

The Hotbox

July 2016 Edition

A monthly newsletter from SPCRR
and The Railroad Museum at Ardenwood

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NEWS FLASH... "Railroad Adventure Day Featuring Katie" on June 18 was a great success. We **DOUBLED** the attendance from May's event! Details of the event, photos, and a list of everyone who made it possible will appear in the August *Hotbox*. **Thank you volunteers!**

Curator's Report – Details, Details!

Kevin Bunker, Curator

The restoration of our Northwestern Pacific caboose is driving plenty of our long-term decision making, not the least of which is how to correct past errors made by Bethlehem Steel's San Francisco shipyard on behalf of the car's rescuers, the Pacific Coast Chapter, Railway & Locomotive Historical Society.

One of the obvious (and yet not so obvious) details needing advanced attention is the current cupola, as highlighted in the last month's issue of the *Hotbox*. Let me say now that we are going to budget and plan for a fully replicated cupola. Some existing early components will be reused, including the old (original?) redwood T&G side panels between the sliding windows, and probably the well-made Bethlehem roof. But the train and engine number indicator units, originally oil-lamp illuminated, must be recreated from scratch using ferrous sheet metal and other materials. So too the spun and soldered brass or copper lamp vents that were in the original cupola roof—long gone casualties of the end of the NWP narrow gauge in the late 1920s, and the 1968-69 renovation effort.

The indicator units—"markers" as the Central and Southern Pacific called them when first devised in the 1890s—cannot be

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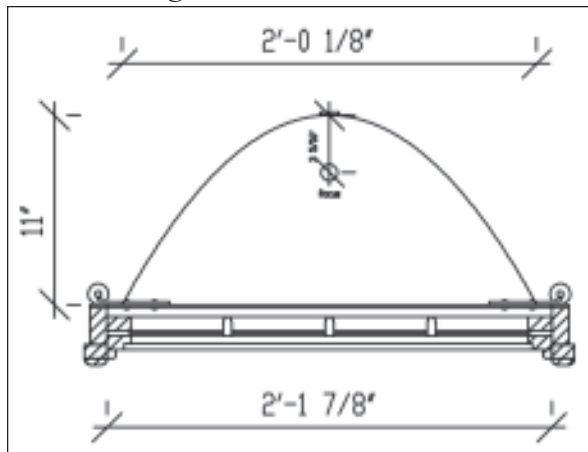


NWP caboose 6101 (detail of larger image) at Monte Rio, CA circa 1911-12. Note the train number or "marker" units in the cupola's center window, and one of two small oil lamp vents in the cupola roof. [NWPRRH Archives]


Curator's Report - continued from page 1

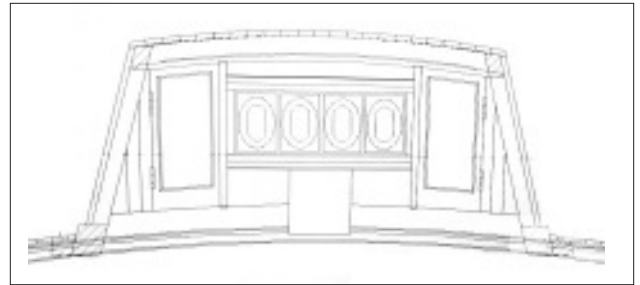
made exactly to CP/SP spec since those were designed to fit larger standard gauge equipment and had capacity for up to six stencil cards. Our caboose was fitted with hybridized indicators that accepted just four stencil cards—therefore they would have had a sharper compound radius in the reflector portion. The rest of the design never-the-less closely copied CP/SP “common standard” practice. Hence, our draftsman, Daryl DiBitonto, has been hard at work these last two weeks making highly detailed cupola drawings and special, separate indicator unit drawings, tailoring all dimensions to our smaller caboose. Daryl has been sending me drafts for comment and/or approval stage-by-stage. While the preliminary reverse-engineering continues at this writing, and no cupola replication budget has yet been established by myself and

Restoration Manager Brook Rother, we are warming up to make that crucial planning step. Once we know how much material will be needed, and how the indicators and spun metal vents will be manufactured, we can finish the draft budget and submit it to the Board of Directors for consideration. If they give us a thumbs up to proceed, we can then proceed with seeking special funds through grants, targeted donations, and other means.



