



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.

The Explosive Mr. Hyland It's Hard to Keep a Good Man Down

John F. Hall

In the 1870s and 1880s railroad construction was a dangerous occupation. There were few if any safety standards. Injuries and even death were common occurrences, and the newspapers were full of such reports. The construction of the South Pacific Coast Railroad was no different from the others. But sometimes workers were lucky and managed to survive.

One such person was Michael Charles Hyland, an Irishman by birth and a true survivor. M. C. Hyland—as he was known in the press—was of a genial disposition, an excellent horseman, a hunter, and a railroad contractor. He arrived in Santa Cruz from New Jersey in the late 1870s with his wife, five step-children, and one son. A seventh son was born soon after they arrived.

In December 1877 he was working on the South Pacific Coast Railroad, grading the right-of-way and building tunnels up Los Gatos Creek canyon. He reported their progress to the *Santa Cruz Weekly Sentinel*. Mr. Hyland's expertise was explosives used for building tunnels and deep cuts for the railroad roadbed.

Hyland's First Life

The Summit Tunnel between Wright's and Highland (later called Laurel) was the longest tunnel on the SPC. It was over a mile in length through difficult terrain. The Santa Cruz Mountains at this location were laced with small deposits of natural gas, petroleum and coal. In June 1878, Mr. Hyland was working as a foreman at the Laurel end of the Summit Tunnel. The portal was difficult to get started because the soil was wet and soft. It kept sliding into the opening, and Mr. Hyland was caught in one of the slides. He was knocked down, the dirt falling on his shoulders with such weight that it bent his head down between his feet, badly straining his back and bruising his right leg. After a period of convalescence he was back on the job.

Hyland's Second Life

At the Wright's end of the tunnel things went a bit quicker. As Mr. Hyland was trying to get a tunnel started on the Laurel end, the Wright's end was already open about 1,000 feet. As the Wright's end of the tunnel was dug further into

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Summit Tunnel Workers 1901. Photo: Bruce MacGregor Collection

the mountain, pockets of gas were encountered which streamed out into the tunnel making the air unbreathable and very explosive. The tunnel had a slight upward grade, and the gas would collect on the ceiling at the face of the tunnel. The buildup of gas was regularly burnt off to make the air breathable and safe. This task was routinely done by the foreman while he and the crew were positioned for safety behind a drift of loose rock waiting to be removed. The foreman attached a lit candle to a long pole and used it to burn off the cloud of gas near the ceiling. As the length of the tunnel increased, a steam-powered blower was placed at the tunnel entrance forcing fresh air through pipes into the tunnel. This combination of forced air and burning the gas continued for months with only minor problems.

In February 1879, the tunnel was in about 2,300 feet from Wright's. The amount of gas was increasing to the point that the current foreman refused to ignite the gas. He quit the job and M. C. Hyland took his place. Several days later on February 13, 1879, Mr. Hyland and fourteen workers were near the face of the tunnel. They were about to ignite what they thought was a "normal" small pocket of gas. Upon striking the match to light the candle there was a large explosion. Those outside the tunnel described it as the discharge of a huge cannon. Flames darted out 200 feet! The donkey engine operating the air blower was overturned, and a blacksmith shop was demolished. Five flat cars waiting to be sent into the tunnel were thrown from the track.

Those on the outside assumed that anyone inside the tunnel was dead. However after a bit M. C. Hyland staggered out with his face scorched and charred, and his hands severely burned. A few of the workers came out behind him, and the injured workers still inside the tunnel were rescued. Unfortunately six workers were killed instantly. The doctor said Hyland's life was probably saved by his two woolen shirts providing enough insulation to survive the heat of the blast. The doctor was also quoted as saying, "Why Hyland, all of your hair is burned off." To which Hyland replied, "That's good, doctor, it will save me two bits for a barber." One week later Hyland was seen recuperating on the streets of Santa Cruz.

