

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.

BIG NEWS!!!



Story on page 2...

Photo - Don Marenzi

Historic narrow gauge locomotive Argent #5 arrived this week at its new home at Ardenwood Historic Farm! The 26-ton, 2-6-2 (Prairie) steam locomotive was built by Lima Locomotive Works in 1910 for the Williamson & Brown Land and Lumber Company. It was sold in 1916 to the Argent Lumber Company Railroad, Hardeville, South Carolina where it operated until 1956. Since 2013 the locomotive has been on loan to the Nevada County Narrow Gauge Railroad Museum.

The locomotive has now been purchased by two SPCRR members and they have leased Argent #5 to SPCRR where it will eventually be operated at Ardenwood.

Argent #5 is already close to being operational, but several tasks need to be done first. It needs to be converted from burning wood to using oil (burning wood is a fire danger especially since our track runs through a eucalyptus grove); it needs a new tender, and the boiler needs to have lagging and a jacket installed. We expect this work to take about 1-2 years.

You can see the locomotive at SPCRR's annual Rail Fair over the Labor Day weekend, Sept. 3-5, 2022. More information on Rail Fair and how to purchase advanced tickets will be posted on our Facebook page www.facebook.com/spcrrMuseum and on our website www.spcrr.org as the event gets closer.

There will be a larger article on the locomotive in the July/August edition of *The Hotbox*.



Argent #5 arriving at Ardenwood. The team decided to wait and unload the engine the next morning.

Photo - AJL Cary

The team poses for a picture with Argent #5 after unloading the engine. From left to right is Jay Martinez, John Goldie, Brook Rother, Bruce Sorel, David Waterman, and Bobby Goldie.

Photo - AJL Cary



LOOKING BACK

Jack Burgess

Photos by Craig Robinson unless otherwise noted

Craig Robinson was a longtime SPCRR volunteer at Ardenwood Historic Farm. Craig was always enthusiastic and ready to help in any way he could, including photographing projects, sorting parts, helping with restoration projects, and more. Craig passed away in 2011.

In August 2021 Craig's sister sent a letter to SPCRR asking if we were interested in a collection of photos that Craig had taken over the years. Of course we were, and we reimbursed her for the cost to ship them. When the box arrived we discovered a treasure trove of 850 color photos that Craig had taken during SPCRR's early years at the park. We are pleased to share a few of them here. Craig's photos will be preserved by scanning and entering the pictures into our photo database.



This photo shows Craig on the right. It is dated March 29, 1987 and was probably taken on the first day of operations that year. That is Lucky our first Percheron draft horse and from left to right is George Koerner, Rich King, and Craig Robinson.

(photographer unknown)

The original passenger loading platform at the Ardenwood station site before the station was constructed. Based on how the people on the loading platform are dressed, this photo could have been taken on opening day in 1985.



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The station and restrooms for the Ardenwood station in 1986. Wall framing is now underway.

There is no date on this photo but it appears to show SPCRR volunteers constructing new track east of the Deer Park road crossing.



This car is Combine 1010 which was built in 1882 by the San Joaquin & Sierra Nevada Railroad in their shops near Lodi, California. SPCRR acquired it in 1990.

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This 15-ton 24-foot flat car was found near Placerville, California where it had been abandoned by the Diamond and Caldor Railway. On the D&C it was numbered 64. This car was the first car restored for passenger service on our railroad. For many years the car was numbered 439, but we later relettered and renumbered it D&C 64. In the photo from left to right are Don Marenzi, Kevin Bunker, Randy Hees, and Bruce MacGregor



In 1985 SPCRR was given the opportunity to purchase a flat car and trucks from the West Side Lumber Company. The cost was based on the total weight of the load. In this photo is Rich King on the left and Brook Rother on the right watching as a loaded WS flat car is pulled up onto the trailer to be brought to Ardenwood.

The SPCRR General Store before the station was opened in Ardenwood station. Kathy McGregor told me: "The store opened in 1985 on opening day of the Park. We were in a time crunch to get the box car ready in time. Brook Rother, Rich and Sharon Nealson, Gene and Donna Arrillaga, and others were involved in transforming the donated box car into a store. The interior of the car was sandblasted by Brook and Sharon, and Gene made the counter and shelving. We didn't have very much money for inventory and it was a challenge to purchase things that would be acceptable to the Park and affordable to the public. We carried stick candy, licorice, wooden toys, pinwheels, postcards, soap, replicas of the SPCRR journal box cover, Bruce's book (*South Pacific Coast, A Centennial*), and some other items."

