

The Hotbox

February 2017 Edition

A monthly newsletter from SPCRR
and The Railroad Museum at Ardenwood

The Hotbox is 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 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.

We've totaled up the volunteer hours and you will be amazed! **THANK YOU** to our wonderful volunteers!



We added up each volunteer's hours for special projects (such as repainting "Katie", the new container project, etc.); each month's "Weekly Workdays"; and our big special events (Rail Fair, Haunted Railroad, Railroad Adventure Days. However only a few of you sent in your hours for work that was not in a schedule such as work on track or equipment maintenance; weeding, setting up for our big fund raisers; and the hours you spent working on SPCRR projects at home. Even without those missing hours, **the total was impressive: 10,565 HOURS!**

Everyone who volunteered 25 hours or more in 2016 will be invited to the annual Volunteer Recognition Dinner hosted by East Bay Regional Park District. (The hours we turned in to EBRPD came from *Hotbox* articles, and the schedules where someone called to schedule you to work on a special event. In 2017 we hope that everyone will write down **ALL** of the hours you work at home or at the park please.) EBRPD will

provide a nice dinner, as well as a nice thank you gift for each volunteer that attends the dinner (the gift is based on the total number of hours that we turned in to EBRPD for each SPCRR volunteer). Invitations will be going out by email in April, or by regular mail if you don't have a computer. The dinner itself will be held in late May. If you have any questions, please send an email to publicity@spcrr.org, or call 510-797-9557. 📧

Generous Donors Support The Railroad Museum at Ardenwood (SPCRR)

Kathy MacGregor, Donations Manager

I'm pleased to report that 2016 was another successful year for donations to the Railroad Museum at Ardenwood. Donations totaling \$10,280 were made by the following people: Mitchell Bonner, Eric Bracher, Kevin Bunker, Jack and Jacque Burgess, Mike Collins, John Goldie, Roland Howard, Curtis Jones, George and Pria Koerner, Keith Kvenholden, Michael Laine, Noel McDonald, Craig Miller, Brian Norden, Mark Pizarek, Donald Ray, Rod Smith, Bruce Sorel, John Stutz, Helen Underhill, Ken Underhill, Alton Underwood, Jim Vail, David Waterman, Michael Wissler.

Donations went to the following funds as requested by donors:

General Fund	\$ 7,360
472 Roof Fund	\$ 220
NWP Caboose Fund	\$ 180
Caboose 47 Fund	\$ 1,950
Ballast Fund	\$ 70
Car Barn Fund	\$ 500

We also received a donation of an original railroad tie from the Centerville branch of the SPCRR from Kirk Hammond in the name of his father, Wesley Hammond. It will be on display at Rail Fair 2017.

If you would like to donate to the Railroad Museum at Ardenwood in 2017, please make your check out to "SPCRR" and mail to: SPCRR, P.O. Box 783, Newark CA 94560. Direct your donation to one of the following funds: General Fund, 472 Roof, NWP Caboose, Other. General Fund money is used throughout the year for railroad expenses as well as restoration projects. You will receive a donation acknowledgment letter for your records. To maximize your donation, you might want to explore matching fund programs with your employer. Donations and membership fees are tax deductible (our museum is a 501(c)(3) non-profit).

Please consider signing up for Amazon Smile also. It's just like shopping at Amazon—the prices are the same except that Amazon donates a portion of the purchase price on qualifying items to SPCRR. It will take a united effort by all of our members and volunteers to make a real impact on fundraising using Amazon Smile. Two families were responsible for the \$66.63 we received from AmazonSmile last year—\$33.31 per family. Multiply the latter amount by 30 families and we would receive a \$1,000 donation.

