

**The Hotbox**

**May/June 2021**

A newsletter from SPCRR and The Railroad Museum at Ardenwood

*The Hotbox* newsletter provides historic information on Carter Bros. Builders of Newark, CA; the South Pacific Coast Railroad, and other regional narrow gauge railroads; as well as updates for our members, volunteers, and the general public about our special events, activities, and volunteer opportunities at The Railroad Museum at Ardenwood. The museum is operated by the Society for the Preservation of Carter Railroad Resources (SPCRR). If you have any questions or comments, you can reach a staff member by email at [info@spcrr.org](mailto:info@spcrr.org) or call 510-508-8826. 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. We are located at Ardenwood Historic Farm, 34600 Ardenwood Blvd, Fremont, CA. We are a 501(c)(3) nonprofit and all donations are tax deductible. Donations are greatly appreciated through our website or by mail (SPCRR, PO Box 783, Newark, CA 94560). Trains operate on Thursday, Friday, Sunday and holidays between April & mid-November. See our Calendar on the last page for our current schedule and special events. To make a donation, become a member, or for more information please go to our website [www.spcrr.org](http://www.spcrr.org). Newsletters are distributed six times a year. We also have more information on our events at [www.facebook.com/spcrrmuseum](https://www.facebook.com/spcrrmuseum).

## EXCITING NEWS...

**We are proud to announce that Bruce MacGregor has donated his photo collection to SPCRR!**

*John Hall, SPC Historian*

Bruce MacGregor has donated his collection of historic South Pacific Coast Railroad and Carter Bros. photographs to SPCRR! These historic photographs are mostly large negatives which will require conversion to digital images. I immediately volunteered to scan over half of the 1,200 negatives, which range in size from 2-1/4" square up to 8"x10". With each scan I am also entering each photograph's metadata into a spreadsheet. When the project is finished the digital images will be available for historical research, SPCRR newsletter articles, and rolling stock restoration. We eventually plan to have Bruce's entire collection available on our website for anyone to access.

Most of the images are familiar to readers of Bruce's books: *South Pacific Coast*, Howell-North (1968); *Narrow Gauge Portrait South Pacific Coast*, Glenwood (1975); *The Centennial History of Newark*, Ford (1976); *A Centennial South Pacific Coast*, Pruett (1982); and *The Birth of California Narrow Gauge*, Stanford (2003). However the negatives often contain better detail than the printed book version.

Over many years Bruce has collected either original photographs or copies of photographs from other collections. This may be the largest collection of South Pacific Coast Railroad and Carter Brothers photographs all in one place! Some of the images are unpublished either because there is nothing special in the photo or its quality is too poor to make a good printed image. Other images reveal details that were cropped out of the version used in Bruce's books.

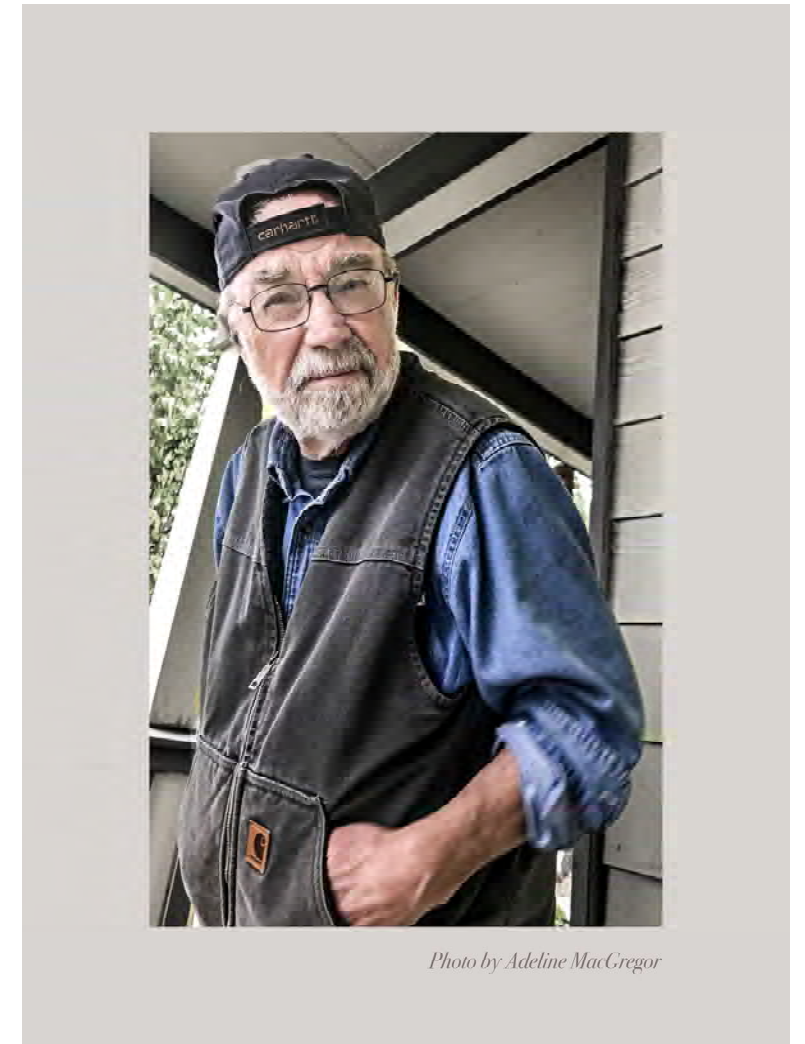
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Besides being a South Pacific Coast Railroad historian and writer of books, Bruce is also a well-known photographer. Bruce has a large collection of photos that he has taken which chronicle the formation of SPCRR from the beginning until today's railroad museum. Bruce has also donated these photographs to SPCRR! Jack Burgess has volunteered to scan the 2"x3" negatives and slides plus enter each photo's associated metadata into the spreadsheet. These photos are a huge resource for our historic car restoration efforts, documentation as to where and when our historic cars were found and recovered, and they chronicle the growth of SPCRR from a small group of people into the nonprofit railroad museum we are today.