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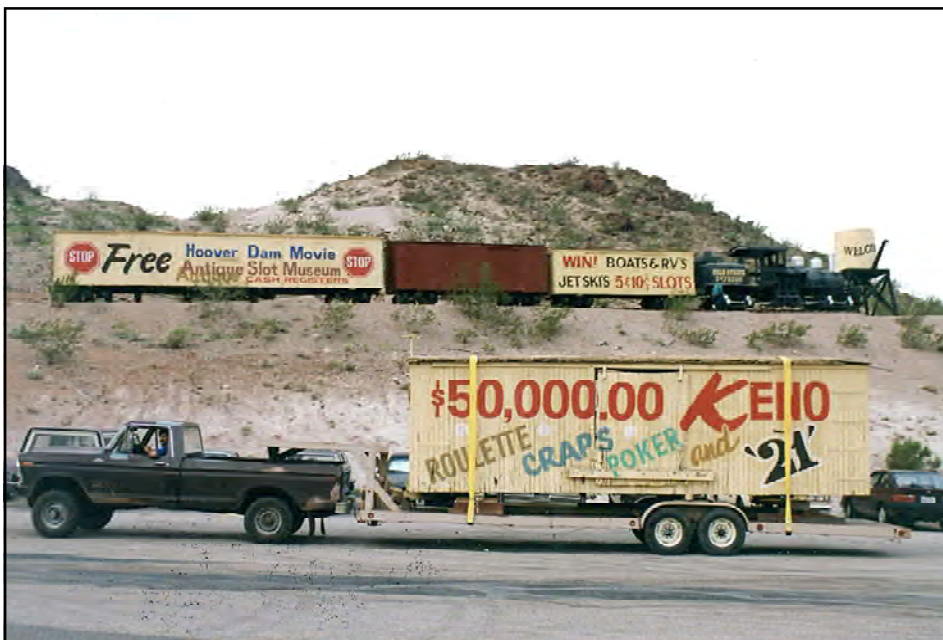


Ties are being placed under the rails to start unloading the WSL flat car at Ardenwood (shown being loaded on page 5). From left to right is Don Marenzi with just part of his beard showing, Rich Neelson with the large glove on, and Brook Rother. George Koerner is on the far right. The other two men are possibly the truck drivers.

Restoration work on Combine 1010 is underway with what appears to be metal work. The car was restored for operation and featured at Railfair 1999 in Sacramento, California. The car had an estimated 25,000 visitors walk through or ride the car during Railfair. Shown in the photo from left to right is Stuart Guedon, Andy Cary, Bob Greene, and Gene Arrillaga on the forge. The other young men are possibly park visitors.



In 1992 an agreement was made to trade a replica box car for Nevada Central 253, the oldest known narrow gauge box car in the western United States. It was in display of several railroad cars on a hillside overlooking a casino in Boulder City, NV with the sides lettered with advertising. The replica was hauled to Boulder City and unloaded. Here NC 253 has been brought down the hill and will be unloaded so that the replica car can be loaded and taken up the hill and put into the train. From left to right are Jacque Burgess, Jack Burgess, and Bill Wissel. Not sure who is bent down by the box car.



Our replica box car has replaced NC 253, and NC 253 has been tied down for the trip to Ardenwood. The "advertising train" with our replica box car can be seen on the hillside. That is Brook Rother inside the truck.



The Track Crew's first interpretation day

John Goldie, Track Manager

May 7, 2022 was the Track Crew's first public track demonstration day and tool talks. We set up a table along with some of our posters by switch #1 (in the Ardenwood yard). As people came by to see the work being done, John Goldie explained a number of track tools and how they were used. It was a good interaction and during the event we talked with 50+ people.

We showed the track bender, hand drill, jacks, track wrench, spike puller, spike maul, tie tongs, rail tongs and more. We had spikes, joiner bars, rail cut-offs, and bolts on display. We also repositioned the tool car, and Katie to the main stub for display, plus the hand car was used to fetch ties.

During the event we were able to remove three long gone ties and replace them. One was in the switch, the second is the last tie spiked before the swing rails, and a third tie there also. The ballast and dirt around them as very hard dig out—after 40 years it turned to concrete. More ties are needed in switch #1.



John Goldie explaining tool used in track construction to guests.
Photo - Don Marenzi



Track Talk Interpretation Event.

Photo - David Waterman

We also reworked the switch throw since a movement from the crossover to the main stub was out of alignment. We put a bend in the rail and also corrected the spacers in the headblock so that the gauge side of the rails line up in both positions. We reworked 50'-60' of ballast on the pocket track. Excess material was moved from the center of the track to the exposed north field side where the ties stick out. We also removed excess material on the south side of the ties to be able to inspect the spiking (more ties are needed here). We also did some weeding to keep the right-of-way clean, and the switches were broomed out.

Many thanks to Bobby Goldie and David Waterman for the track work, and to Don Marenzi for his afternoon support with the public. It was a fun, engaging day with the public and some needed track work was accomplished. 🛠️

DONATIONS: April/May 2022

We'd like to give a big thank you to **HULBERT LUMBER** in Newark for allowing SPCRR to have our heavy track parts and other heavy items delivered to their company so that they could use their heavy duty forklift to take the items off of the delivery trucks. SPCRR's David Waterman then brought our trailer to Hulbert where they lifted the items onto the trailer for the trip to Ardenwood. Their help is invaluable!

Donations \$10-\$499

Amazon Smile
Benevity/Intel-John Goldie match*
Michael Bonner
Edward Riggs III***

*MOW fund

**PC box car #20

***NWP Caboose 6101



Donations of Materials

From Amazon Wish List - Performance Tool
1/2-Inch Drive Long Handle Ratchet. (The buyer did not mark this as a "gift" so we did not receive a note of who bought it--please let us know if it was you.)

Thank You from SPCRR!

HOW YOU CAN HELP...

