



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 510-508-8826. 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. Donations are appreciated, we are a 501(C)(3) nonprofit. 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.

In honor of Women's History Month, we are excited to present an article duo about women and railroads

The first article on page 2 is written by the amazing [Shirley Burman Steinheimer](#), renowned railroad photographer, historian of women working in the railroad industry, and creator the national traveling photo exhibition “*Women and the American Railroad*.” She has also established a non-profit called The Women's Railroad History Project — a repository for oral histories, photographic and artifact collections; and other historical research. Shirley is currently working on a book, *Railroad Women's History*. In her article “Don't Tell Me No!” Shirley discusses the changes in the roles of women in railroading since the turn of the 20th century.

The second article beginning on page 3 is written by one of our founders, [Bruce MacGregor](#), renowned railroad photographer, narrow gauge railroad historian, and writer of *The Birth of California Narrow Gauge* as well as three books on the South Pacific Coast Railroad. He also co-authored *Portrait of a Silver Lady: The Train They Called the California Zephyr*. In his article “Women of the South Pacific Coast Railroad,” Bruce partnered with historian, researcher and model railroader [John Hall](#). John has extensively researched the history of the South Pacific Coast Railroad, and he accurately represents the year 1886 on his model railroad. He has also created 3D digital files of many of the pieces of SPCRR's coach NPC 34. John is the author of a series of past and upcoming articles on people of the SPC published in *The Hotbox*.

Don't tell me no!

by Shirley Burman Steinheimer

Photos by Author

Coming from the 1950s-60s generation when women were not allowed to hold many jobs where labor was involved, it was enlightening to find out the South Pacific Coast narrow gauge didn't tie women's hands. In fact it gave many the opportunity to hold down an important job before the turn of the 20th century.

My interest in railroad women's history came after a chance event in 1979 observing a film company making a movie in the California State Railroad Museum's restoration shop in Sacramento. One scene, set in World War II, portrayed two women in overalls, wielding very impressive wrenches used to repair a locomotive. I asked a knowledgeable male co-worker why they were filming women working. He briefly said, "Oh, women helped out during the war!". I asked him if there were any books on the subject. "No" was his brusque reply. And that flat "No" set me off on a 39 year pursuit to find out about women who worked for railroads.

The earliest records of women working for any railroad were as telegraphers at the time of the Civil War. Many of these early positions came about because of family connections, and that may be the same for women of the South Pacific Coast narrow gauge. It was easier for women to step into a position with family support, as many women 'ops' learned as children how to 'key' sitting at the knee of their father who was a telegrapher, or she learned as an adult from a husband. These were jobs well-suited for women who were quick studies, who were organized and could do more than two things at once. Most were respected and lived within the community where they worked. Most were married and also had domestic duties, raising children and helping a husband.

The telegrapher's office in a station may have been a male environment, as Bruce MacGregor and John Hall suggest in the article "Women on the South Pacific Coast" on page 3 of this month's *Hotbox*. But, I found that often smelly ash trays of half burnt 'stogies' were replaced with a vase of flowers if a woman 'op' was one of three on a three-crew duty shift.

Just as the Industrial Revolution changed the course of women's employment, the Morse Code opened up new jobs for women who went out into the world opening the depot door just a crack for other women to follow. 🚂



Doris Ford checks journal boxes



Sara Hayworth, tower operator

Women of the South Pacific Coast Railroad

by Bruce MacGregor
research by John Hall

Number of women appearing in the book "South Pacific Coast": **1**
(Bruce MacGregor, Howell North Books, 1968)

Number of women appearing in this article "Women of the South Pacific Coast Railroad": **25**
(The Hotbox, March/April 2020)

Number of women whose economic well-being depended on the South Pacific Coast Railroad in 1886: **1000+**
(estimate)

There are archetypes and stereotypes; two sides to the same coin. Two ways to look at the same person. The first is an exemplar, someone with unique qualities, a role model; the second, an oversimplified picture, a conclusion distorted by prejudice, and invariably wrong. Our stories about women on the railroad portray them as both. An example... Alice Matty is the only woman appearing in all three lists above. From 1894 to 1903, Alice held the responsible position of station agent at Wrights, California, at the summit of the railroad's climb over the Santa Cruz Mountains. She was the station's telegrapher, train order operator, freight and passenger agent, baggage handler, Wells Fargo express agent, janitor, and record keeper. And the only woman working for the narrow gauge whose name we knew.