Thanks to everyone who donated to the Railroad Museum at Ardenwood in 2016 ! 📧



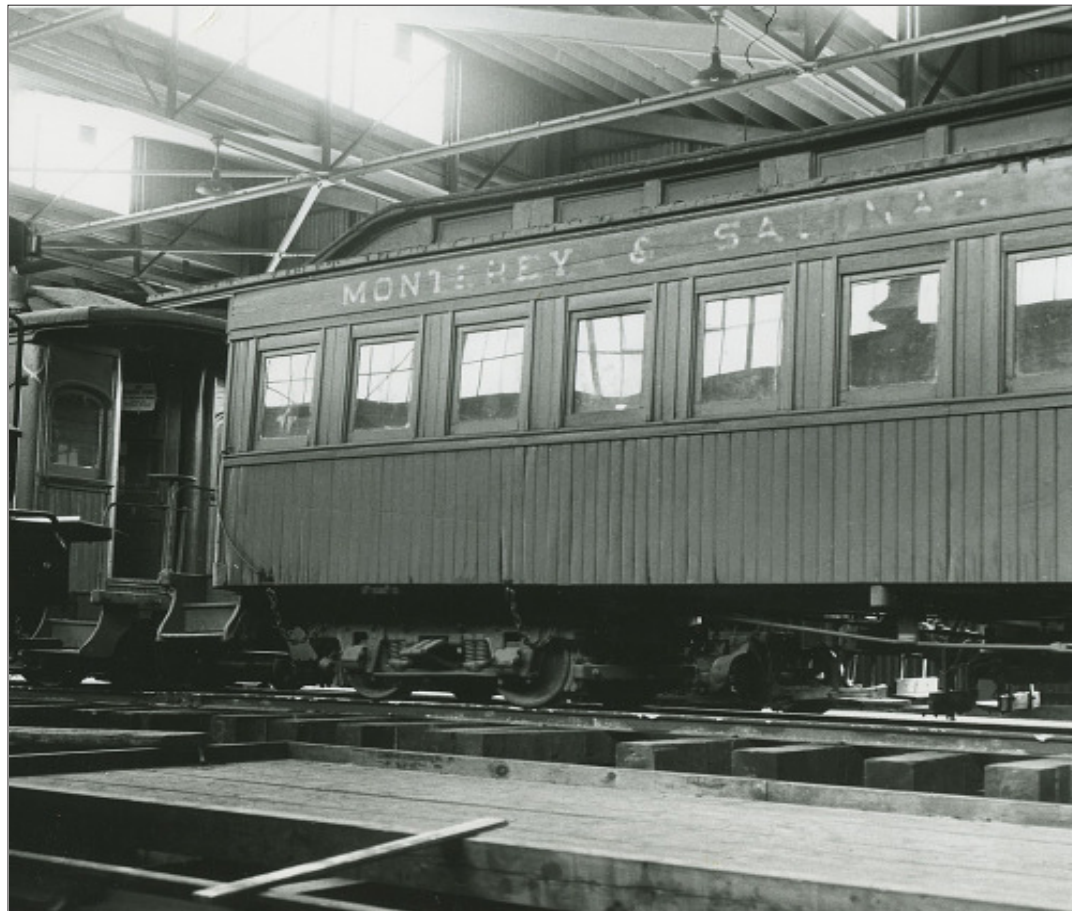
In last month's column, I left you all hanging. My final paragraph related the appearance of California State Railroad Museum's Monterey & Salinas Valley combination car No. 1 in 1977 just before research and restoration work commenced. I had stated that the combine along with former Nevada Central [ex-North Pacific Coast Railroad] 4-4-0 No. 5, Nevada Central coach No. 3 "Silver State" and NCRB Baldwin 2-6-0 No. 6 had starring roles in the Golden Gate International Exposition held on Treasure Island in 1939 and 1940. "That world's fair marked the last time all of this rolling stock ever ran, with the two engines steaming under reduced operating pressure, all of them duded up as stand-ins for the standard gauge Central Pacific and Union Pacific equipment that had been at Promontory Summit, Utah on May 10th 1869. This explained the yellow and red paint we found on the combine, underneath a layer of turquoise, that color layer having turned out to be only a primer or weather-coat."