All donations to SPCRR are tax deductible! SPCRR is a 501(c)(3) nonprofit organization. You can donate on our website at www.spcrr.org and click on "**DONATE**" at the top of the page. You can use any major credit card (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 info@spcrr.org or call 510-508-8826.

Don't forget our new SATURDAY RESTORATION WORKDAYS on JUNE 18 and JULY 16

(the 3rd Saturday of every month)

For all of you that work during the week, this is your chance to join in the fun! No experience is necessary! We will teach you everything you need to know. Work will start at 10 am and end around 5 pm. *NOTE: the Monday restoration workdays will continue every Monday as before.*

Use the Siward Gate to enter and exit (see directions on the last page of the newsletter). Bring your lunch, water, and gloves. Contact Curator Andy Cary so he can give you more information on entering Siward Gate: ccurator@spcrr.org or text/call 510-324-6817.

The next steps on the NWP caboose 6101 restoration project include:

1. Add second row of nails to letterboards, Countersink and fill nailholes with caulk.
2. Clean, repair, and prime window frames and trim.
3. Install windows, and windows trim.
4. Remove stove stack and sheet metal.
5. Patch existing stove pipe hole (routed T&G or plywood patch, sheetmetal cover on interior).
6. Cut new stove pipe hole in Baggage compartment, install sheetmetal.
7. Remove existing canvas roof and remove all carpet nails.
8. Repair and replace roofing felt as needed.
9. Lay replacement canvas room wet and stretch, tack to letterboard using galvanized carpet tacks.
10. Paint/seal roof with FR Deck.
11. Clean, repair, and sand and prime cupola exterior.
12. Seal cracks and voids on exterior using flexible acrylic caulking.
13. Lightly finish sand primed exterior (one side and end, cupola).
14. Spray paint exterior with at least three coats of hybrid semigloss NWP Orange. (mask interior, doors, and railings).
15. Install air brake cylinder, hardware, brake rods, air pipes, cocks, etc.
16. Reinstall bolster between sill spacer blocks.
17. Reinstall sub floor over bolsters. Map locations of bolt heads and king pins.
18. Install caboose floor prime and paint with black matte high traffic paint.
19. Install iron doorsills on baggage and man doors.
20. Rehang doors.
21. Reassemble end platforms and deck.
22. Reinstall end platform steps and paint black.
23. Paint bolsters and needle beams black.
24. Paint truss rods black.
25. Letter car NWP 6101 per photos (include safety compliance sign and airbrake release valve mark).
26. Install end ladders.
27. Install grab irons.
28. Install foot boards on roof.
29. Install sheet metal awnings on cupola.
30. Install cupola grab irons.

Board Meeting Summaries

November 13, 2021 *(meeting held via Zoom)*

Agenda Items/Reports

- Curator: Don Marenzi reported that Andy Cary and others have starting to paint the new siding on NWP caboose 6101. One of the end letter boards is still missing.
- Track Manager: John Goldie reported 11 volunteers have been working on the new Reverse Loop and are 2-3 weeks ahead of schedule.

Old/New Business

- Discussed State requirement for Sick Leave for employees as presented by Jacque Burgess. Approved three motions:
 - Do not pay out for accumulated sick leave on termination.
 - Change wait period before employee can use leave from 90 to 30 days.
 - Approval of overall policy.
- Discussed Conflict of Interest Policy which is a State requirement and needed for Fund raising.
- It was noted we might also need a sexual harassment plan and new employee handbook.
- Collections Manager Jay Shellen questioned if we still want to sell Buntin seats and other castings. There have been Issues with Sunset Foundry and missing core boxes and suggested a moratorium on Buntin seat orders.
- Jacque Burgess reported that we didn't get much of a response when we did a Fund Raising effort for making patterns for trucks for SPC 47. Jack Burgess suggested that we need a restoration report/plan for SPC 47 before going any further.

December 11, 2021 - No meeting held

January 8, 2022 *(meeting held via Zoom)*

Agenda Items/Reports

- Treasurer: Treasurer Burgess presented a summary the 2021 finances. In 2021 we received \$23,935 in cash donations and had expenses of \$19,363 not counting wages which are covered by payments from EBRPD.
- General Manager: Don Marenzi reported that under our current contract with EBRPD we need to present seven interpretive events for 2022.
- Curator: Don Marenzi reported that work is progressing on refurbishing NS 1725 for operations in 2022. Some work remains to be done on the decking as well. Don Marenzi requested that someone else take on his role as Curator. He suggested that the Project Manager for the Caboose restoration, Andy Cary, take on the role as Curator, which was approved.

Old/New Business

- MacGregor Photograph Digitization Project: Director Shellen reported that half of the project has been scanned. Scanning the second half has begun.
- Track Manager: Vice President Goldie presented a report summarizing the progress made on the Reverse Loop Project, which is nearly completed. The project is on budget and ahead of schedule. The MOW crew has spent over 1,075 man-hours building this extension since August 2021.

- Restoration Report: Curator Cary summarized the progress on NWP Caboose 6101. The car is now fully sided, on trucks, and able to be moved.

- Collections Database: Collections Manager Shellen reported on a proposed loan policy for items in the collection. He will be retrieving patterns currently at Sunset Foundry in the near future.