A “bird’s eye view” preliminary plan of a reverse-engineered train number indicator or “marker” unit, with parabolic metal reflector behind the stencil frame assembly. [Daryl DiBitonto drawing]

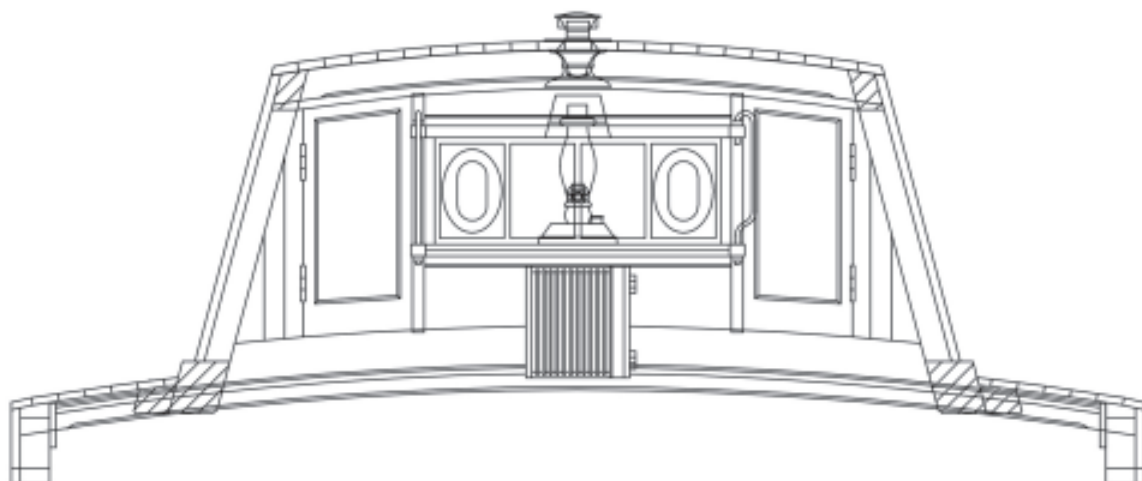
trucks under the caboose. That’s a long way off, but a miracle might help. More on that later. We will soon be making new body bolsters and needle beams from solid fir found at an amazingly affordable price and nearby source. Once these crucial structural elements are fabricated and installed, the structural restoration can advance more rapidly. So stay tuned and “keep the faith”! 



A preliminary scaled plan to aid replication of a cupola for caboose 6101. This shows hinged corner windows that open inwards, plus the 4-digit “marker” or indicator unit for the center “windows.” [Daryl DiBitonto drawing]

The cupola replication project will be a smaller, somewhat separate job that can be built offsite. Bill Wissel has stepped up and said he is interested in taking on this job. We will advise everyone how this project evolves. Meanwhile here’s a peek at a rough draft of the new cupola and the adapted indicators. Be advised that these are very early draft plans and, while not yet finalized, look rather elegant. Compared to the cupola we now have—which is 95% a 1969 copy of something “old-ish”—the new replica will truly be the crowning jewel, with solid lumber throughout, working casement windows front and back, and proper solid wood sliding windows on the sides. I hope to see the replicated indicator units fully fitted out along the lines of CP/SP standards, right down to lovingly crafted, fully functional (and removable) kerosene lamps. Those would be lit on special occasions since we rarely run trains at night.

Meanwhile, Brook Rother is starting to mull over ways we can get historically accurate Kimball Car Works passenger



Caboose 6101's dark secrets: the challenges ahead

SPCRR Curatorial Staff

The June workday confirmed a pattern that had been slowly surfacing for months. As we have dug deeper into Northwestern Pacific caboose 6101, many construction features found in the caboose appear not to conform to “railroad practice.” Some of these features are cosmetic and easily corrected. For example, during the car’s 1970s era restoration, simulated siding (grooved plywood) was chosen to replace individual board siding. Much of the plywood has now been removed and accurate redwood siding purchased for future installation.

