

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 upcoming 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.

How did we get our first half-mile of track built?

Jack A. Burgess

became involved with SPCRR in the early 1980s after the agreement with East Bay _ Regional Park District had already been approved for us to build a railroad at Ardenwood. The basic route was from the planned Ardenwood station to Deer Park and the needed ties and rail had been acquired. We had a special event in 1983 at the Deer Park end of the line when the first 30 feet of track was built. But we still had nearly a half mile to go and the Park was scheduled to open in two years.

Unlike today we had no tractor or power tools, only hand tools. At some point we did get a trailer with an air compressor donated by the City of Newark (I was working as a civil engineer for the City of Newark at the time).

Progress was very slow and the two curves needed to get from the eucalyptus grove to the station had not yet been laid out. That alignment problem was solved after I asked the City of Newark survey party to volunteer to work after hours to lay out those two curves and the straight track between them...which they did using the City's survey instruments. continued - page 2



Taken early on the morning on the day we held the first spike ceremony at Deer Park. This photo is looking west. Note there was no path through the trees at this point. Photo - Don Marenzi

But there were still three serious problems. We needed some fill material before we could construct this portion of track since the existing ground between the two curves was a low area and we needed to build the track higher than the existing ground and also install a pipe under the track to make sure that our track didn't block storm water runoff. Even more important, we needed material to put between and over the ties since we would be using a horse to pull the train.

Fortunately, the Route 84 freeway was under construction at the time and I was the liaison person between the City of Newark and the contractor for that project, Oliver de Silva, Inc. They were a very-well respected construction company and also owned the then-existing rock quarry between what is now Coyote Hills Regional Park and the old Dumbarton Bridge toll plaza. The person who was in charge of that freeway construction project for the contractor was Rich Gates. As liaison for Newark on this project I had met with him several times as that construction project progressed.

But first one of the City's concerns...during design, Caltrans told me that the fill needed to build the freeway from the toll plaza to the new bridge would require one dump truck loaded with fill material driving west on Jarvis Avenue every 10 minutes of every day, Monday through Friday, for a year. But Gates found additional quarries and the company had all that fill in place in a much shorter timeframe. That meant his company would save an enormous amount of money after submitting a bid based on the expected fill delivery schedule. The company which originally submitted that bid is now named DeSilva Gates Construction. Since Gates was responsible for making a large profit on the freeway project he became part owner.

So one day during a meeting I asked Rich if his company could donate the material that we needed to fill the area under that track between the two curves and also donate the material that we needed as ballast for the track...and he agreed!

But we still had the issue of building that track with the great opening getting closer and closer. *continued - page 3*



Taken at the end of the first spike/rail day--one day's effort. Photo - Don Marenzi



Looking south toward the road into Ardenwood. Note little Ann MacGregor on the left carrying a spike maul out to the adult volunteers. Photo - Bruce MacGregor



SPCRR volunteers laying track between SeaBee Curve and Shirley's Siding: John Stutz (left), Mac Gaddis (left with spike maul), Glenn McGhee (right swinging the spike maul), Jack Burgess (right using the pinch bar), Brook Rother (right with foot on pinch bar), Gene Arrillaga on the right in coveralls. Photo - Bruce MacGregor



The SeaBees worked hard and fast.

Photo: Jack Burgess



The SeaBees brought out the big equipment. Here they are working on SeaBee Curve (named after them). Photo: Craig Robinson



Our first ballast spreader designed by Jack Burgess. to be pulled by a tractor. Stuart Guedon in front with Jack Burgess and Jacque Dodge standing behind him to weigh it down. Photo - Don Marenzi

Fortunately around this time I read an article about the restoration of the windmills in Golden Gate Park in San Francisco. That work was done over a number of years by the US Navy SeaBees Reserve. So I contacted the officer in charge of the Seabees and asked if they could came to Ardenwood and help us build the rest of the needed track and ballast it. The Commander agreed with one condition...we needed to provide lunches for his men (at no cost to them) each time that they came out. If so, they would come out once every month until it was completed.

Jacque Dodge (we were not married at the time) took on the "free lunch" requirement and got local restaurants to donate lunches, soft drinks and water at no cost to the group. Prior to each of the SeaBee workdays Jacque would go to a local restaurant and arrange for donated food and drinks, then pick it up on each of the workdays.

As track construction progressed with the SeaBees, it transitioned into a situation where our members placed the ties and set the spikes (to control the gauge) while the SeaBees sit in the shade. Then when we had completed our work for 100 feet of track or so, they would then get up and drive the spikes down. And then set down again. But everything worked.

When we finally completed the track (without ballast) to just beyond the future site of the Ardenwood station, it was time to ballast the track using the material that Oliver de Silva, Inc. had given us at no cost. (I estimated the tons of material needed based the amount needed without ties in place since a lot of that material can be "lost" when it is delivered and dumped on the ground near the worksite.)

The SeaBees arrived that day with dump trucks and a front end loader tractor. We stayed out of the way and just leveled the material over the ties after it was dumped. They loaded the dump trucks using the front end loader, then drove the trucks where more ballast was needed and dumped the rock.

