



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, 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 for more info. To make a donation, become a member, or find out more information, go to our website at www.spcrr.org. Newsletters are distributed six times a year.

ANNUAL HOLIDAY DINNER, General Meeting/ Election of Officers, and Special Presentation

SPCRR holds an annual Holiday Dinner to thank all of our Members, Volunteers and Employees. This year's dinner (catered by our friends at Dino's Grill) will **begin at 6 pm**, followed by a very short General Meeting and Election of Officers.

After the meeting, Jack Burgess will present a 30-minute special presentation titled "Yosemite Valley Lumber Company's Logging Inclines."

The date is just two weeks away:

SATURDAY, DECEMBER 7, 2019 at 6:00 PM

at the Granary building at Ardenwood Historic Farm, 34600 Ardenwood Blvd, Fremont.

You are welcome to bring your spouse or friend.

Please RSVP by December 1 so we can plan how much food to provide: email info@spcrr.org or call 510-797-9557 (*please leave a message*). If you would like a map showing how to get to the Granary, please send a message to the email shown above .

Dinner, dessert, soft drinks/water will be provided.

You are welcome to bring adult beverages.

We sincerely hope you can join us!



How do you get loaded log cars down a mountain when the cars are located 3,000 feet above the railroad's mainline?

Photo - Jack Burgess Collection

Exciting donation from Nancy and Bill Grove in honor of Nancy's father, Bob Brunner

J.S. Burgess

August 24th started out as another busy day leading up to Rail Fair, just seven days away. I checked email about 9:30 a.m. and noticed a new message from a person named Nancy Grove—the email was titled “Woodshop tools looking for a new home.” I immediately



Andy Cary (blue vest) John Stutz (gray coat), hired laborers on each end, David Waterman (black hat), and John Goldie (light shirt) bring the table saw into the Car Barn.

opened the message which read, “I’m looking for an organization to which to donate a significant collection of hand and power tools, some floor-standing equipment that belonged to my father, a serious avocational woodworker. Are you interested in acquiring tools? We are downsizing and moving, so I can’t offer use of his shop, but would like to find a worthy home for his tools.” I started jumping up and down, which brought Jack running to see what the commotion was about. The restoration crew has been getting by for 40 years using a miss-mash of hand-me-down tools. A donation of specialized tools for woodworking would mean so much and make their job so much easier.

I sent a message back to Nancy letting her know that we would be honored to have her father’s tool collection, and I told her about our mission, our collection, and what projects we are working on. She told me that she was busy downsizing, but that her husband Bill would set up a date for a few of us to tour her father’s woodshop.

On the day we arrived, Nancy and Bill were waiting for us. They are the nicest people you could ever meet. I asked Nancy how she found out about our group, and she told me that she had recently been to Ardenwood with her daughter and two small grandsons. They saw a sign about us needing volunteer woodworkers, so she used the QR code on the sign to contact us. During our visit we learned that the workshop belonged to Nancy’s late father Bob Brunner.

Bill then opened the door to the woodshop. All of us were speechless, especially Restoration Manager Gene Arrillaga. Bill invited us to look around and he told Gene to feel free to open the drawers and cabinets. Gene started around and every time he opened a new door or drawer he sounded like a kid on Christmas morning. The woodshop was filled with U.S. made tools from the era when things were built to last forever. There was every tool you would need to build almost anything from wood, including a handmade 93-inch-long solid wood workbench. Everything was spotless and obviously well cared for. We also came across a photo of a magnificent roll-top desk that Bob had made in his workshop. It was obviously that he was master woodworker.

Bob Brunner loved working with wood. by Nancy Grove

Bob Brunner, the original owner of the woodshop, was an electrical engineer by profession, an early employee of Hewlett-Packard. His passion was woodworking, and he acquired his first ShopSmith in the 1950s. Over the years, he developed expertise in joinery, use of veneers, and rebuilding old pieces. He built everything from the chest that greeted visitors in the family’s front hallway, to burl-covered headboards, to a coat rack that was a massive enlargement of an HP test probe created for the retirement of a friend and colleague. In the 1980s Bob, with his wife Virginia, consolidated several forested land parcels of the family farm where Virginia grew up in western North Carolina.

Bob became interested in forestry, active forest management, and selective timber harvest of the fine hardwoods that grew on this family land. About this same time, he took apart an oak roll-top desk belonging to Virginia’s grandfather which had developed dry rot. Realizing that once the pieces were apart he could not only replace the damaged parts but re-create all of them, so he decided to build new identical desks for his two granddaughters. A Northern red oak was selected for harvest; the consulting forester determined it was several decades old when Virginia’s great-great-grandfather settled in the valley in the 1840s. The tree was felled, the trunk rough-cut and partially dried locally, and then it was shipped to California where Bob could carefully monitor the variation in moisture content and size variation over time. Gradually the desks took shape.

Thirty years later the desks reside in the homes of his two granddaughters. Bob’s daughter enjoys her mother’s old, original desk.

The family is sure that our Granddaddy, as he was known, is smiling somewhere at the thought of the SPCRR acquiring his tools to expand their efforts to preserve the early railroads of Northern California.

continued on pages 3 & 4

The wood for the desks from start to finish.

Photos provided by Nancy Grove



Bob Brunner with consulting forester Paul Carlson in front of the Northern Red Oak which was used for the desks.



Bob rough-cutting the timber.



Bob in his workshop using the Planer during the construction of the desks.



Bob restored this desk for his wife Virginia--the desk originally belonged to Virginia's grandfather.