- Bylaws Committee: Committee Chair Jacque Burgess reported that the By-Laws-Committee has been inactive since the departure of one its members. Discussion was centered on restarting the process.

- Collections Manager: Jay Shellen proposed that the SPCRR stop selling castings and instead loan patterns to other museums/individuals who need to make castings. The BOD agreed in principle.

- Conflict of Interest Statement: A draft Directors Conflict-of-Interest Statement was circulated for review and editing by the BOD. This agreement is best-practice for non-profit corporations and is required to qualify for many grants.

- Website Redesign Proposal: Webmaster Cary made a proposal to form a committee to redesign the SPCRR Web presence to make a proposal in Fall 2022.

- Car barn fire alarm upgrade: Treasurer Burgess informed the Board that the company providing our fire alarm service needs to replace their equipment. This was estimated by them to cost us an additional \$2,000-\$3,000. After negotiations, he was able to get the price reduced to under \$1,000.

- Compensation for Operations Maintenance: Operations Supervisor Tom Sturm brought up the issue that members of the operations staff aren't being compensated for time spent performing maintenance tasks on SPCRR operating equipment. Concern was expressed on the how to separate "work" activities from "volunteer" activities. Research is needed to find the best way to do this. Funds are available to pay for these activities.

February 12, 2022 *(meeting held via Zoom)*

Agenda Items/Reports

- President's Report: President Rother reported the Don Marenzi and EBRPD staff are concerned with the possible shutdown of the front loading ramp. Discussion pointed out that this would be a decision by EBRPD (although we will have some input into the issue.) Our concern would be the impact on operations.

- Curator Report: Andy Cary told the Board that NWP 6101 is enclosed and being readied for painting. Paint has been ordered for exterior and interior of 6101.

- Operations Supervisor: (Jacque Burgess delivered the report for absent Tom Sturm). Four new train crew employees have be hired. One of which is a former BART trainer and VTA operator; and another is an AMTRAK engineer. Training to be scheduled.

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Old/New Business

- Maintenance-of-way Report: John Goldie reported that the first quote for disposal of the used railroad ties was around \$14,000. A suggestion to donate the ties to EBRPD is in progress. John is also checking with PLA, and getting more quotes.
- Metal casting plan/ foundry use: Collections Manager Shellen reported that a signed loan agreement with Yosemite Mountain Sugar Pine Railroad has been made.
- Special Events: Interpretive events presented by SPC members are now scheduled for 1st Saturday of each month starting in May. Initial planning is starting for the Rail Fair 2022 and possible Haunted Railroad event.
- Wissel Locomotive: Donation of a Plymouth Locomotive by Bill and Janne Wissel to the group is still on track.
- Wedding train: Jacque Burgess reported that the group has received a proposal to provide a train for a wedding on August 27 at \$500/hour with a minimum 2-hour event.

March 12, 2022 (meeting held via Zoom)

Agenda Items/Reports

- General Manager's Report: Don Marenzi reported that, based on the Eagle Nest Evaluation by the EBRPD expert, we will not be allowed to operate past the eagle nest until the eaglet has fledged (expected in July). The engine can run past the nest each way once a week.
- Operations Supervisor: Tom Sturm reported that Brakeman/Conductor training is scheduled for March 20th. In addition, until the end of the school year, two cars will be reserved for school groups and the other on for the general public. Tom also reported that Brakeman/Conductor training is scheduled for March 20, 2022.

Old/New Business

- Conflict of Interest Statement: A motion to approve the draft Conflict of Interest Statement was approved.
- Special Events: Initial planning is starting for Rail Fair and the Haunted Railroad.
- New Reverse Loop event schedule: The event is anticipated to include a ribbon cutting event for the MOW crew and volunteers followed by a sandwich lunch and then a separate post lunch ribbon cutting event and train ride for dignitaries.
- Ardenwood station improvements: Jack Burgess repaired and painted the SPCRR fence east of the station. David Waterman and Andy Cary repaired and painted the portable fences.

April 9, 2022 (meeting held via Zoom)

Agenda Items/Reports

- President's Report: President Rother reported that work is continuing on building new trucks for SPC 47. He also told the Board that he was unable to get switch stand casting estimates from the foundry to sell or make for SPCRR without sending the patterns to the foundry. We need to cast around 12 for Customers and SPCRR.
- Treasurer's Report: Treasurer Burgess reported the checking account has effectively the same balance as 12

months ago, and that SPCRR has weathered the Covid shutdown without a significant loss.

- General Manager's Report: Don Marenzi reported that operation has started. All state PAR inspections have been completed for both track and rolling stock, and everything was approved. Inspectors also approved the use of link-and-pin couplers after demonstrating our operating practice. This will allow more historic cars (such as D&C 64 and NWP 6101) to be used in the train if they are inspected and have air brakes.
- Operations Supervisor Report: Tom Sturm and David Waterman conducted an orientation session for new hirers on April 20, 2022.
- Curator's Report: Andy Cary reported that work continues on NWP caboose 6101. The exterior is primed on three sides and sanded on all sides. The next steps are to finish priming the car, repair and install the letterboards, repair and install the windows and window trim, prime the cupola, and reinstall the bolster-sill spacers and the floor.
- Track Manager: (Don Marenzi for John Goldie) Tie replacement continues on Shirley's Siding. An attempt was made to contact the UP supervisor on UP's Centerville Branch tie replacement project to see if they can either donate some ties and/or dispose of old ties for us.

