



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).

Our 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 to our museum are very appreciated! We are a 501(C)(3) nonprofit corporation, and all donations and dues are tax deductible. 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.

All SPCRR special event fund raisers have been cancelled... meaning our museum won't receive any income this year

As noted in the last issue of *The Hotbox*, the decision has been made to cancel Rail Fair. At that time we were still holding out hope that we might be able to operate the Haunted Railroad in October. These two events make up about 95% of our annual income—the remainder comes from membership dues and donations to the general fund. *Note: the previous funds donated for specific projects is protected and can only be spent on those designated projects.* East Bay Regional Park District reimburses SPCRR for all of our train operation costs (employee salaries, engine and car maintenance costs, general liability insurance, worker's comp insurance, etc.) for the regular days when our train operates for the public. Since we have not operated the train this year, we have not accrued any expenses for the train operation.

As everyone knows, cases of COVID19 have surged out of control. That has left us with no choice but to cancel the Haunted Railroad. The income from our special events is first used to cover the \$13,500 in fixed expenses that we incur each year (insurance for volunteers and directors; fire sprinklers and fire alarm system testing and monitoring for the Car Barn; porta potty rental; weed control for the track; utilities; bookkeeping; etc.); and the balance of the funds that we earn from these events pays for restoration projects; new and replacement rail, nuts and bolts, ties, ballast and other track supplies; as well as miscellaneous expenditures (such as the fence we want to install to conceal and protect the equipment stored outdoors, wheel sets, rail parts). We can put the track construction, restoration, and other projects on hold to save funds, but we still have to pay the \$13,500 for the fixed expenses this year.

If anyone would like to help us out, we would be very grateful. Donations can be made through PayPal on our website www.spcrr.org (click on the "Donate" button on the top of the screen); or you can mail a check to SPCRR, PO Box 783, Newark, CA 94560. SPCRR is a 501(c)(3) nonprofit corporation and all donations are tax deductible. Our Treasurer will send each donor a letter for tax purposes.

We want to thank each of you for your support in the past, and hope that we can count on your support again during this unprecedented crisis. If you have any questions, please feel free to send an email to our Treasurer, Jack Burgess, at treasurer@spcrr.org, or call/text Jack at 510-508-8826.

NOTICE: We are sad to report that our good friend Dave Garcia has passed away. One of our founders, Bruce MacGregor, said "Dave was a big supporter of SPCRR, and he often helped to smooth relationships and keep people in touch. A good example was the recent gift of Paul Harr's Carter Bros. builder's plate. While Paul had sent me emails telling of his intentions to gift the plate to SPCRR, Dave was the one who actually approached the family and the trustee to lend his credibility." Read the wonderful tribute to Dave by Greg Maxwell on page 10.

Ghosts of Drawbridge

Bruce MacGregor

Historic photos, Bruce MacGregor Collection
1983 photos by Author



If you saw it in the 1980s, Drawbridge was like a false front movie set for a Zombie thriller. In an 80-acre plot of marshland located in the southeastern corner of San Francisco Bay, a moldering collection of cabins lay disintegrating and sinking into the marsh. A railroad track—once the mainline of the South Pacific Coast narrow gauge—bisected the cabins along a mile of tidal marsh called Station Island. The community of Drawbridge—named after the two railroad bridges that brought trains onto the island—lay trapped and isolated between the bridges. To say the place was off the grid was putting it mildly.

The draw bridges were the key to understanding why Drawbridge even existed. For over a century the bridges kept two waterways navigable. The northern bridge crossed Mud Slough, a passageway from the bay to Warm Springs Landing, about half a mile east of Station Island. The southern bridge crossing Coyote Slough provided navigation to Dixon Landing, about a mile east of the island. In 1875 when the bridges were built, both landings were important commercial outlets for shipments of hay and grain. The railroad built a small depot and residence mid-island. A single bridge tender walked the track to either bridge and, upon a whistle signal from waiting boats, cranked the bridge open—like a turnstile—by manual capstan.

For a decade, the bridge tender had Station Island to himself. However, by 1889 the South Pacific Coast allowed two passenger trains each day to stop on flag—a convenient way for duck hunters to reach what the timetable called the “Alviso Drawbridge.” The flag stop became popular. By 1900, hunters clubs bought property and built cabins for weekend stays; and families built vacation homes with names like “Clambake,” “Recreation” and “Prowlers.”

The heyday of Drawbridge in the teens and twenties saw the community’s development peak with about ninety structures, including Sprung’s Hotel (which provided rooms, groceries and, according to one version, a few call girls). Then came the Great Depression of the 1930s, and the beginning of a steady exodus of hunters and families, neglected upkeep to cabins, and the steady process of subsidence—the slow but unstoppable sinking of structures into the mud.

If it was possible to get further off the grid, Drawbridge was headed in the right direction. By 1979 there was just one permanent resident remaining. But there were visitors. A kind of romantic fascination with Drawbridge had begun, perhaps a reaction to the cultural and social changes brought on by surrounding Silicon Valley. Photographers, journalists and writers began to collect stories about Drawbridge, a virtual gathering of ghosts.

