



The Hotbox

September/October 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 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 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.

The South Pacific Coast Railroad's Freight Ferry Service

John F. Hall, SPC Historian

All images – John F. Hall Collection

The South Pacific Coast Railroad operated a ferry service moving freight and passengers between San Francisco and Alameda. The SPC passenger ferries have been well documented by historians but the freight ferry service has been shrouded in mystery. This article will shed some light on this valuable part of the South Pacific Coast Railroad.

SPC Ferry freight service started very early, even before the construction of the ferry terminal at Alameda Point. In August 1877 the newly in-service ferryboat Newark took a shipment of grain from San Francisco to Dumbarton Point where it was transferred to the newly opened SPC railroad

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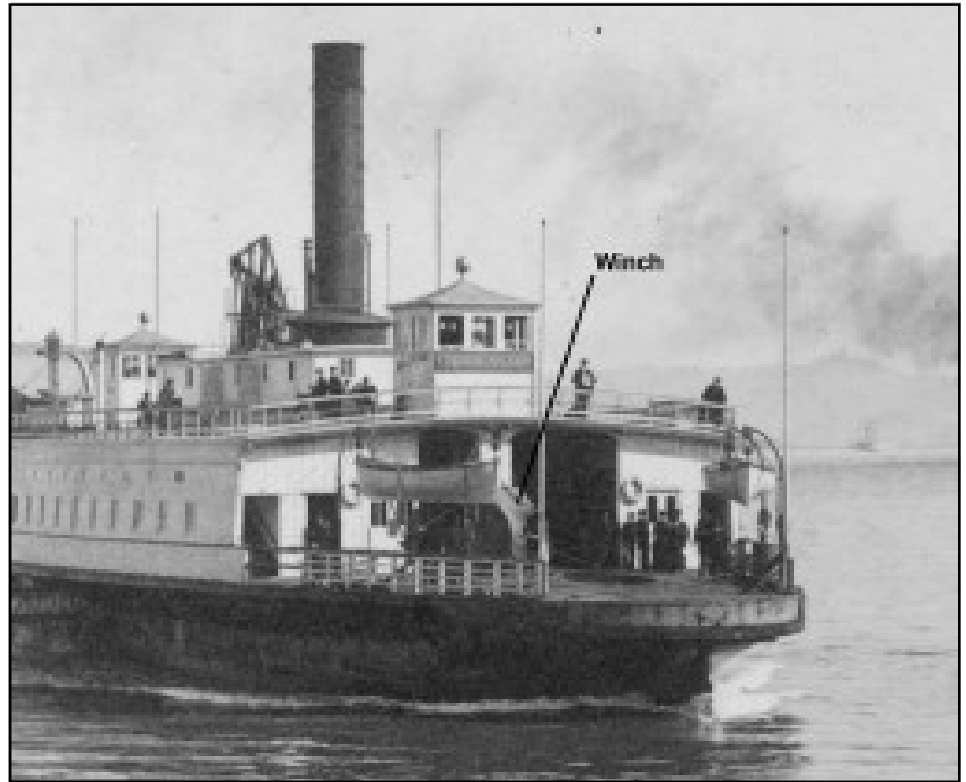


The San Francisco Ferry House circa 1878. Narrow Gauge SPC on the right.

between Dumbarton Point and Los Gatos. The grain was taken to the Los Gatos Manufacturing Company (Forbes Mill) where it was ground into flour. A year later the railroad constructed a spur to the mill.

Ferry service to Dumbarton Point was infrequent. It was discontinued when the Alameda Point passenger terminal was finished in June 1878. The ferryboats *Newark* and *Bay City* began to carry freight wagons across the bay on their regular passenger runs. Any freight destined to San Francisco from the railroad had to be unloaded from the cars and shipped by wagon on the ferryboats. To eliminate this practice and expense of "breaking bulk," it was necessary to construct a railroad car ferry-boat and freight ferry slips in San Francisco and Alameda.

In August 1879 the ferryboat *Garden City* was completed to carry 14 railroad cars. Five months later the SPC completed a freight ferryboat slip next to the passenger ferry slip at Alameda Point. Then in



Freight ferryboat *Garden City* with deck winch.

December 1880, the State Harbor Commission constructed a new freight ferry slip and wharf for the SPC on the south side of the San Francisco Ferry House at the foot of Market street. With the completion of the new wharf in San Francisco, the



Abandoned Alameda Point freight ferry slip.