Old/New Business

- Sunset Foundry: Jay Shellen will be going to the foundry to pick up the Bunton seat patterns and asked if he could get reimbursed for fuel costs (the Treasurer said yes).
- Special Events: Jacque Burgess discussed Rail Fair and said she needs volunteer commitments by April 15 to decide whether we can hold this event. This is now our biggest fundraiser because of the increase in gate fees. The Haunted Railroad is still undecided. The decision can be deferred to July. There is interest being shown by the current train passengers, but staffing is an issue. This has the potential of being a good fundraiser.
- Collection loan contract: Jay Shellen shared a draft contract. It was suggested to add a \$500 refundable deposit to the contract. A motion was approved to accept the contract as written with the provision that a deposit be added depending on the patterns being borrowed.
- Appointment of Interpretive Manager: Don Marenzi stated that there is a need to appoint someone to coordinate and staff the monthly interpretation events.
- Argent #5 Steam Locomotive: Bruce Sorel and Brook Rother have purchased the Argent Lumber Co. #5, a 25-ton Lima 2-6-2 locomotive built in 1910. They would like to lease it to SPCRR for use as a display. The plan is to eventually restore this locomotive to operate it at Ardenwood. The engine is complete but lacks a tender (Brook has several available), and it has certification documents. It is believed this engine will attract new members. It will require that a comprehensive restoration, operation, and utilization plan will be developed. The decision to lease this engine is deferred to the May meeting.
- Closed Session on Employee Compensation.



Membership News

Julie Boyer, Membership Manager

Welcome New Members!

LIFE MEMBERS:

Scott Steidinger, Huntington Beach CA
Edwin Lindgren, Overland Park KS

CONTRIBUTING MEMBERS:

Christopher Hauf, San Carlos CA
Harry Jacobs, Alameda CA
Vivek Kaluskar, Fremont CA
Nick Loey, Dublin CA
Jay Martinez, San Leandro 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 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 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 membership@spcrr.org, or call 510-508-8826.

NOTICE!

The date for the new track extension/ reverse loop Golden Spike Ceremony will be sent out very soon to members and active volunteers. If you haven't paid your 2022 dues yet, or you aren't a member of SPCRR, join/rejoin now so you can be a part of this wonderful celebration!

Weekly Workdays Restoration, Track, Events & Miscellaneous

Get out of the house and join us for some fun! Car Restoration workdays are held on Mondays, and the 3rd Saturday of each month from 10:30-4:00. Track Construction and Maintenance is held on Sundays from 10-4. See contact info below.

Time: Email or call the managers shown below

Meet At: Car Barn (for directions, see info on the last page)

What to Bring: Long pants, work gloves, water, steel-toe boots (if you have them), and your lunch. Working outdoors you will need a hat, long-sleeve shirt, and sunscreen.

PROGRESS SINCE THE LAST NEWSLETTER

CAR RESTORATION - Andrew Cary (email curator@spcrr.org or call 510-324-6817). Workdays are held on Mondays, and the 3rd Saturdays of each month, from 10:00-5:00. Contact Andy ahead of time to verify the dates for upcoming workdays. Enter and exit through Siward gate (see directions on the last page).

3/28 (Mon) - Volunteers: J. Stutz (8 hrs); A. Cary, T. Sturm (6 hrs); D. Marenzi (2 hrs). Sanding on NWP 6101 continued. The A end received a full coat of primer. The left side of the car was finish sanded and partially primed by John and Andy. David worked on the new benches for the excursion cars and Tom Sturm continued touching up NS 1725's paint.

4/4 (Mon) - Volunteers: A. Cary, J. Stutz, D. Waterman (8 hrs); D. Marenzi (2 hrs). Finish Sanding on NWP caboose 6101 continued by John Stutz. The left side and A end received a full coat of primer. The previously-painted B end received a partial coat on the new nail head fillers by Andy Cary. One letterboard has a damaged top edge which will have a new piece scarfed in. We also weed whacked and mowed the area around the fire suppression system main valves and city fire hydrant. By chance, Don was there to work with the fire sprinkler and alarm testing company.

4/11 (Mon) - Volunteers: A. Cary, J. Stutz, D. Waterman (4 hrs); D. Marenzi (2 hrs). See Locomotive section for other project and hours that day. Wet weather and wind kept NWP caboose 6101 indoors. Worked on the letterboard repairs including pinning splits, scarfing a 5/8"x1"x60" using biscuit joints, and filling the 'tack' holes in the last letterboard.

Kelly-Moore has been unable to locate matching primer and paint locally (there are supply chain problems), so we are still looking.

4/18 (Mon) - Volunteer: J. Stutz (4 hrs). Patching and sanding caboose sides while awaiting primer, currently out of stock at supplier.

4/25 (Mon) - Volunteer: J. Stutz (4 hrs). Pinning cracks, patching and sanding letterboards.

5/2 (Mon) - Volunteer: J. Stutz (5 hrs). Patched nail heads and sanded the primed east side of the caboose.