One of those stories was about the bridges themselves. Amazingly, one draw bridge remained in 1983. It was the northern bridge—a steel girder bridge over Mud Slough built in 1904 as part of a program to upgrade the line for standard gauging. For two years, from 1904 to 1906, the new bridge still carried narrow gauge trains. Shortly after the 1906 earthquake the rails were widened, and narrow gauge operation joined the growing fraternity of ghosts haunting the site. But the 1904 bridge survived. Still spanning Mud Slough in 1983, this same bridge had truly

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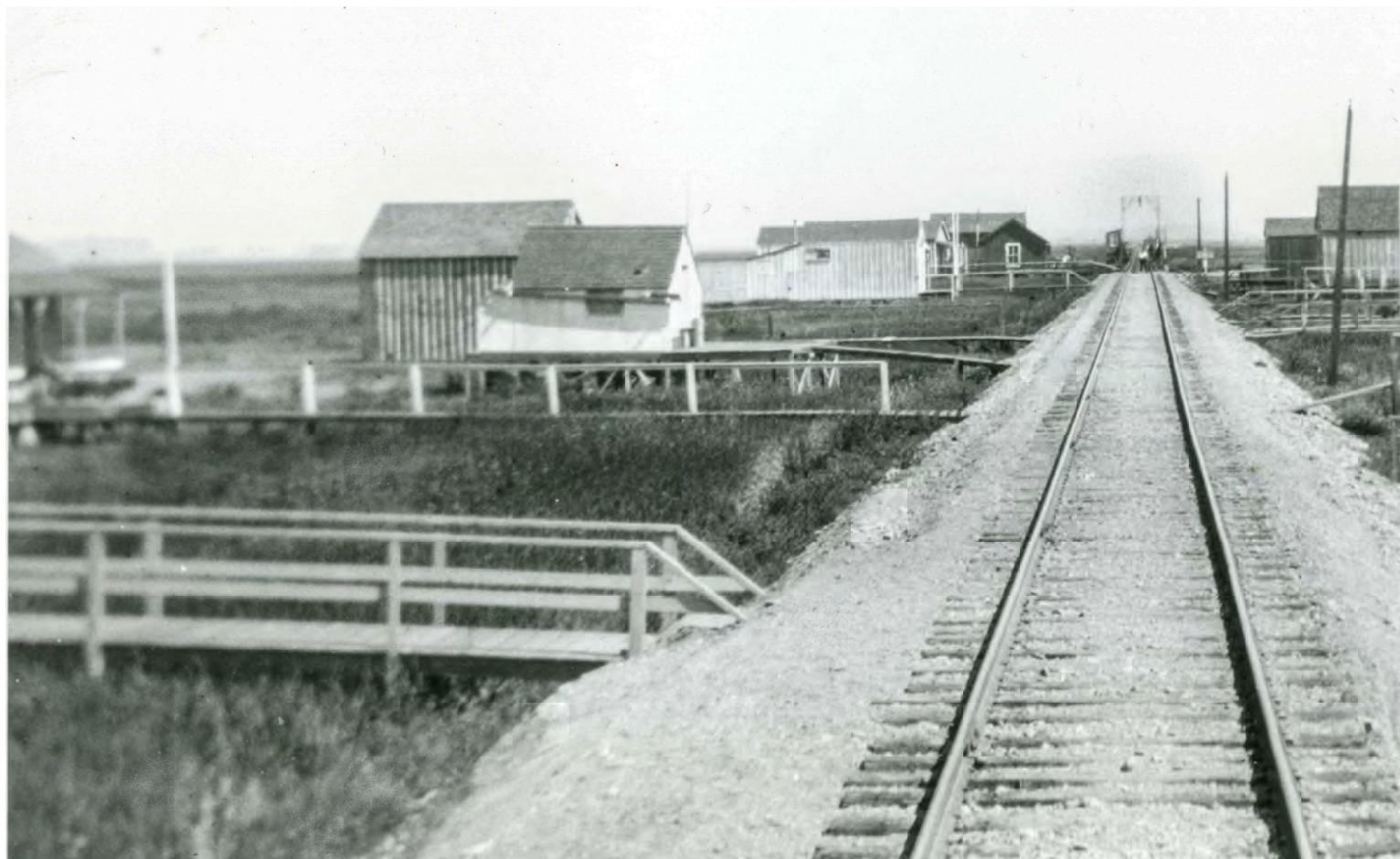
become the stuff of legend. By then it had become the only surviving track structure anywhere along the original route that had been used by narrow gauge South Pacific Coast trains.

And stranger still, even in 1983 the draw bridge had to remain operable in the unlikely event a boat required access to the waters of Mud Slough east of the bridge. Federal laws were clear... it didn't matter that years had passed without the bridge opening. Or that the mechanism that operated the bridge had rusted in the rising salt water of the bay. Or that the joints in the rails had been permanently bolted together. Or that the bridge tender had long ago left the island, grown old and died.

It only mattered when a dredge named the *Mallard* showed up in June 1983, requiring passage through the draw. Just as it had 105 years before, the railroad had a legal obligation to open the bridge.

