

### March 2016 Edition

The *Hotbox* is a monthly bulletin of The Railroad Museum at Ardenwood, designed to update members, volunteers, and the general public about activities, work events, and volunteer opportunities at the museum. Questions or comments can be directed to Bruce MacGregor, Editor, at: [bruce.macgregor@comcast.net](mailto:bruce.macgregor@comcast.net).

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. The Railroad Museum at Ardenwood is located at Ardenwood Historic Farm in Fremont, California.

## Come One, Come All to the SPCRR Annual St. Patrick's Dinner and General Meeting!



**T**he leprechauns have been busy helping Beth Cary prepare her world famous corned beef and cabbage dinner with all of the fixin's for the General Meeting on Saturday, March 19, 2016. Dinner will be served at 6 p.m. in the Granary at Ardenwood.

And that's not all... after dinner we have a special treat planned. John Erdkamp will present a 15-minute show made up of his best pictures taken at Ardenwood over the past several years.

We would appreciate it if everyone would bring either a salad, dessert, or beverages to share. Please R.S.V.P. to [publicity@spcrr.org](mailto:publicity@spcrr.org), or call 510-797-9557.

## Restoration Workdays Resume in March!

Beginning on **Saturday, March 12**, the restoration of NWP caboose 6101 will resume! Brook Rother, Restoration Manager, will be leading this monthly workday, with future dates, details, and progress reports to follow in future issues of *Hotbox*. Please plan on being at the Car Barn no later than 10 a.m. Use the Siward gate to enter the park please (see "Directions" on page 10).

Note: Andrew Cary will continue to lead workdays on our locomotive, SPCRR 1 (Katie), on every Thursday and Saturday until that project has been completed.


# Train Crew Certifications and Re-certifications

*Andrew J. L. Cary, Safety Manager*

**V**olunteers (and paid employees) who operate our trains as brakemen, engineers, or conductors are required to be certified every year. Training for brakemen (the entry level) includes reviewing our rule book and safe operating practices; using correct hand signals; understanding whistle signals; costuming requirements; lining track switches; and everything else you need to become certified.

You will get to practice coupling our equipment and even stopping a rolling flat car using the hand brake. If you have thought about being a volunteer member of the train crew, come out and get certified. If you are already certified you still need to come out to be re-certified each year.

Classes **begin at 10:00 a.m.** and will extend into the afternoon. Join us for lunch at Dino's in Newark, or bring a lunch/drink. Bring: Work Gloves, Pencil/Pen and Notebook, and Drinking Container (water fountain is nearby). Meet at the Ardenwood station on the following dates:

- Brakemen certifications will be held on **Saturday, March 19, 2016.**
- Engineer Certifications will be held on **Sunday, March 20, 2016.** This training is only open to certified brakemen.
- Follow-up training for both brakemen and engineers who couldn't attend the earlier dates is scheduled for **Saturday, March 26, 2016.** However it will primarily be to continue the practical part of the training for engineer. 

## President's Report

*John Stutz*

**I**n the past, the first three months of each year was our quiet season. This year there has been activity almost every Thursday and Saturday since the year began. Our current main project has been repairing and repainting our locomotive "SPCRR 1" (Katie) under Andy Cary's leadership. This has involved stripping off all of the old paint, some of which was the very devil to get off. Rusty patches under the paint have been scoured down and chemically treated to limit further rusting. The rear cab wall has been patched where spilled battery acid had rusted through much of the base. A new hood-top grab iron will be added that will greatly facilitate getting on the locomotive for fueling and servicing. The repair work is almost complete, and the first and second coats of primer have been finished.

Great thanks to all of the volunteers who have been working on this project. Double so for Andy, not just for leading this project, but also for keeping the rest of us informed on the project's progress. If you have not been getting his updates, join the Yahoo! Group "SPCRR\_Members" by sending an email to the following address: [spcrr\\_members-subscribe@yahoogroups.com](mailto:spcrr_members-subscribe@yahoogroups.com), or contact Andy Cary to be placed on an email or telephone alert list.

*continued on page 9*

## Membership News

*John Goldie, Membership Administration Manager*

**O**ur annual membership renewal campaign will occur again this year in the Spring. For annual members, please watch your mailbox for our renewal letters. Annual dues remain at \$20 per year and are tax deductible. Your continued support helps to fund our restoration and maintenance projects, and also helps us to meet the goals of the SPCRR in preserving our narrow gauge railroad and Carter Brothers heritage.

