

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 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. Newsletters are distributed six times a year. We also have more information on our events at www.facebook.com/spcrrmuseum.

Bruce MacGregor and John Hall share their favorite South Pacific Coast Railroad photographs

In the last issue of *The Hotbox*, we announced that Bruce MacGregor has donated his entire collection of historic South Pacific Coast Railroad and Carter Bros. photographs to SPCRR. In this edition, we are excited to present Bruce's favorite historic SPC photographs along with captions of why each one is special.

Following Bruce's favorites, John Hall, the official scanner and data recorder of Bruce's negatives, shares some wonderful gems that he found in Bruce's collection.

To do these photographs justice, this newsletter is also formatted at 11"x17" so I could enlarge the photos to show you the wonderful details in each picture. We hope you enjoy this sneak peek of Bruce's wonderful collection of rare photos! Eventually Bruce's entire collection will be available online.

continued on page 2



Bruce MacGregor in 1997 at blocked off north portal of the Laurel-Glenwood Tunnel behind him.

Photo Collection - continued from page 1

Bruce MacGregor has written three books devoted to the South Pacific Coast Railroad. His first book, published in 1968, was simply entitled *South Pacific Coast* and was the result of six years of research which included talking to old timers and finding old records of the railroad. He also learned of sources of historic photo collections and collectors willing to share them.

Bruce's second book on the South Pacific Coast Railroad, *Narrow Gauge Portrait, South Pacific Coast*, was released in 1975 and featured 261 newly discovered photos of the railroad plus new information about the railroad. The book included the most significant Carter document yet uncovered at that time which was an original erection drawing of the Carter Brothers' combination box car. This unique freight car provided both ventilator fruit service and standard box car service.

Bruce's third book, *South Pacific Coast: A Centennial*, was released in 1982 and was a collaboration with Richard Truesdale. Four of Truesdale's extensive railroad collection of original paintings were included in that book.

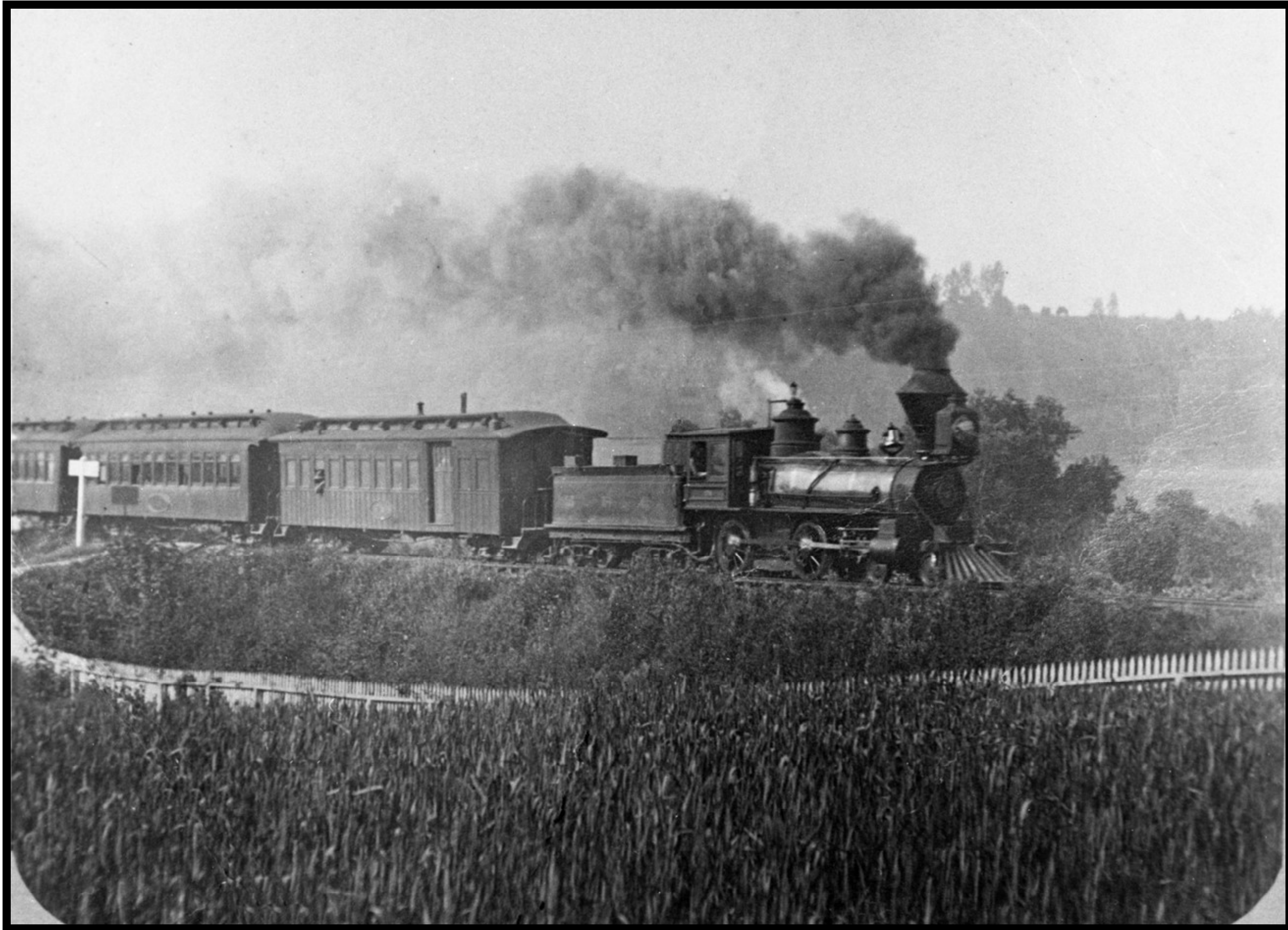
In addition to those books, In 2003 Bruce released his 671-page, comprehensive study of Carter Brothers entitled *The Birth of California Narrow Gauge*. This book covered five narrow gauge railroads which looked to Carter Brothers for equipment—the North Pacific Coast, the Santa Cruz Railroad, the Santa Cruz and Felton, the Nevada County Narrow Gauge, and the South Pacific Coast Railroad.

His collection includes all of the photos in his books as well as many photos never published. Together this priceless collection is a treasure trove of information that will be preserved and made available to the world.

Enjoy these amazing historic photographs!