But more recently, and more troubling, anomalies have been found in the foundation of the car that could affect the car’s ability to operate. The car’s bolsters and needle beams are now completely removed, and here’s what’s been found:

1. Bolsters, normally bolted solidly to the car frame, were attached only with lag bolts, opening up the possibility of these crucial parts working loose over a period of prolonged operation.
2. One of two needle beams had no fasteners to attach it to the car’s frame.
3. The caboose’s end beams have no mortise and tenon joints, allowing these structural parts to “float” in relation to the car’s frame.
4. End platforms lack their own truss rods, originally in place to strengthen the platforms and help suspend them from the car’s frame.
5. One of the car’s four lateral truss rods was installed incorrectly, and performed no load bearing function.
6. The car’s draft timbers (required to carry the forces that come from coupling in a train) have been damaged by inadequate clearance with the car’s trucks. These same timbers have no “keys,” blocks connecting the draft timbers to the car frame, designed to spread the forces of coupling more evenly throughout the structure.

Most of these problems have come to light in the last month, and analysis is still under way to try to determine at what point in the car’s history these anomalies happened and, if possible, what the original structure looked like.

More important than placing blame, the curatorial staff is trying to find solutions to problems that impact (and in some cases negate) the car’s future ability to operate. Right now that analysis depends on careful inspection and documentation of the structures and parts we’re uncovering. We are taking extraordinary steps to move slowly and carefully through this stage of the work, including:

1. Asking volunteers to work directly with on-site coordinator Gene Arrillaga on days when the Project Manager, Brook Rother, cannot be on site. Gene is at the Car Barn on most Thursdays... Brook is there on the second Saturday of each month. If you can’t get hold of Gene, try Brook.

Gene’s phone & email: 510-657-8733 arrillaga@sbcglobal.net

Brook’s phone & email: 530-559-4249 brookrother1@gmail.com

2. Coordinate with Gene or Brook about the removal of any part from the car. Each part needs to be photographed, measured, and documented before it is removed; once removed, parts need to be tagged and stored carefully.
3. Communicate clearly and often (back to Gene or Brook) about what is being found (or not found) as new layers of the car’s structure are uncovered.

The long-term strategy is clear. Our goal remains to achieve the high standard of a historically accurate car restoration and, at the same time, a working restoration... giving us a safe and functional piece of rolling stock to use on our railroad. The project is at a sensitive point. Achieving both goals is a tough challenge with caboose 6101, and we are at a stage in the project that requires not only inquiring minds, but great team work.

We welcome help. Check in with Gene or Brook to find out how.

NEXT CABOOSE WORK DAY: Saturday, July 9
Meet at the Car Barn at 11 a.m. (see directions on page 10)