What happened after the fair closed? At first, the rolling stock was trucked off the island over the Bay Bridge and taken to Western Pacific's West Oakland Roundhouse. Being narrow gauge equipment, these were all exiled individually atop borrowed SP flat cars that dated back to the Harriman era, pre-1920s. Once the nation plunged into World War II in December 1941, the WP could not afford to continue letting the Pacific Coast Chapter of the Railway & Locomotive Historical Society use engine terminal space because train traffic was rapidly rising, and along with it the demand on shop space to maintain steam and new diesel locomotives was even higher than usual.

The "Chapter" scrambled to find an alternative storage spot, and a weedy, little-used Southern Pacific spur track between Emeryville and Berkeley was procured somehow.

The narrow gauge cars went there, still tethered to their standard gauge flat cars, all of which were getting pretty crusty with age, too.

Tarps were initially placed over the locomotives and two coaches, and gave a modicum of protection until the weather rotted the canvas. Some vandalism began happening, so a rudimentary board fence went up around the standing equipment, although this didn't really help. Very little could be done in terms of maintenance; many of the then-young men who comprised the Pacific Coast Chapter had voluntarily joined the armed forces or been drafted, and were variously overseas. Older members did what they could. Some boards were nailed up over the open cabs of the engines, and when a coach window or three got damaged by rocks-throwers, more planks were nailed up over those openings. In time, glass panes got replaced and the



Tucked away inside the onetime Key System maintenance shop circa 1968, the former Nevada Central Railroad combination coach No. 1 awaited a then slightly uncertain future. The Pacific Coast Chapter of the Railway & Locomotive Historical Society had long since applied a coat of deep red to this car and its old running mate, NCRB's coach No. 3 "Silver State" just barely visible, far left. But they took a further liberty in adding "MONTEREY & SALINAS VALLEY R. R." to the letterboards, despite the fact that this car never looked like this in M&SV service. Photo: Bruce MacGregor

Chapter found sufficient cash to buy paint to check the weathering the exposed two passenger cars were enduring. Away went the faded “transcontinental railroads” stage paint and on a thin coat of vivid turquoise color. That lasted into the late 1940s or early ’50s, by which point peacetime returned. The Chapter membership was back together again—at least of those who survived the war—and some further attention was now given to the narrow gauge rolling stock. SP wanted their ancient flat cars back (probably for scrap) so another temporary home had to be found. With the removal of electric railway tracks from the bottom deck of the San Francisco-Oakland Bay Bridge in 1958, the former Key System “Bridge Railway” servicing shop near the bridge toll plaza became moribund and available. This was rented by the Chapter and San Francisco Maritime Museum to serve as shelter.

Around the time of the transfer of the engines and cars (including standard gauge equipment that had been deeded by Western Pacific to the Maritime Museum!) the former Nevada Central engines, coach and combine were painted one more time. The locomotives got a coat of black without lettering, and the two cars received a pretty dense coat of wine red on their bodies and trucks and black for the roofs. Both cars were then vary basically lettered using a simplified “Victorian” flavored alphabet pattern. “Silver State” got “NEVADA CENTRAL” markings and the combine received “MONTEREY & SALINAS VALLEY” on its letter boards. And there the entire equipment group rested, yet not without still enduring some weathering. Not considered when the Key System shop building was rented was that it was a metal building with enormous multi-pane windows on its south and north walls, and its service pits between the rails periodically gathered salt water from the bay during very high tides. The water table was just beneath the ground. In short, the rolling stock was locked inside what amounted to a giant greenhouse, and when the sun was out the interior sweated. This naturally brought on additional rust and wood decay. In late 1969 the freshly renovated Northwestern Pacific narrow gauge caboose No. 5591—the same caboose we are now thoroughly restoring—joined the ex-Nevada Central collection inside the Key System shop. By 1976 its metal components were starting to show signs of rust. Fortunately, the entire collection was removed by 1977 after the California State Railroad Museum had been founded and ready to receive the Chapter’s collection.