Bob's granddaughters with their desks under construction. You can see a glimpse of some of the bar clamps we received from his workshop in the background.

continued page 4

Next we set a date to move everything to Ardenwood. Most of the equipment was **HEAVY** as you can see in the photo on page 2. Gene Arrillaga, John Stutz and I went over the day before the move to take apart what we could and box up the smaller items. On moving day, David Waterman rented a large truck and met volunteers Gene Arrillaga, Gene Bobik, Andy Cary, Jack Burgess, and John Stutz at the house. We also hired two day laborers since the equipment was so heavy. When we returned to Ardenwood to unload the truck, there was a welcoming committee waiting to see what we brought back. Everyone got busy with the unloading with the help of John Goldie and Ken Underhill. Gene and the restoration crew will be spending the next few workdays moving out the old tools to make room for the new tools. We can't wait for Nancy, Bill and their family to visit and get a tour of the Car Barn and go for a train ride! 🛠️



Gene holding a belt sander while standing in front of the planer. The band saw is on the right.



In the photo of Bob Brunner using the Planer on page 3, you can see these pipe clamps on the wall behind him.



Drill Press with Joiner in front.



David lowers the lift gate while Gene makes room for the radial arm saw.

Locating and Dating a Photograph of Encinal, CA

John F. Hall

Recently, retired SPCRR Curator Kevin Bunker came across an old photograph on Calisphere. The California State Library (which owns the print) knew it was a C. E. Watkins photo and made a tentative identification of somewhere in Alameda California with a date of "1860-1870?". Kevin wondered if it was a photo of the South Pacific Coast Railroad and sent a copy to Bruce MacGregor. Bruce knew I had some knowledge of 1880s Alameda and Oakland and asked me if I could help identify the photo. Never one to refuse a historical challenge, I plunged ahead. With the help of two maps I was able to determine the camera location and a four-year range for the date of the photograph. This article describes my efforts.



Encinal by C.E. Watkins - California State Library

The small depot has a sign for Encinal and the tracks look to be standard gauge, so it wasn't the South Pacific Coast Railroad. The SPC did have an "Encinal Park" station, but not one named just "Encinal." That leaves just one other option... it must be the Central Pacific Alameda line. Between C. E. Watkin's excellent photography and the State Library's high resolution scan, I was able to see and identify individual buildings along the distant skyline of Oakland California. My thought was that the buildings on the horizon may be a way to locate and date the photograph.

In order to get a general orientation I looked at the skyline (see enlarged view on page 6). The Tubbs Hotel at East Twelfth Street and Fifth Avenue was clearly visible in the center of the right-hand side of the photograph. The Grand Central Hotel at Twelfth and Webster, and the Oakland City Hall at Fourteenth Street and San Pablo Avenue, are in the center of the left-hand side.

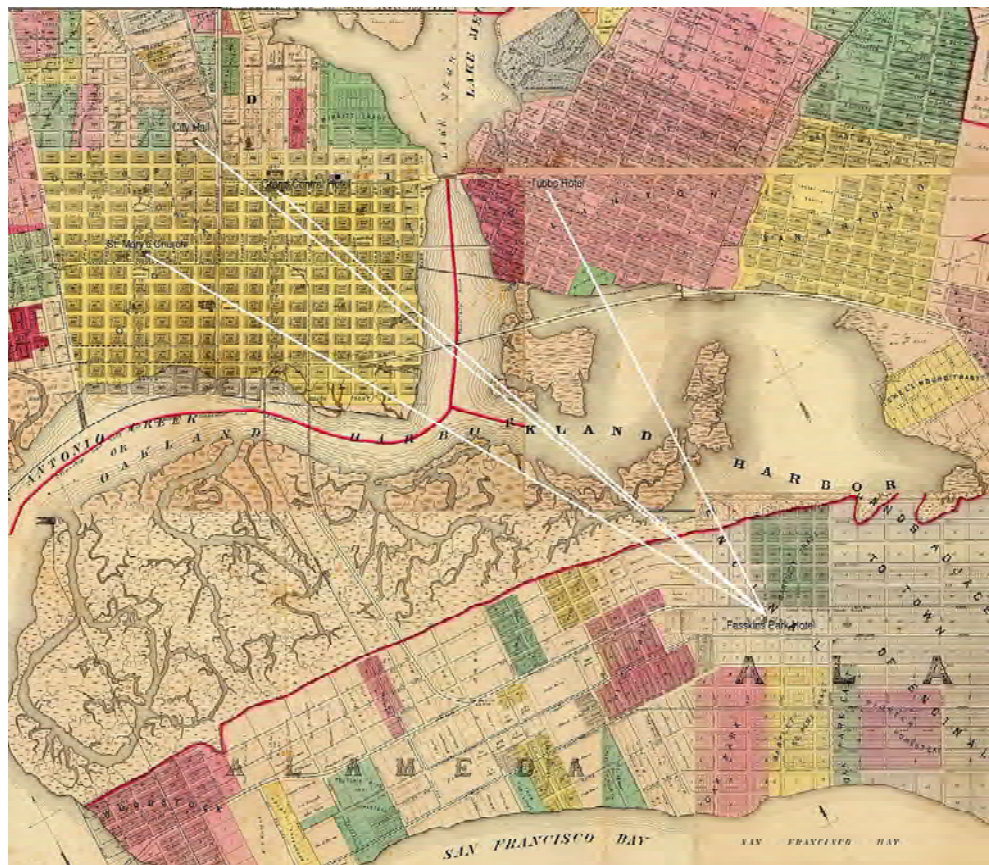
A prominent church is close to the left side of the photograph. I was unfamiliar with this church but some quick research of church photos and old newspapers revealed that it was St. Mary's of the Immaculate Conception Catholic Church at Eighth and Jefferson Streets.

continued on page 7



Enlargement of portion of the Watkins Photo

One of the maps I consulted was the 1878 Thompson & West Atlas of Alameda County. Unfortunately the maps of Oakland and Alameda are on multiple pages. It was first necessary to digitally assemble a number of pages into one image so I could triangulate a camera location based on the positions of the buildings on the skyline. The result was an approximate 1878 location in the vicinity of the Fassking's Park Hotel, Louis Fassking, proprietor. The hotel was