Bruce Alan MacGregor Historical Photo Negative Collection				Legend and Abbreviations														
				SPC - South Pacific Coast Railroad/way			SP - Southern Pacific			SB - State Belt Railroad			CR - California Railway			BCE - Boulder Creek Extension Railroad		
				NPC - North Pacific Coast Railroad			SCV - Santa Clara Valley			N&D - Newark & Dumbarton			S&FAR - San Jose & Alum Rock			WV - Wildwood Railroad		
				SC - Santa Cruz Railroad			OAK - Oakland Railroad			EXTR - Boulder Creek Extension			S&F - San Jose and San Francisco			PW - Powder Works Railroad		
				* Updated description			CP - Central Pacific			O&R - Oahu Railway and Land Co.			S&F - Santa Cruz & Felton					
Thumbnail Image	Negative Number	Curator	Title of Image	Name of Railroads	Date of Image	Location of Image by Binder Index Tab	Source of Image	Locomotives Visible	Freight Cars Visible	Passenger Cars Visible	Negative Format	Description of Image	Name of Photographer	Citations	Scanned			
	BAMH0819	JFH	Horse Team Pulling Boxcars at Powder Works	PW		Powder Works	Roundtree Collection		PW Tankcar		2 1/4"		unknown		yes			
	BAMH0820	JFH	SC&F Train in San Lorenzo Gorge	SC&F	circa 1875	Powder Works	Nevada Historical Society			SC&F coach	2 1/4"		Elliot	The Birth of California Narrow Gauge page 311	yes			
	BAMH0821	JFH	Original Survey Map of Santa Cruz Railroad - 1	SC	circa 1872	Santa Cruz	Museum of Art and History - Santa Cruz				4"x5"		unknown	The Birth of California Narrow Gauge page 281	yes			
	BAMH0822	JFH	Original Survey Map of Santa Cruz Railroad - 2	SC	circa 1872	Santa Cruz	Museum of Art and History - Santa Cruz				4"x5"	Not the final alignment. Map bypasses Watsonville	unknown	The Birth of California Narrow Gauge page 281	yes			
	BAMH0823	JFH	Map of SC&RR and SC&F&RR in City of Santa Cruz	SC	circa 1874	Santa Cruz	Museum of Art and History - Santa Cruz				4"x5"	Used in County of Santa Cruz vs. Santa Cruz Railroad, December 1874	unknown		yes			
	BAMH0824	JFH	Map of Pacific Avenue Street Railroad	SC&F	circa 1875	Santa Cruz	Museum of Art and History - Santa Cruz				4"x5"		unknown		yes			
	BAMH0825	JFH	Cherry Street Depot	SPC		Santa Cruz	Roy Graves Collection - Bancroft Library	SPC 16 or 17			2 1/4"		unknown	A Centennial South Pacific Coast page 229	yes			
	BAMH0826	JFH	Santa Cruz Union Depot	SP/SPC		Santa Cruz		SPC 20			2 1/4"	postcard	unknown	A Centennial South Pacific Coast page 314	yes			
	BAMH0827	JFH	SPC 5 at Union Depot	SPC		Santa Cruz	A. E. Barker Collection	SPC 5			2 1/4"	see BAMH0835 Loco was new May 1884, by 1894 loco had extended smokebox and straight stack, Coaches new before 1885, tender livery pre 1885	unknown	A Centennial South Pacific Coast page 320-321	no			
	BAMH0828	JFH	SPC Express (probably an excursion using 2nd older equipment)	SPC	1897? Book 1893	Santa Cruz	UCSC Special Collection	SPC 14 or 15			2 1/4"		unknown	A Centennial South Pacific Coast page 318	yes			
	BAMH0829	JFH	Santa Cruz Pier	SPC		Santa Cruz			Pile driver		2 1/4"		unknown	A Centennial South Pacific Coast page 312	yes			
	BAMH0830	JFH	SPC 5 at Union Depot	SPC		Santa Cruz		SPC 5		Combine 62 or 63	2 1/4"		unknown		yes			
	BAMH0831	JFH	Coach at Union Depot Santa Cruz	SPC		Santa Cruz	Robert Wiley Collection			coach series 56-58	2 1/4"	Thomas Carter Patent Trucks	unknown	A Centennial South Pacific Coast page 315	yes			
	BAMH0832	JFH	Santa Cruz Turntable	SPC	Circa 1902	Santa Cruz	Rick Harman Collection	SPC 18			2 1/4"		unknown	A Centennial South Pacific Coast page 306-307	yes			
	BAMH0833	JFH	Tunnel No. 8 Interior	SP	Circa 1908	Santa Cruz	Bruce MacGregor Collection				2 1/4"		MacGregor		no			

Page from John Hall's spreadsheet being used to catalog Bruce MacGregor's photo collection.



This is hands down my favorite action shot of the South Pacific Coast and, at the time it was taken, something of a technological marvel. Glass plate negatives of the 1870s and 80s were not up to a task like this: freezing the image of a moving train, even a slow one, required shutter speeds upwards of 1/60 of a second, and this was not possible in most popular, consumer cameras until Eastman Kodak released the first nitrate-based film in August 1889. The birth of roll film cameras followed, along with an increase in film speeds; freedom from bulky tripods; and more candid, spontaneous uses for photography. This example captured a mainline express train leaving Santa Cruz in 1893. On the last tangent track before the railroad entered the Santa Lorenzo River Gorge, the train is less than a mile from the beginning of the steepest grade on the narrow gauge, a brutal 2.6% climb of approximately two miles in length before the tracks reached Rincon and a descending grade to Big Trees. For an engineer leaving Santa Cruz, the key to the climb was momentum. This photograph dramatically captures the beginning of the climb at a location today known as Golf Club Drive, on the outskirts of Santa Cruz.

Bruce MacGregor's Favorite Photos

The Wreck of Number 17: San Lorenzo River Gorge. John Hall Collection

On June 13, 1901, veteran South Pacific Coast engineer Jim Stanley was at the throttle of a northbound passenger train much like the one photographed at Pogonip Crossing in 1893. The highest seniority engineer on the railroad, Stanley was a model of a skilled, experienced locomotive engineer. But this day, Stanley had left Santa Cruz ten minutes late.

Apparently, he tried to make up the lost time. A number of passengers on his train reported excess speed as the train topped the 2.6% grade at Rincon, and began its descent towards the San Lorenzo River Bridge at the entrance to Big Trees grove.

In the heart of the gorge, on a ledge some hundred feet above the river, the locomotive tender derailed first, pulling the locomotive off the tracks and hurling it against the rock wall that rose steeply above the right-of-way. The impact tore the smokestack off number 17, shattered the cab, and ejected Stanley onto the ground. He died from his injuries two days later. The tragedy may not have been entirely Stanley's fault.

Track crews had recently been working at this location to lay standard gauge ties. Newspapers failed to ask the

obvious question: had the track been thrown out of alignment on one of the tightest of all mainline curves? A photographer reaching the scene from Santa Cruz within an hour after the accident, took one of the most poignant images of a wreck ever made. Still visible in the cab, just below the throttle, are Jim Stanley's coat and bowler hat.





Photographs taken in the 1870s on the South Pacific Coast are rare as proverbial hen's teeth. This one looked like the genuine article. Passed down from the Haley family, pioneer farmers in Washington Township, the albumen print was mounted on cardstock and bore the handwritten inscription, and date, you see here. The date was consistent with the date of the first commercial passenger train to operate between Alameda and Los Gatos and, for years, the photograph was reproduced in books, its caption taken at face value.

