



*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.

**WE NEED VOLUNTEERS to help us set up the displays for our largest fund raiser of the year...**

# The Haunted Railroad

It only takes a few days to set everything up if we have enough volunteers. Monday, October 7 is the most labor-intensive day, and we need a minimum of 4 guys. Please make time to come help on one or more setup days... you'll be supporting our museum's largest fundraiser, plus we have a lot of fun! The setup dates/times are:

**October 6 (Sunday) 10-4:** Move and locate items in the woods, relocate the huts, etc.

**October 7 (Monday) 9-5:** Move the larger building parts, setup the western town & cottage, move the tables and benches, move the stairs for the ghost bride.

**October 14 (Monday) 10-4:** Run the electrical lines for all of the lighting, install lighting, put out display items.

**October 17 (Thursday) 10-5:** Final preparations and run-through before opening night (Oct 18). **This is when the magic happens...** unpack and stake inflatables; set up the big plastic pumpkins; decorate the pirate lair; decorate the western town; light the train; setup the sound system.

**WHERE?** The Haunted Railroad displays/supplies are now located in our new Event Container near Deer Park in "the fort." We will either be in the fort, or in the woods setting up. Give Andy a call on his cell and he can tell you where to meet (510-324-6817).

**If you have any questions, please text/call Andy at 510-324-6817**

If you want to purchase tickets for the Haunted Railroad, go to:  
[www.eventbrite.com/e/haunted-train-2019-tickets-72027709819](http://www.eventbrite.com/e/haunted-train-2019-tickets-72027709819)

# L. Fillmore, South Pacific Coast Superintendent, 1884-1896

John F. Hall

Luther Fillmore was one of the longest serving Superintendents of the South Pacific Coast Railroad/Railway. His tenure began in 1884 after Alfred Davis, the SPC president, made three attempts to hire an acceptable Superintendent. Luther's story is intermingled with those of his son, James M. Fillmore, and his nephew, Jerome A. Fillmore. All three were California railroad men.

Jerome Fillmore (Luther's nephew) was first to arrive from New York in 1872—he went to work in Sacramento for the Central Pacific. In 1873, he replaced F. W. Bowen as the Superintendent of the Oregon Division of the Central Pacific. In 1901, he retired from the Southern Pacific as the Manager of the Pacific System.

James Fillmore (Luther's son) came to California in 1876. He became the Superintendent of the North Pacific Coast Railroad in 1880. In December 1881, he resigned to briefly become the Superintendent of the Oregon Railroad and Navigation Company before being posted to the Superintendence of the San Luis Obispo and Santa Maria Valley Railroad as it converted to the Pacific Coast Railway in September 1882.

Luther Fillmore was born October 15, 1826 in Manlius, New York, just east of Syracuse. He was a late comer to California. He began his career in 1847 working for eastern railroads. In 1869, he became the Superintendent of

*Luther Fillmore*

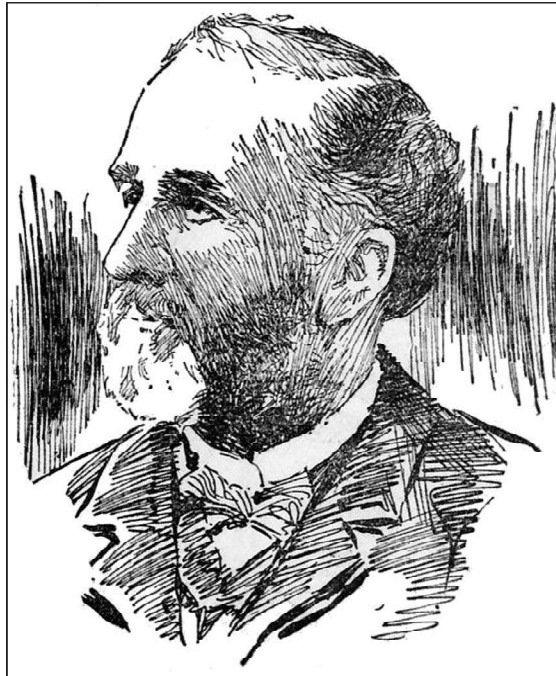
the recently opened Laramie Division of the Union Pacific Railroad, a portion of the first transcontinental railroad.

The 1870 U.S. census shows that Luther and James were working together in Laramie, Wyoming. James was a clerk for the railroad. The census shows that Luther owned \$15,000 worth of real estate. Taking advantage of his real estate holdings, Luther "retired" from railroading in 1872 to become a Wyoming cattle baron.

James had moved from San Rafael to San Luis Obispo in September 1882. The warm California winters began to attract Luther and his family. In January 1883, Luther and his wife, Susan, arrived in San Luis Obispo to spend the winter—two of their four daughters followed in May. In February, the *San Luis Obispo Tribune* reported that Luther joined James in supervising the Pacific Coast Railroad realignment at Port Harford.

By the end of the year, Luther had bought a 2,000 acre ranch in Reservoir Canyon just east of San Luis Obispo. The Fillmore's had decided they were moving to San Luis Obispo. Or were they?

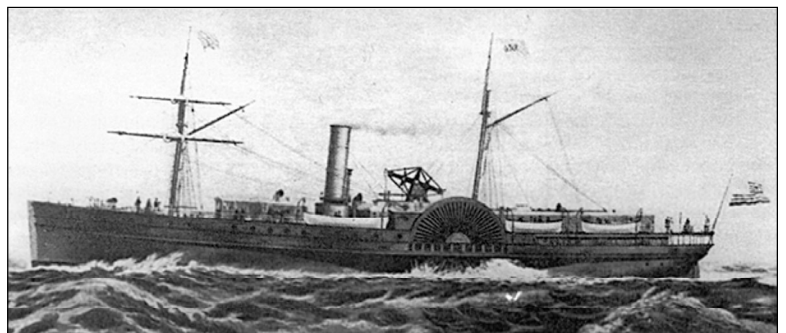
On January 22, 1884, Alfred E. Davis, President of the South Pacific Coast Railroad, fired George Revett, the Superintendent that had been hired by Davis just four months earlier. Since the departure of the Construction Superintendent, Thomas Carter, Alfred E. Davis had been having a hard time finding a suitable replacement. George Revett was the third Superintendent in as many years. Another of those short-lived Superintendents was



Luther Fillmore. *San Francisco Call*, April 27, 1896

Francis W. Bowen—the same man that Jerome Fillmore replaced on the Central Pacific seven years before Davis hired him for the South Pacific Coast.

Somehow Luther heard about Revett resigning. Three days after Revett resigned, Luther departed San Luis Obispo. He took the Pacific Coast Steamship *Orizaba* from San Luis Obispo to San Francisco and checked into the Palace Hotel on January 26. At some point, Alfred Davis and Luther Fillmore got together and discussed Luther working for the South Pacific Coast Railroad. A month later on February 25, Luther and his wife arrived in San Francisco via the westbound Overland train having settled their affairs in Wyoming. The next day, A. E. Davis announced to the SPC employees that L. Fillmore had been appointed Superintendent of the South Pacific Coast Railroad effective March 1, 1884. This time Alfred Davis had made a good choice. Luther Fillmore was the Superintendent of the SPC Railroad and the later SPC Railway for the next 12 years.