By the end of the day the track from Ardenwood to Deer Park was complete!



Grade for the track looking northeast in 1984 toward SeaBee Curve before it goes into the grove of trees. Photo - Don Marenzi

The track right-of-way in 1984 looking southwest toward the front entrance. The depot would be built out of the photo to the left. The walnut trees along the entrance road to the park. It sure looks different now! Photo - Don Marenzi



The front entrance as it looked in 1985. We built a temporary loading ramp out of ties and ballast to use until the real loading ramp was constructed. Photo - Don Marenzi



1986 - Train leaving the station with the depot and loading ramp under construction. Photo - Don Marenzi



Park District, city officials and SPCRR volunteers watch as President Shirley Sisk strikes the golden spike on opening day 1985. Photo - Bruce MacGregor



Opening day 1985. From left to right: Bruce MacGregor, Meredith Carter-Fish (decendent of Thomas Carter), SPCRR President Shirley Sisk, Jack Burgess, Rich King. Photo - Don Marenzi



The first run on opening day 1985. Our Percheron draft horse "Lucky" had never pulled the train all the way to Deer Park before, but luckily on this day he came through and made it to the end. Photo - Don Marenzi

John C. Stutz, © John C. Stutz, 2021 Photos by Author

Engineering News – 03/11/1902, p205; "BRIDGE RENEWALS on the Union Pacific Ry are being carried out very extensively. Nearly all of the old iron bridges on the main line, built between 1876 and 1882 have been replaced with modern structures, and the timber trestles and bridges are being replaced with modern steel structures. ...The old iron bridges are used on the branch lines. ...The renewals on the mainline have been made imperative by the introduction of the very heavy locomotives, which are now in use..."

The same process occurred on the SP system shortly after Harriman gained control, although it had already started in a limited way under Huntington. In fact, the ongoing need for bridge replacements applied to any railroads with metal bridges that were more than about 25 years old. And it wasn't just a matter of very heavy locomotives...

In 1898 the steel car revolution had kicked off with the commercial success of Pressed Steel Car's 50-ton coal hoppers, and the new steel or steel underframe cars of 40- or 50-ton capacity were supplementing the 30-ton maximum that had prevailed over the previous decade.

The SP's original trussed arch timber bridges were anachronisms by the 1860s—probably made necessary by the cost and delays of obtaining structural iron on the west coast prior to completion of the Transcontinental Railroad. By the time SP construction got well underway in the middle 1870s, wrought iron bridges could be promptly obtained from many eastern bridge works.

The SP, or perhaps C.P. Huntington, greatly favored the products of the Phoenix Bridge Works¹. These were almost exclusively used for second generation bridges on the CP, and for first generation spans on the Oregon and California RR, and on the SP's Sunset Route to flanges. In bridges of 100- to 200-foot spans, these columns are typically of six segments for primary, and four segments for secondary compression members. At the joints these columns fit over stub ends of cast iron joint blocks. Primary tension members, the ties, are 'eyebars'–flat bars with a forged birds-eye at each end. Secondary tension members are rods with forged eyes and turnbuckles for adjustment. In deck bridges, with crossties resting directly on the top chord, that member is built up of plates and channels to resist the bending loads.

Phoenix bridges are a subtype of pin-connected spans—where the primary joints are made by



One of three Phoenix railroad bridges that was re-erected in California (presumably from the NWP's Northwood crossing of the Russian River). This one still exists on the Cloverdale–Geysers Road spanning Big Sulphur Creek at (38.82355, -122.88342), 26 miles east of Cloverdale.

New Orleans. Phoenix bridges of the 1870s and 80s are easily recognized by the patented 'phoenix column,' a cylindrical wrought iron post formed of segments riveted together on radial

transverse pins through the connected members. Pin-connected bridges could be assembled on temporary falsework trestles, and swung free, in a remarkably short time. This was a major

consideration in the day when there were no large dams to regulate the rise of floods. Falsework is very vulnerable to floods and its failure would destroy the bridge. But equally important for our story: a pinconnected truss, temporarily supported on falsework, could just as easily be disassembled and recovered for re-erection elsewhere. Which partially explains why there are still a few 130+ year old wrought iron bridges still standing-and some are in daily use. And since wrought iron resists rust much better than steel, the bridges still had plenty of life under branch line ladings.

By 1910, former SP Phoenix such compression. spans were widely distributed over the region's branch and short lines. Which bridges were relocated elsewhere is rarely known, but the bridge erected over the Bear River at Corrine Utah in 1882 was re-erected over the McKenzie River at Springfield, Oregon—and has been recorded² and preserved. Several others could once be found on Oregon's Willamette Valley branch lines, but the only other survivor is at Mill City, slightly altered from its original configuration.