Historian John Hall, however, correctly pointed out three inconsistencies between the photograph and the caption. As of March 20, 1878, construction on Newark's Central Hotel (behind the train) had not yet started. Newspapers noted its construction would not begin until May.

Locomotive number 8 (pictured) was delivered to the railroad in February 1878, with a Radley-Hunter smokestack—not the diamond stack shown here. And the coach (although hard to see for certain) may carry the number of a Carter car not constructed until 1881. These anomalies raise important questions about the accuracy of the caption, and specifically about the date.

But on the other hand the photograph is professionally done, worthy of an important event. The eight professionally-attired passengers, posing on and by the baggage car, seemed to be turned out for an official function. The photograph *looks like* it could be a first train. Or could it be a 19th century counterfeit, handed down as a stand-in for an important event in Newark's history, for which no photograph existed? Whatever the actual date of the image, it is one of, if not *the* earliest photographs of the narrow gauge at Newark, and a huge favorite of mine.



If there's a favorite photo of the first narrow gauge train over the South Pacific Coast, there has to be a companion favorite of the last train. This is it, SPC 13 at the head end of a work train, slowly moving north at Agnew Station. The photographer, station agent William Fuller, captioned the print "the last train on the narrow gauge."

Newspaper articles dated April 18 (obviously written *before* the San Francisco earthquake struck early that morning) mentioned that the standard gauging of the track between Alameda and Santa Clara had been finished by the filing date of the article—suggesting that April 17 may have been the date hundreds of workmen acted in concert to change 26 miles of track from narrow to standard gauge. The transformation happened in just a matter of hours.

And perhaps just an hour or two before that transformation began, station agent William Fuller photographed the last narrow gauge train passing his agency on a kind of farewell journey, heading north towards Newark and Alameda.

At the tail end of that train, about to enter the history books, was South Pacific Coast caboose 47. Less than an hour after this picture was taken (and less than 24 hours before the 1906 San Francisco Earthquake struck), caboose 47 would have rolled slowly by Arden Station, ultimately—one hundred and fifteen years later—to become its permanent home at the Railroad Museum at Ardenwood. Fuller's photograph is like time travel.

Bruce MacGregor's Favorite Photos

Chinese cabin, Wrights. Frank Rodolph photograph, ca 1885. The Bancroft Library

Frank Rodolph, a member of the Oakland Camera Club, began making trips along the route of the South Pacific Coast not long after the railroad was opened through the Summit Tunnel in 1880. This image, taken by Rodolph five years later, shows the northern portal of the Summit Tunnel at Wrights. Intentionally, I believe, Rodolph talked a Chinese laborer into posing for one of the most iconic portraits ever taken of the narrow gauge. The laborer is posing in front of the same tunnel that in November, 1879 claimed the lives of at least 31 Chinese workers in an underground gas explosion. It was one of the worst railroad construction accidents in California history, and brought to light the extremely hazardous and poorly paid working conditions of Chinese immigrants. After the blast Chinese laborers deserted the tunnel project in legion, and were replaced with Cornish miners from the nearby Almaden quicksilver mines.

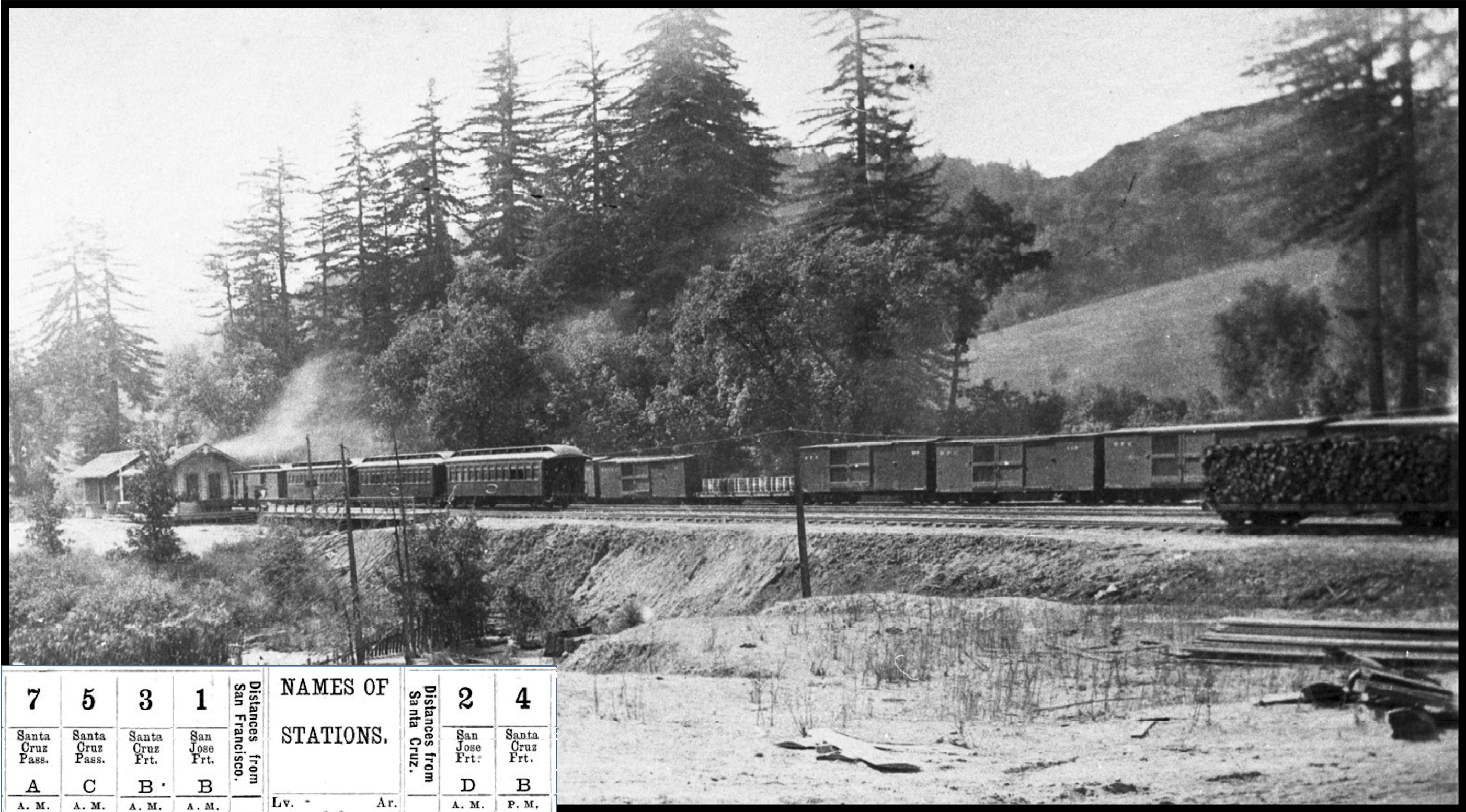
It is amazing to me that five years after the explosion and loss of life, one Chinese laborer, apparently still employed as a maintenance worker, was brave enough to pose for the "evil eye"—a camera carried by a strange white man. And it is amazing to me that Frank Rodolph had the instincts to understand the significance of the photograph... enough to imagine it, compose it, and somehow persuade a distrustful stranger to pose long enough and recognizably enough to tell the story of what happened on this spot five years before.