Alice Matty in her office at Wrights during the month of February 1900. Photo: Bruce MacGregor Collection

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Fifty years ago I focused on Alice in my book *“South Pacific Coast,”* in part because of the popular destination Wrights provided to picnic trains terminating at Sunset Park, a venue for large groups seeking day-long excursions to the redwoods. Wrights became an iconic location. And Alice became an integral part of that iconography, in large part because of a photograph of her at work inside the station at Wrights (page 3). In this photograph, Alice was pictured on one side of the coin, a woman in a man’s role—more a stereotype than archetype of women on the railroad. The photo-graph portrayed her in stereotypically male surroundings. But what was unique about Alice? What made her special in the role she played? What made her different from the men who occupied the same position all over the railroad? The photograph didn’t say. And I simply didn’t know.

Over the past fifty years my perception of women’s roles on the small narrow gauge short line, and the individuality of women on the railroad, slowly expanded. The reason in part was a change in my own awareness of identity politics in general, and the feminist movement in particular. And in part it was a change made possible by the recent digital access to contemporary newspaper archives. In searching newspapers, it quickly became clear that Alice was far from the only female employee working for the narrow gauge. There were at least five accomplished female telegraphers working for the railroad over the course of its 30 year history: Agnes Casey, daughter of Roadmaster Thomas Casey (1883); Lillie Steel (1883); Ella Fitzgerald, sister of W.T. Fitzgerald, General Freight and Passenger Agent of the railroad (1885); I.T. Main (1885); and Lizzie M. Whitmore (1885). The quick turnover of the telegraphers was likely because of marriage, as was the case with Ella Fitzgerald.

In addition, there were at least four additional women station agents besides Alice Matty: Catherine Cunniff, 7th and Webster assistant ticket agent in Oakland (1884-1885); N. Borroughs, station agent in Oakland (1887); Clare Hunter at Wrights (1894); and Miss Tilson at the 7th and Webster Street station in Oakland (1894). Little is known about the first four agents, but Miss Tilson grabbed headlines on July 4, 1894 when narrow gauge trains were halted by a lowered signal at the 7th Street crossing. It was at the height of the Pullman strike, which had spread across the nation and by this date had impacted the West Coast. By this time, no male railroad employee would cross the strikers’ lines, much less clear a hand-operated signal. Miss Tilson calmly left her ticket agency, walked into the crowd of strikers surrounding the signal lever, and threw it open to allow the narrow gauge commuter train to pass. To the angry, fist-waving crowd of hecklers that booed her, Miss Tilson delivered a stunning rebuke which was jotted down by a reporter, “I am here for the company and if the trains do not pass I cannot sell tickets.” She then returned to her ticket office and calmly resumed her duties. Thirty minutes went by. A second narrow gauge train approached the

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Alice Matty on the foot plate (enlargement on page 5).

Photo: Bruce MacGregor Collection



A close-up of the photo on page 4 with Alice on the foot plate. (The spots are due to film grain in the original image.)

lowered signal and stopped. Again the angry crowd dared any male railroad employee to cross their line to throw the lever. Again no one did until Miss Tilson calmly walked from her office to the signal, raised it again, and watched the train pass in front of the same gobstruck crowd who had heckled her minutes before.

Less dramatic roles of women became visible through newspaper stories, including support roles in hostelrys and hotels. Mary Ames, for example, ran an Alameda boarding house that provided room and board for engineers, conductors and brakemen. So did Mary Kearney who, wrote the *Oakland Tribune* of February 12, 1885, "provides generous provender for a number of the employees on the local trains of the South Pacific Coast road (narrow-gauge), at her house at High-street station, and is evidently in much favor with the railroad boys. During the holiday season they clubbed together and presented the kind-hearted lady with a full set of very nice furniture for her house, and for their considerate thoughtfulness and kind regards, Mrs. Kearney desires us to return her heartfelt thanks."

Stories of calm female resourcefulness in the face of adversity appeared regularly in the press, even if the women involved weren't actual employees. In June 1901, Kate White was one of the passengers on board a north-bound express train that derailed in the San Lorenzo River

Gorge, badly injuring the engineer and fireman. Uninjured, Kate opened her trunk and tore up her own clothing to make bandages and ministered to the wounded.

Virginia Davis, a niece of SPC president Alfred Davis, was a passenger on a stagecoach in the Santa Cruz Mountains in June 1882 when the stagecoach took a late night plunge over a bank in the San Lorenzo River Gorge. She remained with several injured and dying passengers for the rest of the night, tearing up her own clothing to dress the wounded. And on September 11, 1882, Virginia was aboard the Santa Cruz Express when the locomotive snapped a piston rod, temporarily free-wheeling until the conductor and a brakeman could stop the train with handbrakes. Virginia was credited with "showing her bravery while quieting the fears of the lady passengers" during the terrifying seconds that the train appeared to be out of control.