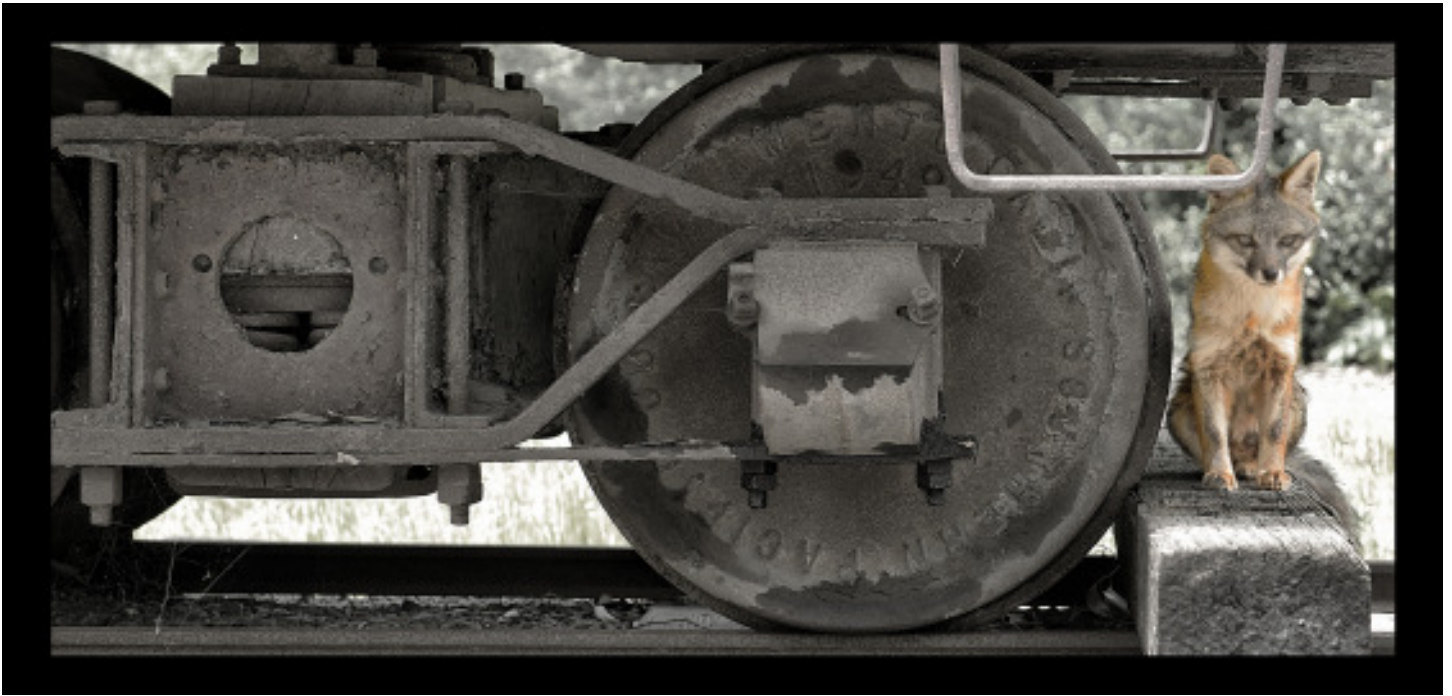
continued on page 6



Hiding beneath layers of age, tongue-and-groove siding and over a dozen coats of paint are the creaky remains of the car that began life on Monterey & Salinas Valley Railroad in 1874, one of a like pair. Both combines found their way to the Nevada Central in 1879 along with the bulk of the M&SV’s tangible assets, and both were gradually upgraded and rebuilt. Note the heavily remodeled Billmeyer & Small-type trucks used by Carter Brothers in 1874; the pioneering California car builders had not yet devised a proprietary coach truck form. Finding the B&S trucks weak, NCRR’s shop replaced the forged U-shaped pedestals with more trustworthy and heavy cast iron pedestals. Several were made in the 1880s by Kimball Manufacturing Co., and several were clones supplied in the early 1890s by Carter Brothers. To further enhance ride quality, Nevada Central also replaced single coil springs sets with side-by-side nested or “compound” springs, emulating an 1880s Carter Brothers practice. Photo: Bruce MacGregor



