroad. They weren't inexpensive, but the "run-around track" should last a long time.

The next step in this project is to survey the exact location of the run-around track as it relates to a possible track extension to the EIO picnic area (north of the pig pen). John Stutz has been working on the alignment and is close to a final design. Once the alignment is finalized, we can seek approval from the Park District and begin construction. 



David Waterman (in the tractor) unloads the first bundle of ties from the top of the stack (left photo) as John Stutz, Gene Bobik and Tony Peters watch. Next David unloads the bundle of ties onto the "stickers" (below photo) as Josiah Larson acts as a spotter (David is not able to see the stickers because the load is in the way).



**TRAIN  
CREW  
WANTED**

We are looking for women or men who would like to work 1-2 days a week on the train. The train operates on Thursday, Friday & Sunday; and during Ardenwood special events. This is a paid position.

After training you will become a Brakeperson. You can advance to become a Conductor or Engineer.

If interested, please email Bob Pratt:  
[prattrobertd@spglobal.net](mailto:prattrobertd@spglobal.net)

# Weekly Workdays

## Track, Restoration & General Maintenance

*Ken Underhill*

**Date(s):** Car restoration on **MONDAYS**; Track work on some weekends and weekdays

**Time:** Email or Call (see below)

**Meet At:** Car Barn - See "Directions" on the last page

**Special Abilities or Work Equipment:** N/A

**What to Bring:** Long pants, work gloves, water, and steel-toe boots (if you have them). If we are working on an outdoor project bring a hat, long-sleeve shirt, and sunscreen. We generally go off-site for lunch, but you are welcome to bring your own lunch.

### PROGRESS SINCE LAST NEWSLETTER:

#### RESTORATION CREW - reported by Gene Arrillaga, Restoration Project Manager

4/1/19 - Volunteers: G. Arrillaga (7 hrs); K. Lippman, T. Peters, T. Sturm (6 hrs); A. Cary (4 hrs); P. Diehn, (2 hrs) K. Underhill (5 hrs).

4/8/19 - Volunteers: G. Arrillaga, A. Cary (7 hrs); T. Peters (6 hrs); K. Underhill (2 hrs).

4/15/19 - Volunteers: G. Arrillaga, G. Bobik (7 hrs); K. Lippman, T. Peters, (6 hrs).

4/22/19 - Volunteers: G. Arrillaga, G. Bobik, A. Cary (7 hrs); K. Lippman, T. Peters, (6 hrs).

4/29/19 - Volunteers: G. Arrillaga, A. Cary (7 hrs); K. Lippman, T. Peters (6 hrs).

5/6/19 - Volunteers: G. Arrillaga, G. Bobik, (7 hrs); K. Lippman, T. Peters, (6 hrs).

5/13/19 - Volunteers: G. Arrillaga, G. Bobik, (7 hrs); K. Lippman, T. Peters, (6 hrs).

5/20/19 - Volunteers: G. Arrillaga, G. Bobik, S. Guedon, K. Lippman, T. Peters, J. Stutz (7 hrs).

5/27/19 - Volunteers: G. Arrillaga, G. Bobik (7 hrs); P. Diehn, T. Peters (6 hrs).

The Monday restoration crew has been working on a variety of projects and getting things done. It is a good thing all of us have so many different skills!

#### Caboose 6101

The material for the body bolsters for caboose 6101 continues to be a problem. Now that some of the snow has melted in the mountains, David Waterman drove up to Georgetown to retrieve the custom oak that Brook had ordered last year from the custom lumber mill. When the wood arrived, we discovered that the saw mill operators and the car restorers have different ideas and standards regarding lumber quality. So it looks like we are back to square one with the body bolster wood problem.

We re-enforced the cribbing supporting caboose 6101 endeavoring to enhance the safety of the car and our workers. And always in the back of our minds is what to use and how to make serviceable body bolsters for the caboose. All of the other cars we have restored have Douglas fir body bolsters, but 6101 has oak. Why did they do that? Is it because of the proximity of the out-board bolts through the side sills and the slots for the transverse truss rods? Does fir lack the grain structure/strength to support such detail? We will solve the mystery, it will just take a little more time and then we can get going on the new body bolsters.

#### Box Car 472

Box car 472 is water-tight and the paint has been touched up. We have leveled the floor to almost new condition. The king pin holes have been covered in the time honored way with rectangles of recycled sheet metal from the last century.