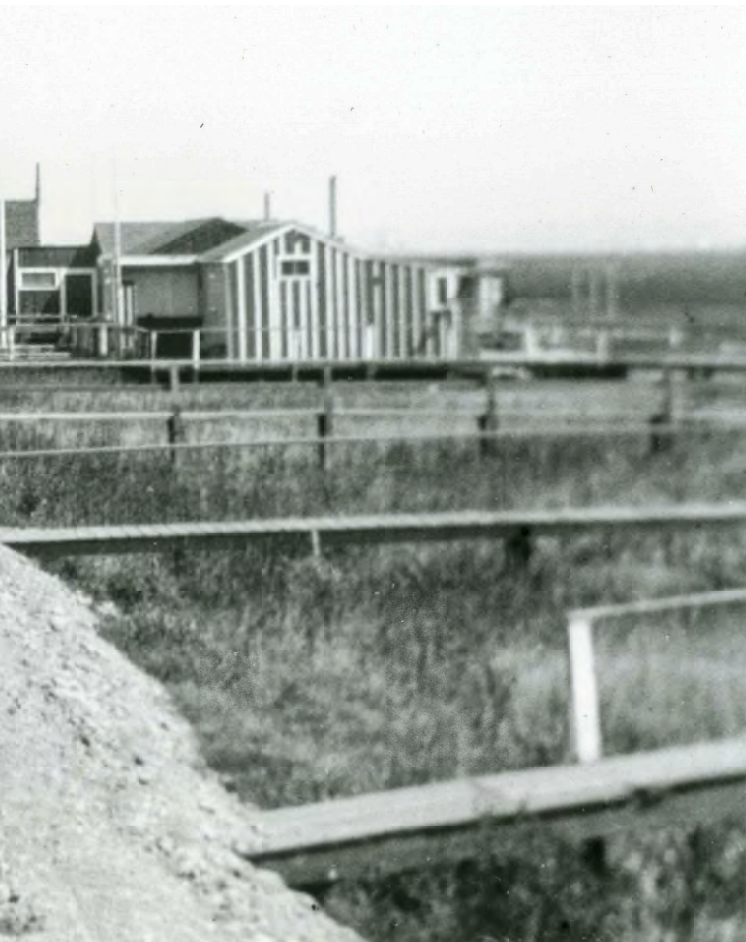


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In this rare, 1909 view on the right, photographed from the platform of a passing train, the camera sweeps north across Mud Slough and the 1904 bridge. The steel girder drawbridge is just five years old, and displays three running lights used for nighttime navigation of passing hay scows and yachts.

Robert McFarland photograph from the collection of Arnold Menke.



In this 1909 panorama on the left, the 1904 Mud Slough bridge appears in the distance, while new cabins line both sides of the tracks. Often, family cabins like these were sited on the north end of Drawbridge, while gun clubs and Sprung's Hotel were located on the southern end of the community.

Robert McFarland photograph, from the collection of Arnold Menke.

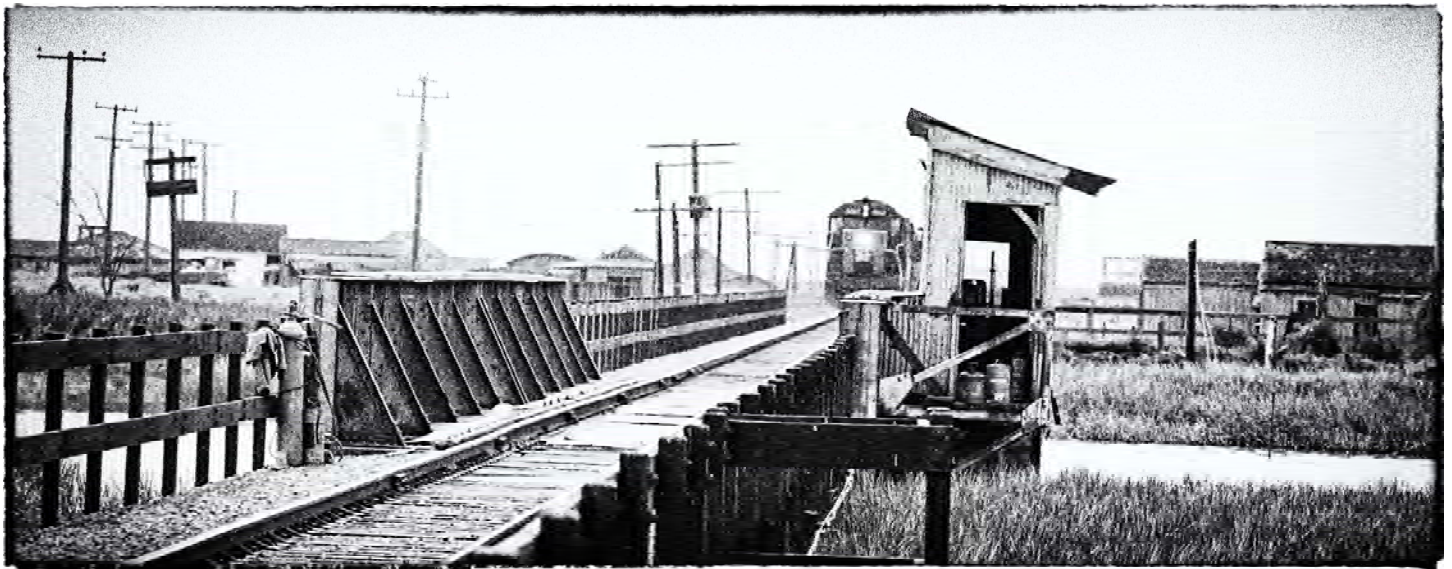
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Cargill (formerly Leslie Salt) actually called the Southern Pacific's dispatcher weeks ahead of the day it needed to get the *Mallard* through the Mud Slough bridge. Owned and operated by Cargill, the 1936 dredge was on a mission to repair remote levees used in Cargill's solar salt production network. When the day came, Southern Pacific was prepared for the request—or at least thought it was.

About 10 am on a June 1983 morning, an SP maintenance crew cracked the first track bolts at both ends of the 1904 bridge. Of the 16 bolts that had to come out to completely loosen the bridge rails, track crews first removed only 8—leaving just enough bolts to let the last freight train safely cross the bridge. Storming out of Santa Clara, an hour later the northbound freight hit the bridge at almost 40 mph. The rails seemed to dance a jig under the moving wheels, but the 8 bolts and the joints they tightened held firm.



With the *Mallard* anchored just west of the bridge, track crews quickly removed the last 8 bolts, and put their muscle power to work trying to turn the bridge's capstan by hand. It stubbornly refused to move an inch. An auxiliary gasoline engine was fired up in the bridge's engine room, engaged with the turning gears, and gunned. The bridge still didn't move.





Track crews grew frustrated. They crawled over the span trying to inspect every gear and bearing for damage. But by noon, tidal waters covered most of the bridge's sub-structure, making it impossible to look for debris trapped in the mechanism. Brute force was the only alternative. The track boss placed a call to Santa Clara for a rail-mounted wrecking crane.