The 1887 Sanborn Map of the San Francisco Ferry House shows the freight ferry slip but does not show any tracks on the large wharf. This is because a winch on the *Garden City* and horse power on the wharf were used to move the cars around the yard; neither of which was the fire hazard of a steam locomotive, so it was not necessary to show the tracks on a fire insurance map. However the January 27, 1881 *Alameda Argus*

There were restrictions on the staging of freight cars at the San Francisco Wharf. At an 1888 meeting of the State Harbor Commission the Secretary was instructed to call the attention of the Chief of Police to the fact that the SPC was ignoring the ordinance prohibiting the standing of carloads of explosive powder overnight. These



cars would have come from the California Powder Works in the San Lorenzo River Canyon just north of Santa Cruz.

The SPC San Francisco freight wharf could be a lively place. As part of the process to convert sugar beets into sugar, bone charcoal was used for filtration. The Alameda Beet Sugar Company at Alvarado (Union City) needed a lot of bone charcoal. An oven at the plant converted raw bones into charcoal. The bones came from San Francisco where hundreds of pounds of meat were butchered each day. The sacks of bones would be carted down to the SPC freight ferryboat wharf and left to be loaded onto freight cars for the 1:00 a.m. freight train south to Alvarado. The sacks of raw bones were left on the wharf between the yard tracks and the SPC passenger ferry slip. The bones gave off a very pungent smell which caused ferry passengers to loudly complain. Later when the freight ferry slip was moved to the State Belt Railroad slip at Lombard Street the problem continued. The sewer line that hung under the freight wharf, just below where the bones used to be, began to leak. The pungent smells and complaints continued. Ferryboat travel was not as romantic as we may think.

In 1882 a shipment of three carloads of machinery was sent from Santa Cruz to

somewhere along the North Pacific Coast Railroad. The machinery landed on the SPC San Francisco Wharf with a freight bill of \$55 for 85 miles of travel (\$1,450 today). Moving the machinery by horse and wagon from the SPC wharf at the south end of the Ferry House to the NPC wharf at the north end of the Ferry House also cost \$55. This experience was used as part of the argument for establishing the dual-gauge State Belt Railroad and its Lombard Street ferry landing designed to be used by all the railroads. In November 1891 the State Belt Railroad began service. The SPC freight ferryboats were relocated to the new slips. The SPC San Francisco Freight Wharf was then eliminated to make room for the construction of the stone ferry building that exists today.

The Alameda Freight Ferry slip was relocated to the Alameda Mole terminal prior to the 1902 fire at the mole. After the fire the freight slip was repaired for temporary passenger use and the freight returned to the Alameda Point slip.

The freight ferries, including the *Encinal* (in service February 1888, capacity 18 freight cars) continued delivering SPC railcars across the Bay until May 1906 when narrow gauge rail service was eliminated along the eastern side of San Francisco Bay. 🚢



State Belt Railroad freight ferry slips, circa 1895.

Why'd they do that?

Standard Gauge and Rome Bureaucrats

Andrew J. L. Cary

We have all heard the story about how modern Standard Gauge (4'-8½" or 58½") is based on the width of a Roman road...

Standard gauge is based on English coal mine roads; which are based on Roman roads; which are based on a Roman chariot's wheel base; which was dictated by the Imperial bureaucracy. So modern trains are still following the 2,000 year old dictates of some unknown Roman bureaucrat..

Just a story, right? After all, Romans actually didn't use chariots much for transport (they preferred carts and wagons—chariots were for racing and parades). The roads were built primarily for infantry and their support carts and wagons (horses typically were on a grass/dirt track on the shoulder of the road). Early English railroads had a lot of different gauges...and so on.

Years ago I was visiting the ruins of Pompeii in Italy. In Pompeii several streets show deep parallel grooves apparently worn into the pavement by ancient wagons and carts. These parallel grooves look a lot like a tramway and people have long speculated that they were chiseled into the pavement to guide wagons, like inverted railroad tracks.

In light of this famous story, I actually measured the gauge of these particular grooves and found them to be around 1.5 m = 59". That is awfully close to standard gauge.

However, a paper recently published by a scholar at the University of Leiden provides some details about the transportation systems in ancient Rome. As part of this work, he measured the grooves and made cross-sections of nearly all the grooves in Pompeii.

In the paper, archaeologists identify three different "gauges" commonly used by the Romans for their carts and wagons. There is no evidence

that these gauges were standardized by law, but are probably the result of differences between wagons and carts from different uses or eras.