*Orizaba*. Wikipedia

*continued on page 3*

Luther Fillmore entered employment on the South Pacific Coast Railroad at an exciting time. The new Alameda Ferry Terminal, out in the Bay via a 2.5-mile-long double track trestle, was just about to open. The spring rains not only delayed the opening, but flooded the mainline all along the Bay down to Alviso and created landslides in the Santa Cruz Mountains. A recently hired Master Mechanic needed direction, and the extension to Boulder Creek was about to get underway... welcome to your new job Mr. Superintendent!

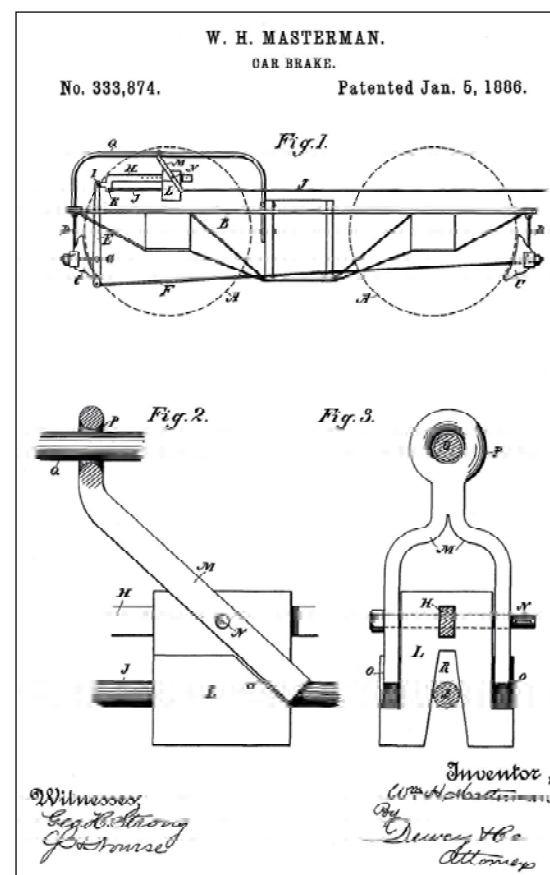
Undaunted, Luther Fillmore took his tasks in stride and began his second railroad career. Luther and family settled into a hotel in Oakland. The hotel was within walking distance of the small downtown SPC station on the south corner of Twelfth and Webster Streets.

The job of a railroad Superintendent is a busy one, as shown during the summer of 1884: employees were warned against fruit pilfering under penalty of immediate dismissal; a survey of the extension to New Almaden and through Pacheco Pass was begun; the ferry *Garden City* was chartered to observe the Master Mariners' Regatta on the Bay; 200 tons of Santa Cruz bitumen (natural solidified asphalt and sand) was sent north to be melted and spread across the floor of the Alameda Ferry Terminal building; a forest fire threatened a passing passenger train near Felton; William Masterman was hired to replace D. N. Arnold as Master Mechanic; the dredger wars erupted on the mud flats near Alameda Point; bids were received and construction began on the Felton and Pescadero extension; the Glenwood yard was extended due to increased business; a siding was added at Dougherty's; the iron rails on the Alameda ferry terminal trestle were replaced with steel to decrease the noise; a passenger train near Alvarado broke a connecting rod, destroying much of the fireman's side of the locomotive's cab; and a track walker met a grizzly bear on the tracks near Alma. All in all, a perfectly normal summer on the SPC.

On November 1, 1884, the South Pacific Coast adopted "Railroad Time," a uniform time with time zones across the country. Eastern railroads had begun this process a few months earlier. The trains ran on this new time, while the local cities each had their own time. The confusion of different times did not last long as the cities eventually adopted Railroad Time—the same time system we use today.

In March 1885, the railroad was planning on running direct trains from Oakland to the Alameda baths to avoid the long travel out to the ferry terminal and back. The press misinterpreted the rumor by stating a new railroad would be built. Luther explained that it is just a new train on existing tracks.

Luther Fillmore oversaw four extensions of the South Pacific Coast empire: the Felton and Pescadero, the extension up Webster Street from Twelfth to Fourteenth Street in Oakland, the extension from Fourteenth Street up Telegraph Avenue to the State University in Berkeley, and the Almaden branch construction. The planned extension up Telegraph Avenue began in August 1885 with the purchase of the Oakland Railroad by James Fair. The press wondered why the railroad was purchased, and interviewed Luther Fillmore. He replied that if the company got as far as Berkeley, they could go wherever they wanted. "Why," said he, "we have water front facilities here for a thousand miles of road." Unfortunately the property owners along Telegraph Avenue and the Southern Pacific Company did not want the SPC to build a steam railroad along this route. Telegraph Avenue within Oakland remained a horse car line. But outside of Oakland north to the University, SPC No. 1 was used on Telegraph Avenue to move local traffic, including freight. Freight cars were pulled by horse between 14<sup>th</sup> and Broadway in Oakland, and 36<sup>th</sup> Street where the rails were operated with locomotives.



As General Superintendent, L. Fillmore was responsible for issuing the official timetables for the railroad. Timetables were issued in the spring and in the fall. The major difference was the addition of the early morning "Hunter's train" to San Jose during the fall and winter. These trains led to the demise of waterfowl along the Bay. The March 1886, April 1887, and April 1889 official timetables are available for viewing at [http://www.pacificng.com/imglib/main.php?g2\\_itemId=952](http://www.pacificng.com/imglib/main.php?g2_itemId=952)