In California, the former South Pacific Coast received at least two: one was erected over Boulder Creek in Felton, and the other was the second in the succession of three spans over the San Lorenzo River in Henry Cowell Redwoods State Park. The SP's Walnut Creek branch still had two Phoenix bridges when it was removed in the late 1980s. The trusses from one have been preserved as part of the entrance exhibits at the California State Railroad Museum. The former North Pacific Coast received four spans³. One was a 130-foot through-span over Lagunitas Creek in Samuel P. Taylor State Park. Two 130-foot through-spans bridged the Keys Creek estuary, 2.2 miles below Tomales where the cylindrical piers are still visible alongside Highway 1. The fourth was a 153-foot deck-span high over Dutch Bill Creek, north of Camp Meeker. The NWP had three more 130-foot through-spans on their standard gauge Russian River branch, all at the



Mill City, Oregon. This appears to be a circa 1890 Mill City span, shortened several panels by removing lighter members and with some detail modifications, all helping to increase the load limit. The droop in the lower chord end panels is original, made to increases the tensile stress, thus countering any tendency toward stress reversal due to eccentric loading or tractive/ brake loading. Later designs replace the L0-L2 eye-bars with built up members able to resist such compression.



In contrast to earlier spans, the stringers have been dropped between the floor beams. The Hip vertical ties, LI-UI, have been replaced by stiff built-up members directly riveted to the floor beams. While not obvious, the stringers have been strengthened by doubling the number of web stiffening angles.

second crossing between Northwood and the Bohemian Grove, replacing an earlier combination bridge³. I expect that there were others on similar branch lines. Some were sold, or perhaps leased to private carriers. The Diamond and Caldor's Consumes River bridge was a Phoenix deck truss—at least 20 years old when that railroad was built. The Gualala Railroad (circa 1910) installed a through Phoenix span over the mouth of the North Fork of the Gualala River. That is the only one in California which is still standing on the site's original cylindrical piers. However the bridge has been raised about 6 feet, presumably to clear floodwaters since both the railroad, and the truck road that replaced it, run on the floodplain's surface. This bridge's long-term survival is problematic since it spans the San Andres fault's main trace.

Perhaps the most unusual reuse was at the SP's Norden turntable just west of Donner Pass. The turntable was enclosed in the once-extensive snowsheds, and was covered by a flat roof that was suspended under two Phoenix through truss spans.

Surprisingly three of California's Phoenix spans survived their careers as railroad bridges, and were re-erected on Sonoma County roads. I presume these are from the NWP's Northwood crossing of the Russian River. Two were used on the Stewart's Point-Skaggs Spring Road. One of these was over the South Fork of the Gualala River, possibly surviving as late as 1990—it has since been replaced by a concrete bridge. The second is, at time of this writing, still standing over Haupt Creek, at (38.66145, -123.32173)⁴ and 5.9 miles east of Stewart's Point. The third is on the Cloverdale–Geysers Road spanning Big Sulphur Creek at (38.82355, -122.88342), 26 miles east of Cloverdale. These two survivors, and



Possibly the most spectacular of the surviving circa 1870s western Phoenix bridges, the swing bridge at Kamiah, ID was dictated by seasonal steamboat navigation on the Clearwater's South Fork, which proceeded the branch's early 1900s construction. The bridge's origin is unknown but the style suggests that it's about 30 years older than the railroad.



The snowshed roof over the SP's Norden turntable on Donner was supported by a pair of Phoenix Wipple-Murphy trusses, greatly shortened to carry the heavy snow that accumulated over the season.

the Gualala RR bridge at (38.7792, -123.4995), can be viewed via Google Street View, with additional photo coverage at <u>www.bridgehunter.com</u>. All are still in daily use almost 150 years after they were built, but modern trucks are not usually much heavier than the locomotives these bridges were built to carry.

Further afield in Colorado, the Georgetown Loop

RR's original high bridge was an iron viaduct with Phoenix column posts-the current viaduct is a good reproduction. In Idaho at Kamiah, the Camas Prairie crossed the Clearwater River on a swing bridge that uses Phoenix columns for the simple struts, and rolled channels for members subject to both compression and tension. At Duncan on Vancouver Island, the Canadian Pacific recycled a pair of Phoenix spans, doubling their original capacity by doubling up the trusses and stiffening the floor. This doubled construction is fairly unique.

Phoenix bridges were not the only bridges recycled—just the most obvious. The former SP 400-foot Whipple truss bridge spanning the McKenzie River (adjacent to I-5 just north of Springfield, Oregon) is one of the larger surviving examples of other types. There were once many smaller examples to be found on the agricultural and mining branches of various railroads. But as those branches are closed and abandoned, only the bridges that are potentially useful for rail trails survive, so these older secondhand bridges are slowly disappearing.



Built in 1882 to replace the Central Pacific's original bridge over the Bear River, just east of the Promontory range in Springfield, Oregon, this span is in very near original condition, and well documented by the Historic American Engineering Record. Photographed in 1978, the rails and ties have since been removed, but the bridge still stands. Of particular interest: rare partial photographs suggest that the SPC's second San Lorenzo R. bridge at Big Trees (1905-09), was very similar, if not identical.



I – Thomas R. Winpenny, "Without Fitting, Filing, or Chipping", Canal History and Technology Press, Easton, PA, 1996, ISBN 0-930973.

2 – Croteau et.al.,"Hayden Bridge", Historic American Engineering Record OR-19, 1990. Copied in Winpenny.