Update on the Interpretive Master Plan

Bruce MacGregor

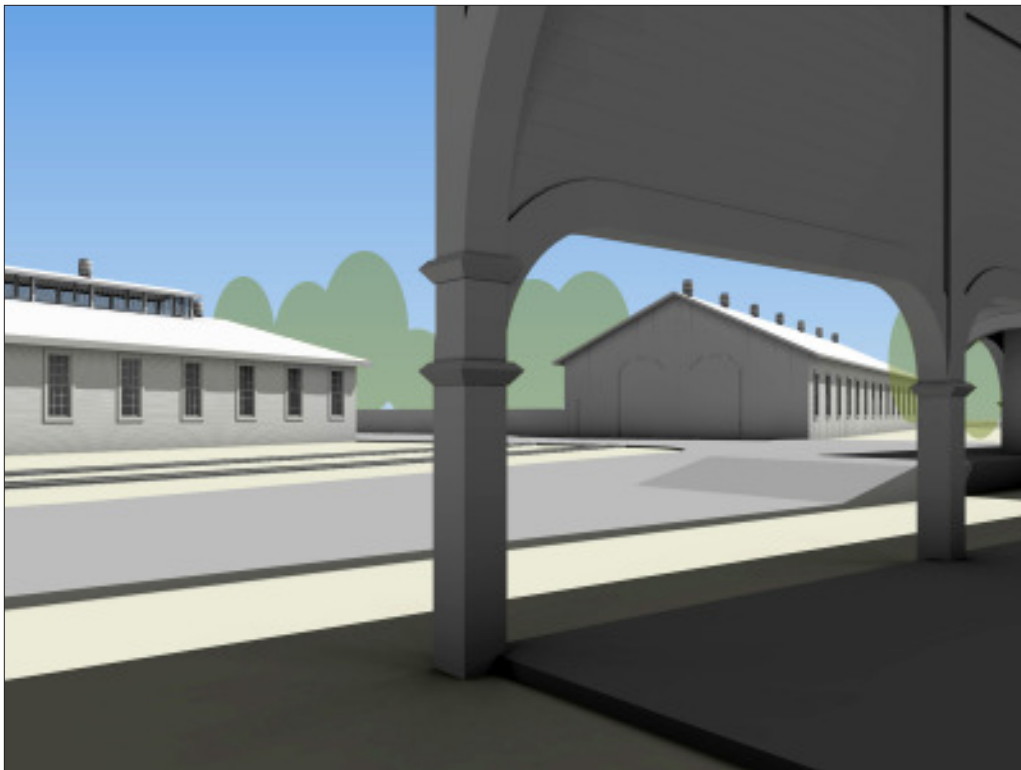
Launched by a Board action last November, the creation of the Interpretive Master Plan (IMP) represents the first time that the Museum will have assembled and published a single source for its objectives, its interpretive mission, and a future vision for its physical appearance. Estimated to take a year to finish in draft form, the project is already giving results.

By early May two important pieces of the IMP had reached draft form. These included story modules designed for delivery to the public during train rides; and a section on the conceptual, long-term plan for the Eastern Terminal. A draft version of the story modules was completed in time for the April opening of The Railroad Museum, and gave train crews (for the first time in years) a historical narrative to give passengers during rides.

The Eastern Terminal plan is being developed with the help of a professional architect, Randy Ruiz. Randy joined a Board review session on May 14 to present concept drawings of how additional museum buildings—including a depot, car shop, and locomotive facility—might look. At this session, feedback was collected. Based on that feedback a first round of revisions was made to the draft IMP. Randy donated his time to produce the concept drawings that were shown on May 14 and we are in debt to Randy for the weeks of discussion, design and revision it took to produce the work. One of Randy's concept drawings appears with this article.

Together these two pieces represented only about 15% of the completed IMP. Months of additional work remain to finish the full draft of the IMP. And that's only the beginning. Multiple reviews by our own group must be conducted before we have a working document that could, ideally, be approved by our Board. Beyond that, reviews by East Bay Regional Park District and City of Fremont will be critical in order to create a physical plan for new construction that can advance through the permitting process. Finally, a full IMP must be complete enough, and professional enough, to attract the kind of funding that could complete this future vision of what The Railroad Museum at Ardenwood might become.

Most of this long journey is still ahead of us. As we said in the beginning, stay tuned. 🚂



3D Concept Drawing of possible Eastern Terminal museum buildings including (left) Car Shop; (center) locomotive shop; and (right foreground) arcade depot.

[Illustration courtesy of Randy Ruiz, AAA Architecture]



Photo by Bruce MacGregor

Full Steam Ahead for Rail Fair!



Photo by Mark Joseph Hanson

Cortez Mining Co. #1, an 1890 Porter steam engine, plus all of the Live Steam exhibitors will be back at Rail Fair this year!

Don't Keep Us In Suspense!

Kathy MacGregor, Rail Fair 2016 Committee

Potential Rail Fair volunteers will be receiving a phone call in July from a member of the Rail Fair Committee asking them to volunteer at this year's Rail Fair on September 3-5. Why are we phoning instead asking members to sign up online? Research has shown that telephone calls are more effective. Approximately ten people used our on-line sign-up for Rail Fair last year, and even fewer used it the year before.