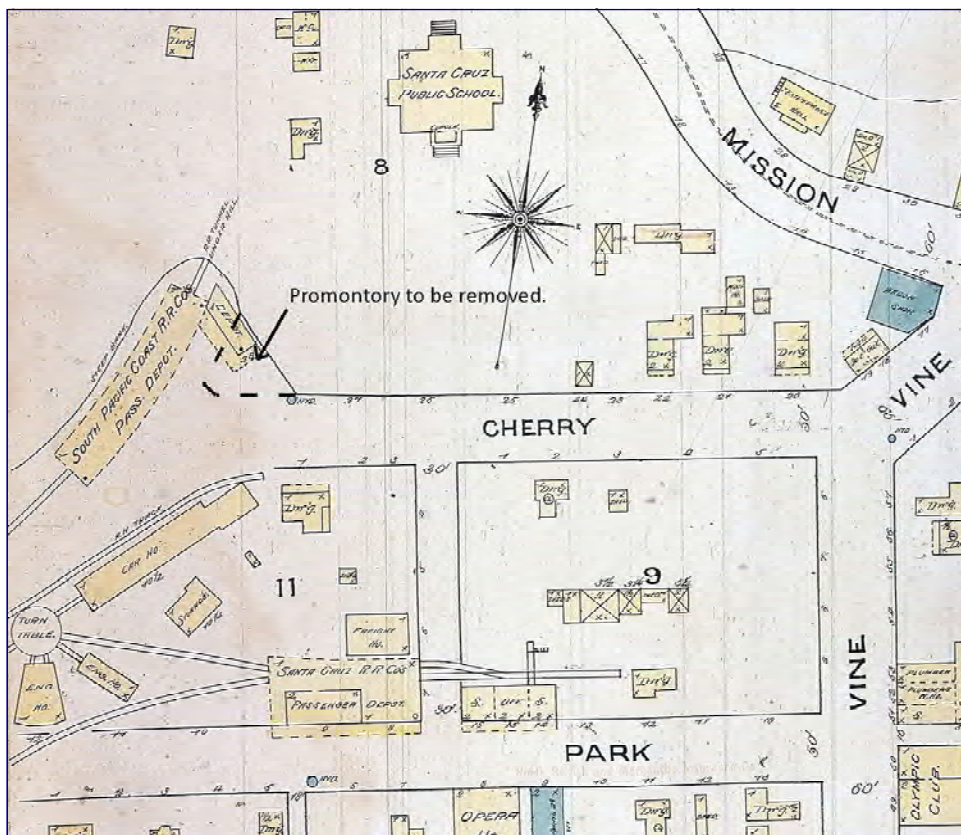
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Lucky Break

In November 1879 an even larger double explosion occurred in the Wright's end of the tunnel. This explosion killed thirty workers. It also demolished the donkey engine, blower and other structures outside the tunnel. M. C. Hyland was not involved.

Hyland's Third Life

In April 1880, it was necessary to remove a point of rock to make room for the SPC Santa Cruz depot on Cherry Street. The promontory was a result of the original building of the tunnel under Mission Hill by the Santa Cruz and Felton Railroad. Explosives were needed to remove the rock, and the contractor hired for the job was none other than M. C. Hyland. The procedure was to drill a hole on the top of the promontory about ten feet deep, then explode one or two cartridges in the bottom of the hole to create a cavity for a large charge of black powder. Mr. Hyland thought both cartridges had already exploded, so he approached the hole and inserted a wooden ramrod to clear it and make room for the black powder. Unfortunately the second cartridge had not exploded until it was hit with the ramrod. The rod flew out of the hole and into Mr. Hyland's side, piercing his ribs just below his right arm. Fortunately the force of the blow carried Hyland uphill instead of over the 30-foot drop to the tracks below. Dr. Fagen removed the rod from Hyland's side and patched him up. A week later he was back at work.



Sanborn Map of Santa Cruz 1883


Hyland's Fourth Life

In August 1884, M. C. Hyland was contracted to grade the Felton and Pescadero Railroad, better known as the Boulder Creek Branch of the South Pacific Coast Railroad. Significant grading was necessary in some spots requiring black powder blasting. At one spot, \$1,000 worth of black powder was required to blast away 30,000 cubic feet of the mountain side. On December 2, 1884 it was necessary to dig a cut under the existing lumber flume. He and his crew were working on a Sunday when the flume was not operating. Just in case there was damage to the flume, a group of carpenters was standing by. The procedure was to drill a hole then fill it with black powder. At one point, Hyland noticed a premature fire in one of the holes so he quickly turned to get away. The premature blast severely damaged his right hand, and bruised and burned his leg. Hyland was brought to Santa Cruz for treatment, but doctors Fagen, Vaux and Morgan found it necessary to amputate his arm two inches above the wrist. By the end of the month Mr. Hyland was back to work.

Life Goes On

M. C. Hyland continued his contracting work, going as far as Missouri in 1887 to build five miles of the Chicago, Santa Fe and California Railroad. Returning to Santa Cruz in 1888, he was hired to excavate the 30-foot-deep sewage receiving tank at the combination electrical and pumping plant. Next he was hired to grade a hill on the Soquel Road. In 1892 he was awarded the contract to do the grading for the SPC/SP Union Depot.

His Luck Runs Out

Michael Charles Hyland passed away at his home in San Francisco on July 25, 1895, just seven days after M. C. Hyland & Sons won a contract to build stone sidewalks on San Francisco streets. He was 49 years old. 

SPCRR TRIVIA... Wright's or Wrights - which is right? See page 4 for the answer.

Wright's or Wrights - which is right?

John F. Hall

When it comes to the South Pacific Coast Railroad, both spellings are correct. It just depends on the date and the location of the reference. When the SPC first bought property for the railroad right-of-way, they came across vast stretches of farm land with no nearby community. Passing sidings were needed at regular intervals to accommodate train schedules on the single track mainline, so the company would establish stations in rural areas. These stations needed a name, so the SPC took the name of the farmer who they bought the land from. When the railroad fully opened the mainline from Alameda to Santa Cruz in May 1880, there were a number of property owner-named stations:

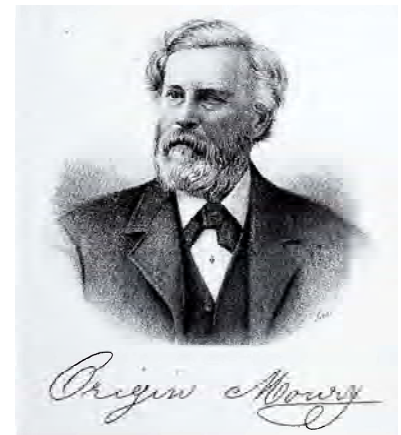
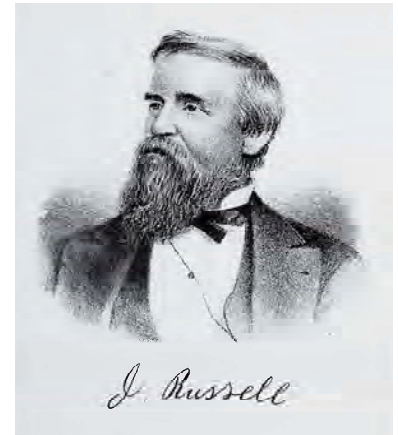
Russell's	Joel Russell, Farmer
Hall's	John Hall, Horse Breeder
Mowry's	Origin Mowry, Farmer
Agnew's	Abram Agnew, Farmer
Lovelady's	John Lovelady, Farmer
Campbell's	Benjamin Campbell, Farmer
Wright's	James R. Wright, Farmer
Dougherty's Mill	Dougherty Family, Owners of Santa Clara Valley Mill and Lumber Company

Lovelady's and Campbell's were two different stations but did not exist at the same time. Lovelady's was the first station, which was closed when the station was relocated two-thirds of a mile to the north at Campbell's.

A search of employee, gazetteer, and newspaper timetables revealed that the apostrophe was dropped in the summer timetable dated March 30, 1882. However, Dougherty's Mill continued with the apostrophe in the timetable until the station was renamed. Later during the SP ownership era, the "s" was dropped from all of the names (e.g., Wrights became Wright).

Of note is that the depot sign boards were not changed and continued to include the apostrophe until the signs were changed to the SP style sometime after 1900.

The tradition of the apostrophe continues with my model railroad of the SPC.



The entrance to John's model of the SPC circa 1886



Pacific Coast Box Car 20 Moves to Ardenwood!

Don Marenzi

Photos by Author unless noted

On May 6, 2020, a “new” Carter Bros. box car arrived at Ardenwood, returning to near its birthplace at the age of 138 years young! It was built in Newark in 1882 by Carter Brothers for the Pacific Coast Railway, a 3-foot gauge line that operated in California’s central coast region.



This image is the only close photograph of the PCRY's early ventilator boxcars. It is a crop of a much larger photograph taken in 1888 at Port Harford (later known as Port San Luis). This image shows how the early cars such as # 20 would have originally appeared with wood roof, and the design of both styles of doors. Photo: Don Marenzi collection



PCRY box car 46 is one of the few early box cars that lasted in revenue service until near the end of operations. This car was probably a PCRY shop-built car. It shows how the early cars would have appeared after being rebuilt by the railway. Taken at Los Alamos, CA. Photo: Gerald M. Best, Don Marenzi collection



Car body of sister 1882 Carter box car 8 in early 1979. This photo was taken from a distance and shows cars #8 and #708. The cars were destroyed in winter 1979. As far as is known, this was the only other early PCRY box car body that survived into the 1970s. Box car 8 is the car at the left of the image.

Basically, the Pacific Coast Railway started life as the San Luis Obispo and Santa Maria Valley Railroad in 1875. It ran from a pier at Port Hartford (today's Port San Luis near Avila Beach) to San Luis Obispo with planned extensions into the adjoining regions. At the time the area was isolated since Southern Pacific's coast line had not yet been built. Typical of California's early narrow gauge railways, it was primarily built to haul agricultural products. In 1881 the name was changed to the Pacific Coast Railroad, and one year later it was reorganized as the Pacific Coast Railway. More detailed histories of the line can be found in two books: *Ships and Narrow Gauge Rails* by Gerald Best (1964), and *The Pacific Coast Railway, Central California's Premier Narrow Gauge* by Ken Wescott and Curt Johnson (1998).

Known existing early records of the line are very sparse. Compiling detailed data on the early rolling stock used by the PCRY is a challenge due to this lack of documentation. Some prior published material contains data that has since been proven incorrect. In addition, other published data that we can currently find no verifiable source appears speculative or inaccurate.

What I would like to present in this article is the data that we do have pertaining to our recently acquired box car, Pacific Coast Railway #20 (see chart on page 6). I've been compiling this information since the early 1970s. It is based on the work and research of a number of historians listed in the acknowledgements, along with published reports from the era while the events were occurring. The data has been updated as new information has become available over the last 50 years. The information presented here will contradict some of what has been published. As with all research any additional information is always welcome to clarify history. The “NOTES” are my comments on the published data.

Using the sources in the chart, the most accurate current analysis of the early PCRY box cars would be IF the SLO&SMV-PCRY used even numbers only on box cars and they were numbered in sequence of when they were put into service, which is logical and all existing evidence of PCRY numbering throughout the life of the railway indicates that they did that.