A narrow gauge between 43" and 47"

A standard gauge between 53" and 57"

A wide gauge between 61" and 65"

While it is known that both the Greeks and Romans would cut grooves in the pavement of some mountain roads to guide wagons around tight steep curves or in areas with narrow clearances, this does not seem to be the case in Pompeii. Chiseled grooves have vertical sidewalls and flat bottoms. The grooves in the streets of Pompeii have sloped sides and rounded bottoms, and an almost inverted "bell-shaped curve" shape



Road in Pompeii. Photo - AJLCary

that is more typical of wear.

In Pompeii both "standard" and "wide" gauge ruts have been found—sometimes on the same stretch of pavement. There is no evidence that gauges were standardized.

Alas, it doesn't appear that a Roman bureaucrat specified the gauge.

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SPCRR's Track Manager John Goldie

Jack Burgess

Last month we came out with a *Special Edition of The Hotbox* announcing the new track extension/loop project, John Goldie's article on the track extension/loop did not mention that he has been the person who continually worked to get the track extension approved by East Bay Regional Park District (EBRPD). John developed a proposal for the project which included a schematic drawing of the track plan, submitted the document to the Supervising Naturalist of Ardenwood Historic Farm and pushed for its approval, met with EBRPD staff to show that no trees would be impacted, and was our representative with the EBRPD Wildlife Biologist.

Once EBRPD approved the track extension, John took ownership of the project. John and his track crew (which has included Bobby Goldie, Nick Loey, Ron Quilici, Steve Rusconi, Bruce Sorel, John Stutz, David Waterman, and others) began extending the track westerly, and they have been out working to extend the track every Sunday no matter how hot the weather.

John has also been working continually to submit requests for donations based on his volunteer hours to his current and former employers. To date these donations from Texas Instruments and Benevity via

John for this project have totaled \$5,000. (Benevity is a non-profit organization which is used by corporations to distribute grants to non-profits selected by employees.)

John is also in charge of the "maintenance-of-way" for our all of our track. This means that not only does John and the Track Crew have to fix any problems that arise during daily use, he and his crew also had to get our entire operational track and turnouts ready for the State inspection which took place on July 13 of this year. All of the operational track and turnouts were approved by the State and the inspector complimented SPCRR on how good our track looks. 🚂



JDavid Waterman (left), Walker Speakman (center), and John Goldie (right), after unloading PC boxcar 20 on May 28, 2020.
Photo - JS Burgess

Why'd they do that? - continued from page 5

References:

"A Tram in Pompeii?" Cornelis van Tilburg, Nico van den Berg, (undated but after 2011) University of Leiden,

"The Circulation of Traffic in Pompeii's Regio VI." Eric Poehler, 2006, The Journal of Roman Archaeology, vol. 19



SPCRR's New Operations Manager- Tom Sturm

Tom grew up in Antioch, CA, and graduated from San Jose State in the 70s (and lived to tell about it). He started working for the US Geological Survey as a student employee and stayed there until he retired a few years ago. Tom started his career as a map maker (cartographer) and eventually worked into project management, partnership development, and supervision. He met his wife Lore at work, and they have three children. After retiring Tom spent a lot of time working for Habitat for Humanity in the Bay Area and went on four overseas trips with them to Central America. His recent work with them is power tool repair, which fits in well with his love of tinkering and fixing things. Anything with two wheels is where he spends his free time, but mostly that now involves pedaling—not engines—as the way to get around.

Tom's introduction to Ardenwood started years ago when taking his young kids to the farm, riding the horse-drawn railroad, hanging out on the 4th of July, etc. Tom's first direct involvement with the railroad began a couple of years before the pandemic hit when he started volunteering with the Restoration Crew on Mondays. After a year away due to Covid he is now back, and agreed to become our new Operations Manager. He has also received certification to operate our locomotive and has filled in when we are short an engineer. Tom says, "My favorite thing about railroad operations are the little kids riding train—their joy and fascination makes my day"! 🚂



Tom handing out reserved seat tickets for the train.
Photo - David Waterman

Membership News

Julie Boyer, Membership Manager

Welcome New Contributing Members!

Glen Ford, Rough & Ready CA

Steve Paluso, San Jose CA

Rick Smith, Fairfield CA

BE A PART OF SOMETHING SPECIAL! If you join SPCRR in October your dues will apply for both the rest of this year AND 2022!

Dues for Contributing Members are only \$20 annually. 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. Now you can also make a donation at the same time. To join SPCRR, visit www.spcrr.org, click on "SPCRR" at the top of the page, then choose "**Become a Member.**" 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 over \$100. Contributing Members (and for donations under \$100) 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, or call 510-508-8826.