By contacting members instead of waiting for them to contact us, we will know right away how many volunteers we can count on to help out at Rail Fair this year. Having this information in July will give us the time we need to plan and publicize the activities being offered at this year's event. We are looking forward to signing you up!

"Suspense is worse than disappointment." - Robert Burns

Report on Board of Director's Meeting - June 2016

Gene Arrillaga, Secretary

The Board was disappointed to learn that there will be only one steam engine at Rail Fair this year, but we still will offer a fun-filled railroad experience with something for every one. Because of a work conflict, one of the owners of the Ann Marie is unable to attend; however he will be replaced by a highly qualified fireman/engineer, and the Board has voted to cover his housing expenses for four nights. We have received a letter of interest in purchasing Rusty Mary and the salt car—before we respond to that offer the Board feels that we should make a general announcement to other RR museums of the availability of that equipment for sale or trade. The Board is close to finalizing a policy governing private property used/stored on/in SPCRR facilities.

Brook reports that the offer of douglas fir for the caboose has fallen through, but he has come across a very good offer for redwood for box car 472—the Board approved buying \$4,000 worth. The next BoD meeting will be on July 9.

President's Report

John Stutz, President

A few concerns about Car Barn usage are being raised as follows:

Food - So far we seem to have avoided attracting rats and mice into the Car Barn, and I hope we continue to do so. Toward this goal, we need to ensure that any food left inside the barn is enclosed in rodent proof containers, either metal or heavy plastic. The refrigerator also provides some limited capacity. Most importantly, the garbage can lid needs to be put on tight at the end of each day. On June 25th I found considerable food in the open recycling can—apparently it was tossed in without any thought, so I posted a note on the wall.

Tool Use - Those of us who have our own individual shops tend to be careless about where we leave our tools since we can (usually) remember where we last left them. Things get more difficult when two or more people use the same shop. And things get very difficult when many people need to share tools and facilities. Without agreed upon places where tools can be found and where they get replaced, would-be tool users end up spending an excessive amount of time searching for needed tools. And a tool that cannot be found might as well not exist.

When we did all of our work outdoors we had to clean up and put our tools away or risk losing them. So returning the tools to storage was not a problem (although box car 10 occasionally got both tight and a bit random). Now that we can work in an enclosed space, we are starting to leave tools scattered around our project areas and also leave our project areas in a mess. I do not think we want to go any further down this path. I ask that all tool users take the time to return the tools to their agreed storage area before leaving each day. If you do not know where something goes, just ask—that is the quickest way to learn. Or as professionals put it, “The day’s work isn’t done until the site is cleaned up, just as we would prefer others leave it for us.”

Personal Tool Identification - We have had occasional controversy regarding ownership and appropriate use, and misuse, of personal tools. I would like to avoid this in the future. Personal tools really should be labeled, preferably both engraved with the owner’s name and flagged with a band of distinctive color. I believe that we have a small vibrating tip engraver on hand, last seen in one of the front area cabinets, that is suitable for labeling.

SPCRR Tools and Equipment - Borrowing of SPCRR tools and equipment is severely discouraged!

Fortunately we have not had much outright theft, and it could be that some of the items that are missing have simply been misplaced at the farm. For instance, our large aluminum track jack (that I donated circa 1990) has been missing for years. The heavy bush wacker which Ken Underhill donated two years ago is similarly missing. Donors tend to notice when their donations go missing, and they are rarely happy about it. I was quite worried early in May when I found out that the SPCRR trailer was missing. It has since been returned, but I still do not know who borrowed it or why.