*continued next page*



The Museum Car 472 is back in service! The Restoration Crew smoothed the historic wood floor then plugged all of the holes; then installed wiring for new lighting. Museum volunteers Don Marenzi and Tony Peters installed the new lighting and exhibits. Details for making the car ADA accessible are being worked on. It will be displayed on special event days when we have a volunteer docent. Anyone interested? Photo: Barry Lependorf

The electrical box and associated foot traps have been expertly hidden behind a box built from Tony's old fence, which looks like it came with the box car. As soon as the museum committee finishes with the display and lighting requirements, we can put the finishing touches on the car and then its show time.

### Other Projects

- Connected Katie's new radio to its antenna—now the conductor and engineer can talk and hear each other.
- Covered/hid the unused electrical wires hanging from the ceilings on the Excursion cars
- Checked out and tested several of our air compressors to decide which are worth keeping, fixing or junking.
- We reconditioned another set of metal shelves with fresh paint and solid ends to store parts and tools.
- We trimmed tree branches along the right-of-way so they don't hit the train.

### TRACK - reported by John Goldie, Track Manager

**4/7/19** (Sun) - Volunteers: J. Goldie (4 hrs); D. Waterman (2 hrs). Profiled the ballast on track 5 lead; adjusted the keeper on the Deer Park West switch to make it close more easily; inspected track from corp yard crossing to the S curve (very minor maintenance issues); inspected Shirley's Siding (also has some things to fix).

**4/13/19** (Sat) - Volunteers: J. Goldie, S. Rusconi, D. Waterman (8 hrs); P. Diehn (2 hrs); J. Martinez (1 hr). Today we focused on the track between the Corp Yard Crossing to the Car Barn to bring it up to passenger standards: removed two kinked rail joints, used rail bender to correct angle bars, then replaced; a wide gauge spot was fixed and re-spiked; six angle bars were removed and replaced; 12 holes were drilled to install missing bolts; tie was dug out and corrected from a 45 degree angle to 90 and re-spiked; missing spikes were installed; dirt/ballast build-up was cleaned out of joints; bolts were reversed where required (nut on inside); cracked washers were replaced as needed; right-of-way cleaned up as needed. Completed 360' of track.

**4/14/19** (Sun) - Volunteer: P. Diehn (6 hrs). Machined parts for Deer Park switch.

**4/21/19** (Sun) - Volunteers: J. Goldie (6 hrs); D. Waterman (1 hr). Continued on the next section of the track towards the car barn up to the first curve. Dug out/cleared 26 joints, inspected bolts/washers, set nuts parallel to rail; cut off 3 spinning small size bolts in prep to install correct set; replaced one cracked non-fitting joint bar; replaced 16 cracked washers; inspected and dug out the next 20-30 joints towards Siward gate. Reviewed the work site with David after operations.

**5/5/19** (Sun) - Volunteers: J. Goldie (7 hrs); D. Waterman (3 hrs). Drilled holes and installed bolts; swapped out a bolt with a cracked washer; straighten out a tie; jacked up 8 ties on one side to take out that lean in the track & tamped to level; relocated 3 correct size rails (3-1/4") to the track for future installation.

**5/11/19** (Sat) - Volunteers: J. Goldie, D. Waterman (8 hrs). We worked on phase 3 of the track to the car barn project. Another 350' is ready for inspection. Also, in celebration of the 10 Miles of track built, we also made a record and replaced 12 ties in one day (crew of 2)! There were two sections where 4 ties in a row were very deteriorated and required priority replacement. Others under joints were also changed. Work included: dug out 12 defective ties and placed in the scrap tie pile; brought up a stack of ties for use and sorted them; replaced ties and re-spiked (48 spikes); checked and adjust gauge; replaced ballast and tamped; profiled ballast; removed buildup of dirt over rail; removed weed/stocks growth hitting cars by Wm Patterson.

**5/18/19** (Sat) - Volunteers: J. Goldie, D. Waterman (8 hrs). Before the rain got too strong we were able to:

collect up the various excess ballast piles to use in the DIP project; jacked 30 feet of track that had a large dip in it west of the gate; applied recovered ballast and tamped and tamped (more tamping can always be done); replaced one bad tie; dug out the perimeter road crossing excessive ballast and uncovered buried track to the gate crossing; filled holes in the road; profiled ballast along the track. After the rain started: we applied the split tube to the radio wiring and applied fasteners as needed; we also replaced the screws under the sliding car ramps that popped up.

