

April 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.

Green Light for the Sorensen Flat Cars Project

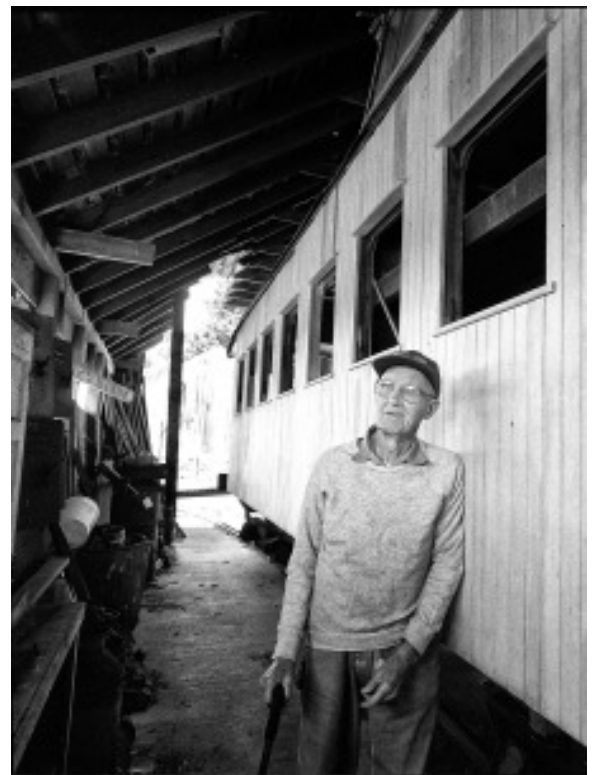
Bruce MacGregor, Collections Manager

Three years before he passed away in 2009, collector and historian Henry Sorensen gifted our museum with three pieces of original narrow gauge rolling stock, a coach once owned by the Arcata & Mad River Railroad, and two West Side Lumber Company flat cars, numbers 205 and 308.

Henry's two West Side flat cars have just entered the our Museum's priority restoration list of cars slated for restoration. Why now? Our special events (including Railroad Adventure Days, Katie Train Activities Day, Rail Fair, and the Haunted Railroad) have grown in popularity and they are attracting larger audiences. With just three flat cars in our operating "fleet," we are currently limited in the number of people we can haul.

Recently, two modified West Side flat cars were loaned to us from a private collection, helping to relieve some of the bottleneck in carrying capacity. But in the long run Henry's two flat cars will provide permanent, Museum-owned carrying capacity. They will add that capacity while retaining their historical importance and authentic appearance. Built in the 1920s, the two flat cars maintain the Museum's commitment to accurately restoring wooden car technology. When they are restored, they will blend in perfectly with older rolling stock in our collection.

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Henry Sorensen. Photo by Bruce MacGregor

Sorensen Flat Cars Project - continued from page 1

For years, Henry kept the two flat cars indoors on his family's land in McKinleyville, California. The indoor protection slowed the deterioration of their wooden components. Covered storage was maintained once the cars came to the Museum. But in a recent inspection it became clear that the decking, end sills, side sills and other structural components of the cars had still suffered decay and insect damage.

The news wasn't a show-stopper. Irreplaceable metal parts, including wheel sets, bearings, brake components and safety appliances, are complete on both cars—with very little restoration work required. The discovery of deteriorated wooden parts means these parts will have to be replaced, costing as much as \$6,100 in new Douglas Fir beams. Just about the same time that the Board approved the project, an anonymous donation of \$1,000 reduced the project cost to \$5,100, and this amount was approved by the Board in early March. The timber will be purchased in the next two months, and then we must allow a full year of drying time before the wood can be used to replace damaged wood parts. The next step will be to clean or refurbish the historic metal parts, and restore the air brake system to make the two flat cars operational.

The project has now officially been launched. We will continue to track this project in the *Hotbox* when work actually begins. 🛠️



Loading the flat cars onto the flat bed truck. They were stored inside of a building located west of the park. Photo by Rich Neelson.



Unloading the flat cars from the truck onto the track at Ardenwood Historic Farm. Photo by Rich Neelson.

Museum Historic Parts Collection: Parts Inventory Workday on Saturday, April 29, 2017

Jay Shellen, Collections Project Manager

Now that the Deer Park track work is completed, we can get back to work on the next Parts Inventory Workday. The rains should be finished by the end of April, so I've set a date to get some more artifacts moved from the reefer to the new Container.

We *desperately* need more folks to give us a hand at the next "Parts Inventory Workday" since there are large beams and large wood parts that need to make the trip across the yard to the new container.

We will meet on **April 29 at 10 a.m. at the Car Barn** and then carpool to the Corporation Yard. If you have any questions, contact me by email at hoosierdadee@gmail.com or call 510-754-5311 (cell). If you arrive late, give me a call on my cell and someone will give you directions. Hope to see you out there! 🛠️



Curious about this mystery object? Come out to the workday to find out!