1878 Thompson & West Atlas of Alameda County – David Rumsey Map Collection

continued on page 7

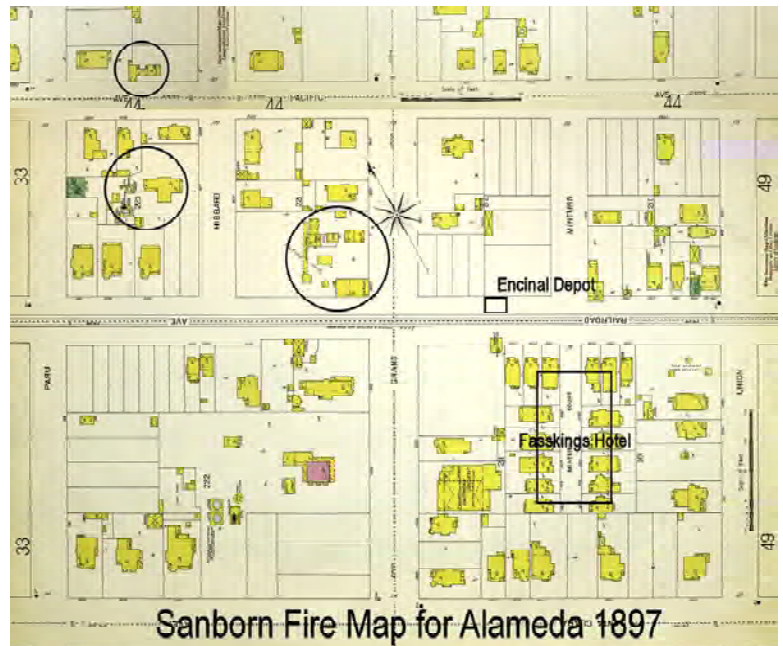
located on today's Lincoln Avenue between Grand and Union Streets in Alameda. This was further confirmed by the map identifying the community of Encinal around the hotel—the same name as the depot in the photograph. The assembled map on page 6 shows the skyline building locations relative to the Fassking's Park Hotel in Alameda.

To fine tune the camera location I used the 1897 Sanborn Map of Alameda. I was able to identify the three buildings in the rear foreground on the left side of the photograph—they were all on the 1897 Sanborn Map. The area had changed significantly from the photograph. The Encinal Depot was relocated—across what were then dual tracks—and renamed the Grand St. Station. The buildings with black circles on the Sanborn Map are those shown on the left side of the photograph and were still in existence in 1897.

From the Sanborn Map and the alignment of the grocery and large home behind, it was clear that the photographer's camera was somewhere in the middle of the block occupied by the 1878 Fassking's Park Hotel which had become a subdivision on the 1897 map. As the camera was significantly elevated, I have assumed that the roof of the hotel was the location of the camera.

The photo had to have been taken between May 1873 when the Grand Central Hotel was opened, and March 9, 1880 when the hotel burned to the ground and was never rebuilt. The vacant lot became the South Pacific Coast's first Oakland freight yard. I looked at the other buildings to see if I could narrow down the range of the dates. The Tubbs Hotel that opened in 1872 was still in business in the 1890s. St. Mary's of the Immaculate Conception Church was opened in 1872, and the building still stands today.

The Oakland approach to the Central Pacific's Alice Street Bridge is visible as the trestle on the far left edge of the photo—it opened for service in September 1873. The Oakland City Hall built in 1870 burned down in August 1877—it was rebuilt in May 1878. The two City Halls were located on the same lot and had similar but different roof and cupola designs. Although it is somewhat fuzzy in the photograph, the Oakland City Hall roof and tower look to be the building that burned down in August 1877. Therefore I believe the photograph was taken sometime between September 1873 when the Alice Street Bridge opened, and August 1877 when the 1870 City Hall burned down. Call it circa 1875.



1897 Sanborn Map - Library of Congress



The Hibbard Street house still exists today - Google Streetview

A Bit of Trivia - The railroad in the foreground of the Watkins photo is the standard gauge Central Pacific. The track was originally built by the Alameda and San Francisco Railroad. This track was used as the connection between San Francisco and the transcontinental railroad via the Alameda ferry from September 1869 to November 1869 when the Central Pacific connection was completed to the Oakland ferry. Exactly 150 years from the date of this *Hotbox* article. 🚂

Buntin Seat Survey - Part 2

Kyle Wyatt, Retired Curator - California State Railroad Museum

Photos by author

Central Pacific and Southern Pacific appear to have used a somewhat different, and perhaps older, style of Buntin seat ends. Identical seat ends are in a former South Pacific Coast car that later served on the Southern Pacific narrow gauge line in Nevada and California. It should be noted that during major overhauls it was not uncommon for a large railroad to remove existing seats and place them in general stores, and to acquire “new” seats from stores when it was time to reinstall.



CP coach #43; Sierra movie coach #2, 1869 Wason car – Railtown 1897 12-15-2010



SPng Combo #8, ex SPC #69, CP/SP style Buntin seat – NSRM 11-7-2006

Sample Buntin castings from New Zealand.

During the restoration of V&T combine #16 it was discovered there were 3 generations of Buntin seat castings from New Zealand: Original castings, full size; 2nd generation castings using an original casting as a pattern, with associated shrinkage; 3rd generation castings using a 2nd generation casting as a pattern, again with associated shrinkage.



continued next page

When Virginia & Truckee combination car #16 was sold in 1938 to the Eastern Railroad Presidents Conference for use at the 1939-1940 New York World's Fair, it still had its original seats. Unfortunately the seats, lamps, stove, and several parcel racks were stolen after the car was used at the 1949 season of the Chicago Railroad Fair. The Pacific Coast Chapter, Railway & Locomotive Historical Society (PCC, R&LHS) ended up with the car, and donated it to the California State Railroad Museum in 1969 for restoration and exhibit. In preparation for restoration the PCC, R&LHS located and acquired a large lot of Buntin seats in New Zealand. These were somewhat different than other examples of Buntin seat frame that have been seen.