3 – Fred A. Stindt & Guy L. Dunscomb,"The Northwestern Pacific Railroad," Fred A. Stindt, Kelseyville, CA, 1987.

4 – Locations are given as (north latitude, east longitude) and can be used in Google Maps and Google Earth.



Detail - In straight chord bridges, chord stresses increase toward the center. With pin-connected examples, the larger eye-bars are all of nearly uniform size, and increasing lower chord stress toward the center is dealt with by increasing eye-bar count. Contrast this center panel with the single pairs of eye-bars in the end panels, and the light diagonals with those in the end panels.



Detail - This is the typical floor construction used through the 1880s. Circa 1890, some designers began dropping the stringers and riveting them to the floor beams' web, as on the Mill City bridge. The next step was to raise the floor beams and rivet them to the posts. This gives a much more rigid floor, and had become the standard construction by circa 1900.

Julie Boyer, Membership Manager

Welcome New Members!

LIFE MEMBERS:

Josiah Larson, Union City CA Michael Lavrich, Bend OR

CONTRIBUTING MEMBERS:

Rick Smith, Fairfield CA

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 on our website, and now you can also make a donation at the same time if you wish. To join SPCRR or to renew your membership visit <u>www.spcrr.org</u>, 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 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 organization. If you need any information about your membership or on becoming a new member, feel free to contact me at <u>membership@spcrr.org</u>, or call 510-508-8826.

Contributing Members,



Yearly membership dues are payable by January 31 each year. If you haven't renewed yet, please do so right away so you don't miss a single issue of the newsletter. To pay online go to: <u>www.spcrr.org</u>, click on "SPCRR" at the top left side of the page, then choose "Become a Member." If you would prefer to send a check, please make your check payable to "SPCRR" and mail to: SPCRR, P.O. Box 783, Newark, CA 94560. Thank you!

ELECTON RESULTS 2022 BOARD OF DIRECTORS

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DONATIONS - December 2021 - January 2022

Donations \$10-\$499

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Donations \$500-\$999

European Train Enthusiasts Brian Norden Benevity/Intel - John Goldie match*

Donations \$1,000 and more

Anonymous Barbara Culp Mark Pizarek Bruce Sorel* John Stutz

*for MOW fund **for SPC Caboose 47 Trucks fund

Donations of Materials

Jarrod Della Chiesa - From Amazon Wish List: Vulcan Ratchet Style Load Binder with 2 Grab Hooks; Groz Heavy Duty 8-Pound Sledge Hammer; Craftsman Hex Key set; Craftsman Screwdriver set; Timber Tuff Swivel Grab Skidding Tongs; two (2) Groz 8 inch Heavy Duty C-Clamps; Mayhew Dominator Pry Bar; Professional Level; Recycled Shop Towels John Goldie - Injectors for tractor Ruth and Henry Tyson - Pirate costumes and accessories for the Haunted Railroad Golden Gate Railroad Museum - Buzz Box welder



Thank you to everyone who donated money or materials!

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 <u>www.spcrr.org</u> and click on "**DONATE**" at the top of the page. 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.

All donations of \$100 or more will receive a letter from SPCRR confirming your donation for tax purposes (this includes Amazon wish list items for the Track Crew of \$100 or more). For donations under \$100 you can use your PayPal receipt; Amazon receipt for wish list items for the Track Crew; or your cancelled check.

If you would like to donate in someone's honor or memory, please email us and let us know. If you have any questions, please send an email to <u>info@spcrr.org</u> or call 510-508-8826.

Part-time Train Crew Members Needed

SPCRR is looking for part-time crew members to operate the train on Thursdays, Fridays and Sundays between April and November; as well as park special events and some holidays. We are looking for additional crew members to work one or two days a week when needed to provide more train crew flexibility. Work hours are typically 9:00 am to 3:30pm, and the starting wage is \$17 per hour. No experience is necessary, and training will be provided.

If you are interested, email Operations Manager Tom Sturm at <u>operations-mgr@spcrr.org</u>. Tom will send you a job description, job application form, and answer any questions you might have.

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). Workdays are usually held on Mondays from 10:30-4:30. Contact Andy ahead of time to verify the dates for upcoming workdays.

12/6/21 (Mon) - Volunteers: A. Cary, J. Stutz, D. Waterman (8 hrs); D. Marenzi (4 hrs); T. Sturm (3 hrs). Focus on NWP caboose 6101: David completed the siding on all sides except the A-end, which is now 50% complete. Primer paint is being applied to the siding. A replacement for the missing A-end letter board has been fabricated and milled to thickness. Work at the base of the baggage doors is progressing (there are 'voids' between the subfloor planking and the siding yet to be filled).

12/12/21 (Sun) - Volunteers: D. Marenzi, I. Sattler, D. Waterman (4 hrs). Cleaned up Carbarn and staged equipment.