A detail view of the wooden steps assembly created by Nevada Central as replacements for the open-tread variety made by Carter Brothers. The NCRR versions grew loose over time, necessitating the railroad’s artistically forged iron brace(s) visible here. Photo: Bruce MacGregor



The Railroad Fox - photo and caption by Bruce MacGregor

Most of us (and many park visitors) have seen the gray foxes during visits to Ardenwood. My earliest memories of the park include spotting fox kits and their mom, slowly walking past our stopped vehicle in summer twilight as we drove through the backroads of the farm. Unaware of any possible threat, one of the kits briefly left his pack, raised his leg over my front tires, and calmly marked his turf. That was a big hint. I should have known then who I was dealing with.

Years later, in May 2016, I was walking alone past the front depot sitting when I spotted a female fox watching me from under SP boxcar 10. The fox didn't move, but followed me by slowly turning her head as I walked. Very slowly, I changed course and walked towards her, closing the distance until something less than thirty feet remained. Surprisingly, the fox continued to sit, staring at me from a sitting position. I sat down on a pile of timber, brought the camera slowly up to eye level, and saw her sitting unchanged, unmoved, in my viewfinder. A telephoto lens helped zoom in. For the next ten minutes, I photographed her. It didn't take her long to get so bored with the sound of the camera going off that she eventually laid down, put her head down, and closed her eyes.

Something—a sudden move on my part, another person approaching, the sound of a car in the parking lot—broke the spell, and the fox stood up, then slowly... at its own chosen pace, jogged off. But the encounter reminded me that Ardenwood is a unique environment, big enough to be home to wildlife, its own urban wilderness, where trusting moments between foxes and their human neighbors are possible.

For all visitors and volunteers, it is important to stress that foxes are wild animals, and that attempting to pet them, touch them or feed them is dangerous to both the animals, and ourselves. Like any encounter with wild animals, enjoy them from a safe, respectful distance.

Editor Note: The fox in this picture has red on its body but it is actually a gray fox which are indigenous to our area. Unfortunately there is also a red fox in the Ardenwood area too--red foxes are very destructive to other wildlife, especially to the migrating birds at the wildlife refuge.

Museum Historic Parts Collection: Parts Inventory Workday held on January 28, 2017

Jay Shellen, Collections Project Manager

So..finally a weekend with no rain and the day was beautiful!

Jack Burgess, John Goldie Tony Peters, and Jay Shellen made good progress on the transfer of parts from the old reefer. By a quick count, there were 176 parts moved, inventoried and shelved.

Another 20-30 parts were also moved, but they need positive ID before they can be added to the inventory. Bruce MacGregor will be doing a long distance eyeball using photos taken of the parts that need more insight before they can be officially added to inventory.

Overall, more than 200 parts have crossed the great divide. Thanks again to Jack, John and Tony for the great help with this ongoing task! 📷



Jack Burgess with original grab iron.

Photo: Jay Shellen

Workday to move artifacts from old reefer to new container

If you like organizing old parts, and would like to help with the collection itself, Jay Shellen would REALLY like to hear from you. The next workdays are: **SATURDAY, FEBRUARY 11 (10 am-4 pm); and SATURDAY, MARCH 18 (10 am-4 pm)**. The park will be open to the public on those days, so please enter at the Siward gate and meet at the Car Barn (directions on page 11). At 10 am we will caravan or carpool to the Corp Yard. If you can help, please **RSVP to Jay Shellen at jay@shellen.com or call 510-754-5311.**



Vintage valentines - dates unknown

Curator's Corner - continued from page 4

The former Western Pacific 4-6-0 No. 94 and several logging locomotives owned by the Maritime Museum also went their separate ways through divestitures, but that's a story that's not germane to our organization and this newsletter.