The only legitimate reason for taking SPCRR tools and/or equipment off-site is for use on a SPCRR project, for to get the tool and/or equipment repaired or refurbished. Even if someone has a legitimate reason for taking a tool or equipment off-site, each item should be logged out by listing what is being taken, for what purpose, the date and time, by whom, and a signature. When an item is returned, it should be signed back in, including the date and time. How to do this is an open question. Perhaps we need to keep a logbook in the Car Barn to record such actions, as well as other decisions of general interest?? The Baldwin Locomotive Works kept a “Drawing Office Bible” which recorded all decisions regarding the evolving standard design details—they required all staff read, perhaps copy, and endorse it with their name and the date. This is doubtless excessive for our needs, but we cannot continue to rely on word of mouth to keep all concerned individuals apprised of what is going on with our various projects.

Gasoline Powered Equipment - We are temporarily storing several gasoline-powered items in the Car Barn including generators and mowers, as well as the locomotives. These should be parked over drip pans whenever they are inside. We hope to move all of the smaller items to an outside storage shed later this year—until then, let’s make a point of avoiding leakage on the concrete or ballast. We may want to consider removing contaminated ballast from the barn.

Personal Equipment - The Car Barn is not to be used for other than short-term storage of personal equipment, unless it is being kept there for general use by the group under an appropriate agreement with the SPCRR. Short-term storage is defined as a one week period of time, such as for visiting locomotives during

President's Report - continued from page 6

Rail Fair. We have been lax about this in recent years and now it is getting out of hand. Your Board is soliciting input on what we should require in the way of appropriate user agreements. Liability insurance for both operators and equipment is of particular concern, along with appropriate training in equipment use, and limitations on who can use such equipment and for what purpose. Consider this a heads-up regarding policy developments that we hope to have in place this coming winter.

Rail Fair 2016 - Rail Fair is coming up very soon and we need start preparing both the railroad and the rolling stock. One point of immediate concern is getting the riding mower back in operation. The goats made a massive reduction in the rain-fed weeds, except for one patch by CB curve. However we still need to mow from the Car Barn through the grove; weed wack the fence from CB Curve to Ardenwood station, and weed wack the Ardenwood station area (including sidings). All of our turnouts need to be checked to ensure that rail creep and hot weather expansion has not caused them to be jammed. Katie could do with a mechanical checkup, and all passenger cars should be checked over.

Railroad Adventure Day - We had a very successful enhanced Railroad Adventure Day Featuring "Katie" on June 18th with 530 tickets sold, earning \$1,590 for restoration projects! This was largely due to the children's activities organized by members of the Advertising and Promotion Committee and the extensive family-targeted publicity that Kathy and J. Burgess arranged. My congratulations to all who helped make this event so successful, both with the volunteers on the ground at Deer Park, and with the volunteer train crew and station agents who operated the train. 🚂

EBRPD Volunteer Dinner & Awards

John Erdkamp

Photos provided by Author

East Bay Regional Park District held a wonderful dinner and awards event at Cull Canyon on May 25th. There was live music and we were served with various delicious hors d'oeuvres along with coffee, tea and soft drinks as people mingled. Volunteers were awarded a small token of thanks for all their volunteering.

Tables were nicely appointed with self-serve garden salads and garlic bread as people chose their seats. Dinner included fruit salad, BBQ beef brisket, BBQ chicken, fire grilled vegetables, cold potato salad, and hot pasta with marinara sauce. Dessert was chocolate or vanilla cake or both if you wished. Some attendees noted the BBQ beef brisket and chocolate cake was exceptionally good and went back for seconds.

We conversed with old friends and met a few new ones, introducing more people to what The Railroad Museum at Ardenwood has to offer. SPCRR Attendees: Gene and Donna Arrillaga, John Erdkamp and Kristi Hanf, Bob Pratt, and Bruce Sorel.

NOTE: In 2015 SPCRR donated a total of 6,256 volunteer hours! We also had more than a proportionate number of volunteers in the higher tiers of volunteered hours formally recognized. However, many of our people who are known to volunteer regularly did not report their hours, so we are significantly under-reporting our volunteer contributions. C'mon folks, let's report accurate hours for 2016 and I bet we'll shock all those trail blazers, shrub planters, and docents in other areas of the EBRPD with just how many hours we donate!