We have added a few new fields to our SPCRR database. If you would like to list a Cell Phone Number and also Emergency Contact Person/Number, please fill in those blanks on the renewal form. If your email address has changed (or if we don't have a record of your email at all), please let us know as soon as possible. Every dollar we save in printing and mailing costs is another dollar we get to use on car restoration. Besides, the email version of the *Hotbox* is in full color!

Thank you also to those that have already renewed their membership for 2016!

Annual members may also upgrade to LIFE membership by making a one time payment/donation of \$250 to the SPCRR.

# Movin' on Up - Randy Hees Heads for Nevada

*Bruce MacGregor, Editor*

**T**his winter, Randy Hees accepted the Director's position with the Nevada State Railroad Museum in Boulder City, Nevada. He's one of the very few members of the largely volunteer railway preservation community to have gone pro, and we offer our congratulations and—ok, I admit it—even a little envy since he'll get to hang out with historic relics like Dan Markoff's beautiful locomotive "Eureka."

By the time he left the San Francisco Bay Area, Randy's tenure at The Railroad Museum at Ardenwood had lasted almost 20 years, for most of that time in the role of SPCRR's Curator. The list of projects he led or participated in is long and literally reads like an outline of our group's life story.



Here's the condensed version: Randy facilitated a Museum Assessment (MAP) grant in the early 1990s, which helped to define us as a small museum. Randy wrote the first Collections Policy for our group, and helped acquire a number of pieces of historic rolling stock, including the Pajaro Valley boxcar.

Significantly, Randy led a multi-year restoration of combine 1010, successfully completing the restoration in time to display the car at the California State Railroad Museum's 1999 Rail Fair where (ironically) it was pulled by Dan Markoff's locomotive Eureka.

Randy was President of SPCRR for two years in the late 1990s. Leadership in other restoration projects followed: SPC boxcar 472, West Side flat car 222, two NWP pushcar restorations, the "Mary Jane" flatcar, and early work on caboose 6101.

And in 1996, along with the late Nate Shugars, Randy put together a pilot version of the event that became our Labor Day Rail Fair, the museum's signature historic public production. At Rail Fair, Randy's restoration demonstrations became a much-enjoyed feature of the event's subsequent 15 years of public operation.

Randy's ties to the group are continuing with ongoing work on The Carter Catalog—an encyclopedia of our parts and patterns, and a unique guide to the practice of 19th century western car building. A new generation of this catalog is in the works.

Always a high energy, visionary force in the railway preservation arena, Randy's knowledge of 19th century railway practice is vast, and his passion for sharing infectious through the many contributions he has made to the Pacific Narrow Gauge website: <http://www.pacificng.com>.

Thanks Randy, from all of us! 🌟

## Update on the Horses

*John Goldie, Membership Administration Manager*

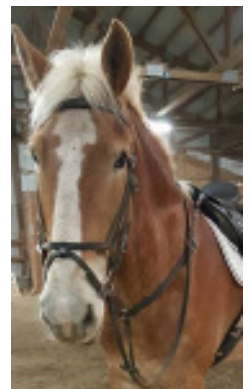
Photo by Emily Nizkat

**I** received an update from Emily Nizkat regarding Goliath and Stella and wanted to share the current status of our former SPCRR draft horses. It's been almost a year since the shutdown of horse operations, mainly due to limited park financial support, increasing costs, and also a shrinking pool of horse volunteers. Emily's report has some very good news. As you may remember, Goliath resides in Oregon with Emily and he is doing very well. He has lost some weight, is very active, has many stable buddies, and is even doing jumps!

And Stella's new owner communicates with Emily regularly. The new owner absolutely loves Stella, and their entire family has been working on getting Stella comfortable and over her fears.

Emily wanted me to let everyone know that you are welcome to add her as a "friend" (Emily Nizkat) on Facebook. She posts updates about Goliath often. Check out the awesome slow motion video of Goliath jumping over a hurdle!