Lizzie Plitt, age 10, had the courage to sing for assembled well-wishers at Martin Corcoran's 1883 promotion party at the Alameda Palace Hotel in San Jose, when he was named as the railroad's San Francisco wharfinger. The proprietor of the hotel was Lizzie's father, Justis Plitt. A year later Mr. Plitt's other daughter, Emma, married Edward Baldwin, a SPC locomotive engineer.

And Mary Cramer downed enough liquid courage to fall asleep on the tracks shortly before a narrow gauge commute train was due in 1897, barely escaping mutilation by something like 12 inches as the engineer struggled to stop the train before it reached her.

Young women also gained fame by dedicating three of the railroad's ferryboats:

- Miss Alice C. Palmer, age 17, christened the SPC ferryboat "Newark" in April 1877. Alice was the niece of Charles C. Bemis who superintended the construction of the boilers and engines of the "Newark."
- Miss Angie Bemis, age 14, christened the SPC ferryboat "Bay City" in May 1878. Angie was the daughter of Charles C. Bemis, Inspector of Steam Vessels in 1880.
- Miss Ella Sargent christened the SPC ferryboat "Garden City" in June 1879. Ella was the daughter of U.S. Senator for California Aaron Sargent. In 1878, Senator Sargent introduced the 29 words that later became the 19th amendment giving women the right to vote. Swinging the bottle of champagne into the side of the "Garden City," Ella cut her hand on the broken bottle, but not seriously.

Women relatives of railroad management were often centerpieces of stories about the privileges of position. On June 1, 1889, Mrs. W.H. Frost, daughter of railroad superintendent Luther Fillmore, invited her friends to her annual birthday trip—a private party aboard the railroad's parlor car "San Francisco" for an excursion to the Sunset Park picnic grounds at Wrights. Mrs. Frost had invited enough friends to fill both the parlor car and a second coach, reserved

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Susie A. Davis, Sept. 15, 1884, San Francisco, California.
Photo: John Hall Collection

exclusively for the birthday group. Another example is SPC president A.E. Davis' daughter Susie being frequently mentioned in the society columns when she briefly made an appearance in hotel lobbies in Santa Cruz or San Francisco.

But more often than not, newspaper articles about women and the railroad cast them as faint-hearted, victims, and objects requiring rescue by men. During a remodeling of the ferry building in San Francisco to make way for a new jetty in 1889, a small group of narrow gauge office workers remained in the building while workers jacked and cribbed it into position to be moved. The jacks collapsed, dropping the structure two feet. The incident was reported in the newspaper as "The pretty and accomplished young lady who graces the dim and dusty office with her radiant presence, not at first realizing her danger, suddenly became aware of it, and shrieked loudly. The note of terror reached the listening ear of Superintendent of Construction Randolph C. Miller, who, with the courage born of many years of service as ticket collector, rushed to the rescue. For fear, however, that the extra weight of his boots might cause a catastrophe, he took them off and mounted the creaking and swaying stairways. Presently, he emerged with his fair burden in his arms, and, amid the cheers of the workmen, conveyed her to a place of safety. He then put on his boots."

The most blatantly misogynistic newspaper story about women and the railroad was written in the aftermath of the picnic train tragedy of 1880 when 15 men and women lost their lives in a runaway train southbound in the San Lorenzo River Gorge. Following the wreck, on May 29 Frank Moffit, editor of the *Newark Enterprise*, wrote what he considered to be a public defense of the railroad, "A foolish and child-like rumor seems to have been spread abroad that if the SPCRR had been a broad gauge, an accident such as that of Sunday

last could not have happened. This is as absurd as it is foolish, and everybody should know that accidents of this kind have been occurring for years past on broad gauge railroads. Women and weak minded men are the only class that pays any attention to such nonsensical talk." Women of course paid close attention to Frank Moffit and his newspaper, likely contributing to the paper's demise in October of the same year.

In the crosscurrent of romanticized, misogynized, objectified and stereotyped characterizations of women connected with the railroad, one figure seemed to rise above the norms of the time. Mollie Redmond rose out of obscurity when she was identified as Thomas Carter's mistress in a series of scandalous newspaper stories that appeared in the *San Francisco Call* in June 1896. By then a recognized California industrialist, Carter had amassed a fortune based in part on lucrative contracts manufacturing rolling stock, bridges and shop facilities for the South Pacific Coast. He was 42 when 24-year-old Redmond entered his life. The affair ended publicly fifteen years later with a civil suit Redmond filed against Carter for a breach of promise to marry. The suit triggered a response from what today would be recognized as the tabloid press, seeking sensational details of the affair and quoting Carter accusing Redmond of being a "coarse and common person addicted to looking on wine too often when it is red," not to mention a gold digger who was seeking a \$50,000 settlement.