In this issue of *The Hotbox*, Bruce shares his favorite photographs beginning with the discovery of SPCRR's first car, South Pacific Coast caboose 47, and continuing through SPCRR's 45+ year partnership with Ardenwood Historic Farm and East Bay Regional Park District. Bruce's captions explain why each photo was included in his favorite photos.

Be sure you don't miss the July/August edition of *The Hotbox* where we will present Bruce's favorite historic SPC photographs, along with some wonderful gems that I've found in Bruce's collection.

Together the Bruce MacGregor Collection of images paints a fascinating picture of the history of narrow gauge railroading in California.



Since this is a photographer's edition, we should briefly introduce our youngest guest photographer. Adeline MacGregor, or Addie as she's known, took the above portrait of her granddad, Bruce. Addie is four years old and already a prolific shooter.

*Photo - Ann MacGregor*

*continued on page 3*





These two images, never before printed together, are my nomination for my favorite two photographs of the Museum. At the left, in 1978, the South Pacific Coast's caboose 47 makes its way across the Owens Valley on a return journey to Newark and temporary storage on the George Patterson Ranch. The Carter-built car was discovered in Keeler, California, by Dick Datin, famed designer and builder of the Starship Enterprise model used in the first TV production of Star Trek, and Curator of the Nevada State Railroad Museum. A small group of interested Newark and Fremont volunteers banded together to buy the car, transport it to Newark, and save it against the possibility that someday it would be in a museum.

In the following forty years, the Museum was actually built *around* SPC 47 (and other Carter cars in the growing collection), finally evolving into today's Ardenwood Historic Farm and the operating railroad that began in 1985. In the photograph below, taken in 2017, SPC 47 has found safe harbor in SPCRR's new Car Barn and found an audience as well—visitors who could look at the nearly 150 year old relic and marvel at the odds it still existed.







For me, this photograph came to represent the thirty years that Ardenwood's historic three-foot-gauge railroad operated by horse power. As George Koerner watches an eastbound train depart, the scene appeared to be the perfect match: draft horses recreated the South Pacific Coast's Centerville Branch (1881 to 1909); and the surrounding environment, Ardenwood Historic Farm, recreated the historic agrarian landscape of the 19<sup>th</sup> century South San Francisco Bay. This level of authenticity, including the 1888 Carter Brothers flat car, was hard to equal in an all-volunteer railroad museum.

Horse operation at Ardenwood lasted thirty years—longer, ironically, than the prototype Centerville Branch. Sadly, the difficulty of maintaining working horses in Silicon Valley became harder each passing year and the horses were retired in 2015. The photograph, reminiscent of an iconic Currier and Ives landscape, is a reminder of the Museum's roots.





My personal favorite is a style called the environmental portrait, in which a subject is seen in a familiar landscape, background or interior. For Gene Arrillaga, the Museum's restoration lead for the past thirty years, choosing that environment was easy. Spearheading the restoration of caboose 6101, Gene was a leader at weekly restoration workdays. A career shop teacher for Newark School District, Gene's carpentry skills are legendary and he applied them to the sometimes challenging problems of preserving old car bodies and in most cases returning them to operating condition. Gene is shown below in 2018 with a partially-finished caboose 6101 appearing in the background. Still to come is the completion of caboose 6101. When that day comes, I would consider it an honor to be able to photograph Gene in front of the completed car.

Volunteerism is the heart and soul of the Museum, and photographing volunteers—and the volunteer spirit—has always been one of the most important aspects of the story. For me, the question is: what photographic style works best? There are a wide range of photo techniques and styles available to draw from, including action shots and candids at one end of the spectrum, and formal portraits at the other. Symbolism can also be effective, for example night photography capturing a particularly dramatic moment in steam operation at Rail Fair... in this case, a nighttime meet between two steam engines at Deer Park.







In 2009, SPCRR's Board of Directors voted unanimously to name the Eastern Terminal, the designated shop, yard and storage area for the Museum, the "Trudy Frank Rail Complex." The Eastern Terminal was the Museum's planned center, a future yard and shops where the mainline would ultimately end. In the planning stages for nearly twenty years, the key ingredients had finally come together by 2009—money, approval from the East Bay Regional Park District, and finally, a name.

By then, Trudy Frank herself had become the grand dame of the Museum—a presence at all events and a tireless advocate for the Museum's place in railroad history preservation. At Rail Fair in September 2009, a group of volunteers assembled to tour the three acre site of the Eastern Terminal prior to the start of construction. I asked Trudy to take a few steps in front of the group for a portrait. Here are Trudy and friends at the birth of the Trudy Frank Rail Complex.



Closely connected to the idea of a museum is a commitment to a public face—the reason the Museum welcomes the public and what exactly it offers them. One important facet of that public face is interpretation, simply, telling stories about the artifacts we display and operate that give the public an appreciation of their meaning.