Thank you Emily for the help you gave us on finding a good home for Stella, and for making a wonderful home yourself for Goliath. We really appreciate your updates on the horses—they will always be near to our heart. A big thank you also goes out to the horse care team that provided many years of horse-drawn operations at Ardenwood. We actually ran longer with horses than the SPCRR back in the day! 🌟



Goliath



# The Interpretive Master Plan: Coming soon to a theater near you

**Bruce MacGregor**

Photos and Graphics by Author

**F**or all of its 30-year existence, our museum has managed to operate without an “Interpretive Master Plan.” Don’t feel bad. Other, larger museums (notably the California State Railroad Museum) have been operating for most of their existence without one as well and are just now waking up to the need to create one. So are we. In November, our Board of Directors authorized the creation of a draft IMP (Interpretive Master Plan) that—if ultimately approved—will provide us with a detailed blueprint of how to carry out our mission.

## **Our mission—which is what, exactly?**

Easy. Our mission is threefold: to find, collect, and protect early California narrow gauge rolling stock and artifacts (especially those coming from Carter Brothers); to restore these cars and artifacts; and finally, to interpret this collection to the public. No big surprises there, right? We’ve been doing these things for years.

## **So what exactly is the IMP?**

Like any museum, the value of our collection is primarily cultural. Its value rises or falls depending on how valuable its audience thinks it is. Among ourselves, we can believe Caboose 47 is the coolest railroad artifact on the planet, but until we can communicate why to a larger audience—the general public—the 47 remains unappreciated, unvalued, and basically invisible.

So that’s our job, not just to save this equipment and restore it, but communicate its historic value to the public. And that’s the job of the Interpretive Master Plan—to provide a blueprint for **how** we communicate the value of our collection to the public.

The easiest way to think about the IMP is that it takes the form of a carefully assembled bunch of stories, as well as a guide to how to tell those stories to the public. The stories form a hierarchy... a few simple, general interest stories are located at the top of a “tree”; while more detailed, technical or specialized stories are located on branches of the tree. The further down the tree you look, the more specialized the story and the more narrow its audience. The entire group of stories (carefully chosen to work together) form our “Story Tree.” Working together, the tree of stories touches on all aspects of the museum’s historic collection. But the key to the tree is its appeal to a wide variety of park visitors, ranging from school kids to families to railfans. The higher the stories are on the tree, the wider the audience appeal—the lower down on the tree, the more specialized the audience. Take a look at the Story Tree diagram on the next page. (Page reference numbers indicate where the stories themselves are located in the IMP, but are omitted here for lack of space.)

## **Example, please!**

Ok. Our museum is unique because we collect narrow gauge equipment, a small niche in the overall railway preservation movement. By itself, “narrow gauge” doesn’t mean a lot to most people. But a carefully positioned story about narrow gauge not only puts the term in context, but convinces an audience the term is relevant to them. In California, narrow gauge railroads stood up to the giant, monopolistic Southern Pacific. Californians of the 1870s rallied behind narrow gauge railroads because they were the “little guy” standing up to the “big guy”. It’s a universally understood story line. Cast in this vein, the story (and the term “narrow gauge”) has wide appeal and can be found near the top of the Story Tree. Related stories, like the story of Carter Brothers (who specialized in narrow gauge work), help expand the theme of the little guy/big guy into



**Interpretive Master Plan - continued from page 4**

the realm of California’s industrial growth, and can be found further down the Story Tree.

Another universal story theme, also found near the top of the Story Tree, is the role early California railroads played in farming. This theme helps mesh our group’s interpretive role with the interpretive role of the park, helping the visitor see Ardenwood as connected whole.