Ironically, Mollie Redmond's newspaper persona appeared to gather strength and fight back. James Horan, Mollie's uncle and a prosperous cattleman in San Francisco, came to her defense. "She is a thorough business girl," said Horan to a *Call* reporter, "Business from the word go. If you would talk with her you would see it. She is rather close. When she lets go of \$10 she wants to see \$15 or \$20 coming back. She has an eye out for business all the time." Horan mentioned property Redmond owned in San Ramon, as well as lots in Alameda and San Francisco, as examples of investments his niece owned and successfully managed.

The sudden shift in media perspective may have helped convince Carter to settle the suit out of court and patch up their relationship on the promise, made in front of witnesses, that he would leave Mollie Redmond money in his will. Two years later, Carter was dead following an operation for throat cancer. His will made no mention of his mistress. Mollie was soon back in the headlines of the *San Francisco Call*, suing Carter's estate for the promised inheritance. But this time, rumors of "addiction to red wine" were missing from the paper's portrayal of Mollie. The "thorough business girl" had re-emerged. Mollie retained attorneys and prepared for a long court battle. Newspapers portrayed her as a smart, capable single woman fighting the threatened male heirs of the Carter fortune." She made compelling reading.

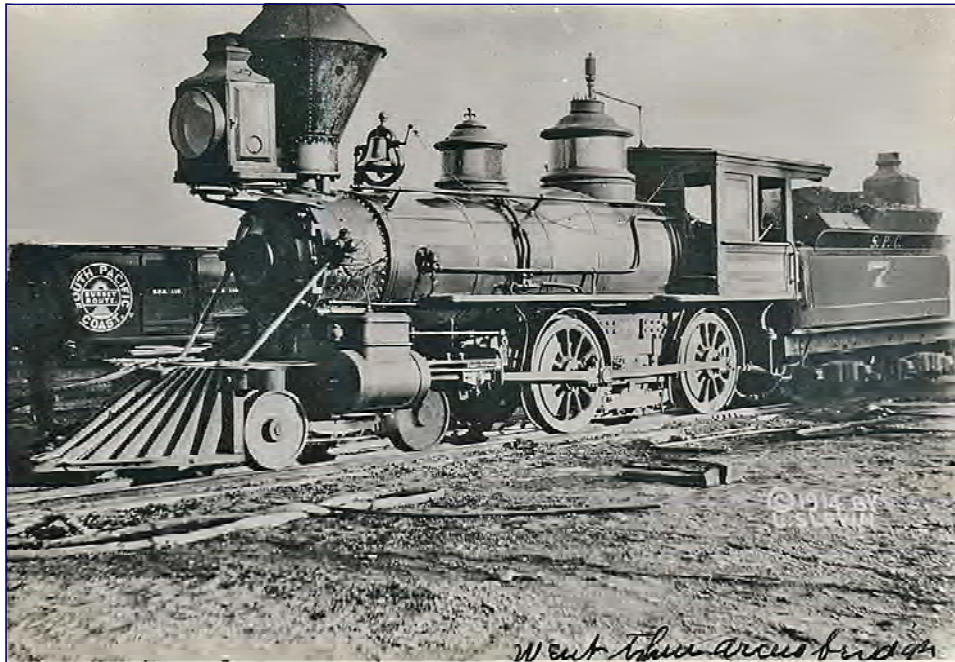
It was a strangely modern portrayal. Mollie's story began to shape a new image for women in the popular press—smart, independent, bold—in charge of their own destiny, fighting to become protagonists in their own stories.

Archetypes, not stereotypes.