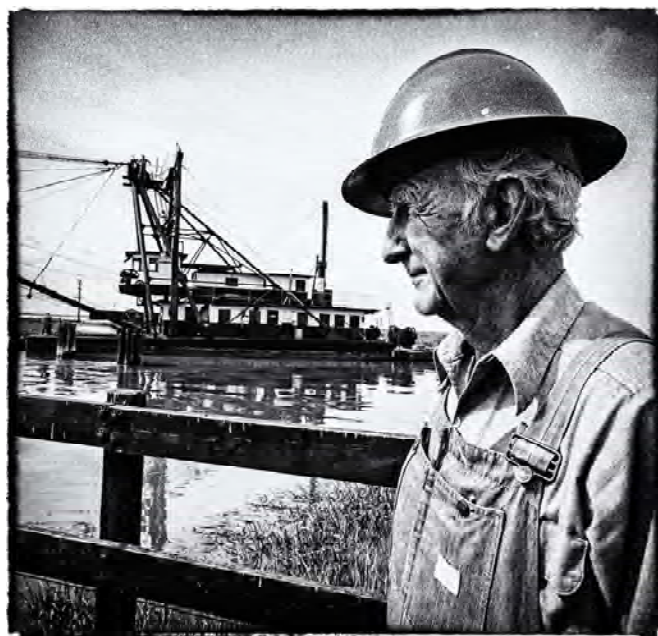


With rail traffic backing up north and south of the bridge, the rail-mounted crane arrived during the lunch hour. The crane wheels were clamped to rail on Station Island, its cable extended securely to a clamp on the south end of the bridge. Rotating the boom on the crane, an operator literally tried to jerk the bridge loose. The bridge stubbornly refused to move.



The crew of the *Mallard*, watching the show from a ring-side seat, couldn't resist making a simple suggestion. Why not hook its dredge bucket to the north end of the bridge? If the rail-mounted crane and the dredge both pulled in opposite directions at the same time, twice the leverage would be exerted on the frozen mechanism. At that point the SP track crew had little to lose by trying.

A skiff with an outboard motor was employed to carefully position the dredge bucket at the end of the bridge, where it was chained in place. On signal, the crane and the dredge both yanked on their ends of the bridge. With a groan, the mechanism broke loose. For the first time in years, the draw opened a few inches... then a few feet. The bridge's gasoline engine ran full throttle until the bridge was turned at right angles to the track. Like a crack in the fabric of time, Mud Slough lay open to navigation.



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The *Mallard's* unusual steering system is also its propulsion. Using the movable boom, the pilot guided the dredge bucket into a position in the exact compass heading he wanted to go, let the bucket out on its cable, then lowered it until it grabbed mud at the bottom of the slough. The bucket acted like an anchor. The pilot then winched in the cable, dragging the *Mallard* in the direction of the open draw.

This was the scene in the *Mallard's* wheelhouse at about 2:00 in the afternoon. One toss of the bucket at a time, the pilot guided the *Mallard* through the Mud Slough draw.



In four more years the entire track through the marsh, and the mile across Station Island, would be elevated higher on layers of rock ballast. The 1904 bridge, almost underwater at extreme high tide, was removed and replaced with a new bridge. As the relics disappeared, the legend grew. Completely surrounded by Silicon Valley and the exploding high tech industry, Drawbridge had become—literally and figuratively—the Bay Area's only ghost town.

PLEASE NOTE: Today Drawbridge is part of the Bay National Wildlife Refuge and has no public access.



A Tribute to David L. Garcia, 1946-2020

Greg Maxwell, author of the book "Eureka & Palisade"

It is with great sadness that I report the loss of Dave Garcia. Dave passed away on July 13th after suffering a heart attack as a result of contracting the Corona virus. Dave Garcia was known to many of us in the world of railroad history. He was an author, historian and collector, with his focus being on narrow gauge and mining railroads, and electric interurban and trolley lines.

Starting at a young age, Dave began gathering historical railroad documents, artifacts, photos and negatives. As a teenager he would hang around the Pacific Electric shops in Long Beach. The PE mechanics took a liking to young Dave and gifted him a treasure trove of photos, folio sheets and ephemera. By being in the right place at the right time, he also became the recipient of several significant negative collections. These included Frank Green's negatives of early railroading around Tonopah and Goldfield, Nevada. Dave generously provided photos and other material to numerous railroad books, including my own.

Dave was an electrical engineer by profession and, after a stint in the US Army Signal Corp, had a 30-year career in the telecommunications industry. Following his retirement, he consulted with the Port of Los Angeles to build replica Pacific Electric "Red Cars" to run on its Water Front Trolley Line. When the Port's trolley line was completed, Dave became its Maintenance Manager. He also served as the Chief Mechanical Officer for The

Southern California Railway Museum (formerly the Orange Empire Railway Museum) in Perris, California, where Dave had been a member since 1960. Among his many talents, Dave was also a skilled model builder and machinist. He could take the worst HOn3 brass locomotive and make it run like a fine Swiss watch.

Dave Garcia was widely regarded as the foremost authority on railroad air brakes. He consulted with heritage railroad operations across the country, helping to repair and maintain their vintage air brake systems. One of his coups came after the Union Pacific absorbed the Missouri Kansas Texas Railroad in 1988. Dave got the UP to donate all of the Katy's air brake testing equipment from its principal shops at Parsons, Kansas to the Orange Empire Museum.

I met Dave in the early 1990s at a Southern Pacific Narrow Gauge Historical Society get together in southern California. Dave was an authority on Nevada's mining railroads, and the Eureka & Palisade Railroad in particular. As I was also interested in the E&P, we spent much of that weekend discussing the railroad. Over the next few years Dave and I made a number of trips to Nevada. Traveling with Dave was an experience in itself. He had an endless supply of stories that he told freely. We interviewed old timers with connections to Eureka and its railroad. Pieces of rolling stock were measured and old grades were hiked. Good times that I will remember fondly.