New Zealand Buntin seat used in the restoration of V&T #16 – CSRM 2-21-2018



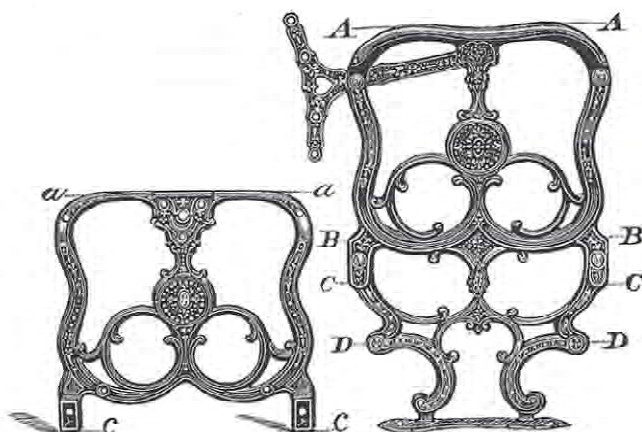
Buntin seat castings, with seat and back, all from New Zealand, assembled for an exhibit at CSRM

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The New Zealand Buntin seat casting sets appear to match styles No. 62, 63 and 64 shown in a ca. 1891 Adams & Westlake catalog.

T.C. HB Adams & Westlake Mfg. Co. c. 1891
"Catalog on Railroad Car Trimmings" pg. 275

BUNTIN'S REVERSIBLE SEAT FRAMES.



Reversible Seat Frame, Nos. 62, 63 and 64.

DIMENSIONS.

The letters in the following description, corresponding with those on the above cut, give correct distance from the points named. On this pattern the Strike Arm is held in place by a lug or projection on the Arm Rest of the Aisle End, and by a movable plate on Wall End, which can be easily removed when it is desired to take out the back of seat for any purpose.

	No. 62.	No. 63.	No. 64.
	For Standard Gauge Car.	For Standard Gauge Car.	For Standard Gauge Car.
AISLE END.			
A. Extreme height from floor to top of Arm Rest (A),	28½ in.	29½ in.	27½ in.
B. Width of frame at Seat Rail (B),	17 "	17 "	17 "
C. Height from floor to bottom of Seat Rail Socket (C),	11 "	12 "	10½ "
D. Height from floor to centre of Foot Rail Socket (D),	6½ "	6 "	6 "
WALL END.			
Height from bottom of Seat Rail Socket c c to top of frame a a,	16½ "	16½ "	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 this pattern is: 1 long or aisle end, 1 short or wall end, 1 nickel-plated arm cap, 2 malleable striker arms, 2 nickel-plated joint bolts for seat rail, 2 plain bolts for seat rail, 2 sockets for foot rail.

RIGHT AND LEFT HAND CORNER SEAT FRAMES No. 24.

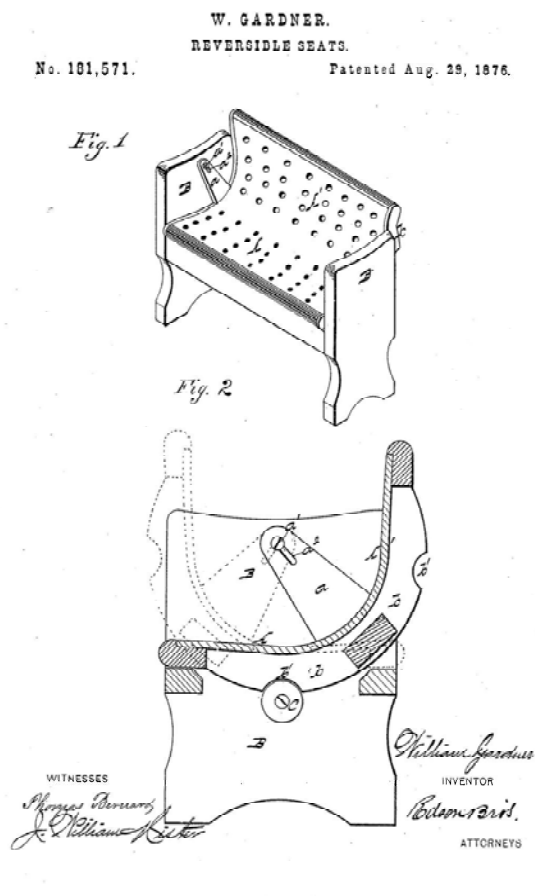
Similar in design to No. 9 (page 269), and is adapted to Nos. 62, 63 and 64.

The Castings are dressed and fitted. The Corner Set consists of the End Frame, either Right or Left, 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.

continued next page

Buntin casting were for support of seats – but many different types of seats could be supported by Buntin castings. In the 19th century Gardner & Co. produced perforated wood veneer chairs and benches for general use, and also seats for railroad cars using Buntin castings. These Buntin castings are similar to, but distinct from, the style used by the SPCRR pattern, the SPC cars from the Ilwaco RR, the D&RG/D&RGW cars; and also the similar style used in V&T coach #17.



Patent 181571 - Seat reversible - Gardner 1876 - New York



Buntin castings, original Gardner veneer perforated combined seat and back - Double T Museum 4-7-2018



Buntin castings, formerly Gardner veneer perforated combined seat and back, with newer substitute wooden seat and back installed in replacement - purchased by a private individual in an antique store in 2019

continued next page



1878-12-12 Gardner Perforated seat - 1878 Railway Age Jan-Dec 1878 - Vol 3

Buntin seats were not the only type of cast iron seat hardware. A different style end casting (manufacturer unknown) was used in several standard and narrow gauge cars that later have been preserved.



Nevada Central 3 Silver State; seats were already in the car when received for restoration - CSRM 11-13-2013



Identical seat castings in V&T combine #8 (installed by Short Line Enterprises from V&T coach #3) – NSRM, web photo



Identical seat castings used in restoration of V&T coach #4 – NSRM 10-12-2004


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Several parts catalogs included seats of this style, including Crerar, Adams & Co., and Post & Co. This style seat was installed in V&T coaches #3 & 4, Nevada Central coach #3 Silver State, and by Short Line Enterprises in V&T combine #8 using seats from V&T #3.