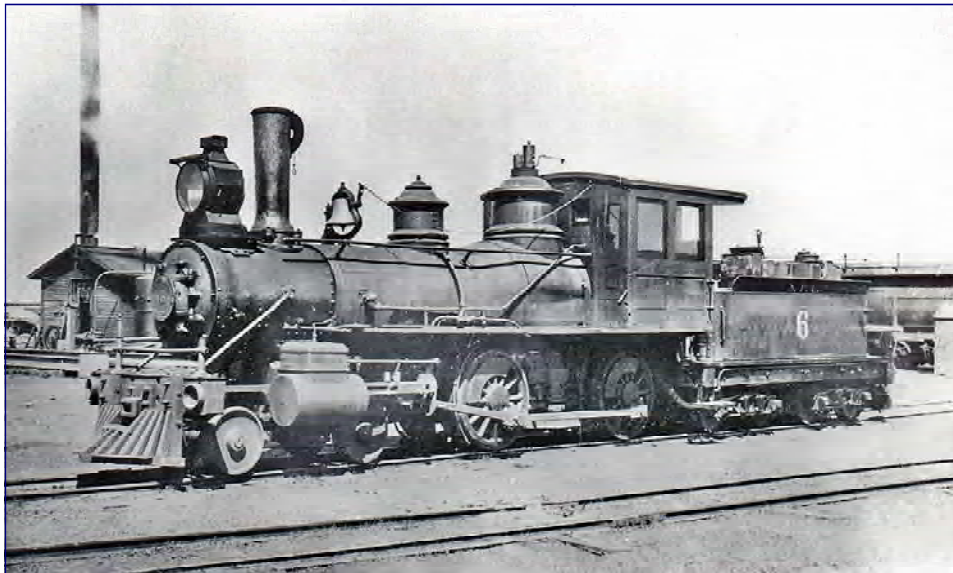


Mollie Redmond

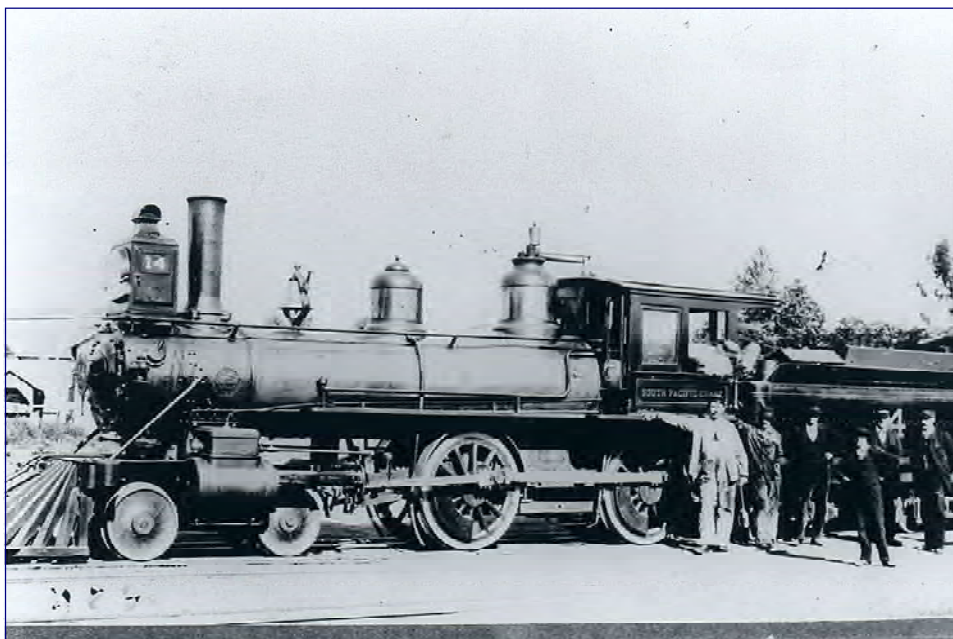
Historic Photos from the collection of Don Marenzi



South Pacific Coast Ry. 4-4-0 No. 7. This photo was taken in November 1901 at the narrow gauge engine terminal at Alameda Point. No. 7 was built in 1877 by the Baldwin Locomotive Works of Philadelphia, PA. It later served on the Illwaco Railway in the southwest part of the state of Washington. It was scrapped in 1931. In the left rear of the photo is a typical Carter Brothers 28-foot-long combination boxcar—of the same type as car No. 444 in our museum's collection.



South Pacific Coast Ry. 4-4-0 No. 6. This photo was taken in 1906 at Alameda Point after it was rebuilt. Behind the tender is an early standard gauge Southern Pacific steel oil tank car. The narrow gauge will soon be widened to the SP's standard gauge. No. 6 will later be leased to, and operate on, the San Bernardino & Redlands RR; then it would migrate to the SP-owned narrow gauge lines in the desert of Nevada and California. It was cut up for scrap in 1926. No. 6 was originally built in 1877 by Baldwin in PA. A better quality full page print of this image appears in Bruce MacGregor's book "Narrow Gauge Portrait: South Pacific Coast" on page 18.



South Pacific Coast Ry. locomotive No. 14, a 4-4-0 built in 1884 by Baldwin Locomotive Works in Philadelphia, PA. It was photographed in San Jose, date unknown. After service on the SPC, it was sold to the North Shore RR (which became the Northwestern Pacific RR) operating in Marin and Sonoma counties. As NWP No. 84, it operated until the NWP narrow gauge was abandoned in 1930. It sat for sale in Sausalito until 1934 when it was cut up for scrap. It is almost certain that while operating on the NS/NWP, locomotive No. 14 pulled our museum's NS flat car 1725 and NWP caboose 6101.