Next month, we'll take a fresh look at our North Shore flat car No. 1725. Stay tuned! 📷

General Announcements

NEW GENERAL MANAGER

We have not had a General Manager since Barbara Culp retired about a year ago. In the past, the General Manager was not only responsible for overseeing the paid train crew, but was also in charge of Rail Fair and was our liaison person with the Park staff.

The General Manager's duties have now been divided up: Liaison with the park has been handled by Vice President Jack Burgess for the past couple of years and he will continue in this role. Special events are now being handled by other members or committees.

We are pleased to announce that Bob Pratt has agreed to take on the modified position of General Manager. Bob will be responsible for all paid train crew scheduling, submitting crew hours for payment, and overseeing the train crew members.

Thank you, Bob, for taking on this responsibility!

NEW APPRENTICE MECHANIC

If you have spent time at the Park, you have probably run into David Waterman. David is one of our paid employees (as both a Brakeman and an Engineer) and has also been part of steam locomotive owner Gary Smith's crew during Rail Fair.

David is also at the Park nearly every day working on numerous projects, mostly on his own, with oversight from Restoration Manager Brook Rother. (David reported over 1,000 hours volunteering at the Park during 2016.) He has taken on a number of projects, most recently the maintenance of flat car 222. In addition to replacing the decking (from material being supplied by Brook), David is repainting the car and refurbishing the air brake system.

In recognition of David's dedication and efforts, the Board at its January meeting appointed David to the position of "Apprentice Mechanic," the first step toward eventually being named Journeyman Mechanic. (An apprentice is someone entering a trade, and a journeyman is someone who has the knowledge and experience to be in charge of the maintenance of our cars.)

Congratulations, David! 🎉

Report on the January 2017 General Meeting & Election

Gene Arrillaga, Secretary

There was a lengthy and spirited discussion regarding the feelings that several members have expressed concerning the quality and quantity of communications between the board/managers/project leaders and the general membership as related to maintenance and restoration of the railroad and related equipment. The Board concluded that while much of the desired information is published in the *Hotbox*, it is usually after the fact and proposed work/projects are rarely mentioned. The Board agreed that communications can and should be improved. Several ideas were offered, including a status board in the Car Barn, and more timely and better use of the Yahoo Member's group to notify all members of work underway and planned.

Other Board actions - Bob Pratt has been appointed as General Manager. Jack Burgess has been asked to talk to the park about a change in Rail Fair pricing. The Board approved in principle the gifting of the WP reefer car to Nevada Northern Railway Museum, and accepted the draft restoration report for 6101. The Board also established dates for Railroad Adventure days: May 20, June 17, July 15, and October 21; named David Waterman as Apprentice Mechanic; approved the use of paid crew for special event operating days; discussed increasing the spending limit Board members can authorize for emergency repairs to facilities and equipment; and agreed to look into the possibility of re-allocating certain restricted donations.

Again the Board would like to invite anyone with a concern or a suggestion for improvement to contact a Board member, or better yet attend a Board meeting. No one can sell your idea better than you can.

President's Report

John Stutz, President

First, congratulations to all of you who helped make the last year such a success. SPCRR members and volunteers logged over 10,500 hours in support of our restoration, operations, and maintenance tasks at the park in 2016! That total is, of course, based on the highly doubtful assumption that everyone turned in their hours.