It was a joy to watch and photograph two of our best interpreters at work: at the right, Fran Foley welcomes a school group to box car 472, adapted for displays as the “Museum Car.” Fran’s laid-back style encouraged kids to ask questions, talk about their visit, and get a feel for narrow gauge transportation. Below, Kevin Bunker explains the intricacies of foundry patterns to a family visiting the Car Barn. Kevin’s background of working with the California State Railroad Museum gave our group a real museum professional.



The Museum’s pool of skilled interpreters has had highs and lows over the past forty years, but always seems to reinvent itself. In 2021, during a period when COVID made operating our railroad a public health hazard, we innovated a virus-safe interpretive program that allowed the Museum to not only interact with the public, but bring in revenue dollars during a time when many other small museums were closed.





The magic of steam provided one of the most compelling of all attractions at Ardenwood, even if it was only once a year. Sometimes called the "Visiting Steam Program," owners of small, working locomotives agreed to operate steam-powered excursions during the Museum's Rail Fair event. The Wilmunder family's Antelope & Western Porter, George Thagard's "Deanna," and Gary Smith and Tom Gazsi's "Ann Marie" were all historic 19<sup>th</sup> century operating steam locomotives. Sometimes separately, sometimes together, their owners agreed to participate in the visiting steam program. At the left, "Ann Marie" and "Antelope & Western #1" double-head westbound out of the Trudy Frank Rail Complex.

It was a joy to photograph these machines. The camera loved them. In almost any light, at any location, they had a way of stealing the scene. So did the crews who operated them, like Chad Godeke shown below at the throttle of the Wilmunder's Porter. Cab rides, a coveted privilege on any operating steam locomotive, became a part of photographing these operations at Ardenwood, and my favorite part of the magic.



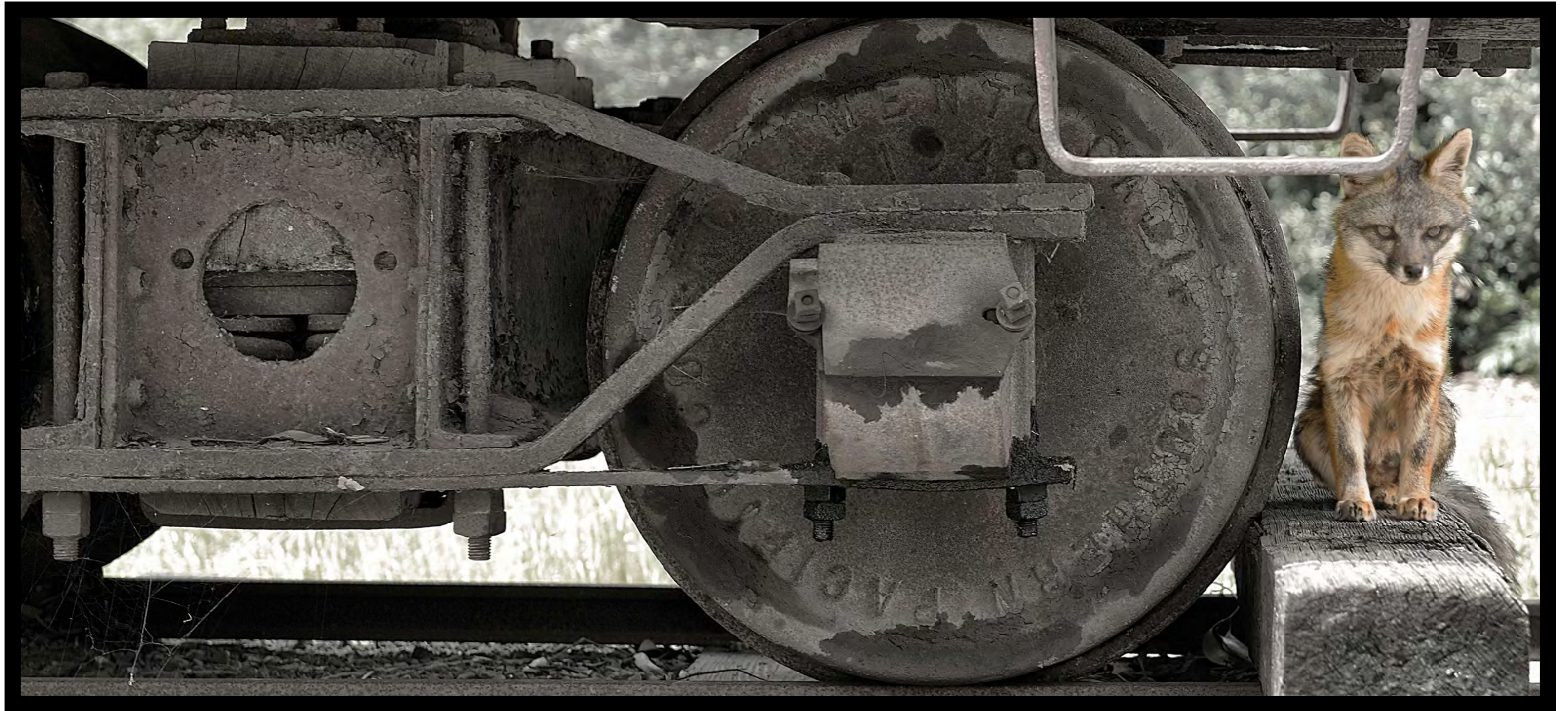




Photographing crowds has always been part of Rail Fair and the public enjoyment of Ardenwood, but it's one of the more challenging kinds of photography to do well. Where to focus? Who to focus on? How to organize a chaotic scene into a picture that tells a story? There was almost always a simple solution if I followed the smiles... for example finding one kid who was obviously excited about what he or she was doing or seeing, and beamed approval. It didn't take long before that smile radiated like a lighthouse through the scene, providing a kind of magnetism that drew the camera into their world and the things around them they found captivating. After discovering the smile, the picture took itself.