DONATIONS - August-September 2021

Donations \$10-\$499

Paul and Kathy Gardner
Ed Lindgren
Joerg-Haiko Peters, Germany
Rick Smith
Ted Miles*

Donations \$500-\$999

Bruce Sorel*

**for track expansion/loop project*



Donations of Materials

John Erdkamp - 4x4 sign post holders
John Hall - two heavy duty extension cords from the Amazon Wish List

John Houghton - John Deere Gator ATV with dump bed for the track crew; pole chainsaw; stand grinder; sheets of plywood,; plus assortment of useful tools and supplies

Steve Rusconi - 4x4 post; metal box sleeves for ground holders; air hose reel for the shop

Unknown** - Heavy duty ratchet wrench from the Amazon Wish List

***if you donated this, please send an email to info@spcrr.org and let us know who you are*

SPCRR RECEIVES A MAJOR DONATION

We are happy to announce the donation of a John Deere Gator utility ATV from Life member John Houghton. We have already put it to use on the track extension project. The Gator allows us to ferry crew and tools to different project worksites in advance of the track. It also has a dump bed which will be very useful. We are using it to bring water to a few trees the park asked us to care for during the track construction phase. It can also be used to deliver fuel to the equipment and to fill up our transfer tank as well. As added advantage is it allows us to give tours of the worksite by our less mobile members where long walks or uneven ground is challenging. The Gator is a super versatile addition to the equipment roster of the SPCRR to help expand and keep the railroad running. **THANK YOU JOHN HOUGHTON!**



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, and you can use any major credit card (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. Donations under \$100 can use your check or PayPal receipt for tax purposes; donations of \$100 or more will receive an acknowledgment letter to use 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.

Ardenwood's Wildlife

This adorable Gray Fox posed for John Goldie near the Car Barn.



On the last run of the day from Deer Park on September 12,, David Waterman took a photo of a little sparrow that landed on new crew member Isaac Sattler's shoulder. The bird rode all the way to Ardenwood station and then back to the Car Barn on Isaac's shoulder. The little bird seemed sick so Isaac and David drove the bird to the wildlife rescue in Burlingame where the little guy is recuperating.

Track Expansion/Loop Update

John Goldie, Track Manager

Photos by author

September was a good month for the track crew... we logged over 200 hours and also received multiple wish list items from the membership! A big thank you for the power cords, the socket wrench, and the sign stakes!

There are three phases to the track extension/loop project. Phase 1 starts at the first road crossing and runs to the next road crossing. Phase 2 also starts with a crossing and runs across the pasture open area. Phase 3, is the third road crossing and connection to our existing mainline with a spring switch.

Phase 1 Status - We have completed the crossing and constructed 80% of the track. This includes a switch for a spur that can be used to display equipment and also could be the eventual right-of-way into the farmyard as written in the Park's Land Use Plan. The grade for this section is completed, but the track needs to be leveled and ballasted.

Phase 2 Status - This phase is 33% complete. The road crossing has been cut and awaits track construction. The field has been cleared of a large wood pile and old farm equipment has been moved out of the way. The park has relocated the pasture fence, opening up this area to for us to lay track. The first pass grading has been done.

Phase 3 Status - This phase is 5% complete and includes the third crossing, a short section of track, and the spring switch. Survey stakes have been installed for the new switch and track tangent. *continued - page 11*



Phase two is 33% finished and first pass grading done.



The push car on the other side of the frog. Track crew members Steve Rusconi (left), Bruce Sorel (center) and Nick Loey (right).

We are looking forward to cooler weather and also building the track in Phase 2 since it is an open area with less trees and poison oak to work around. The wooded section that the new track passes through is very scenic and will be a spectacular view for the park visitors!

In October we look forward to delivery of some switch parts from a supplier so we can begin construction of the spring switch. Thank you to the track crew for their efforts and many hours, to our supporters for the track crew wish list items, and also for the encouragement from our members, volunteers, park staff, and the public about the project and its progress. 🛠️

SPCRR Board of Directors Meeting Summary

July 10, 2021 *(meeting held via Zoom)*

Reports

- Don Marenzi, General Manager - We need to make getting restarted by August 1st a big priority. Many thanks to Jacque Burgess and David Waterman for filling in for the vacant Operations Manager.
- Jack Burgess, Treasurer - All of the run-around track donors have agreed to switch their funds to the return loop, and Bob Brown also donated an additional \$1,000. With the addition of those funds we now have \$13,500 for ballast and track materials for the loop. The cost of a vertical mill has been covered by donations from Texas Instruments (John Goldie) and Don Marenzi. Benevity (John Goldie) has donated \$971 towards the fuel cube.
- Don Marenzi, Curator - Our first day on restoration work since the beginning of the pandemic happened on Monday, July 5 with Andrew Cary leading the project.
- John Goldie, Track Manager - Five members were active for 110 hours in June, getting the track ready for the inspections and the resumption of operations.