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Statistical Data and Related Quotations About the Early PCRY Box Cars

RAILROAD	YEAR	EQUIPMENT	BUILDER
SLO&SMV	7/1875	10 freight cars + 1 passenger car <i>Ships & Narrow Gauge Rails</i> , by Gerald M. Best NOTE: mistakenly says 10 box cars	Kimball
SLO&SMV	1876	10 freight + 1 baggage + 1 passenger car <i>Narrow Gauge Railroads in America</i> by Fleming	Kimball
SLO&SMV	1877	24 cars (other) + 1 passenger car <i>Poor's Manual</i> , June 1877	Kimball
SLO&SMV	1878	2 box cars + 22 platform cars + 1 passenger car <i>Poor's Manual</i> , June 1877 NOTE: same financial report to Poor's?	Kimball
SLO&SMV	9/1881	"The Carter Brothers of Newark, ... are just finishing at the Market street wharf, the last installment of first order for twenty flat cars and are now at work on ten box cars for this new line of railroad." - <i>San Luis Obispo Tribune</i> , Sept 10, 1881, pg 4. Copied from an associated San Francisco Examiner article. NOTE: the boxcars referred to were ordered in 1881 and delivered in 1882. These are the cars referred to in the 1882 article below. The SLO&SMV name was changed to Pacific Coast in May 1882.	Carter
Pacific Coast	1882	10 new box cars + 1 caboose + 2 first class passenger cars - <i>Oakland Tribune</i> , Sept 13, 1882, for Goodall & Perkins NOTE: should be Goodall, Nelson & Perkins, the owners of the newly formed PCRY - <i>Oakland Daily Evening Tribune</i> , Nov 14, 1882, pg 3. Alameda Items. The steamer Santa Cruz loaded today with cars for the Pacific Coast Railroad (Narrow-Gauge), running from Port Hartford to San Luis Obispo, a distance of running from Port Hartford to San Luis Obispo, a distance of nine miles, and now being rapidly extended. The freight put on this morning was a splendid passenger coach and substantial box car, made...at Newark. - <i>Oakland Daily Evening Tribune</i> , Dec 2, 1882, pg 1. Box Cars Built at Newark. Carter Bros., of Newark, have finished a lot of box cars for the Pacific Coast Railway, formerly known as the San Luis Obispo and Santa Maria Valley RR.	Carter
Pacific Coast	1883	20 combination box cars + 120 platform cars + etc . - <i>History of San Luis Obispo County</i> , by Myron Angel - <i>Oakland Daily Evening Tribune</i> , Jan 9, 1883, pg 3. Car Building at Newark. Carter Brothers... now building more box cars for the Pacific Coast Railroad at SLO.	Carter
Pacific Coast	1883	18 box cars + 120 platform cars <i>Poor's Manual</i> , Dec 1883	Carter
Pacific Coast	1893	23 box cars + 185 flat cars <i>California State RR Commissioner Report</i> , Dec 1893	Carter
Pacific Coast	1894	22 combination box cars + 1 box car + 11 stock cars + 159 flat cars <i>Pacific Coast Railway</i> , 1895 Annual Report	Carter

Note that the box car quantity doesn't increase much in ten years. PCRY box car quantities stayed in the 22-24 range until the ten larger 30-foot, 15-ton capacity, 700 class box cars were built in 1906.

It was a common, though not universal, practice prior to 1900 for some railroads to number box cars with only even numbers, and open cars such as flat cars and gondolas with only odd numbers:

2 Kimball-built box cars built 1875: 2, 4
10 Carter-built box cars built 1882: 6, 8, 10, 12, 14, 16, 18, 20, 22, 24
12 Built by Carter, Holt Brothers (of Stockton) and/or PCRY copies built 1883+:
26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48.

The quantity and construction dates for each builder are unknown.

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These were 28-foot-long cars of 10 ton capacity, and weighed about 6 tons. Early photos show these cars as combination box car/ventilator cars. Later photos of some of these early box cars show the remnants of the longer door tracks used for the ventilator doors.

PCRy began to change dramatically

After 1894, the nature of the PCRy began to change dramatically. In that year, the standard gauge Southern Pacific reached San Luis Obispo. In 1897, the PCRy's parent company went into foreclosure and was reorganized. The central coast continued to grow and in 1902 the development of oilfields in the Santa Maria area began. To handle the oil boom, the PCRy acquired over 30 steel tanks of approximately 5,700 gallon (30 ton) capacity, which were placed upon the existing flat cars, which soon needed a complete rebuild to handle the higher tonnage. Larger locomotives appeared in 1904 and 1905 to pull the

longer trains with the heavier cars. The use of the 1880-era 10-ton capacity cars on the PCRy was approaching its end. Starting in 1906, new and larger box cars began arriving. Eventually the largest box cars the PCRy had were truly large for narrow gauge: the 1200 class of 25 cars that were 36.5 feet long with 30 ton capacity.