Animal photography is not my strong suit, but for some reason Ardenwood's resident gray fox seemed to tolerate my quiet approach and respectful attention from about 15 feet away. When I found him, he just happened to be sitting on a tie at the end of the siding at the front station. I held my breath. The shutter clicked. At first, he watched me closely. The shutter clicked again, and again. The fox yawned, then laid down. And finally (camera still clicking), he closed his eyes and took a short nap. If I had this kind of effect on a lion in the African wilderness, I seriously doubt I would get many shots in National Geographic. But on this afternoon, it didn't seem to matter, to either myself or the fox.





Rail Fair 2014 was special. The Car Barn had just opened after a lengthy process of permitting and construction, and that September the Museum held a dedication ceremony in honor of Bill and Janne Wissel, long-time members and substantial donors to the building. The Wilmunder's Porter, on-deck for Rail Fair, pulled a train of volunteers and invited guests to the ceremony and a buffet lunch. Sunset that evening put on a celebration of its own, creating a dramatic end-of-day photo opportunity.

This is a great opportunity to thank everyone involved, over a period of forty years, in the creation and growth of a unique and wonderful museum. It's been a pleasure to be a part of this project!



## Restoration Manager Gene Arrillaga is Retiring

*Jacque Burgess*

Photos by Bruce MacGregor

**G**ene Arrillaga has decided to retire as Restoration Manager. Gene has held the lead position for the past 20+ years! Gene's woodworking and blacksmithing skills are legendary, and these skills plus his knowledge of hand tools has been the key contribution on every project in our restoration shop.

Many people don't know that Gene was a teacher of woodworking and metal shop at Newark Unified School District. He used his skills and patience to teach SPCRR volunteers how to do the complex restoration work that is required on our historic cars. Each car is unique and presents a different challenge, but Gene's extraordinary talent has solved every riddle.

Gene has also served multiple terms in various positions on SPCRR's Board of Directors. Gene could always be counted on to offer sound, logical reasoning during Board meetings which was greatly valued by the other Board members.

Gene is the one person who can always be counted on to help on any project, even if it occurs at the last minute. It doesn't matter if we ask him to build six large kid-size tables for wooden train layouts for the Katie Train Activities Day event, or to dress up as an outlaw and hold up the train on the Haunted Railroad, Gene is always there to make it happen.

Even though he is retiring as Restoration Manager, Gene still plans to help out. In fact, Gene and his wife Donna have already offered to volunteer at the new SPCRR interpretation events this year.

Thank you Gene for all of your hard work over the past 40+ years, and we look forward to working with you for many more years to come!



PHOTOS:

- top left - Gene working on NWP caboose 6101 in 2009
- bottom left - interpreter at Rail Fair 2012
- top right - working on the roof of SP box car 472 (the museum car) in 2018

## DONATIONS - April/May 2021

### Donations \$10-\$499

**Mitchell Bonner**  
**Michael Wissler**

### Donations \$500-\$999

**Europe Train Enthusiasts-S.F. Bay Chapter**

### Donations \$1,000 and up

**Texas Instruments (2) - John Goldie match**

**Benevity - John Goldie match**



### Materials Donated

**Golden Gate Railroad Museum** - TIG welder, 2 rail tongs

**John Goldie** - wood for the crossing, safety supplies, fuel, wood to protect PC 20, 12 ten-foot oak switch ties

**Steve Rusconi** - pipe machine, power distribution box, a long, high current extension cable, extra breakers

**Peter Schultz** - 12 6-foot ties; gauge bar heads

## HOW TO MAKE A DONATION

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](http://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: SPCRR, PO Box 783, Newark, CA 94560. A donation acknowledgment letter will be sent to all donors for tax purposes.

Sign up for Amazon Smile to help our museum even more (and it's no cost to you)! See the last page of the newsletter for more information.

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](mailto:info@spcrr.org) or call 510-508-8826.

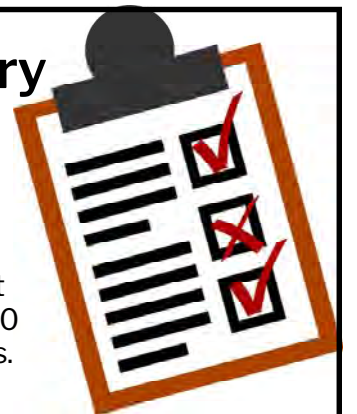
## SPCRR Board of Directors Meeting Summary

### March 20, 2021 (meeting held via Zoom)

- General Manager Don Marenzi reported he is moving forward with the Interpretive Contract with the Park.
- Curator Don Marenzi reported that restoration work is resuming on NWP caboose 6101, starting with modifying the railing to conform with the target year. He and others are assessing the condition of other cars. PCRwy box car 20 has been secured with oriented stand board over the doors and other openings.
- Track Manager John Goldie reported that work to rebuild the Farmer's Crossing in the eucalyptus grove has been completed, and the park has completed upgrading the road. It looks great!
- The Board approved the new Operations Rule Book, authored by Operations Manager Barry Lependorf and Chief Mechanical Officer David Waterman.