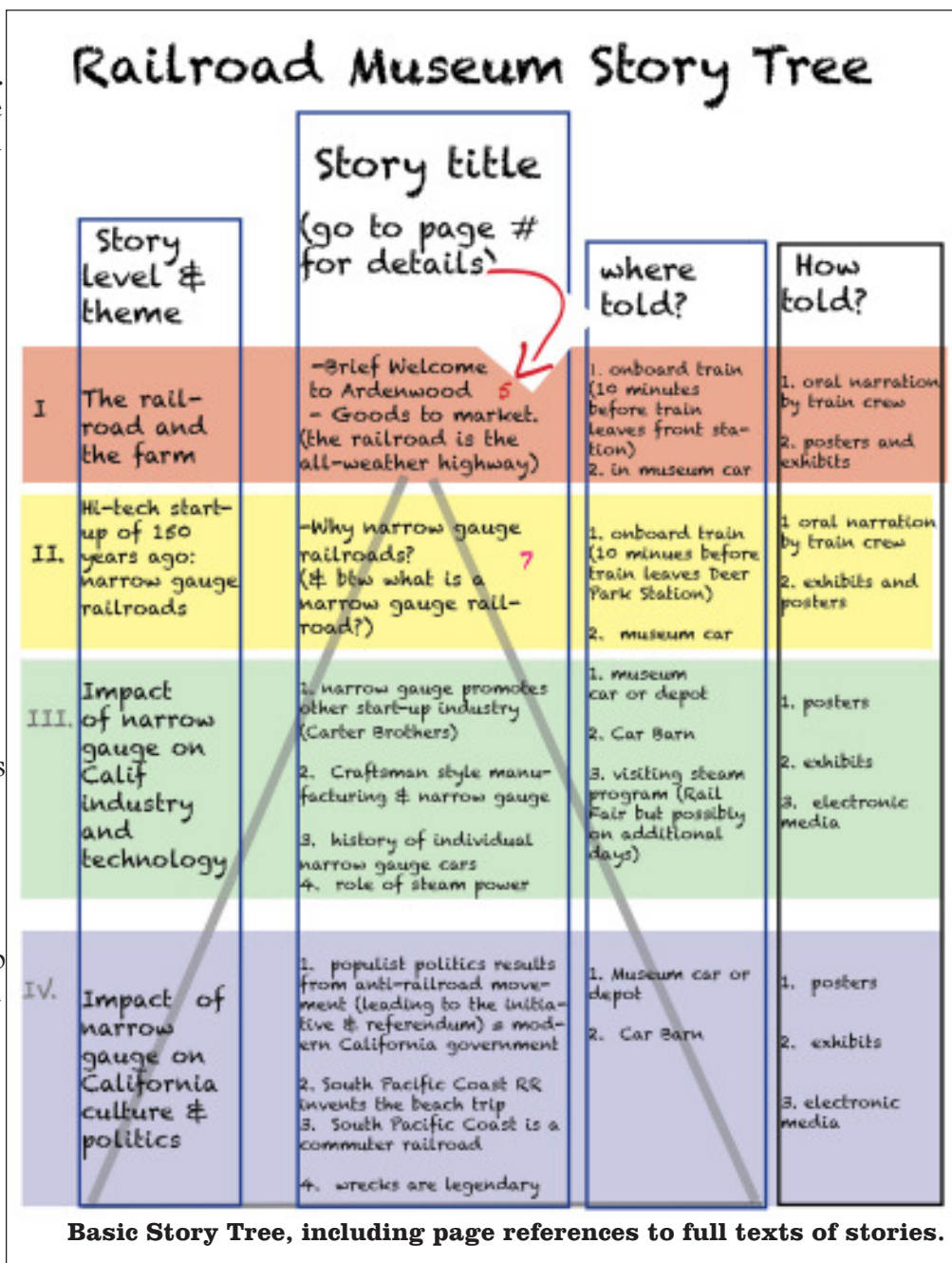
**How are these stories delivered to the public?**

The short answer: in many ways. Stories with wide appeal (like the little guy/big guy story described above) are best delivered through a live interpreter to groups (like passengers on the train). They work as an introduction to both the railroad and the farm, and we are going to use them to do more storytelling on our train rides. More detailed, or technical stories can be delivered on posters or in Car Barn exhibits to small but more specialized audiences who can read somewhat more advanced topics. In the future, iPhone-linked interpretation will let visitors hear stories on handheld devices. But however they are told, all of the stories fit together—and together they deliver the historic content that is at the heart of our museum.

**Why do we need an IMP now?**

Over the last 30 years, our museum has developed a number of photo panels and exhibits (many developed in the time since the Car Barn opened). Plus we have encouraged books, videos, and many, many people with the talent and knowledge to tell stories to the public in person. All served us well and many will continue to do so in the future. But as a body of knowledge the various pieces have not been well coordinated, either to each other or to our changing target audiences.

Our Bay Area audiences have become more diverse—both in culture and language. In 2014, Fremont was identified as the most language-diverse city in America. To communicate effectively with a wider audience, stories at the top of the Story Tree have new urgency and importance to our museum. They have to make sense to populations reflecting our local demographics. Stories told to school groups have to keep pace with California’s Fourth Grade history curriculum. The Story Tree (and the way it is communicated) is not cast in stone but becomes a living document, adapting our museum’s “content” to a dynamic, changing audience. Success in connecting with this target audience simply means that our museum’s goals, content, and mission take on a higher value to the community.