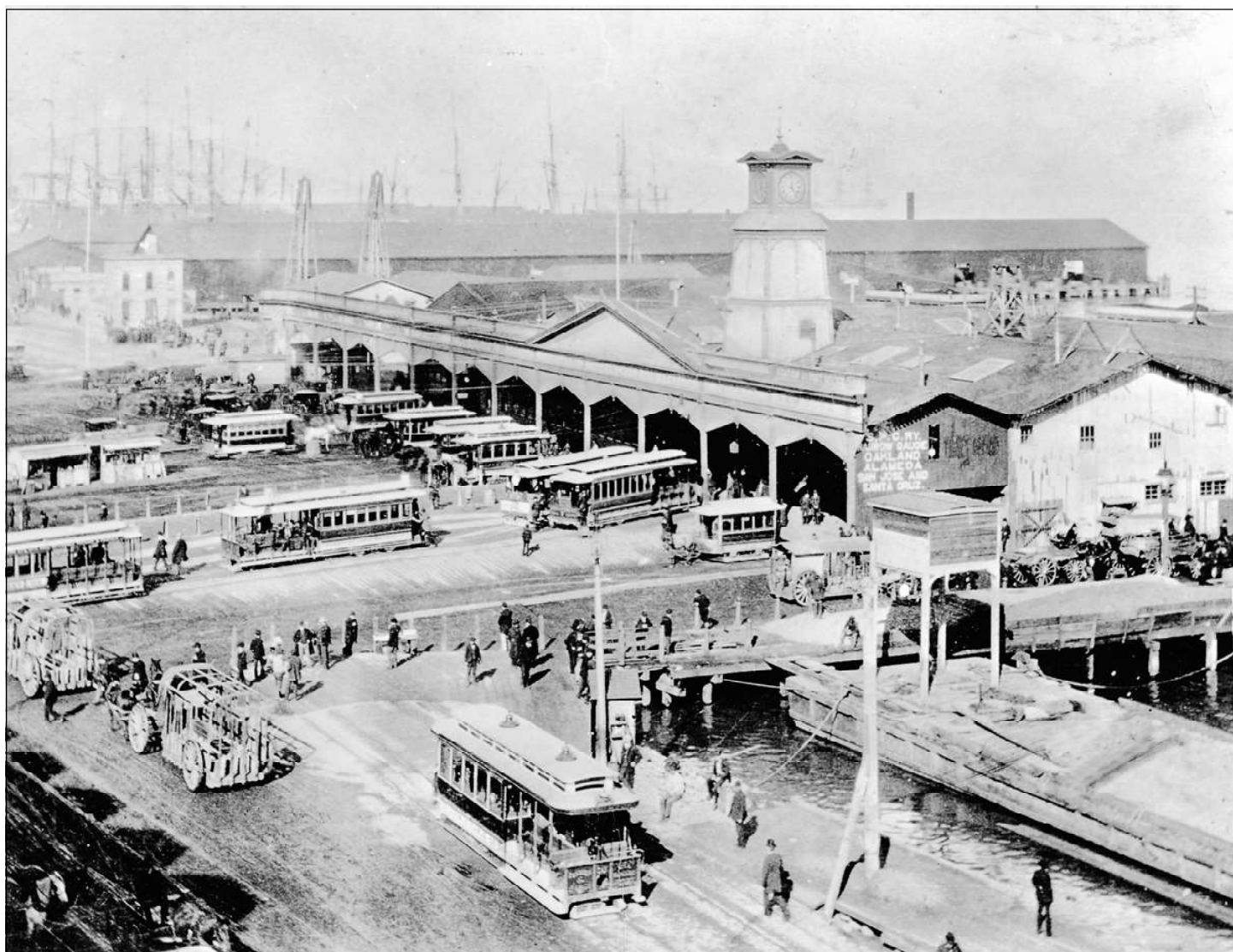
James Graham Company in Newark; and marketed around by Masterman, Fillmore, and others. Today we would call it anti-lock brakes for railroad cars. It prevented the brakes from locking and creating a flat spot on a wheel. (A quick note... when D. E. Arnold, the replacement Master Mechanic for E. L. Reese, did not work out, he was replaced by William H. Masterman who came from the Pacific Coast Railway—undoubtedly James Fillmore had a role in this appointment.)

In July 1887, the South Pacific Coast Railroad had a complete change in ownership. Prior to the change, it was necessary to consolidate all the various corporations that made up the railroad: the South Pacific Coast; the Bay and Coast; the Santa Cruz and Felton; the Oakland Township; the Felton and Pescadero; and the portion that went to New Almaden. In order to include the Almaden branch in the consolidation, it was first necessary for it to be incorporated. So in April 1887, the Almaden Branch Railroad Company was incorporated, with directors including Luther Fillmore. For a month and a half, Luther Fillmore was a director of the branch railroad.

In May, the various corporations were consolidated into the South Pacific Coast **Railway**. Then in July, the \$6,000,000 in new stock was transferred to the Big Four: Stanford, Crocker, Huntington and Hopkins. The Big Four then leased the Railway to the Southern Pacific. No money changed hands because prior to the transfer, the Railway was mortgaged for \$5,500,000 in bonds that became the property of the stockholders of the South Pacific Coast Railway. The major stockholders at the time of transfer were James G. Fair, Charles S. Neal, and Alfred E. Davis. The Southern Pacific Company then had to pay off the bonds with interest over a 50 year period. The irony of this deal was that James G. Fair, who instigated the buyout, was unable to find any buyers for his SPC Railway bonds and ended up receiving only the four percent annual interest from the bonds prior to his death in 1894. Through all of this, Luther Fillmore remained the Superintendent.

In October 1887, a reorganization made Luther Fillmore a Division Superintendent of the Southern Pacific Railroad. His new boss was no other than his nephew, Jerome Fillmore, the Southern Pacific Railroad General Superintendent. A month later, Luther attended his first ferry boat launching. The *Encinal* was built to replace the freight boat *Garden City* and provide backup passenger service.

continued on page 5



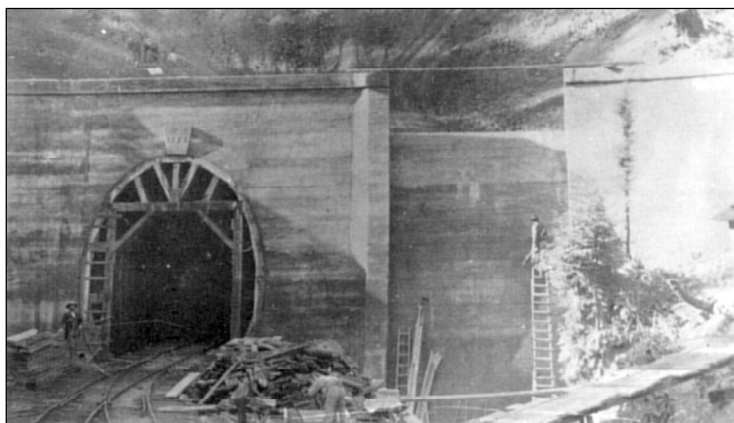
Ferry Building with seawall under construction.

Bruce MacGregor Collection



Luther Fillmore's next major task was the relocation of the freight ferry landing in San Francisco. The State Harbor Commission had slowly been constructing a seawall along the bay front, starting from the north near today's Fisherman's Wharf and building south. By October 1888, it was time to build the seawall under the southern portion of the ferry building at Market Street. The southern portion was built first to provide room for a new temporary ferry building, while the old ferry building was then demolished and replaced with the ferry building that exists today. The southern piece included the SPC freight ferry slip and wharf yard where freight cars were winched off the *Garden City* onto the wharf. This wharf and the SPC portion of the ferry building were in the way of the sea wall. The first task was to build new freight ferry landings. The dual gauge State Belt Railroad was born to build a new ferry slip at the foot of Lombard Street. Luther Fillmore was included in the design to assure that the needs of the SPC were met with the new slips. As you can imagine, this was not a quick task. Due to the time it would take to build the new slips and the State Belt Railroad, it was decided that construction would begin on the seawall before the new slips were available. The seawall would be built where the freight car wharf had been by building a drawbridge from the freight ferry slip to a relocated freight yard on East Street, today's Embarcadero. Unfortunately

After October 1887, all of the employees technically worked for the SP; however, all the rolling stock, floating stock, track, structures, and ROW belonged to the SPC Railway until its absorption in 1937 after the 1887 bonds were paid off. The narrow gauge locomotives and rolling stock continued to be lettered for the SPC until they were sold off or sent to other SP narrow gauge railroads. The final rolling stock to carry the SPC initials were some of the standard gauge electric cars used for the Alameda commuter service after 1911.



Wrights Tunnel Portal

Bruce MacGregor Collection

there is only one tantalizing photograph of this event and it doesn't include the slip or track relocation. The photo was taken sometime between February 1889 when demolition of the SPC portion of the Ferry Building had begun, and December 1891 when the *Garden City* and *Encinal* began to use the Lombard Street freight ferry slip.