WESTERN RAILWAY SUPPLY DEPOT.

CRERAR, ADAMS & Co.,
General Railway Agents, Merchants,
 AND MANUFACTURERS.

CAR BUILDERS', MACHINISTS' AND CONTRACTORS' SUPPLIES,

11 and 13 FIFTH AVENUE,  205 and 207 S. WATER STREET.
CHICAGO, ILL.

— AGENTS FOR —

WM. JESSOP & SONS' Cast Steel. KRUPP'S Tires and Cast Steel. JAMES BIRD'S Patent Pulley Blocks.	NEW ENGLAND CAR SPRING CO.'S Rubber Springs. MORRIS, TASKER & CO.'S Boiler Tubes. WM. GREAVES & SON'S Files.	C. G. HUSSEY & CO.'S Sheet and Bar Copper. JOSEPH DIXON & CO.'S Crucibles. R. DUDGEON'S Hydraulic Jacks.
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1875.

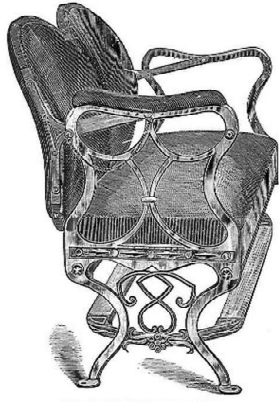
1875 CRERAR, ADAMS & CO.'S ILLUSTRATED CATALOGUE AND PRICE LIST OF RAILWAY COACH TRIMMING. 7

SEAT FIXTURES.

CAR SEAT WITH CAST IRON FRAME.

PLUSH.

We have made arrangements with the Manufacturers in France, for direct shipment to Chicago, of a regular supply of Plush of our own selection, and standard shades and qualities.



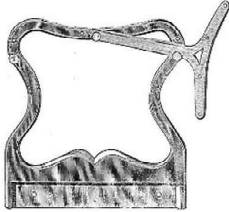
We are thus enabled to offer Plush at Eastern prices, and are always ready to send samples and give quotations for an immediate delivery, either from stock in store or from Bonded Warehouse.

For price of Seat Castings, see next page.


8 CRERAR, ADAMS & CO.'S ILLUSTRATED CATALOGUE AND PRICE LIST OF RAILWAY COACH TRIMMING.

SEAT FIXTURES.


CAST IRON SEAT FRAMES.



SEAT ARM PLATES.



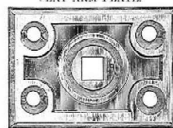
13 1/2 x 1 1/2, Nickel Plated, \$2.50 p. pair.
 Seat Arm Plates furnished to any Pattern.



With Seat Arm and Treadle complete, \$6.00
 " " " " with 2 locks, 7.00


SEAT STOPS, PLATES AND RIVETS.

SEAT ARM PLATE.




No. 22, 85c. p. lb.

SEAT STOP.



No. 27, 75c. p. lb.

SEAT RIVET.



No. 25, 85c. p. lb.

Seat Arm Hires and Washers, \$0.83 p. lb.

continued next page

Instead of using a large casting for the entire seat ends, many seat designs used a cast iron base under the seat, with a wooden end piece on the seat.



M&SV combine seat - CSRM 11-13-2013



M&SV combine seat - CSRM 12-11-2009

continued next page



M&SV combine seat wooden end piece with arm rest - CSRM 3-19-2009

Figs. 1120-1122. FURNISHINGS, Seats.

1884/1888 Car Builder's Dictionary

E-228

CAR-SEATS.

NAMES OF PARTS OF CAR-SEATS;
FIGS. 1120-1124.

1. Seat-rail.
2. (Fig. 1120.) Seat-end, Aisle Seat-end, or Short Seat-end.
3. (Fig. 1121.) Seat-end, Long Seat-end, or Iron Seat-end.
4. Wall Seat-end.
5. Seat-end Arm.
6. Seat-stand.
7. Foot-rails (fixed).
7. (Fig. 1120.) Foot-rest (movable).
7. (Fig. 1121.) Foot-rails (fixed).
8. Movable Foot-rest.
9. Foot-rest Carrier.
10. Heater-pipe Casing, or Side Foot-rest.
11. Seat-back.
12. Seat-back Moulding.
13. Seat-arm.
14. Seat-stop.
15. Seat-lock.
16. Arm-cap.
17. Cushion-frame.
18. Seat-spring.

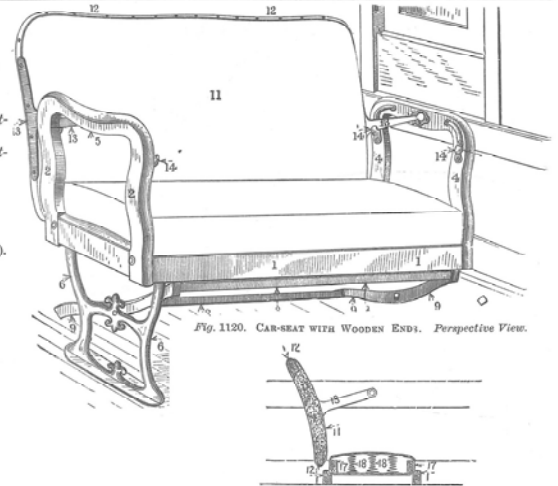


Fig. 1120. CAR-SEAT WITH WOODEN ENDS. Perspective View.

Fig. 1121. SECTION OF CAR-SEAT AND BACK.

Seats with wooden ends in 1884-88 Car Builders Dictionary - Fig 1120-1121



This full report can be found on
www.sperr.org in the "Reference Library" section.

Contributing Members It's almost time to RENEW your membership for 2020

Our memberships are still the same price as they were in 1982. You can join or renew for only \$20, or you can become a LIFE member for \$250 and never worry about paying dues again!