Not just a weekend amateur, Rodolph was a gifted photojournalist.



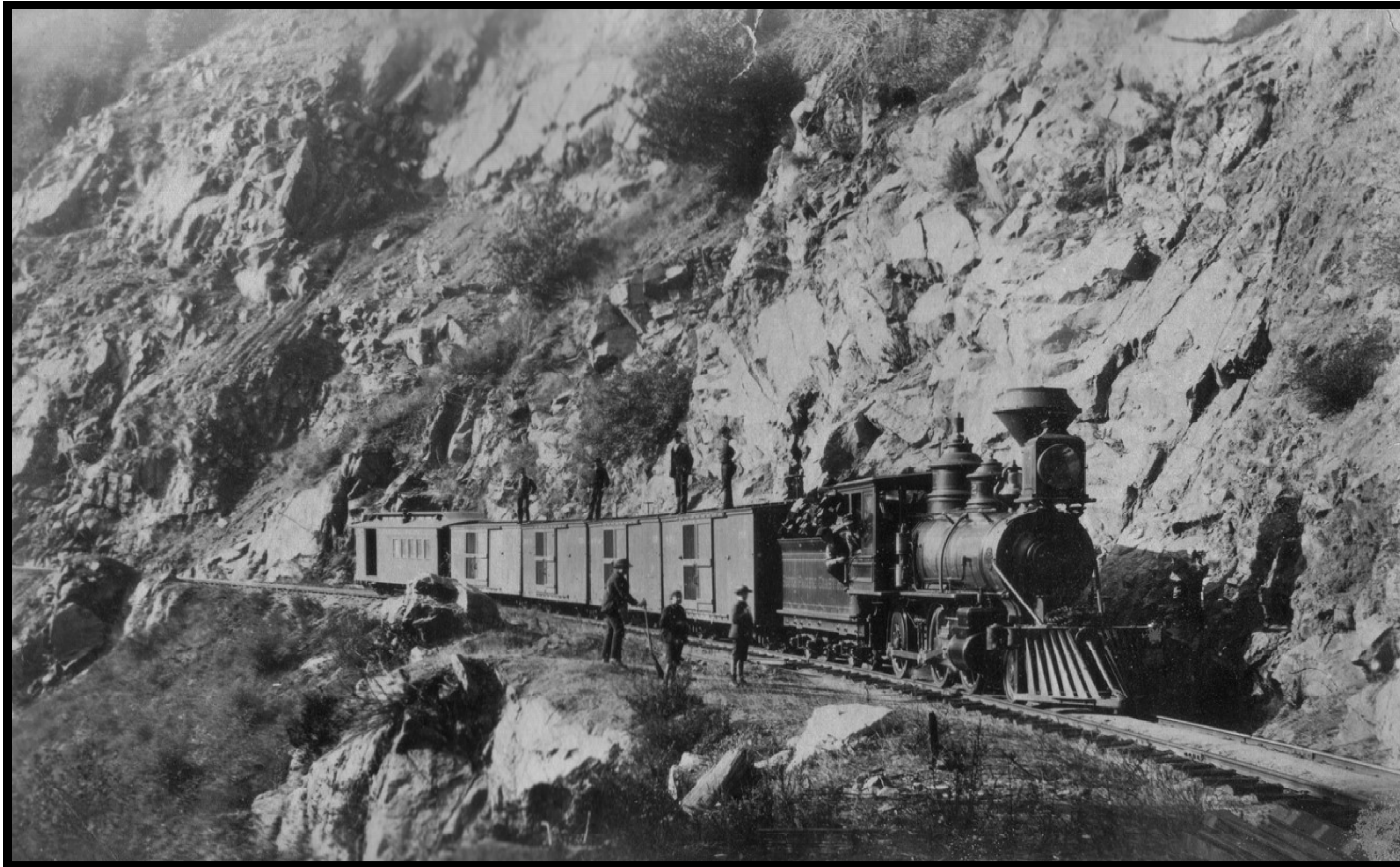
John Hall’s Favorite Photos

“11:26 a.m. at Glenwood” ca 1884. Harmon Family Collection



7	5	3	1	Distances from San Francisco.	NAMES OF STATIONS.	Distances from Santa Cruz.	2	4
Santa Cruz Pass.	Santa Cruz Pass.	Santa Cruz Frt.	San Jose Frt.				San Jose Frt.	Santa Cruz Frt.
A	C	B	B				D	B
A. M.	A. M.	A. M.	A. M.		Lv. - Ar.		A. M.	P. M.
*11.20	+10.38	1.22	.....	64.4	2 0 HIGHLAND	16.2	.....	11.40
11.26	+10.44	1.45	.....	65.8	1 4 GLENWOOD	14.8	.....	11.10
*11.39	+10.57	2.18	.....	70.0	4 2 DOUGHERTY'S M'L	10 6	.....	10.30

It's 11:26 a.m. in Glenwood, California circa winter 1884. Freight train No. 4 bound for Alameda from Santa Cruz is in the hole while passenger train No. 7, manned by Conductor Samuel Davis and Engineer James Stanley, bound for Santa Cruz from San Francisco is at the depot. The lack of a parlor car indicates it is winter. Soon they will both depart and quiet will settle over this mountain community only to be disturbed once again 2-1/2 hours later when the southbound freight train No. 3 thunders in.



Deep in the San Lorenzo River Canyon about 10 a.m., 1.1 miles from Rincon and 1.0 miles to Big Trees, freight train No. 44 pulled by Locomotive No. 12 poses against the sheer rock wall originally carved by the builders of the Santa Cruz & Felton Railroad. This location becomes an often repeated spot for rolling stock portraits even though it is in an incredibly remote location. About 180 feet straight up is the Santa Cruz-Felton Road (Highway 9), and 135 feet straight down is the raging water of the San Lorenzo River. Just ahead is the southern portal of Tunnel No. 6.