During the next few years, L. Fillmore dealt with several issues, both as Superintendent and personal. In January 1889, L. Fillmore issued an order prohibiting locomotive personnel from giving free rides to tramps. It seems that the tramps were given free rides if they stoked the fire or did other menial tasks. The penalty for ignoring the order was immediate dismissal. In September 1890, Luther represented the SPC in a minor lawsuit and negotiated wages for the trainmen. In January 1892, James Fillmore fell ill and he passed away in May.

Probably one of the biggest issues Luther Fillmore faced while the Superintendent of the South Pacific Coast Railway was the massive slide of December 1892 closing the Wrights tunnel. The slide was stabilized and the track dug out in April 1893, opening the mainline after a four month closure. However the work did not stop there. Falsework was built over the track. A concrete tunnel lining and a huge tunnel portal with a creek spillway were constructed. The tunnel portal was completed in September 1893. The falsework remained in place for a year.

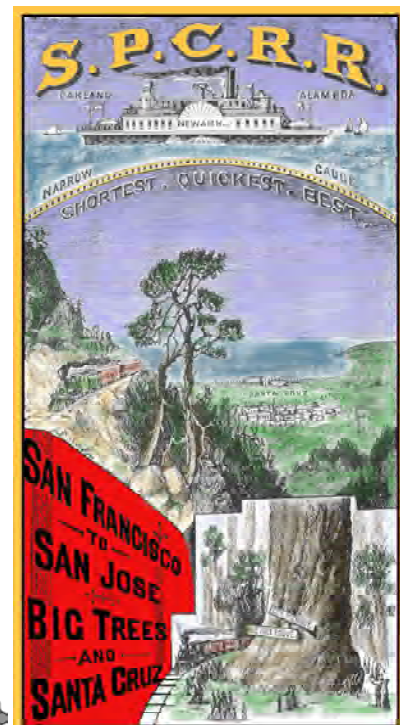
On Thanksgiving Day 1895, Luther Fillmore had recently turned 69 years old. Coming home to his hotel in Oakland, he fell getting off the street car and dislocated his shoulder. This was the beginning of the end of his second railroad career. In April 1896, it was announced that Luther would retire on June 1.

At his retirement banquet at the Hotel Crellin in Oakland, the SPC employees presented a silver cup to Luther. It was engraved with the ferryboat *Newark* on one side, and a view of the Santa Cruz Mountains with a train rounding a curve on the other side—undoubtedly the same scenes that were used on the SPC advertisement. The cup was inscribed with the following, "Presented to Mr. Luther Fillmore on his retirement from the superintendency of the Santa Cruz division of the Southern Pacific Company by the employees as a token of their respect, esteem and best wishes. June 1, 1896."

After retirement, Luther and Susan Fillmore returned to Wyoming to rest and recuperate. Nine years later in October 1905, Luther and Susan were no longer able to care for themselves. The decision was made to send Susan to Denver to live with daughter, Jennie, and her third husband, Clyde Opelt. Luther went to his daughter, May, and her husband, Walter Adams, in Oakland.

Luther Fillmore died at an Oakland hospital on December 18, 1905. Luther, Susan and James Fillmore are all buried at Mountain View Cemetery in Oakland, Calif.

**A longer version of Luther Fillmore's story including his family connections is available on our website under "Reference Library."**



John Hall Collection

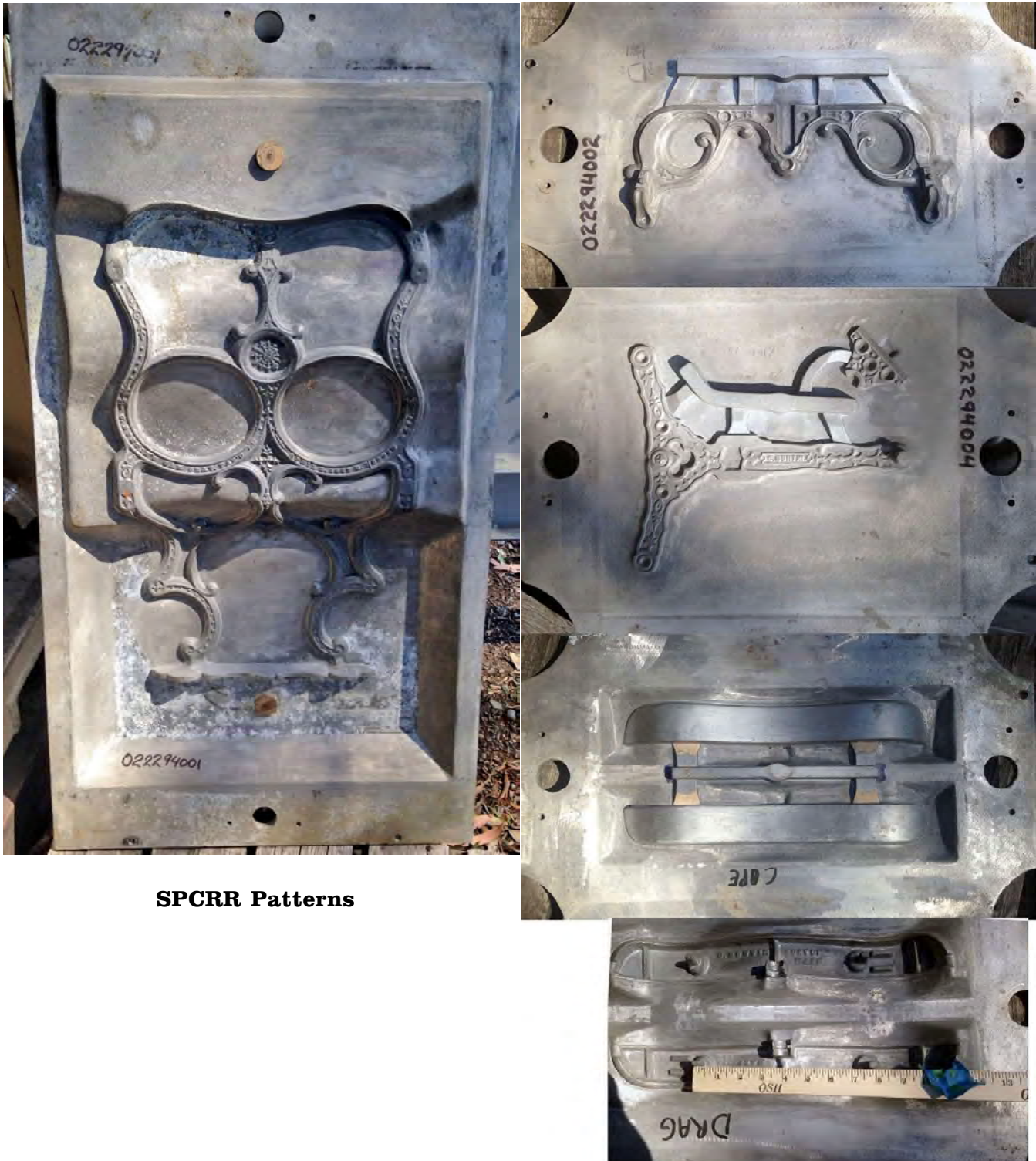
# Buntin Seat Survey - Part 1

*Kyle Wyatt, Retired Curator  
California State Railroad Museum*

Photos by author

The SPCRR (Society for the Preservation of Carter Railroad Resources) has patterns for Buntin cast iron seat parts. Turns out there are several variations in Buntin seat ends. The following should be considered a preliminary survey.