April 4, 2022 - John Stutz stands in front of NWP caboose 6101 showing the first coat of primer paint. We are still waiting for the final paint which is delayed due to supply chain issues.
Photo - AJL Cary

5/9 (Mon) - Volunteer: J. Stutz (7 hrs). Sanded the caboose side patches. Then mowed around the rail and ties at the Car barn so the park can bring in their large mower

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(because the goats did not arrive this year).

5/16 (Mon) - Volunteer: J. Stutz (7 hrs).
Worked on letterboards; weed abatement.

5/21, 22, 23 (Sat, Sun, Mon) -
Volunteers: Caboose NWP 6101 and Weed Abatement were: D. Waterman (24 hrs); A. Cary (22 hrs), J. Stutz (14 hrs), D. Marenzi (10 hrs).

Weed Abatement Work:

Despite the rumor, the goats did arrive. However they did not devour the weeds between the fire road and our track. As a result we are trying to remove the tall grass and weedy shrubs in the rail yard area. On Saturday a gasoline brush cutter was used to clear away the larger (up to 3" diameter!) weeds to the right of the track as far as the switch and the wheeled string cutter pulverized the debris which was removed by the MOW crew and the tractor Saturday. On Monday the area was mowed with the electric mower.

Caboose NWP 6101:

The caboose's exterior is completely primed (except for the cupola). The letterboards are now repaired and primed and ready to be installed. To our surprise the letterboards were not the same width—they were up to an inch wider near the center joints. The letterboards were trimmed down to a uniform 7-1/8" and the cut edges rechamfered with a hand plane. (The chamfering is to avoid a sharp edge when canvassing the roof. We installed the letter boards on one side using 2" finish nails.

The gaps between the subfloor and the siding under the



Repaired letterboards installed.

Photo - AJL Cary

baggage doors was filled. Two coats of finish paint was applied to the B-end of the car using a brush to check texture. After drying it was decided to spray the finish.

5/30 (Mon) - Volunteers: A. Cary, D. Waterman (8 hrs); J. Stutz (4 hrs); D. Marenzi (2 hrs). Today's accomplishments included: installed remaining letterboard using 2" finish nails; started filling cracks with flexible caulking; examined roofing and identified replacement strategy (lay and stretch new canvas roof, tack to letterboard and end boards, coat with rubberized flexible rubber walkable deck surface).

TRACK WORK - John Goldie (email mow-mgr@spcrr.org or call 408-784-1611).

Workdays are held on Sundays from 10:00-5:00. Contact John ahead of time to verify the dates for upcoming workdays.

3/27 (Sun) - Volunteers: J. Goldie, N. Loey, D. Waterman (8 hrs).

We tackled a large number of smaller projects today and made good progress: Tool Car: refilled the water supplies on the car, and checked and cleaned the fire pump; put away extra tools, organized the tools and supplies inside; restocked our spike buckets and general car clean up; scrap metal (dead spikes) moved to the recycle pile.

On Katie we replaced some light gauge wires with heavier gauge wiring; fabricated a mounting plate for the new relay/fuse box and installed it under the dash; cleaned up the wiring behind the dash with a plan to make it pluggable for servicing.

On the Gator, the valve stems were found to leak air on two tires and new stems are needed; jacked and blocked the unit and removed the 4 tires for servicing this week. Gauge Rods: we brought 9 over from the box car storage; wire wheeled 6 rods and hammered the nuts; heated the nut to break the rust seal and worked off the nuts; heated

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Katie's new relay and fuse box for the headlights, fan, dome light, and wipers.

Photo - John Goldie

a few of the bars to remove bends; cooled and oiled up, stored inside.

Woods - In the curve at the Car barn we picked up the downed branches and stacked them for removal or chipping; picked up a bucket of trash found in the woods. Clean up/Miscellaneous - Put away various items; swept the drive at the gate; cleaned the wash station; completed track paperwork for state records; restocked some consumables (tractor fluid, antifreeze); restocked the drinking water (feel free to enjoy but please also restock); prep work for upcoming projects.

4/3 (Sun) –Volunteers: J. Goldie, N. Loey, S. Rusconi, B. Sorel (8 hrs). Lots to report from today. On track, here is what was accomplished: emptied and refilled the wash station; tractor maintenance/fluid checks; delivered 25 8' ties to the front for use in replacing ties; brought up a selection of toe bars for improving Shirley's Siding; installed two new Clear posts replacing the worn ones. We rebuilt 3 joints: cut off and removed long bolts; drilled missing holes; replaced a cracked bar; inserted a Dutchman to fill a large rail gap; replaced bolts with full sets of 4 bolts on each joint. The ties were bad under the joints so we replaced 4; cleaned up work site and dumped the dead ties onto the pile. The Gator was great for crew transport and allowed us to go fetch a small rail section to make the Dutchman out of 3-1/8" rail. Train was very full today, it was fun to demo track repair to the crowds. Hats off to the crew for a great operating day.