Agenda Items

- Wissel Locomotive Donation: Bill Wissel would like to donate a 5-ton Plymouth locomotive for use as a backup engine. Some work will be required, and it will need the addition of air brakes. We will vote on this next month after researching various issues.
- Haunted Railroad - Jacque is evaluating whether we can safely hold the Haunted Railroad this year.

August 14, 2021 *(meeting held via Zoom)*

Reports

- Vice President John Goldie chaired the meeting (President Brook Rother was away fighting the forest fires). Vice President Goldie gave a huge thanks to Don Marenzi, Jacque Burgess and the Operations crew for a successful restart of operations.
- Jack Burgess, Treasurer - Provided a spreadsheet with a summary of donations received and funds expended.
- Don Marenzi, General Manager - Again, many thanks to Jacque Burgess, David Waterman and the Operations crew for a successful resumption of operations! He nominated Tom Sturm to be Operations Manager. The nomination was unanimously approved by the Board.
- Don Marenzi, Curator - Reported that restoration work has resumed with Andrew Cary is in charge of the NWP caboose 6101 project.
- David Waterman, Chief Mechanical Officer - Provided a report on operations, noting that in the past 10 days we have already carried over 2,000 passengers, and details of the Fuel Cube proposal.
- John Goldie, Track Manager - Reported that SPCRR had passed both the mechanical engineer's inspection and the California Permanent Amusement Ride safety inspection. Track work totaled 241 hours done by 6 volunteers in July. The track crew built 60 feet of the extension, started on the next 100 feet, and plan to finish 200 feet by the end of the month. John presented a detailed plan and budget for the reverse loop for review.

Agenda Items

- Wissel locomotive donation - The Board approved the locomotive donation.
- Fuel Storage project - The Board approved the latest proposal for a 50-gallon tank to be donated by EBRPD, and request for a \$600 budget.
- Haunted Railroad Special Event - Given the latest pandemic developments, we regretfully decided not to hold the Haunted Train this year.



Weekly Workdays

Restoration, Track, Events & Miscellaneous

Ken Underhill

Date(s): Restoration work is held on most Mondays. Track work is 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.

NOTICE: Get out of the house and join us for some fun (volunteers socially distance). Car Restoration workdays are held on Mondays from 10-4. Track Construction and Maintenance is held on Sundays from 10-4. See contact info below.

PROGRESS SINCE THE LAST NEWSLETTER

CAR RESTORATION - Andrew Cary (email restoration@spcrr.org or call 510-324-6817)

Car restoration has begun again! Contact Andy first to verify the dates for upcoming workdays. Our current project is NWP Caboose 6101.

8/16 - Volunteers: D. Waterman (4 hrs); A. Cary, J. Stutz (3 hrs). Today we shaped and glued in wood fillers for rotted wood cut out of the window framing; placed and then removed the historic lettering board on the B end after determining that it had to go on top of the siding; pulled siding from the stacks for the B end and primed the back and sides of some of the boards; cut and fit a replacement for a 'rotted beyond hope' diagonal brace.

The other work reports will be included in the next newsletter.

TRACK WORK - John Goldie (email mow-mgr@spcrr.org or call 408-784-1611). Current project is our new track expansion and loop project which will open next year.

8/8 - Volunteers: B. Goldie, J. Goldie, B. Sorel (8 hrs); S. Rusconi (7 hrs); J. Stutz (4 hrs). Today we worked on the grade for 150' - filled and leveled; rolled out the 10' x 100' plastic barrier for the poison oak block; spread sub-base material on the tarp and contoured; leveled and tamped 15' of track to remove a dip; four joint bars done: greased, bolted 16 bolts; pruning of low branches and stacking for green bin removal; inserted a 13' short rail to offset the rail joint more in the curve; cut one rail end to the needed 2.5 x 5 hole configuration for a 5-5-5 bar; spiked 45' of rail; fuel run then refueled the generator; moved end of track bumper down track by 30' and repositioned work cars; cleaned up tools and work site. Project status: 90' constructed, next 100' in progress. Total length is 800'.