SPCRR Pattern, and original – from slightly different perspectives. The original is a seat end that is believed to have been used on the Ilwaco Railroad, in coaches acquired 2<sup>nd</sup> hand from the South Pacific Coast (SPC).



**SPCRR Patterns**

*continued on page 7*



A distinctive feature of this style of Buntin seat castings is the small wall casting which only supports the seat back and not also the seat cushion rails.



**SPCRR sells Buntin seat castings.** In mid-2018, the Cumbres & Toltec Scenic Railroad learned about our patterns and ordered two dozen seat castings. A month later the Durango and Silverton Narrow Gauge Railroad also placed an order for castings, followed by an order for 52 castings from the Harrisburg, Lincoln & Lancaster Railroad in Elizabethtown, PA. Other railroads have also purchased our castings including the Mid-Continent Railway in North Freedom, WI, and Steam into History in New Freedom, PA. We charge a 25% markup on the orders. The castings are produced at Sunset Foundry which has produced castings for our restoration projects for over 30 years. If you are interested in placing an order, email Bruce MacGregor: [bruce.alan.macgregor@gmail.com](mailto:bruce.alan.macgregor@gmail.com).

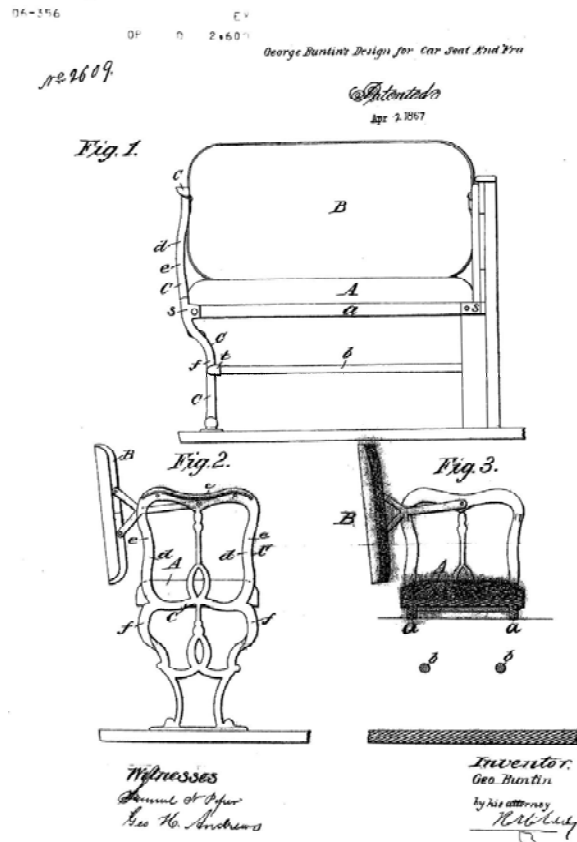


**SPCRR Masters**

*continued on page 8*



Buntin held an 1867 design patent for his seat design. As a quick study of the page below will show, it was not the decorative details that were covered by the design patent.



A Pullman-built Ilwaco Railroad coach is preserved at the Columbia Pacific Heritage Museum in Ilwaco. The seats installed are (inappropriately) the same style of Buntin seat ends as used by the SPCRR, these believed salvaged from former SPC cars sold to the Ilwaco. As built the Pullman car had different style seats.



continued on page 9

This style Buntin casting set was also used during later Southern Pacific days in Carson & Colorado coach #5, acquired by Ward Kimball in the late 1930s, and preserved today at Orange Empire Railway Museum. This line also operated former SPC cars.



Interestingly, it appears that the Denver & Rio Grande used this same style Buntin seat end casting style.



Buntin seats stored in  
D&RGW coach #256 -  
C&TS 5-8-2013

*continued on page 10*





D&RGW coach #284 Buntin seats - Colo RR Mus 4-2007



D&RG coach #292 as restored using seats formerly stored in D&RG 256 - C&TS 11-10-2018



Durango & Silverton (ex-D&RG) coach #319 seats 10-22-2014, this one with a different style wall casting.



Virginia & Truckee coach #17 received somewhat similar, but different Buntin seats when it was converted into a coach in 1878.

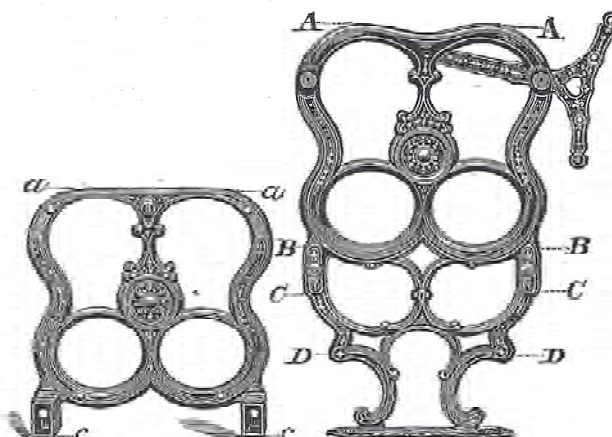
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The aisle end casting on both of the following are similar, but not identical, to Buntin casting set No. 9, 11, and 14 in the ca, 1891 Adams & Westlake catalog. This and other Buntin styles use a large size wall casting extending down to the truss plank and capturing the ends of the wooden seat cushion rails.

T.C. HB Adams & Westlake Mfg. Co. c. 1891  
"Catalog on Railroad Car Trimmings" pg. 274

## BUNTIN'S REVERSIBLE SEAT FRAMES.



Reversible Seat Frame Nos. 9, 11 and 14.

### DIMENSIONS.

The letters in the following description, corresponding with those on the above cut, give correct distance from points named.

	No. 9.	No. 11.	No. 14.
	For Narrow Gauge Car.	For Standard Gauge Car.	For Standard Gauge Car.
<b>AISLE END.</b>			
A. Extreme height from floor to top of Arm Rest (A),	27½ in.	30½ in.	29½ in.
B. Width of Frame and Seat Rail (B),	15½ "	18½ "	18½ "
C. Height from floor to bottom of Seat Rail Socket (C),	10½ "	10½ "	12 "
D. Height from floor to centre of Foot Rail Socket (D),	6 "	5½ "	0 "
<b>WALL END.</b>			
Height from Truss Plank <i>cc</i> to top of Frame <i>aa</i> ,	16½ "	16½ "	16½ "
Height of Lip Pattern, Wall End of No. 9, from Truss Plank,	16½ "		
Price per Set as above, without Locks,	Net,		
" " " " with two Locks,	"		

The Castings are dressed and fitted with or without Locks as may be ordered. What we denominate as a set for Reversible Seat is: 1 long or aisle end, 1 short or wall end, 1 nickel-plated arm cap, 2 malleable striker arms, 2 nickel-plated screws and washers for striker arms, 2 nickel-plated joint bolts for seat rail, 2 plain bolts for seat rail.