To join or renew, go to our website at www.sperr.org click on "SPCRR" then click on "Become a Member." Or you can send us a check made out to "SPCRR" and mail to: SPCRR, PO Box 783, Newark, CA 94560.

Membership Dues and all Donations are tax deductible. SPCRR is a registered 501(c)(3) nonprofit corporation.

THANKYOU!

SPCRR Board of Directors Meeting Summary



September 2019

- Purchase of ballast for track 5 was approved pending cost estimates.
(this project has been completed)
- Purchase of rock to cover dirt road around the Car Barn was approved pending cost estimates.
(this project has been completed)

The 24th Annual Haunted Railroad was a big success well... at least for 5 of the 6 nights

J. S. Burgess

All photos by Don Marenzi unless noted otherwise

This year's Haunted Railroad Committee was made up of Jack Burgess, Andy Cary, Barry Lependorf and myself. Barry was a new to the committee and he had some great ideas to enhance the ride. Everything went well for the first 5 of the 6 nights, and we had full trains riding into the spooky, haunted forest. Our luck ran out on the 6th and last Haunted Railroad day... the wind started in the morning and kept getting stronger. We checked all of the weather services and they all predicted there would be 50 mph gusts into the evening hours. Anyone who knows about eucalyptus trees (which make up our haunted forest) knows that you never want to be near those trees when it is windy—their limbs can break and fall without warning. By 2:30 pm we were talking about cancelling the ride when we received a call that East Bay Regional Park District had shut down all of their parks due to wind and fire danger until Thursday. We immediately started notifying the 400 Haunted Railroad ticket holders that the ride was cancelled that night, and then I started refunding their tickets. It was a sad way to end the event, but on the bright side we did operate 28 trains full of happy people.

It takes many volunteers coming together to make this event a success, and the following volunteers made this event possible.

Front Station Area

Jack Burgess covered the ticket window with help on different days from **Barbara Ekstrom**, **Don Marenzi** and **John Abatecola**. Jack also handled all of the station area setup before each night, as well as the cleanup afterward. **JS Burgess** was in charge of advance ticket sales and publicity, helping to load and unload the passengers, train announcements, preparing the station area before each night, and cleaning up afterward. **Mary Bobik** checked tickets, kept all of the ticketholders for each different train in orderly groups, and helped with the Ghost Chaser sales.

"Ghost Chasers" (glow sticks) were sold by **Donna Arrillaga** and **Mary Bobik** with occasional assistance from **Gene Arrillaga** and **Gene Bobik**. The profits made from the Ghost Chasers covered our expenses for this year's Haunted Railroad event!

For 22 years, **Ruth Wissel Tyson**, with the help of her husband **Henry Tyson**, has designed and carved 12 to 16 of her world-famous pumpkins each year for us to display. Not only did she carve the pumpkins, Ruth and Henry also delivered the fresh pumpkins each Friday from Walnut Creek in rush hour traffic. This year Ruth's theme was "Haunted House" and everyone was amazed. There were also carved trees, owls, a skeleton, and even a man in the moon looking down upon the other pumpkins. We let families enter to take photos with the pumpkins when the train was away.

The Train Crew

Our crew is the best and they did an excellent job of making sure the train was on time while also keeping the riders safe and happy. The train crew was staffed by Conductor **Barry Lependorf** (5 nights), Engineer **David Waterman** (5 nights); and Brakemen **Michael McDonald** (5 nights), **Bob Pratt** (3 nights), and **James Link** (2 nights). Both Bob and James had to work double shifts on Fridays and Sundays to keep the daytime train operating. You guys did an awesome job!

Narration On The Train

The heart of the Haunted Railroad is the storyline the Narrator weaves. Much of the Haunted Railroad's success is due to Narrator **Bill Ekstrom**. Bill weaves a fanciful tale about a young couple on their wedding day many years ago. The Bride's new husband was called in to work on their wedding night. Tragically his train plunged off of the Dumbarton railroad bridge and landed on a

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Barbara Ekstrom and Jack Burgess (hidden by sign) at the Ticket Window.



Donna Arrillaga and Mary Bobik having too much fun.

pirate ship. Somehow Bill weaves all of the characters in the woods into the story, adding in whatever surprises and changes he finds on each trip. That is not easy!

The Haunted Woods

Everyone's favorite character is the Witch, played by the incredible **Beth Cary**. Beth had assistance this year from her grandson **Simon** who played the Witch's little Bat. Beth always finds ways to change up her routine and this year was no exception with the little Bat helping. The adorable Bat reminded the Witch every time she forgot to add an ingredient to her pot of stew... this got a big laugh from passengers on the train.

This was the fourth year in which students **Ashley** and **Siret** played the Ghost Bride and Ghost Bridesmaid. Somehow they keep that blank stare on their face as they walk through the train and never break character.

Those treasure-seeking Pirates were played by **Scott Ekstrom** and his band of marauders: **Holly**, **Sophia** and **Patrick Murphy**. **Scotty** played a werewolf on some nights, and a Chance Gang member on other nights. Scotty's friend **Connor** played the werewolf one night, and his brother **Ryan** played a gorilla. Sophia and Holly also played scarecrows some nights.

The Ghoul and Tombstone Salesman were played by **John Stutz** and **Colin Taylor**. That spooky Ghost haunting the woods was played by **Julie Boyer**, who also played the "Ghost Widow" and walked around the train looking for her deceased husband when Ashley and Siret couldn't be there. Two new Ghosts appeared on a Friday night this year and were played by **Allie and Andrew Mundt**. The **Ardenwood 4-H Club** put on a skit about Hansel and Gretel being saved by the 4H kids on one Saturday night.