# SPCRR 1 Progress Report

*Andrew J. L. Cary, Project Manager*

*Photos by Author & Ken Underhill*

**W**ork on refurbishing SPCRR 1 (Katie) continues. We now have two coats of primer on the outside of the body and the chassis, and expect to put the first of 2 coats of finish coat on the body soon. As with any endeavor of this sort there have been a few additional surprises and minor changes in the scope of the refurbishment.

## Changes in Scope

The biggest scope change was a decision to remove most of the paint off of the outside of the frame—this was actually not a decision but more of a reaction to how bad it looked compared to the rest of the body. The relative ease of removing paint using an angle grinder and abrasive paint removing wheel encouraged this effort.



The second scope change was the removal of all of the windows prior to painting (instead of just the broken window). This was done to facilitate painting and sanding. The glassman from ‘Lizard Glass’ had the windows out in under an hour—he will put them back in once the engine has been painted.

Some changes have been made to the final colors: the body will still be Hunter Green but lettering and hazard striping will now be yellow instead of white, the frame will be black, and the decks will be covered with a black non-slip rubberized coating.

The existing 1970s headlights turned out to be badly corroded, requiring their replacement with modern fixtures. We also decided to repair the non-functional radiator shutters rather than just paint them.

## Progress

Work continued on remedying surface rust and cleaning the outside of the cab and engine cover. Epoxy glazing compound was used to fill surface pits which were then sanded to a polished surface. The body was sanded with 220 grit sand paper, and cardboard and painters tape was used to mask the inside of the cab and engine spaces. Once this was done, two coats of Rustoleum Rusty Metal Primer was sprayed onto the entire locomotive, which is now a lovely primer brown.

Other work included cleaning the engine exhaust stack and painting it with silver high temperature paint; as well as cutting the plywood floor for the cab (it is awaiting sealing before it can be installed). Matching yellow paint has been found for the interior—it will be used to ‘touch up’ the interior walls and controls.



## Next Steps

Katie will be lightly sanded and several coats of Hunter Green enamel will be sprayed on the body over the next few work days (if the weather cooperates). Once this paint has cured, the windows will be replaced, the cab floor installed, the battery box replaced in the cab, the decks painted, the exhaust stack installed, the radiator shutters reinstalled, and all of the removed appliances will be remounted. This will restore the engine to operable status.

*continued next page*

## ***SPCRR 1 - continued from page 6***


Further work will then continue to replace the broken instruments, letter the car, acquire and mount the window wipers and headlights, add the safety railings, and provide alternative storage inside the cab for tools, pins, and links. Phew!

### **Future Workdays**

We are currently on target to have the engine back in service by mid-March. Workdays are currently held on Thursdays and Saturdays starting at 10:00 a.m. at the Car Barn. Please enter at the Siward Gate.

Join the Yahoo! Group “SPCRR\_Members” for updates by sending an email to the following address: [spcrr\\_members-subscribe@yahoogroups.com](mailto:spcrr_members-subscribe@yahoogroups.com), or contact me to be placed on an email or telephone alert list.

### **Volunteers**

Once again I want to thank the volunteers who have been working on this project: Dave Fisher, Fran Foley, Tony Peters, Stu Guedon, Ken Underhill, John Stutz, John Erdkamp, John Goldie, Bobbie Goldie, Jared Kelsey, Dave Waterman, Jay Martinez, Scott Kennedy, and Gene Arrillaga. If I forgot you, please make sure that I get your name. Send me an email at: [safety-manager@spcrr.org](mailto:safety-manager@spcrr.org). 

## ***Interpretive Master Plan - continued from page 5***

### **So what museum programs are included in the IMP?**

All of them: train operation, car restoration, and the emerging steam program—all are vehicles for delivering important stories in the Story Tree. All have relevance to the history we are capturing. And so do the buildings, track, right-of-way, and related structures we use. Most of this infrastructure—the front entrance depot for example—already are doing the job of interpreting the history we are trying to preserve. For example, the front depot paint scheme was based on careful paint research into two surviving South Pacific Coast depots (Agnew and Alivso) done by Kevin Bunker. And the depot’s architecture was based on generic South Pacific Coast depot features. There are future opportunities to build both large and small museum buildings, all with the potential to interpret working railroad environments. All of these interpretive venues belong in the IMP, even if they will not be constructed for some time.