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This fascinating view was taken in the Santa Cruz mountains at the town of Wrights after the large mudslide of 1893. The South Pacific Coast view shows Carter Brothers flat cars serving as low side gondolas to remove the mud. Look familiar? These cars are the same style as our NS 1725 flat car. Behind the depot is a passenger train consisting of a 4-4-0, an interesting baggage-mail car (probably Carter Brothers), and a Carter Brothers coach sitting on a wooden trestle. In the background is a string of boxcars between the depot and the store. Wrights is now a ghost town. The railroad was abandoned and Highway 17 bypassed the Wrights town site.



SPCRR Board of Directors Meeting Summary

December 7, 2020 - General Meeting and Election of Officers

The Nominating Committee presented the slate of officers, and requested nominations from the floor (there were none). A motion was made, seconded and passed unanimously by the voting members present to allow John Stutz to continue serving as president past the two-term limit. A second motion was made, seconded and passed unanimously by the voting members present to accept the slate of officers as presented: President-John Stutz, Vice President-Andrew Cary, Secretary-Ken Underhill, Treasurer-Jack Burgess, Two Directors-At-Large-Gene Arrillaga and Brook Rother. *(The 7th Board member is the General Manager who is appointed by the Board - that position is currently vacant.)*

January 18 2020

- Bob Pratt has stepped down as Operations Manager. The Board appointed Barry Lependorf as the new Operations Manager.
- The Board approved additional compensation for the Operations Manager to cover time spent scheduling, logging and submitting crew hours, and other required work.
- The Board approved increasing the train crew hourly wages to \$16.50 for 2020.
- The Board approved the purchase of a gas welding torch with a budget of \$2,000.

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TRAIN ORDER BOARD

**To prevent the spread of COVID-19,
Ardenwood Historic Farm and the Train
will remain closed through April 30, 2020**

For up-to-date closure info visit: www.ebparks.org/coronavirus

No April Fools Jokes - Please Renew Your Dues Folks

We would really appreciate it if **all Contributing members** would please renew your dues so we can save the cost of mailing out reminders. If you aren't sure if you already paid, send an email to info@spcrr.org, or call 510-508-8826.

Dues for Contributing Members are \$20 per year. Or become a LIFE member for \$250 and never pay dues again! All Dues and Donations are tax deductible... SPCRR is a registered 501(c)(3) non-profit corporation.

You can renew either on our website at www.spcrr.org (click on "SPCRR" then click on "Become a Member"), or send us a check made payable to "SPCRR" (mail to: SPCRR, PO Box 783, Newark, CA 94560-0783). **THANK YOU!**

TRAIN CREW WANTED

We are looking for men and women who would like to work 1 to 2 days a week. The train operates on Thursday, Friday and Sunday; on special events and some holidays between May and November this year. The position pays \$16.50/hour. Work one or two days a week. **VERY FLEXIBLE WORK SCHEDULE!**

NO EXPERIENCE NECESSARY. We provide training. Interested? Send an email to operations-mgr@spcrr.org to get a description of the position, and to request a job application.



SPCRR Events for 2020

Railroad Adventure Day (Saturday train rides)

Railroad Adventure Day (Saturday train rides)

RAIL FAIR (Labor Day Weekend)

HAUNTED RAILROAD - our 25th Anniversary!

June 20

August 8

September 5, 6, 7

October 16, 17, 18

October 23, 24, 25

SPCRR Tool Car Construction - Part One

John Goldie, Track Manager

Photos by Author

While working on the track, we realized that we were constantly running back to the Car Barn to get another tool or additional track supplies (such as joint bars). Also since winter track days have shorter daylight hours and substantial time was spent collecting the day's needed tools and returning them at the end of the day, actual work on the right-of-way was shortened. We decided to construct a Tool Car so the track tools and supplies could travel with us along our one-mile-long railroad.

So began the hunt for a car to use. While small push carts are very flexible, and one we recently acquired had a sturdy frame and good bearings, they are just too small. The flat cars in our collection would work well, but they are larger and higher than we needed for tools. However they will be used to move bulk items like pieces of rail and ties. What we needed was a low height car to lessen heavy lifting tasks, and also to provide an easy way to step on and off to gain access.

We were very lucky to acquire an ex-military, low profile flat car. The car is also of historical interest... the car was made by the Pressed Steel Company and is a 5 feet wide by 20 feet long. It also has small diameter wheels to lessen the height, plus it has link and pin couplers. During a period of time, the car was in service at the Badger Army Ammunition Plant in Baraboo, Wisconsin where our locomotive "Katie" also operated—a reunion for the two!