The early box cars that existed after about 1910 were all rebuilt by the PCRy with bigger trucks, new wood siding, and corrugated metal roofs. Many received a tall end door on one end for lumber loading, and many later PCRy box cars were built with this feature. Three of these early box cars became work cars/tool cars, including box car 20. Probably because it was converted into work service, box car 20 does appear to have retained its original framing except for the taller end door modification. In work service it survived until the last of the PCRy was abandoned in 1941. The PCRy was able to sell some of its rolling stock and parts during abandonment. When World War II began, even more of the rolling stock was sold to the military for use and for parts. As for the remaining PCRy box cars, at least three of the large 1200 class box cars were sent to the U.S. Navy for use at Pearl Harbor in Hawaii. As far as is known, none of the early PCRy box cars escaped the area to serve elsewhere. The Navy did acquire other cars for trucks and parts—in some cases if the car wasn't considered worthwhile it was left in San Luis Obispo. The bodies of most PCRy box cars were sold locally for use as storage sheds and buildings. Many of these car bodies survived into the 1960s and 1970s before perishing. As of 1998, thirteen PCRy box car bodies were still in existence... 57 years after abandonment!

After abandonment of the PCRy, box car 20 was used as a shed on the Bar M Ranch just south of Los Alamos. It was easily visible on the east side of Highway 101, not far from the original PCRy right-of-way. The ranch also had the only known survivor of the PCRy's largest 1200 class box cars which was used as a shed. In the mid 1990s, the two PCRy box car bodies at this ranch were purchased by Brad LaRose on behalf of the Avila Valley Railway Museum. The car bodies were moved to the location of the PCRy's former "Miles Spur" freight depot near Avila Hot Springs (about six miles south of San Luis Obispo).

The Avila Valley Railway Museum evolved into the San Luis Obispo Railroad Museum, and the car bodies were relocated to



PCRy box car 20 when it was in use as a shed on the Bar M Ranch just south of Los Alamos. Taken in early 1980 when I visited it with Tom Petersen who received permission from the absentee ranch owner to be on the property.



End view of PCRy 20 at the Avila Valley Railway Museum, Miles Spur, CA on November 15, 1998.

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San Luis Obispo. The museum is located in the former joint PCRY/Southern Pacific freight station in San Luis Obispo. The 1200 class box car and modified PCRY box car 706 were restored and are on display at their museum. PCRY box car 20 was placed with other SLORRM equipment in a storage yard about a block away from the museum.

In the summer of 2017, SPCRR member John Goldie was in contact with a various SLORRM members and jointly discussed PCRY box car 20 and its future. Over the next two and half years other SPCRR members visited the car to obtain photographs—Bobby Goldie visited PCRY boxcar 20 between classes at CalPoly, and Brook Rother and Jay Shellen made trips down as well. The SLORRM proposed donating the car to the SPCRR due to its Carter lineage, and both organizations approved the transfer.

SLORRM's Restoration and Equipment Committee Team members Howard Amborn, Ted Van Claveren, Brad LaRose, and Gary See prepared the car for the move, set up the cribbing, assisted loading the car, and wrapped it in plastic tarps to protect it. On May 5, 2020, the car was moved onto a lowboy truck using a crane provided by Damon Meeks of Superior Crane Company, who also originally moved the car into the fenced location. Damon was nice enough to charge us the same amount that he charged SLORRM to place the car inside the fence years ago. Trucking from SLORRM to Ardenwood was provided by Dwight Peterson Trucking of Atascadero. Dwight Peterson himself drove the truck—he is an experienced trucker who has moved many pieces of railroad equipment in his career.

On May 6, 2020, PCRY box car 20 made the journey from San Luis Obispo to Ardenwood via Highway 101, traveling faster than it ever did on rails. Waiting at Ardenwood were SPCRR members John Goldie, Walker Speakman and David Waterman. The car was slid on pieces of rail from the lowboy trailer onto cribbing erected above track four in our yard. One week later on May 13, PC box car 20 was lowered from the cribbing onto a set of trucks by Bobby Goldie, John Goldie and David Waterman. For the first time in 79 years, PC box car 20 moved by rail to track 5 pulled by SPCRR locomotive "Katie." There are more photos on pages 10-12.

Any additional information, records, and photographs would be very welcome! Adding and correcting the current information is an ongoing process. Any errors or oversights in this article are my responsibility.



PCRY 20 in storage near the SLORRM.



PCRY box car 20 arrives at Ardenwood

Our gratitude to the following people for their help (names are in alphabetical order)

- Former PCRY General Manager: Herbert C. Grundell (interview)
- San Luis Obispo Railroad Museum and their Restoration and Equipment Committee for preparing and loading the car: Howard Amborn, Brad LaRose, Gary See, Ted VanClaveren
- San Luis Obispo Railroad Museum Curator, Director, and Founder Brad LaRose for the foresight to acquire and preserve the car, and to the SLORRM Board of Directors and members for caring of the car over the years
- Contractors: Damon Meeks of Superior Crane Company, Dwight Peterson of Dwight Peterson Trucking
- Historians, Authors and Correspondents (in alphabetical order): Gerald M. Best, Herman Darr, John Hall, Curt Johnson, Bruce MacGregor, Thomas M. Petersen, Jay Shellen, Pete Thorp, Ken Wescott
- SPCRR Members: Jack Burgess, JS Burgess, Tom Gazsi, Bobby Goldie, John Goldie, Rich Nealson, Brook Rother, Walker Speakman, David Waterman

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Further notes about the PCRY early boxcars and further research