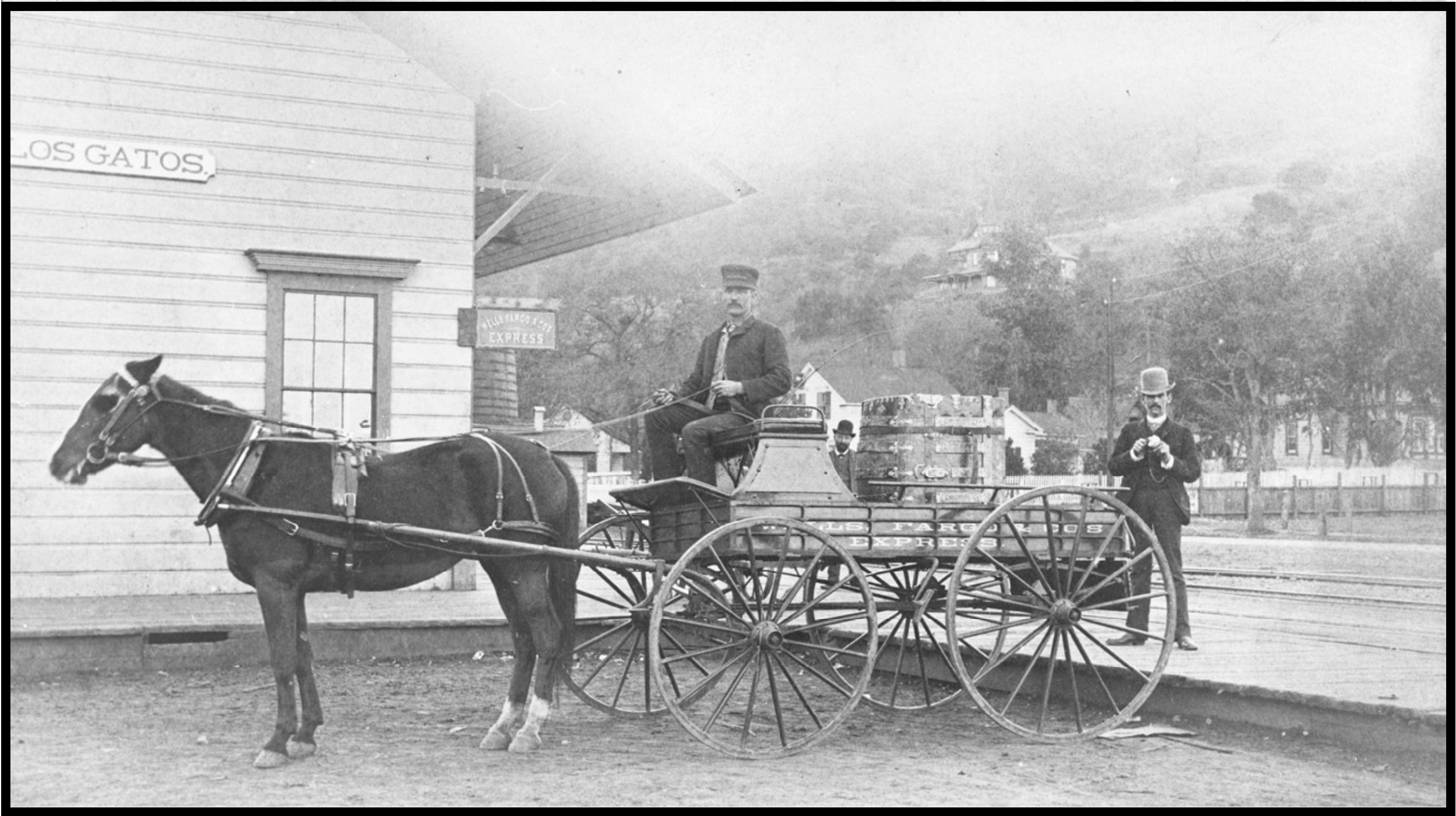
John Hall's Favorite Photos

“San Lorenzo River Bridge” Perkins Photograph, ca 1883. Charles Ward Collection

Conductor Samuel Davis's train No. 7, Locomotive No. 8 is being driven by James Stanley. The train left San Francisco about Noon and it has just departed Big Trees. The year is 1883 and Locomotive No. 8 is about to be replaced with Locomotive No. 14 or 15. The parlor car has been added to the consist, so it must be spring/summer. When the photographer asks the train to stop for a portrait, everyone onboard finds a convenient door, window or step to present themselves for the photo. Meanwhile, down below two redwood stumps and a piece of log are holding up a trestle bent.



"Wells Fargo Express, the Last Link in the Delivery Chain" ca 1885. Los Gatos Library



The place is Los Gatos, California circa 1885. The Wells Fargo Express wagon is ready to deliver a passenger's trunk, possibly to his home. In the background, hidden behind the Wells Fargo Express sign and horse, are the depot's water tank and outhouse.

John Hall's Favorite Photos

"The Santa Cruz Express at Wright's, California" W.W. Wright Photograph, ca 1884. San Jose Historical Museum

Here we are at Wright's circa summer 1884. Train No. 7, south-bound 2 hours 43 minutes out of San Francisco, is at the depot. The store and hotel are on the opposite side of Los Gatos Creek, just out of sight on the left side of the photograph. Soon those buildings will burn down due to a July 4, 1885 fireworks accident, only to be replaced just opposite the depot. The close observer will notice two things: the outhouse beside the depot with its wraparound privacy wall; and the buried trestle. Under the last passenger car is a wide distance between the trestle bents that used to be the center of Los Gatos Creek—now buried by debris from the construction of the 6,157-foot-long tunnel No. 2 to Highland, or Laurel as it was named in 1887.



Membership News

Julie Boyer, Membership Manager

Welcome New Members!

LIFE Members: **Mr. Dana Davis** Sacramento, CA
 James Swofford Redwood City, CA

Have you thought about joining SPCRR? Dues for Contributing Members are just \$20 each year. Or you can become a LIFE Member for a one-time donation of \$250 and never pay dues again! Online renewals and new memberships are available for purchase through our website. To join SPCRR, or renew your dues, visit 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.

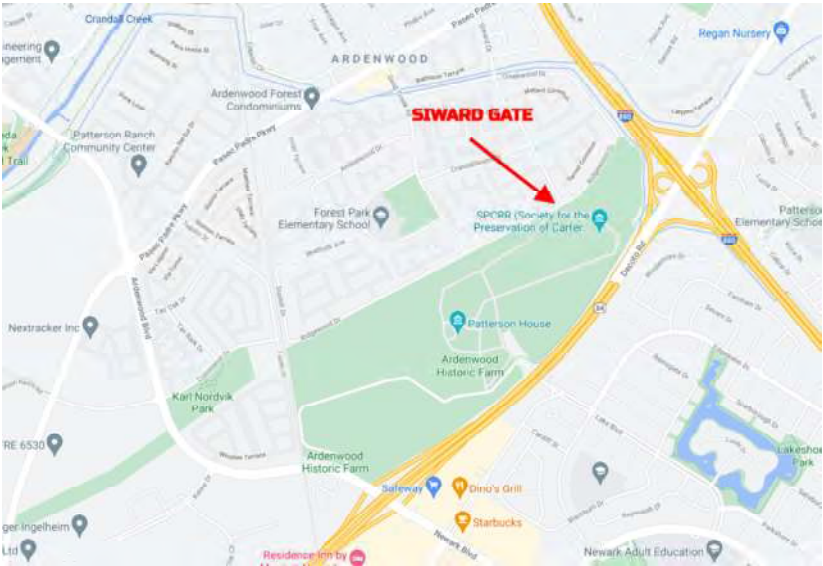
Your membership dues and donations are fully tax deductible. You may use your PayPal receipt or cancelled check for tax purposes if you total membership plus donation totals \$100 or less. For all amounts over \$100, SPCRR's Treasurer will send you a letter for tax purposes.