### **It sounds like the IMP covers a lot of ground. So how do we get started?**

We’re actually starting out with a very focused, very immediate need: the visiting public needs a way to “meet” both the railroad and the farm when they first enter the park. Our train ride is ideally situated to provide this introduction. As our season opens in April, our train crew will begin to tell stories to visitors about the railroad and about the farm at Ardenwood—all taken from the top layers of the Story Tree. These stories are intended to be portals for other stories (further down the Story Tree) that a visitor will hear and see throughout the park. As we gain experience at telling the stories and interacting with the public, we’ll welcome feedback. We’ll be prepared to assess our approach and change it if we need to. Now is the time to begin... When the park opens this April, we’ll have both stories and storytellers ready to go. To everyone reading this, we encourage you to take a train ride, listen to the stories, and think about what the stories are saying

### **And then comes the stakeholder’s review and Board approval.**

The full IMP draft document won’t be available until the October 2016 timeframe. At that point, we’ll circulate copies to a group of stakeholders, asking them for feedback and suggestions. (You are welcome to become a stakeholder—just email Bruce at [bruce.macgregor@comcast.net](mailto:bruce.macgregor@comcast.net)). Stakeholders can and should include members of our target audience, railroad historians, East Bay Regional Park staff and interpreters, public school teachers, and you!

Based on the feedback we get from stakeholders, followed by a revision of the draft IMP, the Board will vote on accepting the draft IMP as its official Interpretive Master Plan. Along with this stamp of approval will come an annual review process, keeping the IMP up to date with what, inevitably, will be a changes in our target audience, and changes to the museum’s collection, for years to come.

Updates on the IMP and the review process that lies ahead in future editions of the *Hotbox*.

# In Praise of Jim Holmes: 1925-2016

*Bruce MacGregor, Editor*

Photo by Author

Everyone who knew Jim thought he was special—a talented machinist, a passionate railway preservationist, a live steamer, a charter member and past president of the Central Coast Railroad Club, and a friend to the many rail history groups that sprang up in the San Francisco Bay Area over the last 30 years, including ours. I knew Jim and his brother Richard Holmes from the mid 1960s. Jim worked for the Southern Pacific’s signal department and owned land in the Santa Cruz Mountains near the South Pacific Coast’s station site at Glenwood. When I first visited their land on “the hill,” Jim pulled a cold chisel from his shop’s work-



bench, and showed me the “SPCRR” stampings on the shaft. I knew a kindred spirit when I’d found one, and Jim was the real thing. His knowledge of the South Pacific Coast narrow gauge wasn’t based on books or research—it was based on knowing men who had actually worked for the narrow gauge back in the day. One of their engineers, Billy Jones, had given him the chisel.

Jim Holmes more than just helped with the writing of the South Pacific Coast books. He cultivated sources, found historic photos, and loaned me priceless shop record books containing mechanical

drawings of SPC locomotive parts... and explained them to me from a machinist’s point of view. He followed the birth of The Railroad Museum at Ardenwood with unusual interest and enthusiasm, and predicted that it would become an ideal venue for working, small narrow gauge locomotives.

Jim was in his sixties by the time our group began to lay track in the park. But instead of sitting on the sidelines, Jim pitched in. My most lasting memory of Jim was slightly bigger than life. We were just a few months from opening day, frantically trying to finish our first half mile of track and running out of a supply of ties. By some miracle (I swear we’re innocent of any wrong doing) a Southern Pacific freight train derailed right in front of Ardenwood. Phone calls were made to SP’s office. We got permission to pick up any and all ties we could salvage in a weekend. But we needed another miracle—enough hands to do the work. An all-hands call went out to everyone we knew, and on the first work day, there was Jim, in his sixties, lifting 100 pound ties along with the rest of us. He helped secure the supply of ties that finished the railroad.

Jim attended the Car Barn dedication in 2014, and rode the double-headed steam special that took guests over the completed mile of track. Under the wheels of the train, Jim passed over many, many ties he had carried himself.

Jim Holmes passed away on January 5, 2016, at the age of 91. Thanks Jim. And then some. 🚂

## New Additions to SPCRR’s Website

A huge thank you to Andrew Cary and Ken Underhill for creating some great new additions to the [spcrr.org](http://spcrr.org) website...