Membership Update

John Goldie, Membership Administration Manager

Thank you to all those that have renewed their memberships for 2016. LIFE members and 2016 Annual Members are listed below. If your name is missing do not worry, there is still time as summer is only starting. Your dues help to operate the SPCRR and also fund supplies and projects. Life memberships are available for a one-time payment of \$250. Annual dues remain at just \$20. Please send your check made out to “SPCRR” to: SPCRR, P.O. Box 783, Newark, CA 94560.

We currently have 64 Life Members and 31 Annual Members for 2016. We have several members that have moved or we have lost track of. A future *Hotbox* article will provide a list of those missing members’ names in case any of you can provide us with their current address or email.

SPCRR Membership - June 2016						
LIFE Members		LIFE Members		2016 Members		
Anderson	Roy	Lorenzen	Ken	Alpha	Tau Rho	
Anderson	Barbara	MacGregor	Kathy	Anderson	Burton	
Barnett	Mary	MacGregor	Bruce	Anderson	Steve	
Barnett	Mike	Marenzi	Don	Augustus	Jimmie	
Bassman	Loretta	McGhee	Glenn	Ballard	Woody	
Blamor	Karen	McKibbin	Craig	Bonner	Mitchell	
Blamor	Steve	McNeil	John A.	Bracher	Eric	
Breitbarth	Don	Mehr	Richard	Bunker	Kevin V	
Brown	Bob & Irene	Millar	Cathy	Callwell	Robert	
Burdick	Leroy	Miller	Craig	Collins	Mike	
Burgess	Jack A.	Morrison	Boone	Della Chies	Jarrood	
Burgess	Jacque S.	Mortensen	Steen	Dike	Bob	
Culp	Barbara	Nealson	Rich	Flaherty	Michael	
Edmiston	Jim	Neves	Vic	Gardner	Paul	
Eggleston	Dave	Pizarek	Mark A	Gill	David	
Erdkamp	John	Rother	Brook	Guedon	Stuart	
Evarts	Alice	Rutherford	David	Howard	Rolland	
Evarts	Russ	Sisk	Shirley	Jones	Curtis	
Evett	Malcolm	Skold	Steve	Josa	Evan	
Foley	Fran	Smith	Rod	LaBarba	F. John	
Frank	Trudy	Smith	Gary	Laine	Michael	
Gazsi	Tom	Sorel	Bruce	Lindgren	Edwin	
Glenn	Cynthia	Stutz	John	Norden	Brian	
Goldie	John	Thagard	George	Parks	Andreas	
Hoefler	Craig	Theberge	John	Peters	Tony	
Hough	Robert	Traill	Bill	Ray	Donald	
Houghton	John W.	Underhill	Ken	Strong	Raymond	
Hunt	Dave	Williams	Lauren	Underhill	Helen	
Jaffe	Joel	Wissel	Bill	Underwood	Alton	
Kapralova	Alla	Wissel	Janne	Vail	Jim	
Koerner	George	Wulf	Bill	Wissler	Michael	
Kvenvolden	Keith					
Locey	Lauren					
			Total = 64		Total = 31	

Thanks for the Donations!

Kathy MacGregor, Donations Manager

During the last six months (January-June) SPCRR has received donations totaling \$720 from the following members: Rolland Howard, Brian Norden, James Vail, Kevin Bunker, David Waterman, Helen Underhill, Michael Wissler, Mike Collins, Donald Ray, Mitchell Bonner and Curtis Jones. These amounts were directed to the following projects as requested by the donors:

NWP Caboose Fund: \$ 60
 SPC 472-Boxcar Roof: \$220
 General Fund: \$440

THANK YOU FOR YOUR SUPPORT!

Workdays Report

Track, Restoration & General Maintenance

Date(s): most Thursdays and some 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.

Upcoming Projects:

- Work will continue on miscellaneous projects on Thursdays and Saturdays.

- Work will continue on caboose 6101

NOTE: The Restorations Manager will lead a workday on the 2nd Saturday of each month.

Progress Last Month:

Thursday, May 26. Attendees: Gene Arrillaga, Gene Bobik, Andrew Cary, Tony Peters.