SPCRR is a registered 501(c)(3) nonprofit corporation. If you need any information about your membership, or on becoming a new member, please feel free to contact me at membership@spcrr.org, or call 510-508-8826.

Join us for the Monday restoration workdays!

We are happy to announce that the Monday restoration workdays have started again, Join us on Mondays at 10 am. If you would like to join in on the fun -- contact Andy Cary at 510-324-6817.

No experience required. Bring a mask, water and gloves (new CDC rules require masks to be worn indoors unless people are socially distanced). Please remember to use the Siward Gate to get to the Car Barn (we are no longer allowed to drive in the front areas of the park without permission). Written directions on how to get to the Siward gate are on the last page of this newsletter.



DONATIONS - June/July 2021

Donations \$10-\$499

Amazon Smile
Paul and Kathy Gardner
Don Marenzi*
James Swofford
Prasad Deodhar



Materials Donated

John Erdkamp - guard rail spacers
John Goldie - 4.5" demolition hammer chisel
Jeri Juergenson - historic Hammond car truck
Steve Rusconi - air compressor
Bruce Sorel - Sacramento Northern whistle to use when backing up the train; and planks for a road crossing.

Donations \$1,000 and up

Benevity* John Goldie match
Bob Brown**

**for vertical milling machine*
***for new track extension*

Amazon Wish List Items Donated

Jack Burgess - adjustable wrench
Katy Dickinson and John Plocher - two heavy duty flashlights

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 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 or call 510-508-8826.

SPCRR Board of Directors Meeting Summary

May 8, 2021 (meeting held via Zoom)

- Brook Rother, President - We received a donation of the only known J. Hammond 10-ton truck from Sardine Valley (Hobart Estate).
- Don Marenzi, General Manager - The fire sprinklers have been inspected and the paperwork has been completed. The goats have arrived and are busy munching down the underbrush. Our new Interpretive Event Contract has been approved by EBRPD and we will start on Sunday, May 16 with subsequent events on the 2nd and 4th Sundays of each month. EBRPD will pay us \$500 per event.
- Jack Burgess, Treasurer - We received the signed copy of the new general contract with EBRPD. We will be meeting with the park biologist regarding the track extension, and hopefully approval will follow.
- Don Marenzi, Curator - He is in the process of a rolling stock evaluation. NS 1725 needs some modification to its railings to conform with current safety standards; D&C 64 has some bad wood rot and one of the bolsters has collapsed.
- John Goldie, Track Manager - Received donation of regular and switch ties; ordered some rock.

June 12, 2021 (meeting held via Zoom)

- Brook Rother, President - Ardenwood is opening on June 25. The Board approved the purchase of a used vertical mill-the cost is covered by a grant and donation.
- Don Marenzi, General Manager - Will be meeting with local park staff to discuss restarting operations. We will need to schedule an inspection with our private engineer and State inspectors. We have crew members hired and safety training has been done. We will be ready to go on August 1st as long as we are signed off by the State.
- Jack Burgess, Treasurer - Received the following donations: \$1,000 from Texas Instruments (John Goldie); Benevity \$3,960 (John Goldie); and \$500 from the European Train Enthusiasts group. We received a check for \$6,218 from EBRPD to cover some of our regular expenses.



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. The restoration crew generally goes off-site for lunch, but you are also welcome to bring your own lunch. The Track crew usually brings their own lunch. **Don't forget to bring water!**

CAR RESTORATION WORKDAYS - held on MONDAYS TRACK WORKDAYS - held on SUNDAYS

All workdays and updates are posted on the [SPCRR_members](#) group at [www.groups.io](#). Sign up ASAP so you don't miss out on announcements. Find out how to sign up on the last page of this newsletter. Messages average just 1-2 per week. We promise not to stuff your In box with junk mail!

PROGRESS SINCE THE LAST NEWSLETTER

CAR RESTORATION WORKDAYS are held most **MONDAYS** from 10-4. Email/call/text NWP Caboose 6101 Project Manager Andy Cary for more info: email ajlcary@pacbell.net or call/text 510-324-6817.

6/3-5 – Volunteer: B. Sorel (6 hrs). Preparation of caboose 6101 washers for reinstallation.

6/6 (Sun) – Volunteers: B. Sorel, D. Waterman (*2 hrs). Installed the truss rod washers on the caboose.

The regular Monday Restoration Day Workdays restarted on June 14, 2021:

6/14 (Mon) – Volunteers: A. Cary, D. Marenzi, T. Peters (6 hrs); D. Waterman (4 hrs). Today's focus was on becoming familiar with the reorganized Car Barn; and we reviewed work to be done on NWP 6010.

6/21 (Mon) – Volunteers: T. Sturm, D. Waterman (6 hrs). Progressed with work on the caboose's metal hardware.

6/28 (Mon) – Volunteers: A. Cary, D. Marenzi, T. Peters (6 hrs); D. Waterman (4 hrs). We continued the countersinking of the sill butt joint plate bolts and installing body frame blocks to stabilize the tensionless frame posts.

7/12, 19 (Mon) – Volunteers: A. Cary (8 hrs), T. Peters (4 hrs); J. Stutz (2 hrs). Today we spent the day working on caboose NWP 6101 and then cleaning up the work area: Tony worked on countersinking the outer-sill butt joint reinforcing plate bolts. John worked on cleaning the 1/2" carriage bolts and loosening the truss rods. Andy worked on replacing missing nailing boards on the car body wall. Next we cleaned up the wood working area floors to remove accumulated saw dust.

7/26 (Mon) – Volunteers: D. Marenzi, T. Peters, D. Waterman (6 hrs).

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

TRACK WORKDAYS are held most **SUNDAYS** from 10-4. Email/call/text Track Manager John Goldie for more info: email mow-mgr@spcrr.org or call/text 408-784-1611.

6/6 (Sun) – Volunteers: S. Rusconi, B. Sorel, D. Waterman (6 hrs); J. Goldie (4 hrs). We worked on the track between the two curves replacing 4 ties, actually three as we put in a tie where one was missing. This dirt was very compacted and took substantial effort and time to dig the ties free. We used a wraparound chain technique and were able to slide the bad ties out whole with the tractor. The ties were so rotted they broke in half when picked up. The relay ties were spiked and then tamped.

Unloaded the air compressor Steve donated.