Park Visit (Lynn) - reviewed work site and progress with Lynn from EBRPD.

8/12 (Thurs) - Volunteers: J. Goldie (2 hrs); D. Waterman (3 hrs). Another 30' piece of rail added and spiked for the railroad expansion project.

8/13 (Fri) - Volunteer: D. Waterman (6 hrs). Emergency repair due to wide gauge on the crossover at Ardenwood yard. 4 ties replaced and track gauged.

8/15 (Sun) - Volunteers: J. Goldie (9 hrs); B. Sorel (8 hrs); S. Rusconi (7 hrs); D. Waterman (1 hr). Continuing our tie replacement in the grove, another 4 ties were replaced at the east end; also dug out excessive ballast covering the tie ends for about 30'. On the track extension: another 30' spiked and gauged: one rail joint done; 30' spiked and gauged; 50 ties set out and set on 24" centers; 6 rails sticks set out on the ties; more pruning and also tree debris pick up done; stages materials at work site for the next workday.

8/20 (Thurs) - Volunteers: D. Waterman (12 hrs); B. Goldie (4 hrs). Tamping of the 4 ties in the crossover; picked up the dead ties in the grove. On the track extension: made the next bar joint; greased/bars/bolts/nuts; spiked the next 25' of track; worked on adjusting the curve for a wider, smooth radius; lifted some of the set out ties to add more subbase and leveled; spread out three buckets of ballast on the straight section; cleaned up bulk ballast pile.

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8/22 (Sun) - Volunteers: B. Goldie, J. Goldie, B. Sorel, D. Waterman (8 hrs); S. Rusconi (7 hrs); I. Stattler (1 hr). We constructed 100' of new track today! Tasks included: additional work on subbase for the next section; placed out 3+ 45# rail sticks; made 7 rail joints (28 bolts); spiked over 100' (200 spikes); additional tree pruning; aligning of the curve to smooth out the curvature; brought out more ties and removed the few split reject ties; marked out of next track sections/curves; inspection of the next 200' ROW and also next crossing; moved bumper to end of track/site cleanup.

8/23 (Mon) - Volunteer: D. Waterman (3 hrs.). Spiked to the end of the rails; cut off a rail at a needed location; drilled the joint bar holes.

8/29 (Sun) - Volunteers: B. Goldie, J. Goldie, S. Rusconi, B. Sorel (9 hrs); D. Waterman (8 hrs.) Today we focused on a heat related repair to the Deer Park east switch. Due to the high temps, the rail expands and locked up this stub switch. Likely over the years this has occurred and the rail was trimmed back. Now we had a larger problem to fix as the bridal bar was in contact with the head block. A larger correction project was required with some work done during the week to make the switch work, and the rest was the major project for Sunday.

Deer Park East Switch: trimmed the rail to shorten it; dug out swing rail tie #1 and moved it back, leveled it, tamped; disconnected the bar and found that the transit clip on the north rail was cracked, located a spare part which happened to be the correct size; drilled 4 new holes to move back the bar; removed the Harp stand; added a new sister tie and bolted it to to the main tie with two rods/washers and nuts; heated and bent flat the connecting rod; installed the transit clips which also had to be heated and straightened; installed the bridal bar with nuts up (inspection requirement); connected up the bars; trimmed off some interfering sister tie wood; installed the harp switch stand and checked the throws and rail alignment; recovered the sister tie from the west side; profiled the ballast; and checked operation. This required 30 crew hours to correct.

Track Extension/Loop: brought over needed ties; set out and spaced them per the plan; brought over the on-hand points and guard rails; adjusted tie spacing; cleared the area for the switch stand tie; brush cutting and branch clean up; brought over two 55# rails (30' rails); completed two joints: bars, grease, and 8 bolts/washer/nuts; added in place holder switch plates/gauge plate; spiked 20' of track.

9/4,5 (Sat/Sun) - Volunteers: J. Goldie (16 hrs); B. Goldie, B. Sorel (9 hrs); S. Rusconi (8 hrs); D. Waterman (4 hrs.); I. Sattler (1 hr). Saturday 9/4: cleaned-up the tool car deck and organized tools inside; restocked tool car and supplies (spikes and bolts) on push car; set up water tank/pallet and watered the two large oak trees close



Bobby Goldie on the tractor working on the coarse cut grading through the mixed forest.
Photo - John Goldie

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

There is a new list of needed items that have been added to 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

If you are an Amazon customer, you can **also sign up for "Amazon Smile,"** a program where Amazon will donate 0.05% of your Amazon purchases to SPCRR at no cost to you. Instructions are on the last page of *The Hotbox*.