### April 10, 2021 (meeting held via Zoom)

- General Manager Don Marenzi reported that the initial Interpretive Contract has been submitted to EBRPD for approval, and he is working on a proposal for Special Needs trains.
- The Board decided to cancel the 2021 Rail Fair due to the ongoing pandemic. A decision on the Haunted Railroad is on hold until August until we find out if children will be vaccinated. The decision on Rail Fair needed to be made now due to the many other groups involved.
- The Board approved the purchase of 25 tons of ballast material for track, and 25 tons of other material for the area around the Car Barn (requested by Track Manager John Goldie).





Julie Boyer, Membership Manager

Welcome New Members!

LIFE Member Linda Clements Dayton, NV  
Contributing Member Scott Steidinger Huntington Beach, CA

Dues for Contributing Members are just \$20 annually and are due no later than January 31 each year. Become a LIFE Member for a one-time donation of \$250 and you never need to pay dues again! Online renewals and new memberships are available for purchase through our website. You can also make a donation at the same time. To join SPCRR or renew your dues, visit [www.spcrr.org/joining.htm](http://www.spcrr.org/joining.htm). If you would prefer to mail in a check please make your check payable to "SPCRR" and mail to: SPCRR, PO Box 783, Newark, CA 94560.

All dues and donations are tax deductible. SPCRR's Treasurer will send a letter for tax purposes for all Life Member payments and for all donations. Contributing Members can use your PayPal receipt or cancelled check for tax purposes. SPCRR is a registered 501(c)(3) nonprofit corporation. If you need any information about your membership or on becoming a new member, feel free to contact me at [membership@spcrr.org](mailto:membership@spcrr.org), or call 510-508-8826.

Correction to the caption of the photo on one side of a dues reminder postcard sent to several Contributing members. It should have read "Caboose 6101 was built by the North Pacific Coast Railroad/North Shore Railroad at the former Carter Brothers shops in Sausalito, CA."

Annual Weed Whackers Return to Ardenwood

Photos by Don Marenzi

The goats are back and did a great job at cutting down the weeds and poison oak for us!



Before



After

Track Talk...  
TRACK NUTS

John Goldie, Track Manager  
Photos by author

With a title like this, this article could be about a few different subjects. For this edition of Track Talk we will focus on the physical nuts. We mainly use square nuts on the track for the joint bars. They are 1-1/4" per side for the 3/4" diameter bolts that we use. Holes are 1" on top to allow for thermal expansion of the rails. On lighter rail it is custom to have all the nuts on the field side of the rail as the bolt head is more friendly if a deep flanged wheel passes by.

It was also customary orientation for horse-drawn railways to keep the gauge side more open which also tended to use lighter rail. With the square nuts, it is a good practice to tighten the bolts so that one side of the nut is parallel to the rail head. This is seen in the picture and aids in track inspection. If the nuts are all in-line with the rail head it is unlikely that they have loosened up.

There are other nuts in the track too. For example, on the #1 and #2 bars of a point switch and on certain types of stub switch bridal bars, the bars are bolted to clips that are bolted to the rail. In this case the bolts are placed with the nuts up. Again this is for track inspection purposes—when you walk along the track you are able to see the presence of the nut. If the bolt was the other way around, the nut could loosen and fall off without being easily detected since the bar or ballast could hide it.

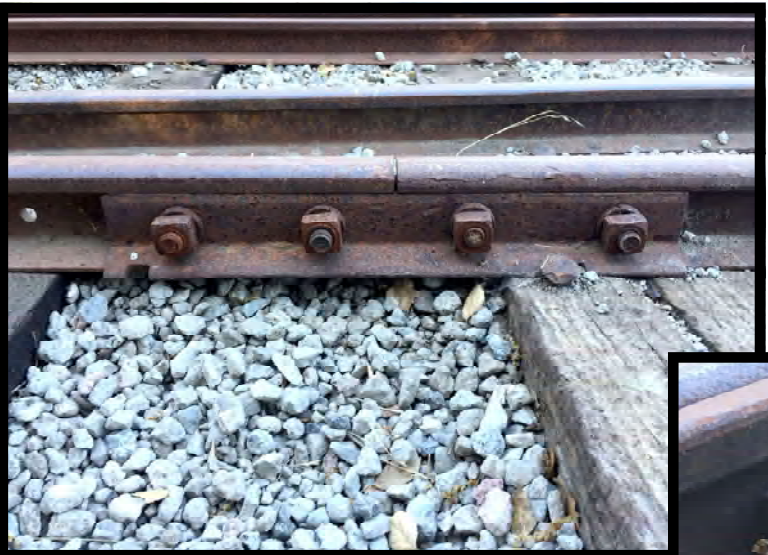


Figure 1- Joint Bar with the four nuts on the field side and set aligned to the rail head



Figure 2 - #1 Switch Rod with nuts up on the bolt.



## Weekly Workdays Restoration, Track, Events & Miscellaneous

Ken Underhill

**Date(s):** Track work is usually held on Sundays and occasional weekdays

**Time:** Email or call the managers shown below

**Meet At:** Car Barn (for directions, see info 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). Working outdoors you will need a hat, long-sleeve shirt, and sunscreen. We generally go off-site for lunch, but you are also welcome to bring your own lunch.

**- GREAT NEWS - CAR RESTORATION begins again soon!** For more information contact Don Marenzi at [curator@spcrr.org](mailto:curator@spcrr.org) or call 510-456-8840.