6/13 (Sun) – Volunteers: B. Sorel, D. Waterman (8 hrs); S. Rusconi (6 hrs). More progress was made to get us ready for the upcoming state inspections prior to reopening: guard rail was fabricated for the #1 turnout at Ardenwood station; drilled holes, bolted and spiked; two ties were changed out on the track between the curves.

6/20 (Sun) – Volunteers: J. Goldie, B. Sorel, D. Waterman (8 hrs); S. Rusconi (6 hrs). Today we focused on the Shirley Siding switch and completed the following: removed the #1 swing rail tie, dug down to lower the tie and added the missing slide plates, spiked the plates down, and tamped into place; removed the rotted swing rail lead tie and replaced it with a beefy relay tie, spiked with 8 spikes; dug out a long switch tie under 4 rails and inserted a replacement heavy duty oak tie, spiked with 8 spikes and tamped; added a ballast pad to the switch stand area for the crew; removed more errant blackberry vines. In the Grove west of Farmers crossing: located two missing ties and replaced the ties, spiked and tamped. We experimented with a new chisel bit (4-1/2") for tamping with the demo hammer which

continued next page

Workdays - continued from previous page

worked well. We also used the hammer to break up the well-compacted dirt to lesson needed pike axe work. Also did general branch clean up off the right-of-way; removed that cement post hole base between the curves; walked the track to identify priority tie change outs; and completed paperwork on the work performed on the certified track. **6/27** (Sun) – Volunteers: B. Goldie, J. Goldie, B. Sorel, D. Waterman (8 hrs). We had a very busy and productive day: ballast applied to complete the new switch ballasting in the point-area, tamped and profiled; replaced four cracked or broken washers in three joints with new track washers and bolts as needed; located two joint bars that were missing a 4th hole (only had 3 holes) then removed all bolts and bars, drilled missing holes and reassembled; removed and replaced one rotten tie that was under a joint, spiked and tamped; swapped out a 60# 30' rail that was in a 45# track section, adjusted ballast, plugged and spiked to gauge, reworked joint bars at both ends and replaced one flat bar—rail was a tad short so we added a rail key for now; removed small sprouts from the track/right-of-way; picked up 3 long rail lengths (they had been previously swapped out) to return to the rail pile for possible shop track use or guard rail due to head condition (not for mainline), also picked up 2 short sections; restocked the tool car; ran the display flat car up to the front for the Sunday interpretation event and returned it to the Car Barn.

7/4 (Sun) – Volunteers: B. Goldie, J. Goldie, B. Sorel, D. Waterman (8 hrs). The following items were taken care of despite the heat: changed out 8 bolts on SeaBee Curve due to flange strikes and replaced the bars; changed out a rotted tie on SeaBee Curve; coarse cut 200' of blackberry vines to protect passengers; completed paperwork for track work maintenance binder. Walked the track before annual state inspection: checked gauge several spots; add a few missing spikes; shoveled ballast into missing slots; removed down branches from the right-of-way; raked back deep areas of leaves; swept back to see the spikes along 300' of track; removed three unused switch interleave ties by the phantom turnout; more spike and cleanup work to Siward gate; cleared out the guard rails at Siward gate; vegetation mitigation. See 7/4 PHOTO: Goldie took one of raked leaves on right of way by Goldie

7/5 (Mon) – Volunteers: D. Waterman (8 hrs); S. Rusconi (7 hrs); R. Quilici (6 hrs); J. Goldie (5 hrs). With the holiday weekend we got an extra days work in: large raking project along the right-of-way; used 3 blowers to blow leaves off the ROW; cleaned all yard switches (frogs, guard rails); cleaned out guard rails on corp yard crossing which were very compacted with rock/dirt; cleaned out Siward gate crossing; cleaned out fire road crossing; washed the locomotive and 3 passenger cars.

7/10-11 (Sat/Sun) – Volunteers: S. Rusconi (10 hrs); B. Goldie, J. Goldie (8 hrs) B. Sorel (6 hrs). As part of the track cleanup we are removing the excess ballast to expose the spikes and ties for inspection and proper drainage. In several places ballast was way too high and caused excessive rusting of joint bars/bolts and even the rail base. In doing this we uncovered a section with many bad ties that were due for replacement. Three bad ties in a row is a problem, as is a bad tie under a joint—we had both. The crew doubled our efforts and over the weekend and dug out 10 ties and replaced 9 ties despite the hot weather (the additional tie was staggered in from the phantom turnout that was once planned). On Saturday Steve dug out most of the ties in prep of the replacements. On Sunday we dug out the rest, pulled out the 10 ties, stacked then and prepped the area for the new ties—we dug around the tie, un-spoke it, and use a chain wrapped around the tie to pull out with the tractor. This worked on 8 of the ties, but the other tie was a pretty much gone and came out in small pieces. The new ties were inserted tamped and spiked. We also adjusted gauge in this section and pulled it in to 36". Nine ties is a high number for a four-man crew.

Steve also made a tie ladder—it clips over the rail to provide a pivot point for the pinch bar to leverage out a tie or to align it to the right spot. These work aids are key to help ease the heavy work. We are looking into additional automation to further these efforts—a sweeper and a rake are likely needed soon to maintain the right-of-way. With our electric rail drill, hole drilling went from 20 minutes per hole (or 30 min with the hand drill) to 30 seconds. We have drilled over 100 holes on our fist bit!

7/18 (Sun) – Volunteers: B. Goldie, J. Goldie, R. Quilici, S. Rusconi, B. Sorel, D. Waterman (8 hrs). Today we focused on right-of-way clean up and getting ready for the start of operations on August 1: No. 1 turnout-cleaned pretty thick bird droppings, checked operation, added grease and oiled locks; No. 2 turnout (pocket)-swept out the switch and checked operation, heavy brush cutting for visibility; No. 3 turnout-cleaned the bird droppings, greased, oiled, and cut back substantial blackberry vines; we pruned the branches of 8 trees to open up track visibility; filled in some of the gopher/squirrel hole tripping hazards and tie undermining in the track; picked up many branch piles from prior pruning efforts years ago; took more than 9 tractor bucket loads of green cuttings to the green bin; an additional 100' of blackberries cut back and more tree pruning.

7/25 (Sun) – Volunteers: B. Goldie, J. Goldie, B. Sorel, D. Waterman (9 hrs); R. Quilici, S. Rusconi, (8 hrs).

Great day today with a large group and two teams working: the blackberries are growing leaps and bounds up in SeaBee Curve—we cut it back to the fence for 30' and course-cut another 150' to get it out of reach of the passing cars or errant hands; season opening turnout maintenance on both Deer Park switches, cleaned, washed (we have some large birds in the park), greased up, locks oiled, pads racked and flangeways cleaned; located several more defective ties, and pre-dug them out for change out in the east end of the grove for change out—special instruction/ slow order in place until replaced; on the mainline extension crossing work we opened up the road, graded, added subbase, leveled, added ties, placed two 30' 45# rails, connected them (4 bars, 8 bolts), and spiked 30' of rail.