Our design of the car has two purposes. We wanted a tool shed to provide safe and secure storage of the active track tool collection, while the rest of the car was left open to haul parts and supplies. We also added removable side boards for greater flexibility, and installed steps in the middle section for safe and easy boarding.

In February and March, track work was limited due to rain and other restrictions, so we focused on building the Tool Car. Many members and supporters have donated supplies, and also helped build the tool shed located on top of the Tool Car (a list will be included in Part 2 in the May/June *Hotbox*). We plan to have the car ready to use once the park re-opens after the COVID-19 crisis. The following photos show the tool shed being built. 🛠️



A sturdy floor was constructed and attached to the car's frame



from Left to Right: (1) The walls are up and the roof is under construction. (2) Jamie Goldie paints the primer coat. (3) Tool shed is nearing completion with the metal roof installed.

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

February 3-March 14 –Volunteers: G.Arrillaga (60 hrs); G. Bobik (35 hrs); T. Peters (30 hrs); A. Cary, T. Sturm (28 hrs).

The Monday restoration crew continues to make progress with NVVP caboose 6101. Thanks to Tom Sturm, Andy Cary and other volunteers, we have finished cleaning and painting the A end truck frame and wheels. As soon as the two replacement journal boxes are degreased, painted, and a few new bolts obtained, the entire truck will be assembled and ready to go under the car. By that time we hope to have both the center bearing top and bottom pieces painted and ready to install as well.

Work on the side sill reinforcement is coming along thanks to Gene Bobik, Tony Peters and the other volunteers now that we have solved the router bit problem. Hidden nails, no matter how historic, are not good for them.

The roof of box car 472 has been enhanced with Tom's addition of a bit more flashing. Remember it is not just a box car now—it is also a Don Marenzi-designed Museum Car which is now sitting at the end of track at Ardenwood station getting rained on.

The familiar rattle of the drill press belt guard is now gone; and the old, worn drive belts have been replaced with new belts of the correct profile. While replacing the belts, Tony discovered it was just a matter of time or luck before the the wires inside the drill press shorted out and bit someone. He fixed the electrical problems before we removed the blue flag from the drill press.

While continuing to sort through the items from the Grove family woodshop donation, we discovered a set of wood chisels that needed sharpening, and that led to another project—the slow speed wet grinder. Tony has replaced the drive belts and is waiting on electrical parts to finish the job.

I have been busy trying to make it easier and faster to find the needed tools. In some cases we have several of the same kind of tool, which is more than we will ever need, and some of those are broken or are missing parts. Throwing away potentially useful things is hard to do.

One of the other things from workshop donation was a Kennedy machinist tool box, but the lid was stuck half open. After a trip to Dale Hardware, a little grinding with a Dremel tool, some careful hammer work, and the addition of a new latch and 2 new handles, it is now the home of our collection of precision measuring tools, including a dial indicator set, 3 vernier calipers, a square with a center finding head, and other goodies. Also in the works are two trays designed to hold rasps and files without damage; and some blocks to hold drill bits at the ready.

We hope the newly acquired tool box will improve the accessibility of the mechanic's tools. If you can't find the tool you want, you might as well not have it. And if the last person to use it doesn't put it back where it belongs, you probably won't find it.

TRACK - reported by John Goldie, Track Manager

2/9 (Sun) –Volunteers: J. Goldie, D. Waterman (8 hrs); S. Rusconi (6 hrs). Due to high winds, we concentrated on the tool car today: cut and installed the floor wall blocks; installed a cross beam for the rear wall window; installed the siding on the rear end of the car; cut out window; cut and installed siding over the door; cut solid end rafters and installed; installed the center roof rail; cut the 4 additional rafters; measured and pilot drilled the 8 stake pockets; inspected end door on SPI0 for concept.

2/23 (Sun) –Volunteers: J. Goldie, D. Waterman (8 hrs); T. Sturm (2 hrs). More progress on the tool car: finished screwing down the roof and edge treatment; painted inside roof white and inside green; installed window lock; installed final side top trim and prime painted. We also unloaded the current tool push car and measured the existing snap track. Thank you to Steve Rusconi for donation of more uni-strut for tool holders.

2/24 (Mon) –Volunteers: T. Sturm, D. Waterman (2 hrs). Fabricated and installed the top roof cover flashing on the tool car.

3/1 (Sun) –Volunteers: J. Goldie, D. Waterman (8 hrs); S. Rusconi (4 hrs), and new volunteer Walker Speakman (4 hrs). More progress made on the tool car today: exterior paint applied; fabricated and installed two steps; installed two grab irons; completed nailing the siding; constructed the bar tool base and uni-strut bar; constructed a shovel and rack holder and modified the brackets. Thank you to Steve Rusconi for additional hardware donations including the uni-strut.