NOTE.—Height of No. 8 Wall End is 16½ inches.

Ornamented Arm Caps furnished instead of the Plain Cap when especially ordered.

The Corner Seat is made for right or left hand corner as may be ordered, and is adapted to all of the above mentioned numbers.

The Castings are dressed and fitted. The Corner Set consists of the end frame as shown in above cut, 1 nickel-plated arm cap and 2 nickel-plated joint bolts for seat rail.

Price per Set as above, . . . . . Net, \$.....

From the collections of The Henry Ford.

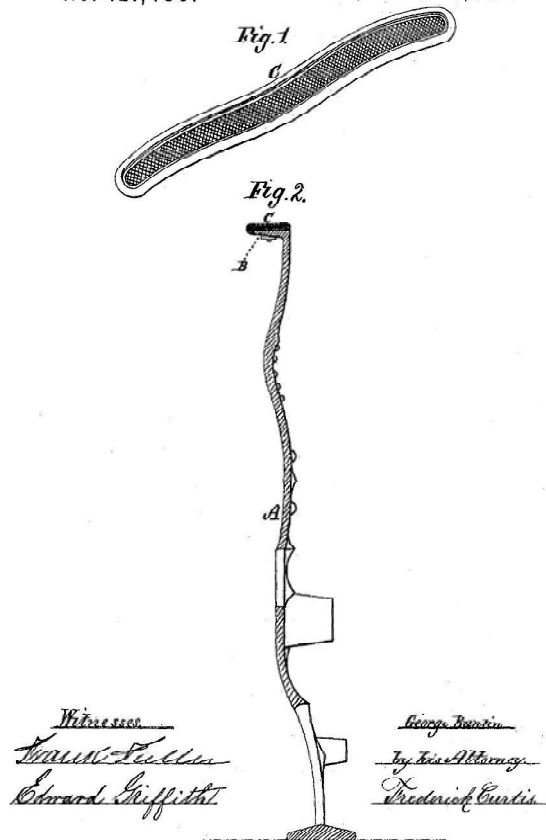
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continued on page 12

*George Buntin.*  
*Arm Rest for Seat Frame.*

No. 121,486.

Patented Dec. 5, 1871.



Many railroad companies, the D&RG included, used smooth nickel-plated seat arm caps of a design patented by Buntin.

The 1871 patent for the Buntin seat arm rest or arm cap, available with a patterned surface, or a smooth surface.



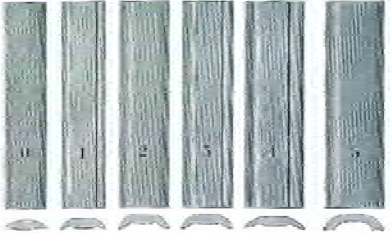
The V&T also selected patterned seat arm caps, instead of plain nickel-plated metal caps (as used on the D&RG above, for instance), or wooden caps.

*continued on page 13*

CATALOGUE & PRICE LIST  
OF  
**POST & COMPANY**  
CINCINNATI, OHIO.  
MANUFACTURERS OF  
**RAILWAY CAR TRIMMINGS,**  
HEAD-LIGHTS, LAMPS, ETC.  
TELEGRAPH & TELEPHONE INSTRUMENTS & SUPPLIES.  
DEALERS IN ALL KINDS OF  
Railway Supplies, Metals, Machinery, Brass Castings, Spinnings,  
— ETC —  
**GENERAL EDITION.**  
No. 6.  
SEPTEMBER, 1880.

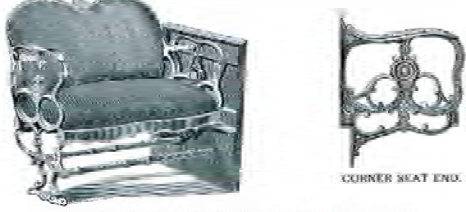
**POST & COMPANY.**

**METALLIC CAR-SEAT MOULDINGS.**




THIS VIEW FULL SIZE.

**BUNTIN'S PATENT CAR SEAT FRAMES.**



We are prepared to furnish these Seat Frames fitted up ready to put together.

**SEAT ARM PAD, FOR BUNTIN'S SEAT.**



FOR PRICES SEE PAGE 26.

Post & Co listed these patterned arm caps in their 1880 catalog.

# DAYTON

## CAR TRIMMINGS

CATALOG No. 200

Passenger Car Hardware and Lighting Fixtures  
Water and Dry Closets, Washstands and Saloon  
Fittings, Vestibule and Platform Trimmings  
Brake Handles, Sash Fixtures, Basket  
Racks, Headlights, Etc.

Telegraph Codes: A. B. C., 5th Edition; Western Union, Universal Edition  
Cable Address: "Vapor," Dayton


Established 1883

**The Dayton Manufacturing Co.**  
DAYTON, OHIO, U. S. A.  
July 1, 1916


### The Dayton Manufacturing Company

**Seat-Arm and Leg Pads**  
With orders for Seat Arm and Leg Pads, send sketch or pattern, showing shape and size wanted


No. 2, is Hammered Pattern  
No. 1, Arm




No. 6, Arm  
(Cut 1/4 Size.)




No. 3, Arm  
(Cut 1/4 Size.)




No. 2, is Hammered Pattern  
No. 1, Leg




No. 4, Arm  
(Cut 2-3 Size.)



No. 5, Arm  
(Cut 1/4 Size.)

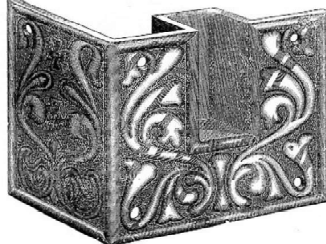


No. 4, Leg  
(Cut 1/4 Size.)

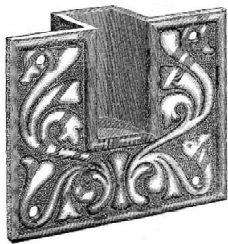


**Seat-Rail Sockets**  
(Cut Full Size.)  
(For No. 2 See Page 730.)

No. 1



No. 3



Dayton Manufacturing Co (associated with car maker Barney & Smith) still listed the patterned arm caps in their 1916 catalog.

**BUNTIN SEAT SURVEY-PART 2 WILL BE PUBLISHED IN THE NOVEMBER/DECEMBER HOTBOX**



# Our 20th Annual Rail Fair was a big success!

Photos by J. Burgess, Barry Lependorf, and Jay Martinez

**T**hank you to all of the volunteers who worked so hard to make Rail Fair 2019 a big success! The attendance on Saturday was 1,600, Sunday was 1,800, and Monday was 2,200! Over the 3-day event, our passenger train carried a total of **6,950 passengers**, and made up to **28 one-way trips** each day!

We received numerous compliments from visitors that this was the best Rail Fair ever. A large part of the success this year was due to **Don Marenzi's** work on the Museum Car (our 1880 South Pacific Coast box car 472). Once the roof was made watertight, the Restoration Crew went to work on the inside of the car (*see previous issues of The Hotbox*). Don reorganized the exhibits and added artifacts inside the car, plus he included patterns and castings for an outside display. Don also designed new lighting and added fans. People that helped with the Museum Car included **Gene Arrillaga, Gene Bobik, Andy Cary, Josiah Larson, Ken Lippman, Don Marenzi, Tony Peters, Tom Sturm** and **David Waterman**.