7/29 (Fri) – Volunteers: B. Goldie, D. Waterman (9 hrs); J. Goldie (3 hrs). A number of items completed: a bad tie was located under a joint in the grove and was dug out and changed along with an adjacent tie; 30 feet of rail was spiked; tree trimming by the new crossing; received a transfer truck of ballast; spread additional subbase ballast to prep for Sunday afternoon's track work; work on the first crossing is now 85% completed. Track Maintenance records were also completed: project planning, harmer quote, rock order, wood order.

continued next page

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

6/13 (Sun) – Volunteers: A. Cary, J. Erdkamp, D. Marenzi (6 hrs); JS Burgess (2 hrs). SPCRR interpretive display and tours of the museum car.

6/27 (Sun) – Volunteers: S. Boyer, J. Burgess, JS Burgess, J. Erdkamp, D. Marenzi (6 hrs). SPCRR interpretive display and tours of the museum car.

7/11 (Sun) – Volunteers: J. Boyer, S. Boyer, J. Burgess (6 hrs). SPCRR interpretive display and tours of the museum car.

7/25 (Sun) – Volunteers: J. Burgess, D. Marenzi (6 hrs). SPCRR interpretive display and tours of the museum car.

STATE INSPECTION

7/12 (Mon) - Volunteers: Bobby Goldie, Don Marenzi, and David Waterman (4 hrs) met with SPCRR's inspector to walk the track in preparation for the State's track inspection.

7/13 (Tues) - Volunteers: Bobby Goldie, Don Marenzi (5 hrs), Ron Quilici and David Waterman (4 hrs) met the State of California inspector to inspect the track and operate train prior to re-opening.

MISCELLANEOUS

6/5 – J. Shellen (2 hrs). SPCRR's artifact collection.

6/6 – JS Burgess (3 hrs). Proposal to park for SPCRR to provide train rides for special needs groups.

6/9 – J. Boyer (2 hrs). Membership tasks.

6/9 – JS Burgess (1 hr). Interpretive event notices to volunteers.

June/July - D. Marenzi (122 hrs). General Manager and Curator duties.

6/11 – JS Burgess (6 hrs); J. Boyer (4 hrs). Membership packets. New Covid Liability Release, Workdays map and directions, and more.

6/18, 19 – JS Burgess (13 hrs). Membership packets, employee recruiting, volunteer recruitment, photo processing for next newsletter.

6/22 – J. Boyer, JS Burgess (3 hrs). Created volunteer recruitment flyer. Membership welcome and workdays info for membership packets.

6/24 – J. Shellen (2 hrs). SPCRR's artifact collection.

June – JS Burgess (27 hrs). Took over part of the operations manager duties.

June/July - D. Marenzi (280 hrs). General Manager and Curator duties.

July – JS Burgess (21 hrs). Operations Manager scheduling and payroll.

July – JS Burgess, D. Marenzi, T. Sturm (2 hrs). Meeting to discuss Operation Manager position.

July – JS Burgess (48 hrs) - created July/August *Hotbox* newsletter.

7/1 – J. Shellen (4 hrs). SPCRR's artifact collection.

7/11 (Sun) – JS. Burgess (.5 hr). Train crew team meeting.

7/11 (Sun) – J. Burgess, A. Cary, J. Stutz (5 hrs). Attended safety training for train crew volunteers.

7/26 – J. Shellen (2 hrs). SPCRR's artifact collection.

**also worked on NWP Caboose 6101- see restoration section for additional hours

**See the workday photos
on the next page!**



The battle with the blackberries goes on.

Photo: John Goldie

Track Workday Photos



David Waterman installs new guard rail on track 1 at Ardenwood station, 6/1/21. Photo: John Erdkamp



New guard rail after installation will protect non-diverging moves on track 1 at Ardenwood station, 6/13/21. Photo: David Waterman



Swing rail section with new #1 tie and also lead tie, 6/20/21.

Photo: John Goldie



New guard rail installed to protect non-diverging moves on track 1 at Ardenwood station, 6/13/21. Photo: John Goldie



7/10/21: "If the tie comes out in one piece you got the wrong tie." by unknown track worker..

Photo: John Goldie



7/10/21: Next is the new ties inserted and the phantom turnout removed.

Photo: John Goldie



Last step - the cleaned up track is swept and gauged. Ready for operation.

Photo: John Goldie

TRAIN ORDER BOARD

**NEWS! Ardenwood Historic Farm
is now open - no reservations required**

THE TRAIN IS OPEN!

The park is open Tuesdays through Sundays from 10-4.
The train operates on Thursdays, Fridays, and Sundays, and Monday holidays.

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

You can purchase some important items that are needed (oil can, power cords, etc.) on the track crew's **Amazon Wish List**. Amazon will ship these items to SPCRR 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/3UEP61CIB5BUK/ref=nav_wishlist_lists_1?encoding=UTF8&type=wishlist

If you would like to help out by providing a monetary donation, go to www.spcrr.org and click on the "**DONATE**" button at the top right side of the screen. Please also send an email about your donation to info@spcrr.org to let us know it 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	president@spcrr.org	530-559-4249
Vice President - John Goldie	vice-president@spcrr.org	408-784-1611
Secretary - Ken Underhill	secretary@spcrr.org	925-373-6884
Treasurer - Jack Burgess	treasurer@spcrr.org	510-797-9557
Director at Large - Andrew Cary	director-at-large1@spcrr.org	510-324-6817
Director at Large - John Stutz	director-at-large2@spcrr.org	650-933-0086
Director/General Manager - Don Marenzi	general-mgr@spcrr.org	510-456-8840
General Manager - Don Marenzi	general-mgr@spcrr.org	510-456-8840
Curator - Don Marenzi	curator@spcrr.org	510-456-8840
Safety Manager - Bruce Sorel		510-582-2004
Operations Manager -	info@spcrr.org	510-508-8826
Chief Mechanical Officer - David Waterman	master-mechanic@spcrr.org	415-602-7377
Track Manager - John Goldie	mow-mgr@spcrr.org	408-784-1611
Collections Manager - Jay Shellen	collection-mgr@spcrr.org	510-754-5311
Membership Manager - Julie Boyer	membership@spcrr.org	510-378-3469
Newsletter, Publicity and Special Events - JS Burgess	info@spcrr.org	510-508-8826
Webmaster	webmaster@spcrr.org	

2021 SPCRR EVENTS CALENDAR

The train will re-open on August 1st. For updates, join the SPCRR_Members group (see how to signup below), our website, and Facebook page.

www.spcrr.org

www.facebook.com/spcrrmuseum

UPCOMING SPCRR EVENTS

If you have any questions, please email info@spcrr.org

August 1	Train re-opens to the public
September 4-6	RAIL FAIR - CANCELLED
Oct 15-17; 22-24	Haunted Railroad - the decision to cancel this event will be made at the end of August
November 14	End of Operating Season

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 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 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.