Today we worked on the NWP Caboose. We pulled up the decking and subdecking (an older redwood deck and a newer pine[?] deck on top) over the body bolster and unbolted and removed the center plate. We also cribbed up the end platforms. There are more detailed notes on the Yahoo Groups SPCRR Members list. All members are welcome to join.

Thursday, June 2. Attendees: Gene Arrillaga, Gene Bobik, Andy Cary, Tony Peters, Ken Underhill, Dave Waterman.

Today we prepared for the removal of the 'B' end bolster beam by removing the floorboards and sub floor boards over the bolster to uncover the beam. The tension rods and the newly exposed vertical tension rods were unbolted. The area was cleaned and photographed in preparation of removing the B end center plate.

Saturday, June 4. Attendee: John Stutz

John Stutz sprayed poison oak around Car Barn, finding no new growth near our track, and only a few sprouts under the walnut trees. Also pruned the low walnut branches that the goats stripped, and cleaned up the downed walnut branches throughout our area..

Thursday, June 16. Attendees: Gene Arrillaga, Gene Bobik, Ken Underhill.

Work focused on caboose 6101's needle beams, body bolster beam removal, and exposing the platform framing.

Thursday, June 23. Attendees: Gene Arrillaga, Gene Bobik, Tony Peters, David Waterman

Work focused on caboose 6101's needle beams, body bolster beam removal, and exposing the platform framing.

Saturday, June 25 - Attendees: John Stutz, Daryl DiBitonto, Ken Underhill.

John Stutz worked on the tractor. Opened up the mower deck and preped for Gene to replace a broken belt guide bolt. Determined bad V-belt size and ordered new one. Daryl DiBitonto spent several hours taking measurements around caboose 6101's recently opened up bolsters and needle beam. Ken Underhill dropped in.

Contact: Ken Underhill

Email: 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.)
- 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.

Calendar Look Ahead: July-August-September

MONDAY, July 4 – SPECIAL EVENT: Independence Day at Ardenwood (Train Rides).
Need Volunteers: 1 Engineer, 2 Brakemen, & 2 Station Agents. Meet at 9 am at Ardenwood station.

Sat, July 9 – **Monthly Restoration Day** led by Brook Rother. Meet at 11 am at the Car Barn.

Sat, July 16 – **RAILROAD ADVENTURE DAY (TRAIN RIDES ONLY) -**
Need Volunteers: 1 Engineer and 1 Brakeman. Meet at 9 am at Ardenwood station.
NOTE: *This is a regular Railroad Adventure Day--only all-day train rides (no special activities).*

Sat, August 13 – **SPECIAL EVENT:** Cajun/Zedeco Festival (Train Rides).
Need Volunteers: 1 Engineer, 2 Brakemen, & 2 Station Agents. Meet at 9 am at Ardenwood station.

WEEK OF August 27-September 2 - RAIL FAIR SETUP: Watch for more info in the August Hotbox.

Sat, Sun, Mon, Sept 3, 4, 5 – **SPECIAL EVENT: RAIL FAIR** (Train Rides).
Need volunteers: 2 Brakemen & 2 Station Agents (plus lunch relief volunteers). Meet at 9 am at Ardenwood station.

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-4 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, close and relock the gate, then 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, close and relock the gate, then proceed on the gravel road toward the left and park your vehicle at the Car Barn.

Volunteers needed for the following open positions:

- Safety Manager
- Temporary Haunted Railroad Manager during September and early October while Andy is away (Andy will return before the first operating night.)

If you can help with either position, contact: president@spcrr.org

About this newsletter...

This newsletter is provided to update members, volunteers, and interested readers about events, activities, and opportunities at our museum; as well as to read about the history of the historic railroad cars in our collection and the regional narrow gauge railroads in our area. Questions or comments can be directed to the Assistant Editor at: publicity@spcrr.org.

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. Checkout our website at www.spcrr.org, and find us on Facebook at www.facebook.com/spcrrmuseum.