If you would prefer to help 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 follow your online donation by sending an email to info@spcrr.org to let us know your donation is for the "Track Projects." If you would rather write a check, please make it payable to "SPCRR" and mail to: SPCRR, PO Box 783, Newark, CA 94560. **THANKYOU!**

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to our new right-of-way; staked out the right-of-way to the 2nd road crossing; reviewed mid switch geometry/minor layout adjustment. Sunday 9/5: finished leveled grade for 100' of track; put down the plastic liner/poison oak barrier; spread ballast subbase on top of the tarp; set out 30 ties on 24" centers; brought over a couple long ties for post frog; jacked up the track for some leveling on the mid-switch and tamped; cut the closure rails to length (4 cuts to set up for



New heavy gauge extension cords in use - donated by John Hall. Photo - John Goldie

5-5-5 holes and correct length); drilled 5 holes; bolted in the frog to the closure rails; adjusted tie positions as needed; extensive tree cleanup for snag removal and curve visibility; installed 3 rails joints/12 bolts.

9/12 (Sun) - B. Goldie, J. Goldie, N. Loey, S. Rusconi, C. Schwefler (8 hrs); D. Waterman (5 hrs). It was another hot day and the work area was full sun. Great progress was made working through the midway switch. We welcomed new volunteer Cal Schwefler to the track crew. Tasks completed were: manual bending of a closure rail; manual bending of one of the points; brought over 3 rail sticks which had to be rotated as they have an existing bend to them running opposite to what we needed; installed two joints/8 bolts, and one temp joint on a heel joint; placed heavy long ties post frog; set out of more 6-foot ties in the gap; spiked 40' of rail; measured and inspected centerline alignment and symmetry.

9/13 (Mon) - Volunteer: D. Waterman (3 hrs). Received 50 tons of ballast for track expansion/loop project

9/19 (Sun) - Volunteers: B. Goldie, J. Goldie, N. Loey, B. Sorel (8 hrs); S. Rusconi (6 hrs); D. Waterman (1 hr). We made good progress today: stock rails were gauged and spiked in place (50'); spiked past the frog and into some VERY hard oak ties; we placed down 60 feet of rail (rotated one stick to fit its pre-bent curve); removed some flat bars from the rails and some very rusted bolts; drilled needed holes and installed one guard rail/2 spacers; installed 4 toe bars and bolted the rails together; loaded up 4 sticks of rail on flat car 222 to move to the work site (we are far enough away from the rail pile that we need to bring rail in by rail now); with the park fence now moved, we did the coarse grading on phase 3 (pasture crossing).

9/26 (Sun) - Volunteers: B. Goldie, J. Goldie, B. Sorel, D. Waterman (8 hrs); S. Rusconi (7 hrs); I. Sattler (1 hr). We tackled a number of different tasks today and made a huge step forward in our progress: restocked the water supply/drinks; spent our morning cutting back

the blackberries in SeaBee Curve since they were hitting the cars; spread out the mulch provided by the Park for the oak trees near the new track expansion/loop; pruned and cleaned up work in the trees and brush; picked up a bag of trash found along the right-of-way/forest; we were able to lift, move and put a wheel back on the piece of farm equipment that was in the way; pulled out the branches the park stacked on top of the wood pile; filled the green bin with the wood pile and the rest we filled a debris box; staked out the mainline spring switch and set up the survey stakes for the reverse loop; graded the ex-pasture alignment; marked the road crossing and also cut 40' of asphalt with a saw; removed the road surface for the crossing to track depth of 9"; spiked 30' of rail.

MISCELLANEOUS

Aug/Sept - J. Shellen (3 hrs). SPCRR's artifact collection.

Aug/Sept - T. Sturm (80 hrs). Operations Manager duties.

Aug/Sept - D. Marenzi (160 hrs). General Manager and Curator duties

Aug/Sept - JS Burgess (21 hrs). Performed some duties of Operations Manager as well as scheduling and payroll.

Aug/Sept - JS Burgess (2 hrs); J. Boyer (4 hrs). Membership packets. New Covid Liability Release, Workdays map and directions, and more.

8/1 - JS Burgess (3.5 hrs). First day of train operation/station agent duties.