### MISCELLANEOUS

**3/31 /19** (Sun) - Volunteer: J. Stutz (3 hrs). Crossover track survey.



John Goldie and David Waterman replaced 12 ties in one day! Photo: David Waterman

**3/31/19** (Sun) –Volunteer: B. Lependorf (7 hrs). Blew debris from right-of-way, then cleaned them up.  
**4/1/19** (Mon) –Volunteer: J. Stutz (6 hrs.). Car maintenance.  
**4/8/19** (Mon) –Volunteer: J. Stutz (8 hrs.). Tree trimming; screens for redwood container.  
**4/13/19** (Sat) –Volunteer: J. Stutz (5 hrs.). Screens for redwood container.  
**4/20/19** (Sat) –Volunteer: J. Stutz (4 hrs.). Fixing doors and seal for redwood container.  
**4/22/19** (Mon) –Volunteer: J. Stutz (4 hrs.). Track cleanup-Ardenwood to CB curve.  
**4/25/19** (Thurs) –Volunteer: J. Goldie (6 hrs). Created and mailed 2019 membership renewal mailing, created membership thank you cards, updated member database; followed up on donation offer, new radios, track tool offer, and foundation grant request.  
**5/6/19** (Mon) –Volunteer: J. Larson, T. Sturm (4 hrs), J. Stutz (6 hrs). Unload ties; weed control. Car steps survey.  
**5/13/19** (Mon) –Volunteer: J. Stutz (8 hrs). Crossover track surveying.  
April/May –Volunteer: D. Waterman (40 hrs.). Rolling stock maintenance and preparation for new operating season.  
April/May –Volunteer: D. Marenzi (26 hrs.). Archives; research.  
May –Volunteer: J. Goldie (4 hrs). Various radio support follow up with vendor.  
May –Volunteer: J. Goldie (12 hrs). Membership drive (letters, new post cards, etc.); database updates.  
May –Volunteer: J. Burgess (12 hrs). Rail Fair event - Contacted past exhibitors; found musicians for Monday; gave tour to find space in farmyard for new exhibitor; created new event poster; created spreadsheet to track all exhibitors and event volunteers. Graphics-made signs and laminated them for special event days; flyers.  
May –Volunteers: J. Burgess (38 hrs), S. Boyer (1 hr). Created, copied, and mailed newsletter.



Tree trimming crew: (left to right) Gene Bobik, John Stutz, Gene Arrillaga, and Ken Lippman. Photo: J. Burgess



Tree trimming crew: (left to right) David Waterman, Bob Pratt. Photo: Barry Lependorf

## WORK PLANNED FOR NEXT MONTH

Join our **SPCRR-Members** group for the latest information! Details how to join are shown on the last page of *The Hotbox*. For **directions to workdays** see last page of *The Hotbox*, email [info@spcrr.org](mailto:info@spcrr.org), or call 510-508-8826.

- **Mondays, Historic Car Restoration - Gene Arrillaga.** Our weekly restoration day. Lots of projects for all skill levels. Contact Gene by email at [arrillaga@sbcglobal.net](mailto:arrillaga@sbcglobal.net), or call Gene at 510-657-8733.
- **Various Days, Track work/MoW Projects - John Goldie.** Schedule a day to join John at the Park to work on various projects. For more information email John at [rolajohn@aol.com](mailto:rolajohn@aol.com), or call John at 408-784-1611.
- **2nd Saturday of each month, Monthly Workday - Curator Brook Rother.** Work on current projects, including wooden car restoration and/or locomotives. To find out this month's projects, contact Brook at 530-559-4249.
- **Miscellaneous Projects.** For more information, email Ken Underhill at [kcunderhill@yahoo.com](mailto:kcunderhill@yahoo.com) (preferred), or call Ken at 925-373-6884.

**Contact:** Ken Underhill  
**Email:** [kcunderhill@yahoo.com](mailto:kcunderhill@yahoo.com)  
**Phone:** 925-373-6884

### Please Note:

- Everyone over the age of 18 is welcome.
- Mondays focus on restoration work.
- The 2nd Saturday of the month focuses on locomotives, restoration & misc work.
- Please contact me so we know how many to expect (prefer email). That way we can have jobs ready for you.
- Please include your name, cell number, and email so we can contact you if the date changes or has to be cancelled..
- For information on volunteering, please send an email to [info@spcrr.org](mailto:info@spcrr.org) or call 510-508-8826. *continued next page*



John Stutz (left) and Jack Burgess (right) set stakes to mark the location of the proposed corp yard fence on the west side of the Car Barn. The next step is to get permission from the Park District.  
Photo: Don Marenzi



Ken Lippman (left) and Gene Arrillaga (right) made a metal cover to cover a hole in the floor of the museum car. This hole provides access to the center pin for the truck.  
Photo: Don Marenzi.