The Chance Gang train robbery was led by "Slim Chance" **Andy Cary**. "Slim" climbs on board the train and he and Narrator Bill Ekstrom (aka Fairlie Good Chance) launch into a funny routine full of puns and jokes. Other Chance Gang members this year were played by "Hadda Chance" **Gene Arrillaga**, "Coul-da Chance" **Stuart Guedon**, "Wanta Chance" **Steve Evans**, "Little Chance" **Scotty**, and "Noh Chance" **Ken Underhill**,

Displays/Setup/Take-down and Special Mention

The haunted forest displays were created and maintained by **Andy Cary** and his tireless group of volunteers: **Gene Arrillaga**, **Gene Bobik**, **JS Burgess**, **Jack Burgess**, **Scott Ekstrom**, **Steve Evans**, **Stuart Guedon**, **Barry Lependorf**, **Tony Peters**, **Tom Sturm**, **John Stutz**, **Colin Taylor**, **Ken Underhill** and **David Waterman**.

The lights, wiring, sound system and speakers were handled by **Jack Burgess**, **JS Burgess** and **David Waterman**.

Thank you to **Ken Underhill** for picking up pizzas each night so that everyone had a snack. Thank you to **Don Marenzi** for taking photos of the event. And thank you to **David Waterman** for fixing every mechanical problem that came up before, during and after the event; and also for dismantling the sound system and lighting on the train then packing it all away before the regular train operation began..

If I left anyone out, please forgive me! **A GINORMOUS THANK YOU** to everyone who gave their time and energy to make this year's Haunted Railroad a great success!



"Haunted House" themed pumpkins with "Man in the Moon" pumpkin above.. Note skeleton pumpkin on far left.

People Who Make the Haunted Railroad A Success



Ruth Wissel Tyson carving the pumpkins.

Photo-Henry Tyson



Ashley plays the Ghost Bride, with Siret as her Ghost Bridesmaid.



Ghost Haunting Graveyard was played by Julie Boyer.



The Witch played by Beth Cary, with her Little Bat played by Simon.



Bank Robber Andy Cary talks Narrator Bill Ekstrom out of the gold on the train.



Ghosts were played by Allie and Andrew Mundt.



Three generations of volunteers (left to right): Julie Boyer, Sophia, Jacque Burgess.



Train Crew members Mike McDonald, Barry Lependorf and Narrator Bill Ekstrom.



The Pirate was played by Scott Ekstrom.



Chance Gang member Steve Evans trying to reach that shot gun. Below: Chance Gang members Stuart Guedon and Ken Underhill.



Weekly Workdays

Restoration, Track, Events & Miscellaneous

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 - reported by Gene Arrillaga, Restoration Manager

Work on restoration was suspended until after the Haunted Railroad and its cleanup was completed.

9/30 (Mon) –Volunteers: A. Cary (8 hrs); G.Arrillaga, G. Bobik, T. Sturm (6 hrs); D. Waterman (4 hrs); K. Underhill (3 hrs).

Most work was done on NWP caboose 6101 restoration and shop cleanup. Moved mobile storage unit for the Haunted Railroad onto re-purposed gypsy caravan/mobile storage trailer.

10/14 (Mon) –Volunteer: T. Sturm (6 hrs). Worked on the trucks for caboose 6101.

11/11 (Mon) –Volunteers: G.Arrillaga, J. Stutz (4 hrs); JS Burgess (5 hrs). Received a donation of an extensive collection of woodworking tools located in Atherton. Went to location to plan how to move everything to Ardenwood.

11/12 (Tues) –Volunteers: G.Arrillaga (2 hrs); J. Burgess (3 hrs); J. Stutz (3 hrs); D. Waterman (1 hr). Gene, Jack, JS, and John visited location of woodworking tools are located, and planned strategy on how to move them to Ardenwood. David looked into finding a large lift-gate truck on short notice. Jack next met with park staff to discuss payments; ridership numbers and carrying capacity; future train crew staffing.

11/13 (Wed) –Volunteers: G. Arrillaga, JS Burgess (6 hrs); J. Stutz (7 hrs). Started taking apart the large woodworking equipment and boxing up the smaller tools donated.

11/14 (Thurs) –Volunteers: D. Waterman (8 hrs); G. Arrillaga, G. Bobik, A. Cary, J. Burgess, JS Burgess, J. Stutz (6 hrs); J. Goldie, K. Underhill (1 hr). Inventoried and moved large woodworking equipment to Ardenwood.

11/15 (Fri) –Volunteers: J. Stutz, J. Burgess (.5 hr); JS Burgess (2.5 hr). Went back to find missing part of woodworking equipment. JS worked on document to give owner for tax purposes.

11/23 (Sat) -Volunteers: G. Arrillaga, J. Stutz, JS Burgess (4.5 hrs). Donors of woodworking equipment had more tools for us. We came back with the final 13 boxes full of tools and accessories.

TRACK - reported by John Goldie, Track Manager

10/12 (Sat) –Volunteers: J. Goldie, D. Waterman (8 hrs); S. Rusconi (4 hrs). Worked on lettering of the cross bucks (6 on one side, and 2 on both sides); installed two cross bucks at Farmers Crossing; inspected Corp Yard Crossing for placement; review proposed extension.

Oct/Nov –Volunteers: J. Goldie (24 hrs), J. Martinez (3 hrs), S. Rusconi (7 hrs), B. Sorel (4 hrs), D. Waterman (11 hrs). Steve and John Machined 45# shoes to fit our rail. Bruce and Steve mounted and machine adjusted the shoes. Jay, David & John lettered the crossbucks and touched up the paint. David installed the crossbucks. David, Steve, Bruce & John surveyed potential track extension and reversing



Rotating the wheel sets to use under NWP caboose 6101 currently under restoration.
Photo: David Waterman



Jay Martinez lettering the new cross bucks. Photo: David Waterman

continued next page

track. John documented proposals for upcoming Board meeting. David started construction of ballast back stop. John cleaned up track supply area.

11/9 (Sat), 11/14 (Thurs) –Volunteers: J. Goldie (9 hrs), S. Rusconi (3 hrs), D. Waterman (4 hrs).