3/7 (Sat) –Volunteers: J. Goldie, D. Waterman (8 hrs). Light rain today so we worked inside the tool car: completed the tool racks on one side of the car; cleaned up and moved half of the active tools to the tool car.

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3/8 (Sun) –Volunteers: J. Goldie, D. Waterman (8 hrs). Work continued on fabricating the stake pocket sides for the flat deck end of the Tool Car: cutting boards to size; post and bracket work.

MISCELLANEOUS

2/10 (Mon) –Volunteer: JS Burgess (1 hr). Worked on letter to members re: bylaws revision.

2/10 (Mon) –Volunteers: S. Boyer, JS Burgess (2 hrs). Checked downed trees along track; cleaned debris off rails.

3/2 (Mon) –Volunteer: JS Burgess (7 hrs). Gave tour of car barn to new park naturalist; worked on bylaws revision; tested sound system for Haunted Railroad.

3/3-4 (Tues-Wed) –Volunteer: JS Burgess (28 hrs). Took old South Pacific Coast emblem and cleaned it up in photoshop. Obtained songs and sound effects for Haunted Railroad; created online account and designed 4 sample t-shirts for members.

3/5 6 (Thurs/Fri) –Volunteer: JS Burgess (8 hrs). Researched elements needed in new bylaws; and started a draft

3/20-30 – Volunteer: JS Burgess (48 hrs). *The Hotbox* newsletter.

IMPORTANT NOTICE!

All workdays are suspended until the mandatory Covid-19 virus quarantine is lifted. Join the SPCRR-Members group for up-to-date information on when activities will resume. Instructions on how to join the members group is on the last page of *The Hotbox*.

WORK PLANNED NEXT MONTH - ACTIVITIES ARE SUSPENDED THROUGH APRIL

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.

- **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, 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 locomotives or wooden car restoration. 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. 📞

Minutes Summary - continued from page 8

- The Board approved the following Manager appointments:

Curator - Brook Rother

Safety Manager - Brook Rother

Operations Manager - Barry Lependorf

Chief Mechanical Officer - David Waterman

Restoration Manager - Gene Arrillaga

Track Manager (MOW & New Construction) - John Goldie

Collections Manager - Jay Shellen

Membership Secretary - John Goldie

Newsletter, Publicity and Special Events - JS Burgess

Webmaster - Andrew Cary

February 8, 2020

- The Board appointed a committee to study possible changes to the Bylaws.
- The Board approved the purchase of a tank for diesel fuel storage with a budget of \$2,500.

2020 CALENDAR

OVERVIEW: Any changes in dates or times are posted on the SPCRR-Members group (see instructions below on how to join). 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 & BLUE type.**

The Restoration Crew meets every MONDAY (and some Saturdays). Contact Restoration Manager Gene Arrillaga to verify dates and times (510-657-8733 or email arrillaga@sbcglobal.net).

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

NOTICE: As of now, no one knows when the Park will re-open. Join our **SPCRR_Members group** (instructions below) to get up-to-date information.

April 2 First day of train operation (Thursday) - **CANCELLED**
April 4 Park Event - Tartan Day (Saturday) - **CANCELLED**
May 10 Park Event - Mother's Day (Sunday) - **MAY BE CANCELLED**
May 25 Park Event - Memorial Day (Monday) - **Need 2 station agent volunteers. MAY BE CANCELLED**
June 20 SPCRR - Railroad Adventure Day (Saturday) (do not need station agents)
June 7,14,23 Park Event - Historic Hay Harvest (Sundays)
July 4 Park Event - Old Fashioned Independence Day (Saturday) - **Need 2 station agent volunteers**
July 12,19,26 Park Event - Historic Wheat Harvest (Sundays)
August 8 SPCRR - Railroad Adventure Day (Saturday) (do not need station agents)
Sept 5,6,7 SPCRR'S RAIL FAIR! Need 2 station agent volunteers, and other volunteers. Also need help cleaning up the right-of-way prior to event - please sign up early (see contact info above)
Oct 10,11 Park Event - Harvest Festival - **Need 2 station agent volunteers both days**
Oct 16,17,18 & Oct 23,24,25 SPCRR'S HAUNTED RAILROAD! Need volunteers to be cowboys, pirates, glow stick sales people, and more. Please sign up early (see contact info above)
Nov 22 Last day of train operation for 2020

JOIN the SPCRR_Members group on www.groups.io to receive up-to-date information, workdays and announcements. We promise your in box won't be filled up with a bunch of trash (we average just 2-3 posts a week). All you need to do is email webmaster@spcrr.org and Ken or Andy will set you up.

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.