Gene Arrillaga shows the wooden box & cover made by Tony Peters to hide the electrical cable for the new lights in the museum car.  
Photo: J. Burgess



## CALENDAR 2019

**CALENDAR OVERVIEW:** Any changes in dates or times are posted on the SPCRR-Members group (see instructions on how to join below). If you would like to volunteer or have any questions, please email [info@spcrr.org](mailto:info@spcrr.org) or call 510-508-8826. **NOTE: Volunteers needed are shown in RED type.**

Restoration Workdays are not shown on this calendar. **The restoration crew now gets together on MONDAYS** (and some Saturdays). Contact project manager Gene Arrillaga to verify dates and times (call 510-657-8733 (h) or email [arrillaga@sbcglobal.net](mailto:arrillaga@sbcglobal.net)).

**NOTE:** If you are a new volunteer, please call or email your project manager **BEFORE** the workday for instructions.

June 15	<b>SPCRR Railroad Adventure Day</b> (Saturday) (employees)
June 9,16,23	Park Event - Historic Hay Harvest (Sundays) (employees)
July 4	Park Event - Old Fashioned Independence Day (Thursday) - <b>Need station agent volunteers</b>
July 21, 28	Park Event - Historic Wheat Harvest (Sundays) (employees)
<b>Aug 31, Sep1&amp;2</b>	<b>RAIL FAIR!</b> <b>Need help with setup on Friday before event, Train Crew, Station Agents &amp; general volunteers each day - please sign up early</b> <b>Aug 31, Sep1&amp;2 RAIL FAIR!</b> <b>Need help with setup on Friday before event, Train Crew, Station Agents &amp; general volunteers each day - please sign up early</b>
<b>Oct 5</b>	<b>SPCRR Railroad Adventure Day - Need Station Agent volunteers</b>
Oct 12,13	Park Event - Harvest Festival (Saturday/Sunday) - <b>Need Station Agent volunteers</b>
<b>Oct 18,19,20 &amp; Oct 25,26,27</b>	<b>HAUNTED RAILROAD! Need Brakemen volunteers, Station Agents, cowboys, pirates, glow stick sales people, and more - please sign up early</b>
Nov 17	End of train operation for 2019

### How to sign up for the “**NEW**” SPCRR Members group to receive announcements on workdays, updates, volunteer opps and more!

We post up-to-date announcements and workday updates on the SPCRR-Members group on [www.groups.io](http://www.groups.io). It is free to join! Just send an email to [webmaster@spcrr.org](mailto:webmaster@spcrr.org) and include your name and email address. If you have any problem, you can contact Ken Underhill by email at [kcunderhill@yahoo.com](mailto:kcunderhill@yahoo.com) or call Ken at 925-373-6884.

### Directions For Workdays

Volunteers cannot drive beyond the regular entrance parking lot when the Park is open to the public (between the hours of 10 am-5 pm, every day except Monday). When the Park is open, we must use the gate at the end of Siward Dr. at Ridgewood Dr. (near the Car Barn).

**IMPORTANT: the gate is kept locked, so you must contact the project manager BEFORE the workday so he can arrange to let you in. See the contact information shown in each workday notice.** If you cannot reach a project manager, call 510-508-8826.

#### From I-880:

Take I-880 to the Dumbarton Freeway/Route 84 West toward the Dumbarton Bridge. Exit at Newark Blvd/Ardenwood Blvd and turn right onto Ardenwood Blvd. Continue 1 mile (past the Ardenwood entrance) and turn right onto Paseo Padre Pkwy at the traffic signal. Continue 1 mile on Paseo Padre Pkwy and turn right at the traffic signal onto Siward Dr (just before the I-880 overpass). The gate into the Park is at the end of Siward Dr at Ridgewood Dr. You need to call the project manager for that workday to meet you at the gate. Once you enter the gate, proceed on the gravel road toward the left and park your vehicle at the Car Barn.

#### From Highway 101 on the Peninsula:

Take Highway 101 to Route 84 East over the Dumbarton Bridge. Exit at Newark Boulevard/Ardenwood Blvd and turn left onto Ardenwood Blvd. Continue 1 mile (past the Ardenwood entrance) and turn right onto Paseo Padre Pkwy at the traffic signal. Continue 1 mile on Paseo Padre Pkwy and turn right at the traffic signal onto Siward Dr (just before the I-880 overpass). The gate into the Park is at the end of Siward Dr. at Ridgewood Dr. You need to call the project manager for that workday to meet you at the gate. Once you enter the gate, proceed on the gravel road toward the left and park your vehicle at the Car Barn.