I/I0/22 (Mon) - Volunteers: A. Cary, J. Stutz, D. Waterman (8 hrs); D. Marenzi (4 hrs). We worked on multiple car projects today: **Caboose NWP 6101** - pulled the caboose out of the Carbarn for the following work: car is now completely sided; the A-end is primed and has two coats of the final coat of 'orange'; the internal braces have been removed; work has begun on filling the nail holes and setting some nails, in addition the small splits' and cracks need to be filled. Today approximately 1/6 of the siding has been filled and sanded; both car end letter boards have been installed; paint color for interior of car has been identified (Kelley-Moore Olympic lyy matches the 1906 paint).

Flat Car D&C 64 - decking over both bolsters have been removed exposing expensive dry rot and damage to the center sills and bolsters; rot is full thickness of the bolster on one end causing the center bearing to be visible through the top of the bolster; there was no obvious insect infestation.

Combination Car SP 1010 - identified incorrectly sized swing motion hanger on truck causing truck to tilt the car body-solution is to place 1/2" spacer between hanger and swing beam.

I/I7 (Mon) - Volunteers: A. Cary, D. Waterman (8 hrs); J. Stutz (6 hrs); D. Marenzi (3 hrs); T. Peters (1 hr). Work today focused on caboose NWP 6101, flat car NS 1725, and combination car SP 1010: *continued next page*



NWP 6101 final paint color test.

Photo - AJL Cary

Caboose NWP 6101 - work continues on setting and filling nail holes. Approximately 1/3 of the siding has been filled and sanded. Both car end letter boards have been installed. Retrieved and examined the car's side letter boards-these are clear redwood 1/2" thick, $\sim 10^{"}$ wide and one-half the length of the car. One of the boards has a serious crack/split that needs to be repaired, and one has a small crack to be repaired-all have nail holes to be filled and some have tacked on roofing material to be removed.

Flat Car NS 1725 - This car has had several deficiencies identified during the state inspection: damaged deck planks; gaps between side rails in siding are too wide (need to be 4" or less); trip hazard from king pin cover plates. The damage in the deck planks was treated with fungicide/ insecticide and treated with penetrating resin; gaps between railing rails have been filled with on-



John Stutz (right) and David Waterman (left) diagnosing the lean in the swing motion truck. Photo - AJL Cary

hand Ix4 material; "A" benches have been removed and stored; deck has been cleaned and inspected.

Combination Car SP 1010 - The swing motion spacer has been fabricated and installed to correct the car body tilt. 1/24 (Mon) - Volunteers: A. Cary, J. Stutz (5 hrs). Caboose NWP 6101: Car letterboards are being repaired (splits glued and dowelled). Filling and sanding continued on the siding.

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

11/28/21 (Sun) - Volunteers: B. Sorel, S. Rusconi, D.
Waterman (6 hrs). We had a small crew working on the following tasks: collected the remaining 40lb rail to finish the spring switch; staged the rails in place on the switch ties and diverging connection from the reverse loop; identified the locations where cutting and drilling will be required.
12/2/21 (Thur) - Volunteers: J. Goldie, D.Waterman (4 hrs).
Work completed today: picked up the 16 timbers for Crossing #3; inspected the spring switch work area and made an inventory of needed joint bars; oiled the frozen switch stand, and also the 3-way head block for its repair; inspected Ardenwood yard-found a spot on the pocket track that could use surplus fill dirt from the project; inspected the #1 stub switch that needs new ties in the spring under the swing rails.

12/3/21 (Fri) - Volunteers: J. Goldie, D. Waterman (4 hrs). Work completed today: rounded up the on hand 4-4-4 bars; rounded up 16 sets of 5-5-5 bars; rounded up the on-hand switch bars from the corp. yard-we will need to make some or buy some soon; collected our scrap metal items and put them in the recycle metal bin; made a garbage run of items collected in the forest clean up; switch stand restoration-freed up the frozen mechanism and it throws now; restocked tool car and organized the deck and push car; dug out the errant tie for realignment in the 3-way stub.

continued next page



12/5/21 - Left to right: Steve, Bobby, David, Bruce (Cal and John G not shown). Main line rails are now bolted together again. Photo- John Goldie



12/10/21 - First train to cross the new spring switch!

for spiki fabricate

Photo - John Goldie

able to put the mainline back in place to allow for the train to return to the Car Barn: fabricated a guard rail; adjusted the ties in the turnout; spiked the straight stock rail; gauged and spiked the straight closure rail; spiked the mainline past the frog back into place. On the 3-way switch we: corrected the tie movement issue and re-centered the head block tie; inserted a blocking 4x4 between ties; replaced the ballast and tamped into place; ran Katie around the train and we were able to cross the new track and return to the Car Barn.

were able to cross the new track and return to the Car Barn. 12/12/21 (Mon) - Volunteers: B. Goldie, J. Goldie, C. Schwefler (8 hrs), S. Rusconi (6 hrs). Small crew and rain slowed the overall progress, but we were able to get several items taken care of: spiked 20 ties/80 spikes-the mainline in the new switch is now fully spiked; ballasted 100' of track between crossing 2 and future crossing #3; measured the rail size in

the midway turnout-we need to machine the 60# heel joints to 55# to fit; changed out the hole cutter in the electric rail drill, it was rated for 50 holes and cut more than 150. Steve also worked on the power set up for the additional circuit for the Mill.