Dave will be sorely missed by his many friends and acquaintances. Godspeed 🚂



Hiking the grade of the Eureka & Palisade in Pine Valley with Dave (in his signature cowboy hat), Brian Norden and myself, October 1995. Photo: Robert Cook

Membership Report

John Goldie, Membership Manager

Twenty-two Contributing Member renewal letters were recently sent out. So far, eight have responded—**Thank you!** We also sent out postcards to five 2018 Contributing Members that did not renew in 2019, and one has reinstated their membership. The current SPCRR membership is comprised of the following:

LIFE Members	69
Contributing Members	30
Pending 2020 Renewals	4+

Nice note from one of our Contributing members...

The work the SPCRR is doing to preserve the legacy of the Carter Brothers is outstanding. I hope someday to have the opportunity to visit Ardenwood Park and see this work firsthand.


Ed Lindgren, Overland Park, Kansas

If you are a Contributing Member (pay dues of \$20 per year) and would like to become eligible to vote or run for office as a Board Director, here is what you need to do. As described below in the SPCRR current Bylaws, to be an Active (voting) Member the member should send a letter to the Board of Directors requesting “Active” (voting) status. The Board will consider these applications at their September meeting each year. Send in your letter requesting Active Membership **no later than August 31**. NOTE: Life Members automatically become voting members and can hold office.

“Active Membership” – to become an “Active Member,” a candidate must be a paid up Contributing Member for at least 1 year prior to application for “Active” status, and must have actively participated in SPCRR projects during that year. A candidate must be at least 18 years of age, and submit a written application to the Board of Directors of SPCRR. Applications for “Active Membership” will be reviewed and considered at the September Board meeting or at the discretion of the SPCRR Board of Directors. Active Membership is granted by a majority vote of the Board of Directors. No individual may hold more than one Active Membership at any given time.

“Active members have all of the privileges of Contributing Members. In addition, Active Members may vote and are eligible to hold office as long as they are regular participants in the activities of the organization and contribute annual dues of \$20.00. Active memberships will be reviewed every two years by the Board of Directors.”

Dues for Contributing Members are just \$20 a 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 also make a donation at the same time they renewed their dues, and that option is now available. If you would like to join SPCRR or renew your dues, visit www.spcrr.org, click on “SPCRR” at the top of the page, then choose “**Become a Member**.” If you would prefer to mail a check, please make your check payable to “SPCRR” and mail to: SPCRR, P.O. Box 783, Newark, CA 94560.

All dues and donations are tax deductible. Our Treasurer will send a letter for tax purposes for all Life membership payments and for all donations. You can use your PayPal receipt/cancelled check for all Contributing Membership dues. SPCRR is a registered 501(c)(3) nonprofit corporation. 

DONATIONS Received June-July 2020

Donations Under \$500

Mitchell Bonner	Curtis Jones
John Erdkamp	Ed Lindgren
Michael Flaherty	Michael Wissler

Donations \$500-\$1,000

Texas Instruments*
*allocated to track expansion project

HOW TO DONATE

All donations to SPCRR are tax deductible! SPCRR is a 501(c)(3) nonprofit organization. You can donate on our website at www.spcrr.org and click on “**DONATE**” at the top of the page. You can use any major credit card and you do not need a PayPal account. If you prefer to mail a check, please send it to: vSPCRR, PO Box 783, Newark, CA 94560. A donation acknowledgment letter will be sent to all donors for tax purposes.

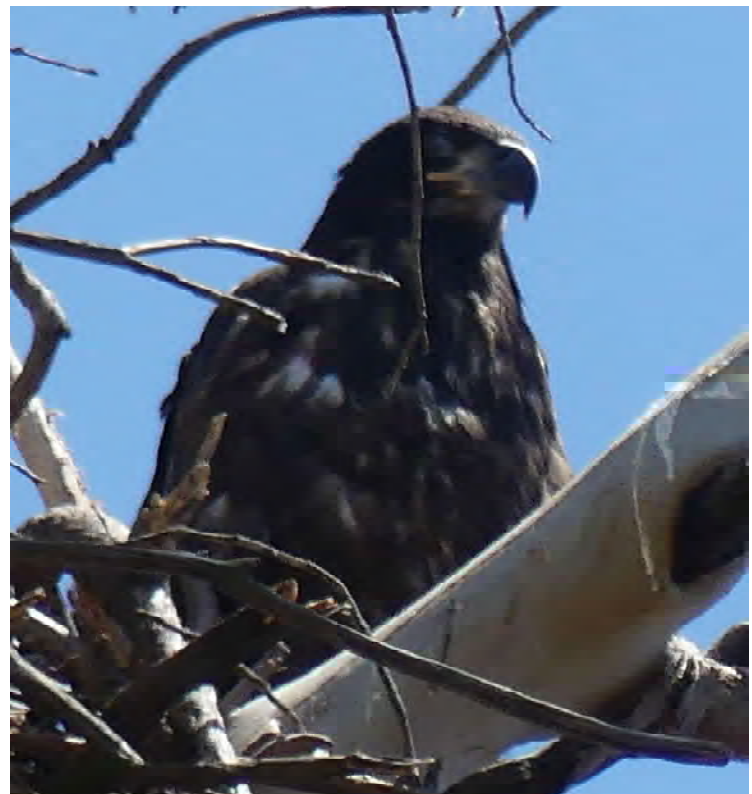
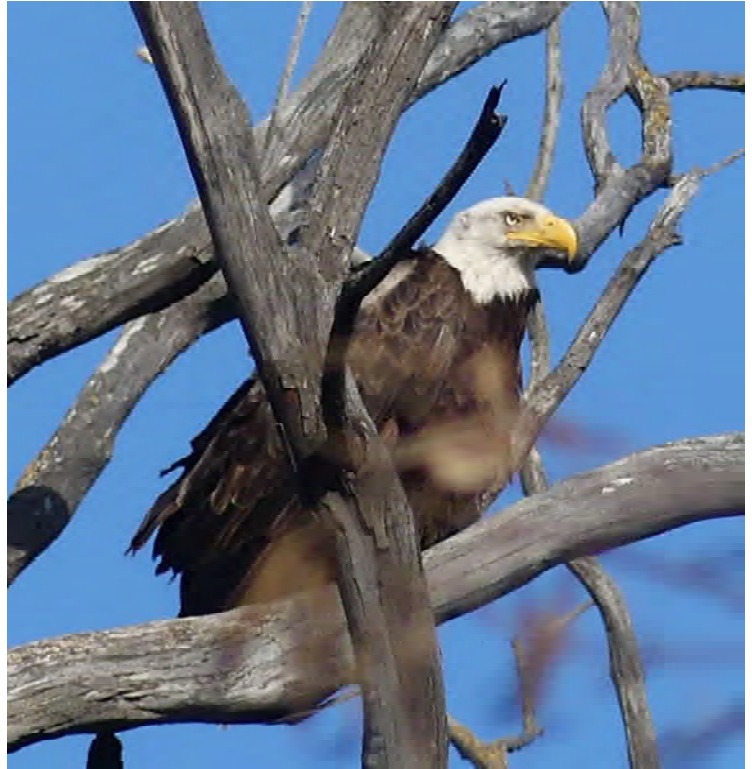
If you would like to donate in someone’s honor or memory, please include that information with your donation. If you have any questions, please send an email to info@spcrr.org or call 510-508-8826.