- Another survivor of the early PCRY boxcars was the car body of 1882 Carter boxcar #8. It, along with two other larger PCRY boxcar bodies, were along Madonna Road at Oceanaire Drive in San Luis Obispo until they were destroyed in 1979. As far as is known, this was the only other early PCRY boxcar body that survived into the 1970s.
- My notes of other known PCRY boxcar bodies in the area indicate only one other early car is known to have survived the PCRY's abandonment. It was destroyed in the late 1950s-early 1960s. It was located on a ranch between Los Alamos and Highway 1 along with another two larger PCRY boxcar bodies. Its exact road number is unknown, but first digit was a 4 of the two-digit number, indicating that the car was probably PCRY shop-built. I'm unaware of any photos of this car body.
- The drawing of the early series PCRY boxcars on page 251 of *"The Pacific Coast Railway"* (Wescott & Johnson) indicates the measurements are from Tom Petersen. I know that Tom measured boxcar 20 at the ranch in Los Alamos, so I think the dimensions in the drawing are probably from #20, or at least were verified against them. The #46 on the drawing may have been used because there's a photo of #46 on page 250 which was used to fill in the details not present on the car body. The drawing shows how the car appeared in the 1936 photo after the PCRY rebuilt it. As far as I am aware, the actual boxcar #46 did not survive.
- Many of the PC boxcars had tall end doors for lumber loading like boxcar 20. Lumber arrived at Port San Luis on ships from the Pacific Northwest and was then moved to San Luis Obispo. When a lumber ship arrived, the PCRY would shuttle trains constantly between the pier and SLO for a few days until the ship was unloaded (there was no room at Port San Luis to stack and store the lumber). They hired extra workers to load/unload the cars at both locations. Both flat cars and boxcars were used for this operation. They would create three separate strings of cars: one string would be loading from the ship at Port San Luis; one string was being unloaded in San Luis Obispo; and the third string was in transit either loaded or empty between the two locations.
- In the book *"Ships and Narrow Gauge Rails"* on page 21 there is a photograph that shows a small boxcar #3 behind a 4-4-0 locomotive. It was believed to be a very early image of the PCRR locomotive #2 and boxcar #3. This caused an idea that persisted into the 1970s that perhaps in the very early days of the SLO&SMV/PCRR/PCRY, the boxcars were numbered sequentially odd and even; and at some later date the even number only scheme (as documented above) was applied to the boxcars. If that were true, determining the original number and builder of boxcar 20 would be impossible without either PCRY renumbering documentation, or finding an earlier number painted on the cars frame. In the photo, the tender of the locomotive appears to have an ornate "P C R R" lettered on the tender (the "P" is mostly obscured). When a better quality image of that photo was obtained in around 1980, the "C" was revealed to actually be the letter "G". This photo was actually taken on the Rio Grande Railroad, a 42" gauge line at Brownsville, Texas—the tender letters were R G R R. (This Rio Grande RR was unrelated to the more famous Colorado lines.) Other photos of the RGRR in Texas confirmed the appearance of their boxcars and the locomotive as identical to the photo. So this photo is actually miscaptioned and has no relation to the PCRR/PCRY.
- If any very early records of PCRY rolling stock still exist they have not been found. So far the earliest PCRY records known to survive are at the University of Washington. They are fragmentary and most date from later than when the early boxcars would have been built.
- Gerald M. Best, the author of *Ships and Narrow Gauge Rails*, was a pioneer rail historian, photographer and author. His work was very detailed and he was one of very few authors prior to the 1970s that compiled and published freight car rosters and photographs. He inspired many later historians, myself included, to pursue the study of rolling stock. The roster data in his book lists Carter, Holt, and PCRY shops as builders of the early 28-foot boxcars. Unfortunately we do not know the actual sources that he used for the data in his roster. He used the sources available to him in the 1950s and early 1960s. It possibly came from former PCRY employees that he was able to interview, or records he was able to view before he wrote the book. If he had access to any paperwork—perhaps which was in the possession of a former employee—that documentation has been lost. Although additional sources of information have become available since that time, there are still many gaps and questions that remain. Unfortunately we no longer have access to the memories of those who were directly involved with the PCRY as Mr. Best did.



**A very special thank you to the
San Luis Obispo Railroad
Museum for saving boxcar 20
and transferring it to SPCRR!!!
For more information on
SLORRM: <https://slorrm.com>**



MOVING PACIFIC COAST BOX CAR 20



The crane picks up PC 20 and moves it out of the fenced yard at SLORRM. Photo: Gary See



SLORRM members place ties to support the car.

Photo: Gary See



David Waterman unloads a set of trucks. Photo: Editor



The truck is parallel to the track then car was jacked up enough to slide two 20 ft rails underneath. Photo: Editor



Box car on skid blocks to slide the car on the rail over to the cribbing. Photo: Editor



Using the tractor, David is pulling the car from the truck over to the cribbing on top of the rail while Don Marenzi watches. Photo: Editor

MOVING PACIFIC COAST BOX CAR 20



John monitors the car move off of the truck. Photo: Don Marenzi



The box car is now on the cribbing. Next step is to jack it up and remove the pieces of rail underneath. Photo: Don Marenzi



David Waterman, Walker Speakman and John Goldie. Photo: Don Marenzi



PCRy 20 on trucks for the 1st time in many decades. Photo: Don Marenzi



Currently track 5 has the appearance of a five-car narrow gauge freight train made up of SPCRR boxcar SPC 472, flat car D&C 64, PCRy boxcar 20, SPC boxcar 444, and the PVC boxcar. Photo: Don Marenzi

History of our “new” trucks and wheel sets

Don Marenzi

These two photos were taken at DuPont, Washington on July 16, 1985. The DuPont Chemical operation was a manufacturer of explosives. Like many similar plants, they had internal narrow gauge rail systems—just like the Badger Army Ammunition Plant in Baraboo, Wisconsin where our locomotive “Katie” came from.