We have quite a lot planned for this year and the schedule of special events includes more than just Rail Fair and the Haunted Railroad. The dates for all of our fund raisers are now set. The master calendar on the spcrr.com website will be updated soon, and the details of each event will appear in the *Hotbox* at least a month prior to each event. The dates are:

Railroad Adventure Days (Saturdays)	-	May 20, July 15, Oct 21
Katie Train Activities Day	-	June 17
Rail Fair 2017	-	September 2-4
Haunted Railroad	-	October 20-22 & 27-29

These special operating days (Railroad Adventure Days) and special events are held to raise funds for restoration and other special projects. The Board has compiled a list of restoration and maintenance projects, both large and small. No priorities have been decided yet because we are still working up each project's cost in terms of dollars plus number of volunteer or paid hours. If you have an idea for a short-term project, please bring it up with any manager or Board member.

We do have one item of high priority: At the January Board meeting, Brook Rother reported that he and David Waterman had recently inspected the condition of the mainline track between the West and East Deer Park switches and found that all of these ties need to be replaced before the start of the operating season in April 2017. This is the oldest section of our track on our railroad, being built around 1983.

Given our limited number of volunteers, one proposed solution is to 1) first remove the spikes from the existing rails and move the rails off of the existing ties; 2) rent a small tractor to help remove the existing ties and set them aside; 3) use the tractor to grade the roadbed and then spot the replacement ties; 4) move the rail back onto the ties and set spikes to gauge it; 5) use an air compressor and jack hammer to set the spikes; 6) use the tractor to place ballast on the relaid track to complete the work. Ideally, the tractor can also be used to spread ballast on our recently-completed spurs in the Car Barn yard.

The project will require about 200 replacement ties. Rather than renting a truck and using volunteers to pick up the needed ties, we will consider purchasing them from a tie vendor and having them delivered. That would reduce the need of additional volunteers plus the cost of renting a truck.

David Waterman has volunteered to be in charge of this project. The Board will be discussing these options at its meeting in February. Further information will be provided in the March *Hotbox*. It will probably involve several weekends of work in March. These dates have not been set yet, but there will be an article in the March *Hotbox* plus we post notices on the Yahoo SPCRR_Members group as soon as dates are decided on. (To join the Yahoo group send an email to: spcrr_members-subscribe@yahoo.com. It is free to join—you just need a Yahoo account!) This will be the first of some extensive track projects as we catch up on maintenance that was deferred for a decade while we were focused on getting the Car Barn up and operating.

We are hearing continuing grumbles regarding lack of communication between the members, project and general managers, and Board members. This has been a long-term problem, largely due to the diversity of our membership and our divergent communication preferences. Some of us want to talk things through thoroughly before starting to work, while some just want to get to work right now and deal with actual decision points as they occur. Each of us won't be able to change our communication style or approach to projects much, so communication needs to be addressed. Some of us choose to rely solely on face-to-face conversations, the telephone, and the printed word. Most of us are now fairly comfortable with email, while only some are comfortable with the social networking applications such as our Yahoo SPCRR_Members group. However there are some of us who rely solely on social networking to keep connected. Our problem is how to reach all subgroups in a timely manner, and how to receive and redistribute their input while empowering the project manager or leader to make a decision. Any suggestions on how we can solve this dilemma are welcome. Email me at president@spcrr.org.

The *Hotbox* is our effort to get out the word in print, and a hard copy is mailed to anyone who cannot receive it electronically. But the *Hotbox's* monthly nature precludes it from being completely up-to-date, and our hard-working editor relies on all too tardy inputs from (some of) the rest of us to cover everything that is going on. Our first step to help remedy communications on restoration will be to put up a white board in the Car Barn with information and updates on restoration and maintenance projects. The project managers can update the board regarding progress and tasks needed. Ideas for otherwise improving communications are solicited, and anyone managing a project is encouraged to use any means they find comfortable to get the word out. 🌟

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:

Caboose 6101 Project (Gene Arrillaga):

Between the holidays, illness, and other commitments there weren't any workdays as of the writing of this report. Work will pick up again in February.

Historic Parts Collection and Inventory Project (Jay Shellen):

See article on page 6.