Next Don and David worked together to decide which of our amazing historic cars to put on display for the public. **Brook Rother, David Waterman** and **Jay Martinez** moved all of the equipment for display from the Car Barn to Ardenwood yard. Rail Fair visitors loved seeing our 1887 Oakland Railroad horse car, 1885 Carter Bros. Arcata and Mad River caboose, and 1907 Diamond and Caldor flat car 64 with a Fresno scraper as cargo. Don set out Bruce MacGregor's posters for each piece of equipment to explain each car's unique history. There were crowds around the exhibits and inside the Museum Car all day, every day. It really got the message out about who we are and what our mission is. **Brian Norden** drove all the way up from L.A. to volunteer to explain the patterns and castings to the public. **John Erdkamp** came out on Saturday to fill-in at the Museum Car and exhibits too. **Gary Smith** and **Dale Tetley** with help from **Jay Martinez** and **David Waterman**, operated the beautiful Cortez Mining Co. #1, the Ann Marie, steam locomotive. Visitors loved getting up close to the engine when it went to and from the end of the Ardenwood yard. Thank you to **John Stutz** for spending weeks clearing all of the tree debris and weeds to make it possible to operate the steam engine, and to **Andy Cary** who spent a week mowing weeds.



Our Operating Crew on the passenger train was made up of **Barry Lependorf, James Link, Mike McDonald, Bob Pratt, and Ron Quilici**; plus Station Agents, **Jack Burgess** at Ardenwood and **Stuart Guedon** at Deer Park. They kept passengers on the move so that people wouldn't have to wait in line any longer than necessary. Thanks also to **Gene Arrillaga** for grabbing lunch for the crew so they could eat quickly and get the train moving again. As mentioned above, the crew carried a total of 6,950 passengers over the 3 days!

The Information Table was handled by **Donna Arrillaga** with help on Saturday from **Barbara Anderson**, and on Monday from **Alice Evarts**. **Gene and Mary Bobik** took over the table each afternoon. Everyone was so friendly, which I know visitors appreciated. They also did a great job of advertising the Haunted Railroad, which resulted in an early increase in ticket sales.

Last year, Kathy MacGregor came up with the idea to use several people as "roving" volunteers. We assigned people in that role again this year, which worked out great. Every time there was a need for someone to cover a lunch break, move shade structures, or fill-in in any capacity, the guys took care of it. Thank you to roving volunteers **Gene Arrillaga, Andy Cary, Bobby Goldie, John Goldie, Lauren Locoy, John Stutz** and **Ken Underhill**. Also thanks to **John Stutz** for keeping the coolers full of cold water and drinks each day, which everyone appreciated.

*continued on page 15*

**Ken Underhill** and **Lorrie Dotson** organized the annual SPCRR member/volunteer/employee dinner on Sunday. This year it included pizza and a fantastic salad, plus several people brought desserts. It was wonderful to take a break from all the work and enjoy talking to friends. And we want to thank **Gary Smith** and **Dale Tetley** for taking volunteers and members for a ride behind the Ann Marie before the dinner, even though they were both very tired.

The **Ardenwood Park staff** did an excellent job of keeping the line at the ticket window moving. Staff kept kids and adults busy learning how to walk on stilts (hilarious!); while other staff members organized and supervised the toddler kids activities using our wooden trains and Train Book Library. It was obvious the kids had a great time! **Rena and the Patterson House volunteers** had their hands full with giving tours all three days. **Lindsey and at the Ardenwood Café staff** made it so quick and easy for all of our volunteers and exhibitors to grab their lunches and avoid the line.

A BIG thank you to all of our exhibitors this year: **BAGRS Live Steam**, **BAGRS Roving Garden Railroad**, **California Central Coast On30 Modelers**, **Diablo Pacific Shortline**, and **The Paul Family LEGO Railroad**. This was Kenny Paul's first year at Rail Fair, and he was so happy with the response—he had a crowd around his layout all three days.

And thank you to the musicians! The **California State Old-Time Fiddlers** played on both Saturday and Monday (new this year); **Railroad Richard and His One Man Band** performed on Sunday; and **John Haskey's Air Blown Calliope** played all 3 days in the Gazebo.

This year was extra challenging because the public was allowed to stay in the park until 5 pm, which meant we had to keep the public safe while the exhibitors were moving their vehicles, trailers, and equipment in and out of the farmyard. We first learned about this new change the night before the exhibitors were to arrive. I put out an urgent call for volunteers to help me clear the public out of the way to keep them safe while the trucks and trailers were arriving at 4 pm. To my surprise a large number of people came out to help. **Gene Arrillaga**, **Donna Arrillaga**, **Gene Bobik**, **Mary Bobik**, **Jack Burgess**, **Don Marenzi**, **Tony Peters**, **Brook Rother**, and **Ken Underhill**

all showed up to help on Friday. We had to go through this all over again on Sunday at 4 pm when the BAGRS Live Steam guys packed up to leave; and then again on Monday afternoon when the rest of the exhibitors left.

This event is only possible because of the 28 fantastic volunteers who worked tirelessly to make Rail Fair a success. I apologize if I missed anyone's name (if so, please send an email to [info@spcrr.org](mailto:info@spcrr.org) so we can make sure you get credit).



Fremont Mayor Lily Mei came to Rail Fair to present SPCRR with this commendation on the event's 20th anniversary.



This photo was taken at Rail Fair 2018 by Jay Martinez, but I didn't see it until this year. Decided to include with this year's photos since it's not a view we get to see often.

**THANK YOU TO THE VOLUNTEERS WHO MADE THIS EVENT POSSIBLE!**

**Enjoy the pictures of Rail Fair 2019 on the following pages...**















# DONATIONS

Donations received in August-September 2019:

**Donations over \$1,000**

Mark Pizrek

**Donation of Equipment**

Dave Adams (table saw)


This year's fund raising goal will provide two complete sets of trucks for South Pacific Coast caboose 47, including patterns, castings, hardware and assembly.

*Note: The restoration on NWP caboose 6101 will continue concurrent with caboose 47*

## HOW TO DONATE

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 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

## Membership Report

*John Goldie, Membership Manager*

### Welcome to New Contributing Members:


Prasad Deodhar, Santa Clara, CA

Dale Tetley, Mira Loma, CA

Michael Lavrich, Bend, OR

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. Email [info@spcrr.org](mailto:info@spcrr.org) or call 510-508-8826 if you have any questions. 

# Board of Directors Meeting Summaries

## July 2019

- A committee has been formed to discuss alternative routes for track expansion. Committee members are John Stutz, Andy Cary, Brook Rother, David Waterman, Jack Burgess, and Don Marenzi.
- \$4,000 budget approved to install 220V AC in the Car Barn.

## August 2019

- Approved the purchase of ballast for Car Barn outside track 5, pending cost estimates.
- Approved the construction of a 'backstop' for ballast storage in the Car Barn area.
- Approved driveway improvements around the south and west sides of the Car Barn.
- Operational issues were discussed regarding push/pull procedures, and ways to safely operate historic equipment without knuckle couplers and air brakes.