**- 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 next workdays will be held.

### PROGRESS SINCE THE LAST NEWSLETTER

**CAR RESTORATION - Don Marenzi** (email [curator@spcrr.org](mailto:curator@spcrr.org) or call 510-456-8840)

Car restoration projects are beginning again! Contact Don for the next work date.

**5/16** - Volunteers: D. Waterman (20 hrs); S. Rusconi, R. Quilici, B. Sorel (6 hrs); D. Marenzi (1.5 hrs). A noteworthy milestone was reached in the restoration of NPC Caboose 6101. David has been working on refurbishing the trucks, and we lowered the car onto the trucks today. The next order of business on the car is going to be installing the body and platform truss rods, refurbishing the braking system, and installing the couplers. This will tighten up the car so we can level the body and begin to install the T&G siding.

**5/30 (Sun)** - Volunteers: S. Rusconi\*, B. Sorel\*, D. Waterman\* (2 hrs). The second truss rod was reworked for the correct bends and installed on caboose 6101 - see photo on page 28.

\*also worked on track - see that section for additional hours.

### TRACK WORK - John Goldie

(email [mow-mgr@spcrr.org](mailto:mow-mgr@spcrr.org) or call 408-784-1611)

**3/28 (Sun)** - Volunteers: B. Sorel, D. Waterman (8 hrs); J. Goldie (1 hr). Today we: ballasted 30' of mainline and tamped; continued the grove clean up with brush cutting and snag removal; repainted the mislettered sign.

**4/2, 4/4 (Fri/Sun)** - Volunteers: J. Goldie, D. Waterman (12 hrs). Picked up some donated 6' ties and other OTM; fetched two match length sticks to use for the short/lite rail pile. We also focused on spring cleanup activities: sorted the tool car deck supplies and organized; rounded up various scrap steel (broken bolts, flame cut rail ends etc) for recycling; put away extra tools; cleaned up the access road of branches and cleared the Siward gate driveway of slipping hazards; swept out and vacuumed the work areas in the car barn; cleaned up the walkways; gathered up recyclable material.

**4/11 (Sun)** - Volunteers: B. Sorel, D. Waterman (8 hrs); J. Goldie (7 hrs); R. Quilici, S. Rusconi (6 hrs). We concentrated on a variety of jobs today:

- Investigated heating the 40# guard rail to make a bend. We have the special fork on



Caboose 6101 sitting on top of its new trucks. Photo: David Waterman



4/11 workday: rail bending heat test - not hot enough. Photo - John Goldie

Workdays - continued from previous page



4/11 workday: secured PC 20. Photo - John Goldie

- Paperwork was completed for the recent upgrade to the certified track enhancing Farmer's Crossing.  
- Replaced the weed whacker guard.  
- Reviewed the trucks on hand comparing WSL trucks to the Dupont trucks.

**4/15-17** - Volunteers: D. Waterman (16 hrs); J. Goldie (9 hrs). Received 23 tons of ballast and 23 tons of subbase. Other work included: filled several of the potholes around the Car Barn; put in the tractor crossing across track 4 and 5; picked up and delivered 12 oak 10' ties for turnouts; restocked our drinking water supply.

**4/18 (Sun)** - Volunteers: J. Goldie (8 hrs); B. Sorel (7 hrs); S. Rusconi (6 hrs). Today we focused on two track items in the Car Barn yard: the turnout to track 4 and 5 had part of the guard rail break off—we removed the remaining guard rail and wheeled it back to some shade where we opened the holes up since they were not aligned well with the holes in the rails and also saw cut the taper on the broken end. We found a worn out tie in the track 3 lead with a full split and hole down the tie—we dug out that tie shell and removed it. Then we used a new technique with a pusher (former table leg) to help get the tie out from under the slightly jacked up rails. We found a very sturdy oak tie to insert, then tamped and spiked it in place.

- We also work on the push car that will become the platform for the fuel tank.

- On the rail bending set up, Steve brought over a surplus square tube that will accomodate our 40# rail. We came up with a plan to slide in the hot rail and use a jack to press it over to the desire bend angle of ~5 degrees.

**4/25 (Sun)** - Volunteer: S. Rusconi (4 hrs). Raked the right-of-way.

**5/1 (Sat)** - Volunteer: S. Rusconi (4 hrs). Raked the right-of-way.

**5/2 (Sun)** - Volunteers: J. Goldie, B. Sorel, D. Waterman (8 hrs); S. Rusconi (7 hrs).

Steve completed raking the right-of-way. We began clearing the brush and blackberries that have taken over the track between Seabee Curve and Shirley's Siding—as we cleared the track we uncovered a number of ties need to be replaced and the inner rail needs some rail bending to de-kink the joints. We cleared 120' until it got too hot, then we started some Car Barn projects: inspected and set up the scaffolding; cleaned up the push car frame and reviewed the parts we need to change out (some wood parts to unistrut); cleaned up the tool car.

**5/9 (Sun)** - Volunteers: J. Goldie, D. Waterman (8 hrs); S. Rusconi (6 hrs). The track was blocked today by the goats hired to eat the weeds, so we focused on restoration projects and clean up tasks:

- Journal Boxes - we removed the old cotton waste and scraped out the grease pack from inside the boxes; we wire-wheeled them to clean up the outside of rust to prep them for painting.

- Push Car (will be the platform for the fuel car) - removed the rotten timbers and replaced them with unistrut; straightened a bent bracket under the car; the pull thought bar; and a round rod on the end of the car; greased the bearings; and cleaned the dirt from the underside; salvaged pressure-treated wood was cut to fit and the car was bolted together again.