In 1985 there were still about 20 flat cars left in service. Most of the cars had 24-inch diameter wheels, and I was hopeful back then that someday we could acquire some for SPCRR because many of our cars ran on 24-inch wheels. It only took 35 years, but finally they have arrived at our museum!



The wheel sets we just purchased came from DuPont NG cars of this style. Photo: Don Marenzi



The wheel sets also came from DuPont NG flat cars like these.

Photo: Don Marenzi



These wheel sets and trucks came from the cars shown in Don Marenzi's photos taken in 1985.

Photo: John Goldie



TRAIN ORDER BOARD

**To prevent the spread of COVID-19,
Ardenwood Historic Farm and the Train
will remain closed. The train cannot operate until
social distancing is no longer necessary.
For up-to-date closure info visit: www.ebparks.org/coronavirus**



SPCRR Events for 2020

Railroad Adventure Day (*Saturday train rides*)

CANCELLED

Railroad Adventure Day (*Saturday train rides*)

CANCELLED

RAIL FAIR (*Labor Day Weekend*)

CANCELLED

? HAUNTED RAILROAD - will be decided in August

October 16, 17, 18

October 23, 24, 25

SPCRR BOARD OF DIRECTORS

President - John Stutz

president@spcrr.org

650-933-0086

Vice President - Andrew Cary

vice-president@spcrr.org

510-324-6817

Secretary - Ken Underhill

secretary@spcrr.org

925-373-6884

Treasurer - Jack Burgess

treasurer@spcrr.org

510-797-9557

Director at Large - Gene Arrillaga

director-at-large1@spcrr.org

510-690-4687

Director at Large - Brook Rother

director-at-large2@spcrr.org

530-559-4249

General Manager - vacant

SPCRR MANAGERS

Curator - Brook Rother

curator@spcrr.org

530-559-4249

Safety Manager - Brook Rother

safety-manager@spcrr.org

530-559-4249

Operations Manager - Barry Lependorf

operations-mgr@spcrr.org

925-457-7754

Chief Mechanical Officer - David Waterman

info@spcrr.org

415-602-7377

Restoration Manager - Gene Arrillaga

restoration-mgr@spcrr.org

510-690-4687

Track Manager - John Goldie

mow-mgr@spcrr.org

408-784-1611

Collections Manager - Jay Shellen

collections-mgr@spcrr.org

510-754-5311

Membership Manager - John Goldie

membership@spcrr.org

408-784-1611

Newsletter, Publicity and Special Events - JS Burgess

info@spcrr.org

510-508-8826

Webmaster - Andrew Cary

webmaster@spcrr.org

510-324-6817

Membership Report

John Goldie, Membership Manager

Welcome to our four new members, and congratulations to our new Life member!

New Contributing Members


Dave Sheber
Walker Speakman
Gene Bobik
Mary Bobik

New Life Member

Steve Rusconi

Those members who renewed via PayPal - thank you! I will be mailing out reminder notices to all members who have still not renewed. I will also get welcome packets out to all of the new members very soon. If you are an existing member and you've misplaced your membership card, or need to update your contact information, please send me an email at membership@spcrr.org.

Dues for Contributing members are just \$20 each year. Life memberships are available for an one-time donation of \$250, and you never pay dues again. Online renewals are available through our website using PayPal. We have received requests from members who wanted to make a donation at the same time they renewed their dues, and our webmaster has made that option available. If you would like to pay your dues online, please visit <http://www.spcrr.org/joining>. If you would rather send in a check, please make it payable to "SPCRR" and mail it to: SPCRR, P.O. Box 783, Newark, CA 94560.

All Membership Dues and Donations are tax deductible. For all donations, our Treasurer will send you a letter for tax purposes. SPCRR is a registered 501(c)(3) nonprofit corporation. THANK YOU! 

DONATIONS: Jan-May 2020

Under \$500

Mary and Gene Bobik
Michael Collins
John Goldie*
Brian Norden
Richard Patchin
Texas Instruments*

**donations allocated to the new tool car*

HOW TO DONATE

All donations to SPCRR are tax deductible! SPCRR is a 501(c)(3) nonprofit organization. Go to our website at 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 or call 510-508-8826.

Weekly Workdays

Restoration, Track, Events & Miscellaneous

Ken Underhill

Date(s): Track work on weekends and occasional 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.

Most activities are suspended until social distancing rules are lifted. However we are able to safely hold TRACK WORKDAYS! Get out of the house and join us for some fun (volunteers stat at least 6 feet apart). Contact Track Manager John Goldie (info below) to find out when the workdays will be.