## You never know what you are going to see at Ardenwood!

Photos by J Burgess



I watched this great blue heron fly over my head, go around the back of the Car Barn, then land on top of the box car.



This is a series of 3 photos over a few minutes. Even though the little gray fox was concerned that I was close by, he was so tired he couldn't keep his eyes open. Going, going, gone!



# 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 Manager

Volunteers hours: G. Arrillaga (24 hrs); G. Bobik (21 hrs); A. Cary (15 hrs); T. Peters (7 hrs); T. Sturm (6 hrs); Volunteer: K. Underhill (15 hrs June/July).

Work continues on NWP caboose 6101. Since the last report we have added some transverse bolts to the interim Douglas fir body bolsters for added strength, drilled the holes needed to attach the body center bearings, and did some other necessary adjusting. After a successful trial fitting, the bolsters were removed for the umpteenth time and sent to the paint shop for an application of wood preservative and color coat. This extra step is important because experience has taught us that sometimes interim is longer than you first thought.



Gene Bobik (left) and Gene Arrillaga (under caboose) work on improving a strengthening attempt made to 6101 earlier in its life. Photo: David Waterman

While we were working on the body bolsters, others worked on the trucks-drilling holes for the truck center plates, and preparing them for rust reformer and paint (see interim above). Operational and safety needs took some hours away from restoration. A new safety gate had to be designed and constructed for the end of flat car 1725; and the demands of Rail Fair used up most of our workday on August 26. Two Mondays in September were devoted to improving the rigidity of the side sills-a problem the previous restoration failed to solve. The idea of bolting the three side sill pieces to longer pieces of 1/2"x6" steel bar should have worked, but the carriage bolt heads sunk into the wood making it impossible to keep the bolts tight, and maintain the necessary friction between the wood and steel. Our solution is to use modified forged/wrought washers to increase the surface area of the bolt head, thus allowing us to tighten the bolts enough to maintain the needed friction. Because the washers and carriage bolts will be covered by the siding we have been busy cutting 2" diameter holes 7/16" deep in the side sills... we still need to cut many more, but we are confident the results will be worth it.

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

**8/3/19 (Sat)** - Volunteers: J. Goldie (6 hrs); B. Sorel (8 hrs); D. Waterman (10 hrs). Retrieved the snap track stored near Wm Paterson; retrieved the ramp track and 5 short rail sticks by the gate; stacked the light rail in one pile/organized; cleaned up a stack of rotted ties and moved them to the scrap tie pile; inspected the new rail drill & ordered cutting coolant; worked on the wood ballast car prep.

*continued next page*

**8/11/19** (Sun) - Volunteers: J. Goldie (6 hrs); B. Goldie, Nick Loey, D. Waterman (4 hrs). Worked on lettering the crossbucks; added ballast to track 4 near the ballast pile; replaced three ties near the gate.

**8/17/19** (Sat) - Volunteers: B. Goldie, J. Goldie, D. Waterman (6 hrs). Collected unusable ties from the west pile & moved to the main dead tie pile; selected usable ties & replaced three ties in the grove; placed broken tie pieces to dead tie pile; inspected the rail drill and shoes; adjusted the bumper on the pocket to allow the museum car door to align with the stairs; inspected right-of-way; updated track paperwork binder.



Photo taken last week at the Walt Disney Family Museum in San Francisco by Gene Arrillaga. Gene wants to know if this means that Carter Bros. built the museum building, or was this just a commonly available part?

## MISCELLANEOUS

**8/3-27/19** - Volunteers: A. Cary (40 hrs); J. Stutz (80 hrs). Cleared blackberries, mowed grass and weeds, cleanup leaves and weeds to prepare for Rail Fair.

**9/21/19** (Sat) - Volunteers: J. Goldie, S. Rusconi, D. Waterman (8 hrs); B. Sorel (4 hrs). Replaced another three ties in the grove; reviewed potential car barn track extension concepts; reviewing the new electric drill/rail shoe adjustment needed to adapt to our rail sizes; used the new spike mauls today—they are well-liked and the 8# is the new favorite.

## 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 - Restoration Manager 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 - Track Manager 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 (info below).

**Contact:** Ken Underhill

**Email:** [kcunderhill@yahoo.com](mailto:kcunderhill@yahoo.com) (preferred)

**Phone:** 925-373-6884

### Please Note:

- Everyone 18 years and older is welcome.
- Monday's focus is on restoration work.
- The 2nd Saturday of the month focuses on locomotives, & miscellaneous 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.



# 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 Gene at 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!

<b>Oct 5 (Sat)</b> <b>10-4</b>	<b>SPCRR Railroad Adventure Day - Need 2 Station Agent volunteers.</b> Sign up at <a href="mailto:info@spcrr.org">info@spcrr.org</a>
<b>Oct 6 (Sun)</b> <b>10-4</b>	<b>Haunted Railroad setup day - Need Volunteers!</b> Move all of the parts to the woods to prepare for the big Monday workday tomorrow. Sign up at <a href="mailto:info@spcrr.org">info@spcrr.org</a>
<b>Oct 7 (Mon)</b> <b>9-5</b>	<b>Haunted Railroad setup day - Need Volunteers! This is our most important workday - need at least 4 guys to put up the western town, cottage, and other displays.</b> Sign up at <a href="mailto:info@spcrr.org">info@spcrr.org</a>
<b>Oct 12,13</b> <b>10-4</b>	<b>Harvest Festival (Sat/Sun). Need 2 Station Agent volunteers.</b> Sign up at <a href="mailto:info@spcrr.org">info@spcrr.org</a>
<b>Oct 14 (Mon)</b> <b>10-4</b>	<b>Haunted Railroad setup day - Need volunteers</b> to finish setting up displays, run electrical lines, install lighting, and more. Sign up at <a href="mailto:info@spcrr.org">info@spcrr.org</a>
<b>Oct 17 (Thurs)</b> <b>10-5</b>	<b>Haunted Railroad pre-event setup - Need volunteers</b> to help with the last minute items, stake inflatables, plastic pumpkins, lighting, etc. Sign up at <a href="mailto:info@spcrr.org">info@spcrr.org</a>
<b>Oct 18,19,20 &amp; Oct 25,26,27</b> <b>5-10</b>	<b>SPCRR HAUNTED RAILROAD - Need grave diggers, cowboys, pirates, and others. PLEASE SIGN UP ASAP</b> at <a href="mailto:info@spcrr.org">info@spcrr.org</a>
<b>Nov 4 (Mon)</b> <b>10-4</b>	<b>Haunted Railroad take-down - Need at least 4 people to dismantle the western town, cottage, and other display items.</b> Sign up at <a href="mailto:info@spcrr.org">info@spcrr.org</a>
<b>Nov 24</b>	End of train operation for 2019
<b>Dec 7 (Sat)</b>	<b>Annual Holiday Dinner/Election of Officers</b> for 2020 and Special Presentation. Free for all SPCRR members, volunteers & employees. <b>RSVP no later than 10am on Monday, December 2.</b>

## How to sign up for the SPCRR\_Members group to receive announcements on workdays, updates, voluneer 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.