- Cleaned up the tractor.

**5/15 (Sat)** - Volunteers: J. Goldie, D. Waterman (4 hrs). To enable Katie and the display cars to get to the site of the Sunday interpretation event, we finished clearing the tracks of the blackberry incursion: cleared 200' of blackberries from the middle and side of the track; cleared out the switch stand area; trimmed tree branches that

hand (thank you Steve) and used the torch and a rosebud too. We were able to get a nice orange but it was not hot enough to bend the rail. We learned two things: more heat is needed, and a better method to hold the rail in place is needed for bending force. We plan another investigation to use the forge and also build a very rigid holder.

- We built two panel tracks using the recently donated 4x6 lite ties and 3" spikes.

One was built with 25# rail and the other with 30#. We plan to use these to set out the push cars or possible use for truck storage/rebuilding platform. We also ground sharp tips onto a number of the spikes to return them to a serviceable state.

- We also inspected our electrical panel for the Car Barn and reported to the Board of Directors on the current set up and service details.

- To enhance the great work by David and Brook to secure PC 20, we used some paint on hand to cover up the OSD and raw wood.



4/18 workday: rail bender holder concept. Photo - John Goldie



5/15 workday: blackberry vine incursion. Photo - John Goldie



were hitting the cars; did an end-of-track to SeaBee curve mini-inspection.

**5/21 (Fri)** – Volunteers: J. Goldie, D. Waterman (4 hrs). Completed the shrub and tree pruning and also removed the large tree root sprouts in Ardenwood station area to improve track visibility; collected five tractor loads of cuttings and dead branch clean up; ballasted 50' of track.

**5/23 (Sun)** – Volunteers: J. Goldie (9 hrs); D. Waterman (8 hrs); S. Rusconi, B. Sorel (6 hrs). We installed the harp stand gravel pads on five switches in the Car Barn area; swept the driveway of small slipping hazards at Seward gate; cleared the dead branches in the area west of the Car Barn yard; applied ballast to 100' of track and profiled 50% of it; visited a local site to inspect some material they will donate (60# rails and a 4' clod roller).

**5/30 (Sun)** – Volunteers: J. Goldie, D. Waterman\* (8 hrs); B. Sorel\*\* (6 hrs); S. Rusconi\*\*. Due to the hot weather, and that Katie was on display up front, we concentrated on tasks at the Car Barn. On the push car project new floor boards were installed, reinstalled the outside metal frame, cut and installed the 4 roof supports; cut and installed the 4 top boards. On the harp switch stand project, two stands were prepped for paint and one stand was repainted. Right-of-way projects: dead snags were cut and removed from three trees and the downed branches rounded up and stacked; weeds were abated along the track. Tool Maintenance: parts were collected for the press and inspected; started fabrication of the missing bottom parts. Completed tamping the new track.

\* also worked 4 hrs during the week on tamping

\*\*also worked on caboose 6101- see restoration section for additional hours

**SPECIAL EVENTS - Don Marenzi/Jacque Burgess** (email [info@spcrr.org](mailto:info@spcrr.org) or call 510-508-8826)

**5/16 (Sun)** – Volunteers: J. Burgess, JS Burgess, D. Marenzi (6 hrs); S. Boyer (5 hrs); J. Boyer (1.5 hrs). SPCRR interpretive display and tours of the museum car.

**5/30 (Sun)** – Volunteers: G. Bobik, M. Bobik, J. Burgess, JS Burgess, D. Marenzi (6 hrs). SPCRR interpretive display and tours of the museum car.

### MISCELLANEOUS

April – J. Shellen (14 hrs). SPCRR's artifact collection.

4/14-15 – J. Boyer (4 hrs). Membership renewal postcard reminders.

4/27 – JS Burgess, D. Marenzi (1.5 hrs). Discussed interpretive volunteer days and Covid rules and regulations.

4/28-5/31 – JS Burgess, D. Marenzi (6 hrs). Discussed future Rail Fairs; interpretive events; volunteer recruitment, equipment, etc.

April/May - D. Marenzi (122 hrs). General Manager and Curator duties.

May – JS Burgess: (17 hrs) - set up forms for new interpretive event volunteers; new Covid liability releases; recruit volunteers, reports, correspondence with members; created photo book for new interpretive event. (45 hrs) - created May/June Hotbox newsletter.

**See more workday photos on the next page...**



5/21 workday - tractor load of cuttings headed to the green bin.  
Photo - John Goldie



5/23 workday - new switch stand pads provide stable footing for the crew.  
Photo - John Goldie



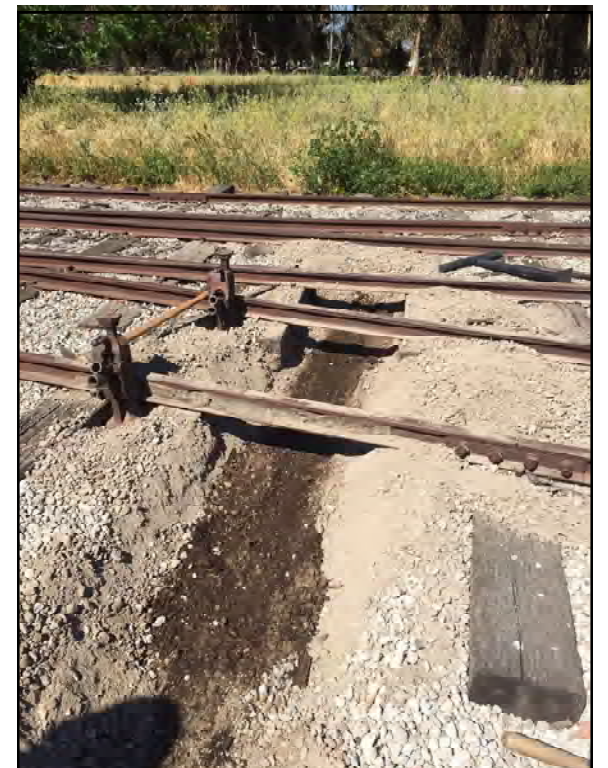
The truss rods for Caboose 6101 have been straightened and re-bent to accommodate the replacement queen posts that were installed to back date the car to its early NPC appearance. The car now has its full framing strength back which will allow work to proceed on other areas of the car.  
Photo - David Waterman