Flat Car 222 (David Waterman):

The wooden structure of the car is almost finished. Work on prepping the trucks prior to painting is underway. Once the painting is complete, design of the seating arrangement and other details will take place.

WORK PLANNED FOR NEXT MONTH:

- **Thursdays and some Saturdays** - Work will continue on miscellaneous projects.
- **Thursdays and some Saturdays** - Work will continue on caboose 6101.
- Work will continue on flat car 222.
- **Special track work weekends will be scheduled in March.** Watch for a special email showing the dates, and look for more information in the March edition of the *Hotbox*.
- **Saturday, February 11 (10-5)** (see Calendar on page 10) - Restoration Day led by Brook Rother.
- **February 11 and March 18 (10-4)** (see Calendar on page 10) - Special Workdays for the New Container/Collections Project. Work continues moving parts from the old reefer to the new container.

Contact: Ken Underhill
Email: kcunderhill@yahoo.com
Phone: 925-373-6884

Notes:

- Everyone over the age of 14 is welcome.
- Thursdays usually include restoration work.
- 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.

NOTICE - We post workday updates on the SPCRR_Members group on Yahoo Groups. It is free to join. You just need a free Yahoo email account. Send an email to us at spcrr_members-subscribe@yahoogroups.com and include your name and your Yahoo email address. If you have any problems call Ken Underhill at 925-373-6884 or email him at kcunderhill@yahoo.com.

IMPORTANT NOTICE: David Waterman is willing to lead track maintenance projects on Thursdays and Saturdays if he has some help. Is anyone interested in joining him? Please email him at steamfreak22@gmail.com, or call or text him at 415-602-7377, and let David know if you are willing to help, and what day(s) of the week you are available.

CALENDAR: **February-April**

OVERVIEW: Restoration Workdays are held on most Thursdays and some Saturdays. Call or email Gene Arrillaga to check dates that he will be at the Car Barn. His email is arrillaga@sbcglobal.net or phone: 510-657-8733. **NOTE:** If you are a new volunteer, call or email your project manager **BEFORE** the workday to get instructions for entering the Siward gate (emails and phone numbers are shown below as well as in the *Hotbox* articles). Any changes in dates or times are posted in the SPCRR_Members Yahoo group. See instructions for how to join the group on page 9.

Sat, February 11 (10-5) - Monthly Restoration Day led by Brook Rother, Restoration Manager (email or call: brookrother1@gmail.com; cell: 530-559-4249). Meet at 10 am at Car Barn. Enter at Siward gate (*directions below*).

Sat, February 11 (10-4) Monthly Reefer Cleanout led by Jay Shellen, Collections Project Manager (email jay@shellen.com; cell: 510-754-5311). Enter at Siward gate (*directions below*).

TRACK WORKDAYS - There will be one or more weekends in late February and/or March to replace the ties (including grading and ballast) at Deer Park. A special email with those dates will be sent out in mid-February. See the President's Report on page 9 for more information on the work needed.

Sat, March 11 (10-5) - Monthly Restoration Day led by Brook Rother, Restoration Manager (email: brookrother1@gmail.com; cell: 530-559-4249). Meet at 10 am at Car Barn. Enter at Siward gate (*directions below*).

Sat, March 18 (10-4) Monthly Reefer Cleanout led by Jay Shellen, Collections Project Manager (email jay@shellen.com; cell: 510-754-5311). Enter at Siward gate (*directions below*).

Sat, April 1 - Tartan Day. Paid employees will be operating the train. This is the first operating day of the season.

Sat. April 8 (10-5) - Monthly Restoration Day led by Brook Rother, Restoration Manager (email: brookrother1@gmail.com; cell: 530-559-4249). Meet at 10 am at Car Barn. Enter at Siward gate (*directions below*).

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). **IMPORTANT: the gate is kept locked, so you must contact the project manager BEFORE the workday so he can arrange to let you in. See the contact information shown in each workday notice.**

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.