4/17 (Sun) –Volunteers: J. Goldie, S. Rusconi (8 hrs). Branches were hitting the cars around the "bow tie" through SeaBee curve so these were cut back; we also worked on the blackberries and cleared the east side, center of the rails, and cleared about 1/2 the distance on the west side to the end of the ties. We installed 3 gauge bars in the first 1/2 of SeaBee Curve—many ties will require replacement here soon. Gave assistance to the operating crew and also helped to level the unloading platform.

A huge thank you for the 26" socket wrench from the Amazon Wish List to help with track bolts—this was received but did not include a gift card. A huge thank you to the donor! The crew will really like it as we only had a short one without enough leverage, and the ratchet function is great!

4/24 (Sun) –Volunteers: J. Goldie, N. Loey, B. Sorel (8 hrs); D. Waterman (2 hrs). The track crew was back at Sunday. Last week David made the guardrail for the pocket switch which was missing protecting movements into the spur. Bruce field-modified the spacer blocks to fit the existing rail and the new guard rail. Nick and John drilled the holes, and Bruce bolted it in. We were also happy that the pressurized cutting fluid bottle was working great again after we obtained a replacement part for it from England. Next, we dug out the remains of a tie that Steve had identified as missing in action, and inserted a new tie and gauged and spiked the 4 rails. The gauge was wide between that location and the frog so we put in another tie. That tie was harder to extract without the tractor. Still not happy with some gauge spread, so we installed two gauge rods for the time being until more ties can be replaced in that area. After a late lunch we headed out to SeaBee Curve and tackled some of the recent April rain

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We have 50 rusted track gauge rods. After burning the rust off and cleaning, these are now back in service. Photos - John Goldie

blackberry growth. It is quickly retaking curve and we spent the afternoon clearing it back from the ties and trimming the beast back. Several more days are needed and additional focus to eradicate it from the track are needed. Having it pulled back from the track, we are able to inspect the ties better and this section is in need of additional ties. Flat bars were used in some of the corner joints which have bent to kink the curve. They need to be replaced with toe bars as well.

4/29 (Fri) – Volunteer: J. Goldie (4 hrs). John was out to cut back blackberries from the track: another 50' of tie ends were uncovered, and also 30' removed up to the fence around Shirley Siding switch stand.

5/1 (Sun) – Volunteers: J. Goldie, B. Sorel (8 hrs). Bruce and John serviced the tractor; loaded up three ties for the first half of SeaBee Curve. They were compacted by the draft horses and worn down in the middle.

Outside ends were rotten and not holding the spikes. We dug out three ties and used the tractor to pull them out. Fresh ties were inserted, one side spiked, pulled the outer rail into gauge and spiked.

5/7 (Sat) – Volunteers: B. Goldie, J. Goldie, D. Waterman (8 hrs); D. Marenzi (3 hrs). See *Interpretation Event* on page 8.

5/15, 16 (Sat/Sun) – J. Goldie, B. Sorel (8 hrs); J. Stutz (7 hrs); D. Waterman (4 hrs). We had a small crew today but great things were happening at the Car barn. I want to give a shot out to John Stutz for mowing down the large grasses around the good tie pile, and also the two rail piles that were hiding in the weeds. David set up a snap track panel for the push cars to sit on, and he did some poison oak mitigation too. We hope the park will bring out the goats soon for more weed mediation as the grasses are high. On Sunday we caught up on a back log of projects at the Car barn to tidy up the area: moved the short rail pile over to the yard area; stacked our metal salvage material and moved it to the storage area; relocated the Whitcomb locomotive hood and cab to a storage area; extended the yard fill with the additional fines material we had on hand; trimmed the low branches on the tree near the Car barn; cleaned up a branch pile under the oak trees with the tractor debris rake; removed an old tie platform where joint bars were stored under the oak trees; removed some stacks of mainline track from that area; cleaned up the fines pile and swept the PG&E box; made a few passes with the tractor to scrape weeds from a path around the dead tie pile for a fire break; moved the 2 fruit cars to the storage area and cleaned up assorted items by the wheel storage; did some service on the tractor.

5/21 (Sat) – Volunteers: B. Goldie, J. Goldie (6 hrs); D. Waterman (4 hrs). On Saturday we focused on clean up tasks: picked up the large branch piles off Shirley's Siding and under the trees (3 loads); picked up many of the cut blackberry piles along the track and dumped in the green bin (5 loads); picked up other major branches that had



-Track crew working on Shirley's Siding on regular operating day. Photo - James Link

been cut and dropped along the ROW between the curves.

During the week, David also was able to get a new head on the weed wacker and cleaned back another 30' of weeds. The blackberries continue to grow and likely needs more focus to get it back further and try to stop it. The track crew was also out Sunday AM to help with the Argent locomotive unloading activities and ramp track. We also learned not to stack cut blackberries too long on the ground because other weeds grow up through the stack and "hold it" in place. Cut and stack the blackberries in debris rake lengths and orientation, random piles make for larger clean up tasks.

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Bobby Goldie uses the debris rake to dump waste into the dumpster. Photo - John Goldie

5/29 (Sun) – Volunteers: J. Goldie, B. Sorel (8 hrs); S. Rusconi, D. Waterman (4 hrs). While the weather is still moderate, we are focused on ties up front. We are currently working on SeaBee Curve and changing out ties under the joints and then every 5th tie or so. We were able to do the following tasks today: serviced the tractor (aired up the tires and checked fluids); changed out 4 ties and pulled the curve into gauge; moved a gauge bar over to a needed spot since we inserted a tie where it was; pulled back another 30' of blackberries off the west field side of the ties; trimmed out the center and east field side of blackberries from SeaBee Curve; cleared about 70' of tall weeds and made a green bin dump; picked up old tie remnants and added them to the disposal pile.