Bald Eagle's raise a family at Ardenwood

J.S. Burgess, Newsletter Editor

Photos by Author

Last March, a pair of Bald Eagles were spotted making a nest in a Eucalyptus tree in the north woods. Managers were sworn to secrecy to protect the eagles from disturbance so they would not abandon the nest. Fortunately, the nest was visible from the public street along the fence, plus I have a long-range zoom lens. The top photo on the left below is the nest--it was huge! The picture on the top right is one of the parents staying close by the nest to protect the baby. The photos on the bottom show "Junior" when the baby was strengthening its wings. Junior won't get white feathers until 5 years old. Eagles usually come back to the same nest each year, so keep an eye out. Just make sure you don't get closer than 300 feet (it's a federal law).



TRAIN ORDER BOARD

To prevent the spread of COVID-19,
Ardenwood Historic Farm is closed.
For up-to-date closure info visit www.ebparks.org/coronavirus

**The train will remain closed until the
social distancing rules have been lifted.**



SPCRR Events for 2020

Railroad Adventure Day
Railroad Adventure Day
RAIL FAIR (*Labor Day Weekend*)
HAUNTED RAILROAD

CANCELLED
CANCELLED
CANCELLED
CANCELLED

SPCRR BOARD OF DIRECTORS

President - John Stutz
Vice President - Andrew Cary
Secretary - Ken Underhill
Treasurer - Jack Burgess
Director at Large - Gene Arrillaga
Director at Large - Brook Rother
General Manager - *vacant*

president@spcrr.org
vice-president@spcrr.org
secretary@spcrr.org
treasurer@spcrr.org
director-at-large1@spcrr.org
director-at-large2@spcrr.org

650-933-0086
510-324-6817
925-373-6884
510-797-9557
510-690-4687
530-559-4249

SPCRR MANAGERS

Curator - Brook Rother
Safety Manager - Brook Rother
Operations Manager - Barry Lependorf
Chief Mechanical Officer - David Waterman
Restoration Manager - Gene Arrillaga
Track Manager - John Goldie
Collections Manager - Jay Shellen
Membership Manager - John Goldie
Newsletter, Publicity and Special Events - JS Burgess
Webmaster - Andrew Cary

curator@spcrr.org
safety-manager@spcrr.org
operations-mgr@spcrr.org
info@spcrr.org
restoration-mgr@spcrr.org
mow-mgr@spcrr.org
collections-mgr@spcrr.org
membership@spcrr.org
info@spcrr.org
webmaster@spcrr.org

530-559-4249
530-559-4249
925-457-7754
415-602-7377
510-690-4687
408-784-1611
510-754-5311
408-784-1611
510-508-8826
510-324-6817

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 stay 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

5/31/20 (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, removed defects and adjusted hole pattern; drilled 3 holes; installed 3 rail joints and 12 bolts; adjusted tie spacing and curvature; installed 50 spikes; gauged the inner rail; used the rail bender to reverse some existing kinks in 3 locations; spread base rock and leveled.

6/4/20 (Thur) - Volunteers: B. Goldie, D. Waterman (8 hrs). Track extension work continues: 40 ties plugged and placed; base rock spread/leveled.

6/7/20 (Sun) - Volunteers: B. Goldie, J. Goldie, N. Loey, S. Rusconi, B. Sorel, W. Speakman, D. Waterman (8H); B. Dike (4H). Cooler weather brought out a lot of volunteers. We worked in three areas to maintain distancing and got many items accomplished:
Project 1 - Rail Supply: sorted the available 50 lb. rail; cleared off two flat cars to place sorted rail on; sorted the large stack of mixed 50 lb. rail, removing it from its long location; placed the 40 pieces of rail on two flat cars (one level high); placed the 10 pieces of 3-7/8" and 4" rail in a side pile; recovered some OTM found under the pile in the dirt.

Project 2 - Rail Work: 3 rail bends to remove kinks in the rail; made 3 cuts to remove cut holes and ground down ends; drilled 4 holes to make clean 5-5-5 joints; installed 12 bolts; installed 120 spikes; inspected 50-40 compromise joint bars; swapped out a rail that turned out to have a twist in it.

Project 3 - Rock and Tie Work: set out ties up to the Wm. Patterson site road, completing the car barn phase of the alignment; plugged 50 ties; adjusted tie spacing-24" centers; aligned inside curvature position; added fill to bring us to proper rail height when crossing the road.