12/19/21 (Mon) - Volunteers: B. Goldie, J. Goldie, C. Schwefler, B. Sorel, D. Waterman (8 hrs); S. Rusconi (6 hrs). With many rain days in the forecast, we scrambled to make more track progress: bolted in the mainline guardrail/installed with three #40 spacers and bolts; spiked 30 feet of the curved closure rail; gauged and spiked 30 feet of the curved stock rail in the switch; adjusted the rail braces; adjusted the heel joint and drilled two needed holes (still need to trim off the rail for some more wiggle in the joint); bolted up 7 joints (28 bolts); made several rail cuts with the new deep cut saw; ballasted a 30' section of the track, and another 15' section, emptied the ballast car

12/20/21 (Mon) - Volunteers: J. Goldie, D. Waterman (6 hrs). spiked 30' of new track past the frog; drilled 15 holes (new bit is great) in about 20min; cut off 5 flame cut ends with the saw; filled up the fuel cube, gassed up the generator; restocked supplies /push car and tool car prepared for rain.

12/26/21 (Sun) - Volunteers: D.Waterman (8 hrs); B. Goldie, J. Goldie, S. Rusconi (7 hrs). The Sunday crew was back at it between rain showers. We made good progress *continued next page*

12/21/21 - Some track crew members took the handcar out for a spin on the new track. From left to right: Cal, Bobby, Jamie, David, Isaac. Photo - John Goldie

12/5/21 (Sun) - Volunteers: B. Sorel, D.Waterman (8 hrs); B. Goldie, J. Goldie, C. Schwefler, S. Rusconi (6 hrs). Great forward progress to report: moved the crossing timbers over to the pasture, put away the trailer; worked on rail cuts and hole drillings-drilled over 21 holes and cut more than 7 rails to fit (some rails had rough or broken ends - these were cut off to have a clean end); aligned the rails and bolted the mainline together (10 joint bar pairs/ 40 bolts); spiked 30' of track (over 60 spikes); installed the gauge plate and its braces; installed another 5 braces and spiked into place; installed one of the heel joints and prepped the other; aligned the straight stock rail-it will be spiked first and the straight closure rail gauged to it; mainline is now all bolted up and ready for spiking and gauging-we also need to fabricate a guard rail and install it. 12/10/21 (Fri) - Volunteers: J. Goldie, B. Sorel, S. Rusconi, D. Waterman (5 hrs). With fair weather we were

on the new track running east from the switch to the road crossing: adjusted ties and spiked 50' of the main rail in place; gauged the outer rail and spiked it into place; bolted up 5 ready-to-go joints/20 bolts; drilled a few needed holes and made a couple rail cuts (we are having to use up several short pieces of rail and have just enough to do it); palleted the rail cut offs to move back to the storage area; worked on the 7' guard rail-cut to length and torched the angle cuts, finish-ground them smooth so they are ready to install. 12/30,31/21 (Thurs,Fri) - Volunteers: J. Goldie, S. Rusconi, D. Waterman (13 hrs); B. Goldie, B. Sorel (8 hrs). The crew was out on Thursday and Friday and I am happy to report the track for the reverse loop project has been completed! All the ties are in, rails bolted and spiked. The MoW train has made a pass around the loop. Our goal was 6 months, but we built it in 5 months! On Thursday we: bolted in the rails to get up to crossing #3; adjusted ties and spiked 50' of track; received 50 tons of ballast material. On Friday we: spread the subbase for crossing #3; set out the last ties in the crossing; installed the two straight rails for the crossing (a joint-free crossing); installed various short rails to connect up the all the rails; aligned the curve into the straight crossing with the tractor; aligned the curve out of the crossing; added fill to the crossing and some subbase to build up the road to rail height; set in the crossing planks. 1/2/22 (Sun) - Volunteers: B. Goldie, J. Goldie, B. Sorel, D. Waterman (9 hrs); S. Rusconi (8 hrs); N. Loey (7 hrs). Today the crew accomplished a number of items, and we also received a Wish List item, a 72" level and it was used to help level out a few dips in the track. Other work done: nailed in the 60 bridge nails for the crossing; added subbase for the road to build it up; built up the road approaches on crossing #2; leveled and tamped out 2 dips in the pasture track; spread ballast on 100' of track; added fines to the road crossing; ballasted 70' of mainline in the switch; ballasted 100' of track from the switch to the crossing; finished the fabrication of the guard rail and installed it; filled a couple pot holes in the road; cleaned up work site and returned the train to the yard.

1/9/22 (Sun) - Volunteers: J. Goldie (10 hrs); B. Goldie, N. Loey, C. Schwefler, B. Sorel, D.Waterman (8 hrs); R. Goldie (2 hrs). Today had a surprise work item, a tree had fallen over the track out of the north



1/9/22 - Mustang Curve. The track crew is very proud of the track surface. This location is between the spring switch and road crossing. Photo - John Goldie

woods with the top crossing the tracks. The crew tackled the tree along with our planned tasks. It was a great day with incredible progress and many items completed: **Tree Work** - cut up the branches to clear the track and right-of-way.