- The 2016 Calendar is now available.
- There is a new category called “Newsletters.” There you will find back issues of our newsletters beginning in 1998! It’s interesting to see how the format changed over the years. If anyone has copies of missing issues, we would really appreciate it if we could scan your copy (even if it has coffee stains). We promise to return your paper version unharmed. If you can help, please email [webmaster@spcrr.org](mailto:webmaster@spcrr.org).



# Weekly Workdays

## Track, Restoration & General Maintenance

*Ken Underhill*

**Date(s):** Thursdays and Saturdays

**Time:** Email or Call (see below)

**Meet At:** Car Barn - See "Directions" on page 10

**Special Abilities or Work Equipment:** N/A

**What to Bring:** Long pants, work gloves, and steel-toe boots (if you have them). Water is provided. If we are working on an outdoor project bring a hat, long-sleeve shirt, and sunscreen. We generally go off-site for lunch, but you are welcome to bring your own lunch if you prefer.

### Progress Last Month:

#### Jan 28

- SPC 472's buffer block has been repaired and Gene Arrillaga is now focussing on replacing the siding.
- SPC 47's floor is clean and Stu Guedon is busy documenting what he has found.

#### Feb 11

- Gene Arrillaga continued working on the buffer block repair on SPC 472—he is truing up holes, rethreading bolts, and painting.
- Stu Guedon continued his detailed inspection/cleaning/archeology of SPC 47.

#### Feb 13

- Stu Guedon continued his detailed inspection/cleaning/archeology of SPC 47.
- Rich Nealson and Brook Rother took a close look at NWP caboose 6101 and SPC caboose 47, planning future work days.

#### Feb 18

- Gene Arrillaga has identified some additional rotted pieces of siding on SPC 472 adjacent to the replaced buffer block. He removed them and started to replace them.
- Stu Guedon continued his detailed inspection/cleaning/archeology of SPC 47. (See next month's Hotbox for preliminary results.)

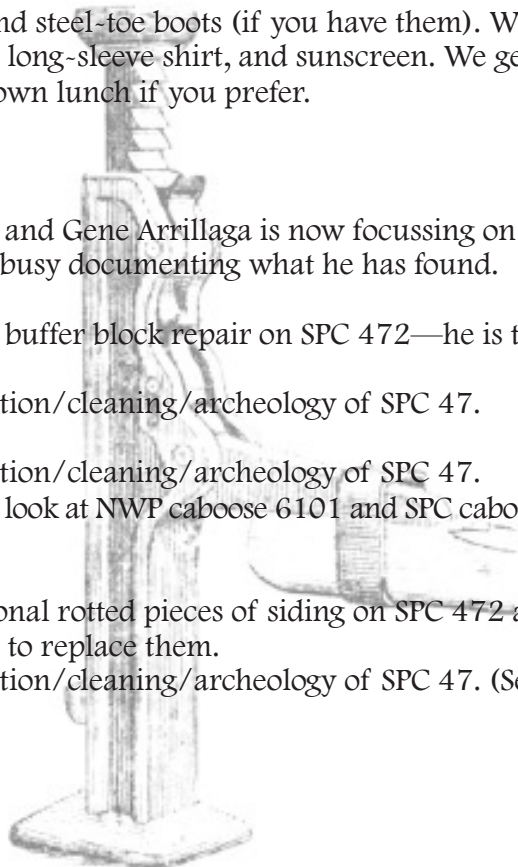
**Contact:** Ken Underhill

**Email:** [kcunderhill@yahoo.com](mailto:kcunderhill@yahoo.com)

**Phone:** 925-373-6884

### Notes:

- Everyone over the age of 14 is welcome.
- Thursdays often include restoration work. I post workday updates on the SPCRR\_Members group on Yahoo! Groups (free to join—you just need a Yahoo! account. Submit an email to: [spcrr\\_members-subscribe@yahoogroups.com](mailto:spcrr_members-subscribe@yahoogroups.com).)
- Please contact me in advance so I know how many to expect (prefer email). That way I can have jobs ready for you when you arrive. Please include your name, cell number, and email so I can contact you if I have to cancel the date or change the time. ☒



### ***President's Report - continued from page 2***

Gene Arrillaga has been dealing with termite and decay damage on our museum boxcar SPC 472... He has replaced damage around the coupler buffing blocks, along with some of the siding behind them. The next project scheduled for 472 will be replacing the leaky roof (currently in the planning stage).