8/2 - JS Burgess, D. Marenzi (1.5 hrs). Meeting with Ardenwood supervisor about upcoming train operation, special tours, special events.

8/6 - JS Burgess, T. Sturm (2 hrs). Meeting to discuss handing over Operation Manager duties and schedule for Sept.

8/30 - JS Burgess, D. Marenzi, T. Sturm, D. Waterman (2.5 hrs). Met to discuss Covid distancing restrictions on the cars of the train.

9/1 - JS Burgess, D. Marenzi, T. Sturm (1.5 hrs). Met with park supervisor to discuss implementation of distancing protocols on the train; smoke air quality and when to close the train; special needs evening event on October 29.

9/5 - J. Burgess, JS Burgess (6 hrs); D. Marenzi, T. Sturm (3 hrs). Volunteered as Station Agents on busy Sunday at the park.

9/6 - J. Burgess, T. Sturm (3 hrs). Station Agents on Labor Day.

Aug - JS Burgess (12 hrs). Created *Special Edition Hotbox* newsletter announcing track extension.

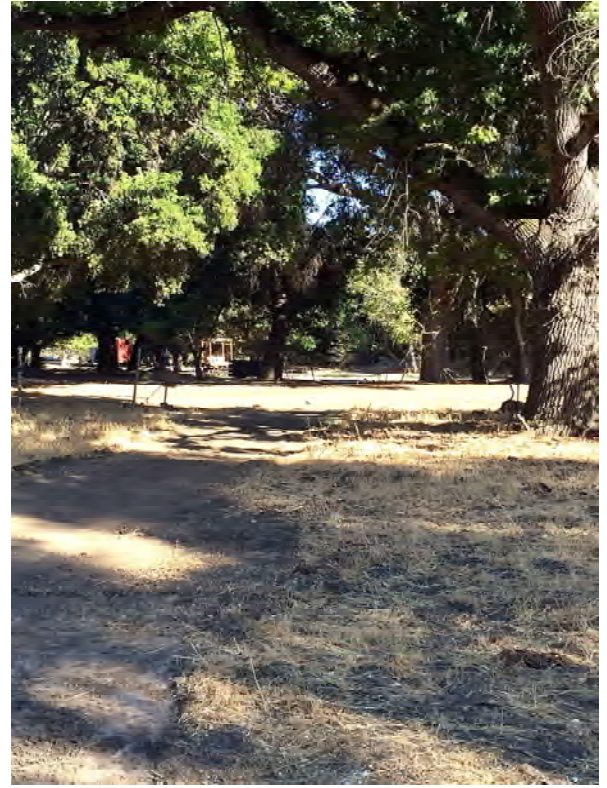
Sept - JS Burgess (38 hrs). Created Sept/Oct edition of *The Hotbox* newsletter.

continued next page



Welcome to our two new volunteers: Nick Loey (on the left) and Cal Schwefler (3rd from left). Also shown are Bobby Goldie (2nd to left), and Steve Rusconi (on the right).

Photo - John Goldie



Looking east you can see the push car at the current end of track. This section features mixed forest. After the next crossing we cross the pasture to connect to the existing mainline!

Photo - John Goldie



The train makes its way past the sunflowers.

Photo - JS Burgess



Curator Don Marenzi giving tours of our Museum Car at one of our interpretive events.

Photo - Don Breibarth

TRAIN ORDER BOARD

NEW!

We now operate the train at half capacity to protect passengers and the crew from the more contagious Covid variant. Because the park is crowded on Sundays, we now hand out free timed train tickets beginning at 10 am. The tickets are gone by lunch time so arrive early.

The park is open year-round Tuesday through Sunday from 10-4
The train operates April through mid-November on Thursdays, Fridays, Sundays, special event Saturdays, and Monday holidays

Would you like to become a “voting” member of SPCRR?

If you have been a Contributing member in good standing of SPCRR for at least one year, and have volunteered on SPCRR projects, during the past 12 months, send a brief letter to: SPCRR Secretary, PO Box 783, Newark, CA 94560. If you have any questions, send an email to info@spcrr.org.

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 - Tom Sturm	operations-mgr@spcrr.org	510-676-9066
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 re-opened on August 1. For updates on activities and workdays, join the SPCRR_Members group (see *how to signup* below), our website, and our 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-opened to the public
Oct 15-17; 22-24	HAUNTED RAILROAD - CANCELLED
November 21	End of Operating Season
December	Unfortunately we cannot hold our annual holiday party this year due to Covid.

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 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.