6/11/20 (Thurs) - Volunteers: B. Goldie (8 hrs, D. Waterman (8 hrs). Removed the odd size rail as it proved difficult on the inside joiner bars (we will be used for guard rails); bolted available short 40# rail; spiked rail; adjusted track curvature; placed loose track on the prepared roadbed; fabricated heavy duty steps for the tool car.

6/14/20 (Sun) - Volunteers: J. Goldie (6 hrs + 4 hrs); B. Lependorf, S. Rusconi, B. Sorel, D. Waterman (8 hrs). Today we welcomed Barry to the track crew, and he became an expert in drilling bolt holes; cut 3 rail ends and drilled required holes for 5-5-5 joints; 4 joints done/16 bolts/washers/nuts; placed 6 pieces of 45# rail and made the 40-45 joints; adjusted ties for correct placement; spiked 75 feet of track (150 spikes!); restocked tool car.

See photos from the June 14 workday on page 17



Bruce Sorel, 79 years young, driving spikes on the new track extension.

Photo: David Waterman

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6/21/20 (Sun) - Volunteers: J. Goldie, N. Loey, B. Sorel, D. Waterman (8 hrs). Four joints done / 16 bolts; placed 4 pieces of 45# rail; adjusted ties for correct placement; spiked 60 feet of track (120 spikes).

6/24/20 (Wed) - Volunteers: J. Goldie, B. Sorel, D. Waterman (6 hrs). Taking advantage of the afternoon and cooler evening weather we have more progress to report: Bruce fashioned a guard rail for the shop switch to protect the mainline which involved taking a 6' section of 40# rail, angle cut the ends and ground to finish up the ends (similar to the 3-way guard rails), cut out 5 slots for spike relief, located on-hand 40# spacers. Work today included leveling and tamping of the turnout in the point-frog area; tree trimming by fire road crossing/entrance to yard, and mainline had branches hitting the cars; cleared wood and trash from the site of the 50# rail pile and the OTM storage area; added the end caps to the unistrut on the tool car gondola boards to adjust strut height for perfect fit, and installed end board pockets; off loaded the push car and relocated to track 5; positioned some yard grade ties for the eventual shop lead approach and future stub switch; set out the next two pieces of rail for bolting and spiking; delivered track supplies; cut cross-buck planks to 44"; inspected the proposed reverse track alignment.



First test of new track to pickup the tool car. Photo: John Goldie

7/1/20 (Wed) - Volunteers: J. Goldie, B. Pratt, B. Sorel (5 hrs); D. Waterman (10 hrs). With nice afternoon weather and cool evening breeze we completed a number of tasks: completed 4 joints/16 bolts; spiked and gauged 35' of track (64 spikes); adjusted ties for placement, marked rail location; set out 2 additional pieces of rail; restocked supplies. David also completed bolting the guard rail for the shop switch (6 holes/3 spacers), and cut up last week's fire-road tree trimmings and added them to the green waste.

7/5/20 (Sun) - Volunteers: J. Goldie, B. Dike, J. Erdkamp, S. Rusconi, B. Sorel, D. Waterman (8 hrs). The hot day did not slow us down: the tool car was stenciled with the museum logo; shop switch guard rail spiked in place; made 2 rail cuts; 4 joints made-16 bolts; set out the two short rails; spiked 50' feet of track (100 spikes); gauged the track and adjusted tie placement; bolted down the temporary bumper at the road; removed some snags and cut up dead branches; restocked tool car; adjusted unistrut/boards for proper end cap placement; started to clean up the south/west end of the car barn track supply area; did a few test runs on the track-no issues to report, shop switch is very smooth!

7/12/20 (Sun) - Volunteers: J. Goldie, B. Sorel, D. Waterman (8 hrs). Another hot day but we were able to make more progress with lots of water and shade breaks: spiked the switch plate area and installed 5 rail braces on the east rail; added 20 spikes; adjusted tie spacing and placed 8 ties; set out the swing rails of the next switch; 2 rail cuts and 2 holes to make a 5-5-5 joint including 4 bolts/nuts; set out the head block/14'; moved the bridal bars and head blocks to the tie; took measurements for frog location.

7/16/20 (Thur) - Volunteers: B. Sorel, D. Waterman (8 hrs); J. Goldie (6 hrs). It turned out to be a rather warm day and the work area was in full sun. We focused on the lead off the shop turnout while we await the Parks' go ahead to start the proposed extension and reverse track which is outside of the Car Barn phase work area. We did meet with the Park and arborist on last Monday and he seemed fine with the track alignment and train operation. He mainly provided advise on minimizing any construction impact to the two large oak trees. Here are today accomplishments: located 12 stub switch slide plates in the storage area; tightened all the transit clip bolts, replaced two that were bad (sawed off); installed the bridal bars; adjusted tie spacing and head block tie; spiked the head block in place; spiked the 12 slide plates; spiked and gauged the other 8 ties; unbolted a rail joint to flip the rail to access the transit clip bolt nuts, then reinstalled the rail joint.

Week of 7/12/20 - Volunteers: J. Goldie (10 hrs); B. Goldie (3 hrs). During the week we completed work on the 8 cross bucks including white paint, stenciling, letter closures, white touch up and center hole drilling.

7/22/20 (Wed) - Volunteers: J. Goldie (9 hrs); D. Waterman (4 hrs). This afternoon/evening mini work session focused on track tools: rounded up our spare tack tools and relocated all together in the box car; cleaned off the back shelves in the Car Barn of track supplies and several other locations; arranged tools in one end of the box car; resupplied the tool car and added a few additional tools; relocated four spike locations to the push car and one storage area; separated out about 100 mainline spikes (too long) to swap with PLA for shorter ones (thanks to Bob Pratt!).