1/16/22 - David Waterman guides Nick Loey where to dump ballast; while Bobby Goldie keeps watch on the other side. In the background are John Goldie, Steve Rusconi and Bruce Sorel spreading and tamping the ballast. Photo - Don Marenzi

Spring Switch - trimmed one of the points for proper movement in the heel joint then rebolted; gauged and spiked the final 2 rail braces; ballasted the remaining 4 ties; applied subbase around the switch stand pad; applied fines for a nice work surface on the stand pad as on our other switches; tweaked the gauge and guard rail that was slightly tight on the new track, re-spiked/bolted in; recovered two #1 bars and two #2 bars from the corp yard pile for modification and use. Mustang Curve (spring switch to crossing #3) - used 5 track jacks to level the line and tamped, tamped, and tamped; applied more ballast from the car and tamped some more; profiled the ballast and swept out the rail. West of crossing #2 (double crossing) - pulled weeds; applied ballast in prep of leveling to $\sim 150^{\circ}$ of track. continued next page **Road work** - added fines to the large mud hole area to level that out and for a good surface; filled in two pot holes; cleaned up random drop piles from the road. **Clean Up activities** - picked up the spare joint bars and rail cut off pallet and moved them to the storage/sort area; picked up three 15- and 30-foot rail pieces and returned them to the storage area; relocated the spare 6' ties to the rail head for eventual use; picked up junk ties along the line and moved to disposal pile; picked up misc. wood found along the ROW/forest and placed in green bin; recovered the reusable 9' ties taken out from where the switch was installed for future re-use in the grove. **Off-site work** - cut and prepped three needed CLEAR posts and painted with prime coat. Completed paperwork for our next ballast order. **I/II/22** (Tues) Volunteers: J. Goldie, D.Waterman (8 hrs); R. Goldie (2 hrs). Several things happening this week to report: received 50 tons of ballast; weed prep on the new track (park-approved vinegar); tool car & push car clean up; 3 CLEAR posts painted white and ready for lettering; worked on switch ground throw; worked on the switch bar prep for the

spring switch; built up a new relay/fuse box for Katie. I/16/22 (Sun) - Volunteers: J. Goldie, R. Goldie, N. Loey, B. Sorel, D.Waterman (8 hrs); S. Rusconi (7 hrs); C. Schwefler (4 hrs). Today we focused on the finishing touches on a major section of the new line: weeded a large segment $(\sim 150')$ prior to adding ballast; leveled out 3 different sections (raised 4", roughly 100'); added ballast - tamped, tamped and tamped about 250' of track; swept and cleaned up the RoW; on the mid-way switch we spiked in the ties under the points, installed braces and plates, added ballast and tamped some more; on the section between crossing #2 and #3 we added ballast to top up after last sessions tamping; we added some gravel/fines to tracks 1, 2 and 3 to make going in and out easier. Extra thank you to the crew for a long day of ballast work, shoveling and tamping--this is hard work, and we also added weeding to the task list.

1/18/22 (Tues) - Volunteers: D. Waterman (8 hrs); J. Goldie, R. Goldie, S. Rusconi (2 hrs). Today David was able to set up the spring switch and initial tests are good: modified the #1 bar for the correct spacing off the adjustable transit clips for a 3-1/2" switch throw; bolted in the #8 (30") spring; spiked



1/18/22 - The spring switch is now operational with a manual throw to set which track is spring-loaded. Photo - John Goldie

down the restored ground throw and adjusted the eye bolt for the correct throw; manual throws are working well with spring action; will continue to test and adjust but looking great and working well. Additional work items: researched throws and springs; did prep work for lettering the three new needed CLEAR posts, and obtained needed supplies. I/20,22/22 (Thurs, Sat) - Volunteers: J. Goldie, D. Waterman (8 hrs). More work done this week: Ardenwood station area vegetation cut back and raking completed; clear posts lettering completed; returned the 3 long rails to the stock pile; added fines to the switch pad/area is all cleaned up and regraded; moved two metal-scrap pallets to the bin for the



Mustang Curve is named after the CalPoly engineers who built it. Above (left to right) is Bobby Goldie, Cal Schwefler, and Nick Loey. Photo - John Goldie

park; installed the spring switch CLEAR post; installed crossing sign markers; picked up loose ties; fixed coal bin; ordered supplies/ consumables; re-tooled the tool car and put away the extra items; tested the switch, and shot switch inspection.

1/23/22 (Sun) Volunteers: J. Goldie, R. Goldie, B. Sorel, D. Waterman (8 hrs); C. Schwefler (5 hrs). It was a long day of rough ballast work as we get ready for the new season and put the polishing touches on the Reverse Loop. The leveling is a complex task, the line is sighted and low spots are located, then use up to 6 track jacks to bring up the rails and ties. Our new level is used to also check between the rails and any correction needed is done on the low side. Rock in place is tamped under the ties for a stable supported foundation. More rock is added and tamped again. Then the rock is profiled by rake and then by broom for the clean track look. We also rake the sides to control the placement of the rock. Tasks today included: removed a dip in the track west of crossing #3, jacked and tamped (30'); removed several dips and tilts in the track between crossing 3 and 2 - 250' of track, profiled the full length; dumped two full ballast cars; moved the old farm wood splitter from the pasture over to the area with other displayed equipment; site clean up.