Steve and John did outdoor clean up. John organized the tools, painted tools, and tarped equipment; David and John added ballast, tamped, and leveled track 5.

11/16 (Sat) –Volunteers: J. Goldie, D. Waterman (8 hrs); S. Rusconi (4 hrs). Graded gravel behind car barn; graded gravel on the front/west end; added ballast to track 5 clear post area; added ballast to the un-ballasted tail and started to profile; measured and labeled the rail stock on hand; worked on push cart bearings.

11/23 (Sat) – Volunteers: B. Goldie, J. Goldie, B. Sorel, D. Waterman (4 hrs). Moved the short length rail pile near the head block tie pile; cleaned out the rail frogs; moved the joiner bar piles in prep of palleting them; cut brush to give tractor access to palleting area; restored the bearings on the 2-foot push cart; leveled new gravel; moved some junk ties to the dead tie pile.

11/24 – Volunteers: B. Goldie, J. Goldie, D. Waterman (6 hrs); S. Rusconi (5 hrs). Added/leveled gravel and moved dirt on the right-of-way for the Maintenance of Way car to park; placed 25 ties and the next head block tie; selected pieces of rail to use.

SPECIAL EVENTS - reported by Andy Cary and JS Burgess

10/1 (Tues) –Volunteer: D. Waterman (4 hrs). Welded new tongue and attachment point on gypsy caravan/mobile storage trailer.

10/5 (Sat) –Volunteer: A. Cary (6 hrs). Added stairs to gypsy caravan-mobile storage.

10/6 (Sun) –Volunteers: A. Cary (8 hrs); D. Waterman (5 hrs). Purchased and assembled new storage shed for Pirates and witch; inventory, purchase and assemble field storage sheds; finish Halloween storage wagon; place new sheds in woods.

10/7 (Mon) –Volunteers: A. Cary (9 hrs); D. Waterman (7 hrs); G. Arrillaga (6 hrs); S. Evans, B. Lependorf (4.5 hrs); K. Underhill (4 hrs). Transport and set up western town, gingerbread house, tables and benches, generator houses. Installed safety gate on museum car SP 472.

10/14 (Mon) –Volunteers: A. Cary (8 hrs); G. Arrillaga, J. Burgess, JS Burgess, J. Stutz (6 hrs); S. Guedon (5.5 hrs); K. Underhill, D. Waterman (4 hrs). Ran electrical cords and lights to all display areas.

10/16 (Weds) –Volunteers: D. Waterman (5.5 hrs); J. Burgess, JS Burgess (3.5 hrs). Wired train for lights, hung lights, installed speakers, and ran speaker wires to sound system then tested system.

10/17 (Thurs) –Volunteer: A. Cary (6 hrs). Painted shed for the witch's storage to look like a brick oven. Volunteers: J. Burgess, JS Burgess (3 hrs). Prepared for opening night (get cash from bank, set up cash boxes for ticket window and glow stick sales, make decorations, bring out stanchions for passenger line; ropes; etc.

Volunteer: D. Waterman (3 hrs) – Make step boxes for ghost bride; fix sound issues.

Volunteers – J. Burgess, JS Burgess, A. Cary, B. Ekstrom (2 hrs). Event rehearsal and sound check.

NOTE: Nights that the Haunted Railroad operated are recorded separately.

10/25 (Fri) –Volunteer: D. Waterman (2 hrs). Attached extra lights to cars and station.

10/28 (Mon) –Volunteers: G. Arrillaga, A. Cary, S. Guedon, J. Stutz, T. Sturm (6 hrs); J. Burgess, JS Burgess (5 hrs); K. Underhill (4 hrs). Take down Haunted Railroad graveyard, inflatables, power cords, and displays in woods. Jack & JS took down Haunted Railroad items in the Ardenwood station area; put away in container & car barn.

10/29 (Tues) –Volunteer: D. Waterman (4 hrs). Took down train lights and power cords, removed sound system and put it away.

11/4 (Mon) –Volunteers: A. Cary (7 hrs); G. Arrillaga, G. Bobik, J. Stutz (6.5 hrs); S. Guedon, K. Underhill (6 hrs); J. Martinez, D. Waterman (5 hrs); T. Sturm (3 hrs); T. Peters (2 hrs); J. Burgess (1 hr). Take-down Haunted RR buildings and props; move tables and benches to storage area.

MISCELLANEOUS

11/4 (Mon) –Volunteer: JS Burgess (4 hrs). Updated Liability Release records; updated database; edited Hotbox articles.



Setting up the western town. Volunteers included Gene Arrillaga, Andy Cary, Steve Evans, Barry Lependorf, Ken Underhill, and David Waterman.
Photo: Steven Evans

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

Nov 24 End of train operation for 2019

Saturday, Dec 7 6 PM - Annual Holiday Dinner/Election of Officers for 2020 and Special Presentation.
Free for all SPCRR members, volunteers & employees. RSVP no later than 10am, Monday, December 2.

How to sign up for the 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. It is free to join! Just send an email to 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 or call Ken at 925-373-6884.

Workdays - continued from previous page

11/11 (Mon) - Volunteer: JS Burgess (6 hrs). Finalized the Restoration Report for NWP caboose 6101; determined the cost for copying and mailing the report for BofD to review; worked with San Luis Obispo RR Museum to send the Memorandum of Understanding for obtaining PCR box car 20 overnight to arrive prior to their board meeting.
11/12 (Tues) - Volunteer: JS Burgess (7 hrs). Proofread/edited articles, and started editing photos for Nov/Dec Hotbox.
11/18 (Mon) - Volunteer: JS Burgess (6.5 hrs). Worked on Hotbox, and sent notices out for volunteer hours.
11/19-25 - Volunteer: JS Burgess (35 hrs). Put together the Nov/Dec Hotbox newsletter.

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, or call 510-508-8826.

- **Monday, 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, 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, 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 (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 or call 510-508-8826. 