7/24/20 (Fri) - Volunteer: B. Pratt. Collected the smaller (9/16") spikes at the NCRY for SPCRR.

7/26/20 (Sun) - Volunteers: J. Goldie, N. Loey, B. Sorel, S. Rusconi, D. Waterman (8 hrs). It turned out to be hotter than predicted and the breeze took a long time to show up today. Work completed: located 4 low quality >20' rails, not usable for running track; cut to 20' lengths; salvaged non-track usable ties and cut to 6'; spiked the four rails in place with 8" offset. This snap track will be used to store the new wheels we recently obtained. We also cut 5 more junker ties to fashion a 15' 4-rail snap track for additional wheels; pulled out 6 pieces of rail that met the requirements; will build a 15' 4-rail and also a 15' 2-rail snap track to store trucks.

7/29/20 (Wed) - Volunteers: D. Waterman (8 hrs); J. Goldie (4 hrs). Today we restocked water for the volunteers; cleaned off the push car inside / put away supplies; repaired the left hand point: add a straight match rail, located flat bars, and started assembly; built four 4x4 wheel bumpers for the snap track--they move easily to be snug to the stored wheels; installed top of the bumpers on the 20' snap track; scoped possible locations for the snap track - 3 possibilities.

MISCELLANEOUS

June 2020 - Volunteer: J. Goldie (4 hrs). Worked on compromise joint review, project plan, progress reports, and update for the Board of Directors.

June/July 2020 - Volunteer: JS Burgess (12 hrs). Miscellaneous projects.

July 2020 - Volunteer: J. Goldie (4 hrs). Membership Manager duties.

July 2020 - Volunteer: JS Burgess (40 hrs). Create and distribute *The Hotbox* newsletter.

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 mow-mgr@spcrr.org, or call John at 408-784-1611. Note: volunteers must be at least 18 years old to participate.
- **Monday Workdays - Restoration Manager Gene Arrillaga.** Work on hold.
- **Monthly Workday on 2nd Saturday of Month - Curator Brook Rother.** Work on hold. *see workday photos on page 17*

SPCRR Board of Directors Meeting Summary



March 2020

- New SPCRR t-shirts were approved. (Once the artwork has been completed, information on how to order shirts will be included in *The Hotbox*.)
- A Life Membership was awarded to member Steve Rusconi, who has donated much labor, material and help to the track crew.
- A new 250-gallon, double-walled diesel fuel storage cube was approved.
- The Board received a draft rule book prepared by Operations Manager Barry Lependorf and Chief Mechanical Officer David Waterman.

April 2020

- The Board approved a change from 2- to 3-person crews for regular operations in 2020, if and when it is safe to resume operations.

May 2020

- The Board decided operations will not begin until social distancing rules are relaxed.
- Given the amount of advance work and publicity that goes into Rail Fair, and it does not appear that the pandemic will subside anytime soon, and it will not be feasible to maintain social distancing with crowds of 2,000 or more people, the Board cancelled the Rail Fair and Railroad Adventure Days events for 2020.

Notes:

- The Board made the decision to cancel the Haunted Railroad after cases of COVID-19 started rising in July.
- The Board meetings in June and July were cancelled for lack of items.

**The following photos were taken by Barry Lependorf
at the 6/14/20 workday (unless otherwise noted)**



MOW equipment rail car on beginning of loop (left to right: David Waterman, Steve Rusconi, Bruce Sorel).



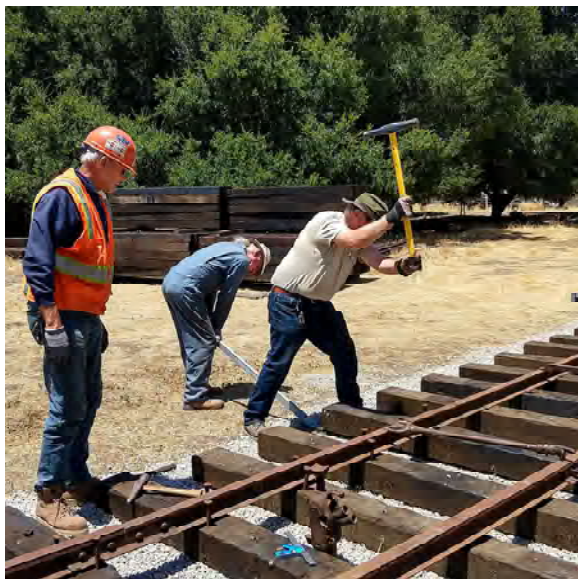
Track crew laid out ties for the first section of the loop leaving the Car Barn area.



Barry Lependorf drilling bolt holes in rail. Photo: David Waterman.



David Waterman cutting off end of rail.



Bruce Sorel uses a pinch bar to hold up the rail as John Goldie drives a spike (Steve Rusconi on left).



MOW crew measures rail location on ties & checks the gauge (left to right: Bruce Sorel, Steve Rusconi, David Waterman, John Goldie).

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, we do not know when the Park will re-open. Join our **SPCRR_Members** group (instructions below) to get up-to-date information on train operation and workdays.

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 **CANCELLED**

Nov 22 Last day of train operation for 2020

Earn funds for our Museum at NO COST to you!

For the past several years, SPCRR has partnered with AmazonSmile to receive funds from purchases made at Amazon at **NO COST TO YOU!** Just log-in at the **Smile.Amazon.com** website instead of regular Amazon. The prices are exactly the same... the difference is that AmazonSmile will give a portion of each purchase to our museum. To sign up, click on the box to the right, or go to this link: <https://smile.amazon.com/ch/94-2638194>

Shop at AmazonSmile
and Amazon will make
a donation to:

SPCRR

Get started

amazon smile

JOIN the SPCRR_Members group at www.groups.io to receive up-to-date information, workdays and announcements. We promise that your In Box will not be filled up with trash--we average just 1-3 posts a week. It's easy! 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.