Stuart Guedon has spent several weekends cleaning decades worth of accumulated dirt off the floor of SPC caboose 47. He has started his search for details that did not make it into the drawings that were prepared 30+ years ago. Those drawings were one of the original inspirations for organizing our group, when early members began to see the value in careful, detailed documentation of historic car bodies as a first step in restoring South Pacific Coast caboose 47. Stuart's efforts will inform our developing plans to do just that.

Bruce MacGregor has been working on developing interpretive materials for the crew, a matter that we had allowed to slide into oblivion.

## Calendar Look Ahead: **March/April**

**Thursday & Saturday Workdays: Repair SPCRR 1 locomotive (Katie). Meet at 10 a.m. at Car Barn.**

**Sat, March 12 - Restoration Workday: NWP caboose 6101. Meet at 10 a.m. at Car Barn.**

**Sat, March 19 - Brakemen certifications & re-certifications . Meet at 10 a.m. at Ardenwood station.**

**Sat, March 19 (new date!) - St. Patrick's Day Dinner / General Meeting. Program by John Erdkamp. Dinner served at 6 p.m. in the Granary.**

**Sun, March 20 - Engineer Certifications. Training is only open to certified brakemen. Meet at 10 a.m. at Ardenwood station.**

**Sun, March 26 - Follow-up training for both brakemen and engineers who couldn't attend the earlier dates. Meet at 10 a.m. at Ardenwood station.**

**April's Saturday Restoration Workday - *To be announced***

**Fri, April 1 - First Day of Operations (Train Rides). Regular employee crew.**

**Sat, April 2 - Tartan Day Scottish Fair (Train Rides). **Need volunteer train crew.** Meet at 9 a.m. at Ardenwood station.**

**Sat, April 9 - Rail Adventure Day (Train Rides). **Need volunteer train crew.** Meet at 9 a.m. at Ardenwood station.**

**Sun, April 17 - Sheep Shearing Day (Train Rides). Regular employee crew.**

## Report on February's Board of Director's Meeting

*Gene Arrillaga, Secretary*

The search for operating crew employees is progressing nicely—there are several promising applicants. Bruce MacGregor reports that the Interpretative Master Plan will be usable by opening day and will continue to improve as the year progresses. We are working with our insurance provider to reduce or at least contain our insurance costs. Rewriting the operating rules is turning out to be an interesting challenge—even without the horse component our railroad doesn't quite match any other operation. The Safety Director and the Board are committed to adopting the least restrictive rule set that will ensure safe operation of the railroad and an enjoyable experience for our guests.

The Curatorial Team continues searching for facts pertaining to our cars. Current projects under study are trucks for caboose 47 (our first car), roof board design for boxcar 472, and queen posts for caboose 6101. The Board is eager to continue/finish/start some of these projects soon. Good, solid, verifiable information is vital. If anyone has original documents and/or photographs relating to any of these projects, please share them with the team.

### Directions For All 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).

#### **From I-880:**

Take I-880 to the Dumbarton Freeway/Route 84 West toward the Dumbarton Bridge. Exit at Newark Blvd/Ardenwood Blvd and turn right onto Ardenwood Blvd. Continue 1 mile (past the Ardenwood entrance) and turn right onto Paseo Padre Pkwy at the traffic signal. Continue 1 mile on Paseo Padre Pkwy and turn right at the traffic signal onto Siward Dr (just before the I-880 overpass). The gate into the Park is at the end of Siward Dr at Ridgewood Dr. Once you enter the gate, proceed on the gravel road toward the left and park your vehicle at the Car Barn.

#### **From Highway 101 on the Peninsula:**

Take Highway 101 to Route 84 East over the Dumbarton Bridge. Exit at Newark Boulevard/Ardenwood Blvd and turn left onto Ardenwood Blvd. Continue 1 mile (past the Ardenwood entrance) and turn right onto Paseo Padre Pkwy at the traffic signal. Continue 1 mile on Paseo Padre Pkwy and turn right at the traffic signal onto Siward Dr (just before the I-880 overpass). The gate into the Park is at the end of Siward Dr at Ridgewood Dr. Once you enter the gate, proceed on the gravel road toward the left and park your vehicle at the Car Barn.