MISCELLANEOUS

Dec/Jan - J. Shellen (20 hrs/Dec 2021). SPCRR's artifact collection.

Dec/Jan - A. Cary (4 hrs). Webmaster duties.

Dec/Jan - T. Sturm (20 hrs/Dec 2021; 60 hrs/Jan 2022). Operations Manager duties.

Dec/Jan - D. Marenzi (25 hrs/Dec 2021; 30 hrs/Jan 2022). General Manager duties

Dec/Jan - J. Boyer (2 hrs/Dec 2021; 5 hrs/Jan 2022). Membership duties.

Dec/Jan - JS Burgess (16 hrs/Dec 2021; 40 hrs Jan/2022). Worked on the Jan/Feb Hotbox newsletter.

12/21/21 - JS Burgess (8 hrs). Calculated the 2021 volunteer hours for all volunteers.

1/5/22 - Volunteers: J. Burgess, JS Burgess, D. Marenzi, T. Sturm (1.5 hrs). Meeting to discuss new train operation, and railroad interpretive events for 2022.

1/10/22 - Volunteers: J. Burgess, JS Burgess, D. Marenzi, T. Sturm (1.5 hrs). Meeting with EBRPD on railroad interpretive events and special events for 2022.

1/10/22 - Volunteer: A. Cary (2 hrs). Board meeting minutes.

1/20/22 - Volunteer: JS Burgess (4 hrs). Compiled W-2 forms for SPCRR employees. Compiled donations received in January and sent thank yous.



1/23/22 - Bobby and David, our track surveyors, out in the field sighting the track. Photo - John Goldie

1/23/22 - David laying down on the job for that "down the rail check. His response, "I see a tie that is sticking out half an inch." Talk about picky! Photo - John Goldie



1/23/22 - Here is what it looked like at the end of the day. Beautiful job guys! Photo - John Goldie



Another shot of the spring switch being built - Steve and Bobby are working the heel joints, Bruce is tightening up bolts on a joint, and Cal and John are prepping rails down the track. Photo - David Waterman



1/23/22 - Left to right: John Goldie, Bruce Sorel, Bobby Goldie, and David Waterman take a quick break after spending a rough day leveling the track and tamping ballast. Photo - Don Marenzi



Mid-way switch braces and plates installed ballast topped up guard rails spiked and cleaned ballast profiled. Photo - John Goldie

TRAIN ORDER BOARD

The train will begin operating the 2022 season on April 1

The park is open Tuesdays through Sundays from 10-4 The train operates between April and November on Thursdays, Fridays, Sundays, as well as special event Saturdays, and Monday holidays

An announcement will be sent out to members and volunteers once we have the plans finalized to celebrate the grand opening of the new track extension/reverse loop.

The SPCRR track crew's Amazon Wish List

Items on the wish list include items that the track crew could really use, such as an oil can, flashlight, and wrenches. Prices range from \$12-\$30. If you'd like to help, click on the following link. Please be sure to choose the shipping address called "SPCRR's Gift Registry Address": https://www.amazon.com/hz/wishlist/Is/3UEP6ICIB5BUK?ref =wl_share

2022 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 - Andrew Cary	<u>secretary@spcrr.org</u>	510-324-6817
Treasurer - Jack Burgess	<u>treasurer@spcrr.org</u>	510-928-4117
Director at Large - Jay Shellen	<u>director-at-large l @spcrr.org</u>	510-754-5311
Director at Large - John Stutz	<u>director-at-large2@spcrr.org</u>	650-933-0086
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Safety Manager - Bruce Sorel		510-582-2004
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Chief Mechanical Officer - David Waterman	<u>master-mechanic@spcrr.org</u>	415-602-7377
Track Manager - John Goldie	<u>mow-mgr@spcrr.org</u>	408-784-1611
Collections Manager - Jay Shellen	<u>collection-mgr@spcrr.org</u>	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	

2022 SPCRR EVENTS CALENDAR

The train is closed for the season. For updates on activities and workdays, jointhe SPCRR_Members group (see how to signup below), our website, and ourFacebook page.www.spcrr.orgwww.facebook.com/spcrrmuseum

April I	Begin operating season	
SPCRR Interpretive Event Days: First Saturday of each month, April - November (except September)		
Sept 3-5	RAIL FAIR! Need volunteers!	
Oct. 21-23, 28-30	HAUNTED RAILROAD! Need volunteers!	
Nov 20	Last day 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 **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: <u>https://smile.amazon.com/ch/94-2638194</u>

Shop at AmazonSmile and Amazon will make a donation to: SPCRR

Get started

amazonsmile

JOIN the SPCRR_Members group at <u>www.groups.io</u> 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 <u>webmaster@spcrr.org</u> 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 I mile (past the Ardenwood entrance) and turn right onto Paseo Padre Pkwy at the traffic signal. Continue I 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 I mile (past the Ardenwood entrance) and turn right onto Paseo Padre Pkwy at the traffic signal. Continue I 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.