LOCOMOTIVES - Brook Rother (email president@spcrr.org or call 530-559-4249); or **David Waterman**, Chief Mechanical Officer (email master-mechanic@spcrr.org or call 415-602-7377).

4/11 (Mon) – Volunteers: D. Waterman (8 hrs); A. Cary, J. Stutz (4 hrs). Andy and John assisted David with replacing the drive chains on the Whitcomb. See *Restoration section for other project and hours spent that day.*

4/26 (Tues) – Volunteer: B. Sorel (6 hrs). Bruce removed the drive shaft from the bus for the Whitcomb rebuild. Portions of the 3 drive shafts will be used to make a new one to go between the new diesel engine/transmission and the existing reverse box.

5/21 (Sat & Sun) - Argent Locomotive Loading in Grass Valley. Volunteers: B. Rother (32 hrs); B. Sorel (19 hrs); D. Waterman (17.5 hrs).

Argent Locomotive Unloading at Ardenwood. Volunteers: B. Rother, B. Sorel (12 hrs); J. Martinez, J. Shellen, D. Waterman (8 hrs); J. Burgess, JS Burgess, B. Goldie, J. Goldie (4 hrs). Assisted with unloading the locomotive. Brook and Bruce also returned the truck and trailer to Grass Valley. *(There will be an article on the Argent arrival in the July/August edition of The Hotbox.)*

MISCELLANEOUS

Apr/May - A. Cary (12 hrs). Webmaster duties, misc restoration tasks.

Apr/May – Volunteer: A. Cary (4 hrs). Board meeting minutes.

Apr/May - T. Sturm (170 hrs). Operations Manager duties

Apr/May - D. Marenzi (120 hrs). General Manager duties

Apr/May - J. Shellen (4 hrs). Artifacts collection.

Apr/May - J. Boyer (1 hr). Membership duties. Created new member letter with removable member card.

Apr/May – Volunteer: JS Burgess (40 hrs) – May/June Hotbox newsletter.

Apr/May – Volunteer: JS Burgess (46 hrs). Worked on events, meetings with park staff, Rail Fair, Station Agent, and miscellaneous projects.

Apr/May – Volunteer: JS Burgess (24 hrs). Employee Payroll, developed State required employee retirement savings plan, and other misc. employee matters.



New chain binder being used to insert replacement tie.

Photo - John Goldie



Brook Rother (left) and David Waterman take a break after unloading Argent Lumber Co. #5.

Photo - AJL Cary

TRAIN ORDER BOARD

**The train is now open Thursday,
Friday, Sunday, special event Saturdays,
& Monday holidays through November 20**

Park hours are 10-4 on Tuesdays through Sundays (closed Monday)

**The grand opening and Golden Spike Ceremony
invitations for the new track
extension/reverse loop will be sent to all Members
in good standing and active volunteers very soon!**

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/ls/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	secretary@spcrr.org	510-324-6817
Treasurer - Jack Burgess	treasurer@spcrr.org	510-928-4117
Director at Large - Jay Shellen	director-at-large1@spcrr.org	510-754-5311
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
Curator - Andrew Cary	curator@spcrr.org	510-324-6817
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	

2022 SPCRR EVENTS CALENDAR

For updates on activities and workdays join the **SPCRR_Members** at www.groups.io (see *how to signup below*). Also check our website and Facebook for more information on special events: www.spcrr.org - www.facebook.com/spcrrMuseum

June 4: 11:30 & 1:00

June 18: 10:00-5:00

July 2: 11:30 & 1:00

June 16: 10:00-5:00

August 6: 11:30 & 1:00

August 27: 5:30-7:30

Sept 3-5: 10:00-4:00

October 1: 11:30 & 1:00

October 20 or 21: 4:30-6:30

Oct. 21-23, 28-30 - **Tentative**

November 5: 11:30 & 1:00

Nov 20

SPCRR Interpretive Day - Communication Before Radios & Phones by Jack Burgess

Saturday Restoration Workday - see page 10 for details

SPCRR Interpretive Day - What is a Caboose? by Andrew Cary

Saturday Restoration Workday - see page 10 for details

SPCRR Interpretive Day - Katie & Locomotives by David Waterman

SPCRR Wedding Charter

RAIL FAIR all 3 days of Labor Day Weekend

SPCRR Interpretive Day

Private haunted train for children with special needs

HAUNTED RAILROAD

SPCRR Interpretive Day

Last day of operating season

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 1 post a week. All you need to do is email webmaster@spcrr.org and they will set you up.

DIRECTIONS FOR WORKDAYS

Please use the Siward Gate entrance (*do not drive through the park*)

To reach the Car Barn, enter the park through the Siward Gate (in Google Maps enter "Siward Dr. at Ridgewood Dr"). Be sure you first sign up on the SPCRR_Members group to get up-to-date info about all workdays. See how to join above.