Completed tamping new track.  
Photo - David Waterman



The new tractor crossing of tracks 4 and 5-placement to beyond the clear post to not block any storage tracks.,  
Photo - John Goldie



Tie replacement-ballast was in great shape after 10 years.,  
Photo - John Goldie



# TRAIN ORDER BOARD

## Ardenwood Historic Farm Is OPEN by advance registration only

Reservations can be made at: [www.EBParksOnline.org](http://www.EBParksOnline.org)

(Note: No transactions will be made by park staff)

### The train will remain closed until further notice

The park is open limited days & hours:

Wednesday/Thursday/Friday 11-4; Saturday/Sunday 10-4

Animal feedings and other hands-on activities are currently cancelled.

### If you would like to help the track crew with some needed supplies...

You can purchase some important items that are needed (oil can, wrenches, flashlight, etc.) on the track crew's **Amazon Wish List**. Amazon will ship these items free of charge. Please choose the shipping address titled "**SPCRR's Gift Registry Address**." The link to the Wish List is:

[https://www.amazon.com/hz/wishlist/ls/3UEP6ICIB5BUK/ref=nav\\_wishlist\\_lists\\_1?encoding=UTF8&type=wishlist](https://www.amazon.com/hz/wishlist/ls/3UEP6ICIB5BUK/ref=nav_wishlist_lists_1?encoding=UTF8&type=wishlist)

If you would prefer to help by providing a monetary donation, go to [www.spcrr.org](http://www.spcrr.org) and click on the "**DONATE**" button at the top right side of the screen. Please follow your online donation by sending an email to [info@spcrr.org](mailto:info@spcrr.org) to let us know your donation is for the "Track Expansion Project." If you would rather write a check, please make it payable to "SPCRR" and mail to: SPCRR, PO Box 783, Newark, CA 94560. **THANK YOU!**

## 2021 SPCRR Board of Directors and Managers

President - Brook Rother	<a href="mailto:president@spcrr.org">president@spcrr.org</a>	530-559-4249
Vice President - John Goldie	<a href="mailto:vice-president@spcrr.org">vice-president@spcrr.org</a>	408-784-1611
Secretary - Ken Underhill	<a href="mailto:secretary@spcrr.org">secretary@spcrr.org</a>	925-373-6884
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Director at Large - John Stutz	<a href="mailto:director-at-large2@spcrr.org">director-at-large2@spcrr.org</a>	650-933-0086
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Safety Manager - Bruce Sorel	<a href="mailto:safety-mgr@spcrr.org">safety-mgr@spcrr.org</a>	510-582-2004
Operations Manager - Barry Lependorf	<a href="mailto:operations-mgr@spcrr.org">operations-mgr@spcrr.org</a>	925-457-7754
Chief Mechanical Officer - David Waterman	<a href="mailto:master-mechanic@spcrr.org">master-mechanic@spcrr.org</a>	415-602-7377
Track Manager - John Goldie	<a href="mailto:mow-mgr@spcrr.org">mow-mgr@spcrr.org</a>	408-784-1611
Collections Manager - Jay Shellen	<a href="mailto:collection-mgr@spcrr.org">collection-mgr@spcrr.org</a>	510-754-5311
Membership Manager - Julie Boyer	<a href="mailto:membership@spcrr.org">membership@spcrr.org</a>	510-378-3469
Newsletter, Publicity and Special Events - JS Burgess	<a href="mailto:info@spcrr.org">info@spcrr.org</a>	510-508-8826
Webmaster	<a href="mailto:webmaster@spcrr.org">webmaster@spcrr.org</a>	

## 2021 SPCRR EVENTS CALENDAR

At this point in time we do not know when the train will re-open. When we have new information we will update the SPCRR\_Members group (see *how to signup* below), our website, and Facebook page.

[www.spcrr.org](http://www.spcrr.org)

[www.facebook.com/spcrrmuseum](https://www.facebook.com/spcrrmuseum)

The SPCRR's Museum Car (SPC 472) will be open to the public on the 2nd and 4th Sundays of each month from 11 am - 2:30 pm (lunch breaks will be provided if we have at least 3 volunteers). **We need a minimum of 2 volunteers on the following dates.** Contact Don Marenzi at [curator@spcrr.org](mailto:curator@spcrr.org) or call 510-456-8840 (please leave a message).

July 11, 25  
August 8, 22

September 12, 26  
October 10, 24

**The train will remain closed until further notice**

## 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 **AmazonSmile** 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 on the right, or go to this link:** <https://smile.amazon.com/ch/94-2638194>



**JOIN the SPCRR\_Members group** at [www.groups.io](http://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](mailto:webmaster@spcrr.org) and Andy, Ken or Jay 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.