PROGRESS SINCE LAST NEWSLETTER

TRACK - reported by John Goldie, Track Manager

5/20 (Wed) – Volunteers: J. Burgess, J. Goldie, B. Lependorf, D. Waterman (2 hrs). Track extension planning.

5/23 (Sat) - Volunteers: David Waterman (8 hrs); Bobby Goldie, John Goldie, Rola Goldie (4 hrs). Today we held a mini track work session and got a few things done while remaining socially distanced: painted the stakes on the tool car; cut 2 ends of rail to remove bad ends; positioned 2 pieces of rail; drilled 2 holes to make 5-5-5 ends; bolted 2 joints; placed a few ties; relocated the tool car to project area to have all track tools at the work site; pulled weeds, cleaned up work area and also cleaning up track supplies storage area; took measurements of the switch/checks.

5/24 (Sun) - Volunteers: B. Goldie, S. Rusconi, B. Sorel, W. Speakman, D. Waterman (8 hrs); J. Goldie (6 hrs). Great progress today as we built past the frog today: 60 spikes installed; 3 rail cuts; 2 bolt holes; 3 pieces of rail placed; multiple measure and checks for the critical frog placement; spiked in the frog; 16 bolts & 4 joint bars installed; gauge checks and adjustments; bumper moved down track; cleaned up work area. Due to the lack of a left hand point on hand, we straight-railed the turnout for now to allow the tool car to reach the end of the mainline track which saved tool-fetching time. This turnout will become more of a wye turnout that leads to build-out. Work was spread out at the points and the frog to maintain social distancing.

5/31 (Sun) - Volunteers: B. Goldie, J. Goldie, N. Loey, B. Sorel, D. Waterman (8 hrs); J. Goldie (2 hrs). Taking advantage of the cooler weather, the track crew was able to accomplish more track work today: plugged a stack of ties; laid out 15 ties; placed 3 pieces of rail; cut 3 rail ends to square up, remove defects, and adjust hole pattern; drilled 3 holes; installed 3 rail joints with 12 bolts and used some of our new washers; adjusted tie spacing (separation and curvature); spiked 50 spikes; gauged the inner rail; used the rail bender to reverse some existing kinks in 3 locations; spread base rock and leveled.

LOCOMOTIVES - see volunteers and hours listed under the 5/24 track workday.

5/24 (Sun) - Applied lock tight and re-installed the main sprocket gear on the Whitcomb locomotive.

MISCELLANEOUS

May – Volunteer: A. Cary (4 hrs). Website maintenance.

May - Volunteer: D. Marenzi (50 hrs). Research on box car 20 and misc. projects.

May - Volunteer: J. Goldie: Misc. Tool Car work (8 hrs); Membership (6 hrs).

5/6-7 – Volunteer: A. Cary (2 hrs). Board agenda item preparation on Ardenwood station fencing.

5/20-31 – Volunteer: JS Burgess (48 hrs). Created *The Hotbox* newsletter.

5/5 - Volunteers: B. Goldie, D. Waterman; (6 hrs). Build cribbing for delivery of PC boxcar 20

5/6 – Volunteers: D. Waterman (8 hrs); J. Goldie, D. Marenzi, W. Speakman (6 hrs); J. Burgess, JS Burgess (4 hrs). PC box car 20 arrival.

WORK PLANNED DURING THE NEXT 2 MONTHS

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.

- **Various Days, Track Work and 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. Note: volunteers must be at least 18 years old to participate.
- **2nd Saturday of each month, Monthly Workday** - Curator Brook Rother. Work on current projects, including locomotives. To find out this month's projects, contact Brook at 530-559-4249.

2020 SPECIAL EVENTS CALENDAR

OVERVIEW: Any changes in dates or times are posted on the SPCRR-Members group (see *instructions below on how to join*). If you are new and would like to volunteer or have any questions, please email info@spcrr.org or call 510-508-8826 **BEFORE** the workday.

The Restoration Crew meets every MONDAY (and some Saturdays). Contact Restoration Manager Gene Arrillaga to verify dates and times (510-657-8733 or email restoration-mgr@spcrr.org).

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.

June 20 SPCRR - Railroad Adventure Day CANCELLED

June 7,14,23 Park Event - Historic Hay Harvest (Sundays) **CANCELLED**

July 4 Park Event - Old Fashioned Independence Day (Saturday) **?most likely cancelled**

July 12,19,26 Park Event - Historic Wheat Harvest (Sundays) **?most likely cancelled**

August 8 SPCRR - Railroad Adventure Day CANCELLED

Sept 5,6,7 SPCRR'S RAIL FAIR! CANCELLED

Oct 10,11 Park Event - Harvest Festival **?**

Oct 16,17,18 & Oct 23,24,25 SPCRR'S HAUNTED RAILROAD ?

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.

Earn money for our museum at NO COST to you!

For the past several years SPCRR has partnered with Amazon Smile to receive funds from purchases made at Amazon. To sign up, click on the button to the right, or go to www.smile.amazon.com. There is **NO COST** to you. Just use the Smile.Amazon.com website instead of Amazon.com. The prices are exactly the same... the difference is that Amazon Smile will give a portion of each purchase to our Museum.



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.