“Redwood for Restoration” An Update

Kathy MacGregor, Donations Manager

In last month’s *Hotbox* we began an important fund-raising campaign with the following appeal: Brook Rother, our Restoration Manager, is always on the lookout for quality wood at reasonable prices. He recently located a very limited supply of old growth redwood at a sawmill in northern California. These “ghost redwoods” are scarce and their future availability uncertain. We would like to purchase enough redwood now to create the siding for three cars in our collection: South Pacific Coast caboose 47, Monterey & Salinas Valley boxcar 253, and South Pacific Coast boxcar 444. The total cost is estimated at \$12,000.

We recently received two donations to the Redwood for Restoration Fund. Craig Kumler donated \$200 after reading about our restoration project on our website. John Hall (who has contributed his research to SPCRR in the past) donated \$500 to the fund. Thank you Craig and John! We’d only need 16+ donations like these to achieve our goal.

Time is running out to purchase this beautiful, rare material. Please send your tax deductible donations to:

SPCRR
P.O. Box 783
Newark, CA 94560

If you send a check, please write “Redwood for Restoration” on it. A donation acknowledgement letter will be mailed to you. **NEW! It is now possible to donate using PayPal!** You can use credit cards or your checking account. 100% of all donations are sent to our Redwood fund. Once you make your donation you can print out a donation receipt. [Click here to donate using PayPal.](#)



No shortage of clear heart, old growth redwoods at Elim Grove on the North Pacific Coast, circa 1890. The site is located near Cazadero, California. Jack Farley Collection.

Mystery Photo Update... It's Los Gatos!

Bruce MacGregor, Collections Manager

In the November issue of *Hotbox*, we introduced an exciting new photographic find: a reproduction of a sepia-toned original print held in the George Eastman Museum archives. Our Curator, Kevin Bunker, had come across the image in an Eastman Museum on-line gallery. Labeled simply “Going from Santa Cruz to San Jose,” with an estimated date of 1895, the exact location and date of the image remained a mystery. But the coach featured in the photograph carried unmistakable earmarks of Carter construction and South Pacific Coast ownership.


We reproduced the photograph in the *Hotbox* and invited the historical community to help identify the location. We first rounded up the usual suspects—literally hundreds of known historic photographs that might match one of the elements in the Eastman Museum image: the business block on the left; a freight shed on the right; tracks and a passenger car in between. No known photograph provided a reasonable match. But in February, John Hall produced a series of Sanborn Fire Insurance Company maps of Los Gatos that dramatically narrowed the search. Although large areas of the Los Gatos business district changed appearance over time, particularly on the northern end of Santa Cruz Avenue, several of the maps suggested that the photograph showed a business block at the corner of Hotel Street and Santa Cruz Ave.

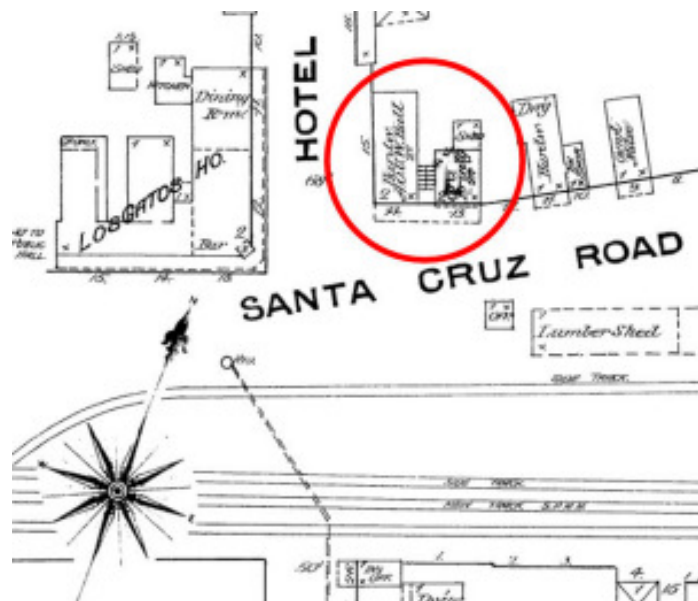
The two-story building closest to the camera was probably the City Store, a grocery store built at that location by John Lyndon in the summer of 1882. Above the grocery store was the meeting room of the Ancient Order of United Workmen, a fraternal organization providing life insurance to its members. By 1893 this entire block (circled in red on the 1884 map shown here) would be remodeled in the new stone architecture of the Los Gatos Hofstra Block.

As John carefully researched Sanborn maps of different eras, it became clear that other features in the photograph fit this location as well. The Los Gatos freight and passenger depots were positioned on the east side of the railroad's main line, and by 1891 four tracks (including the main line) would have appeared at the location where the photograph was taken... an exact fit to the photograph.

Los Gatos historian Bill Wulf took a close look at John's results and concurred: all of the details seemed to fit, suggesting the photograph was taken looking north in the Los Gatos yards sometime in the period 1891-1893.

Other unknowns remain, such as the name of the photographer who took this lovely period view, and unwittingly provided us with one of the most detailed photographs known of a contemporary Miller coupler as Carter Brothers would have installed it from the 1870s on. We can speculate that the photographer was a sixth member of the party shown on the back platform of the coach. And we can speculate even further that after the shutter closed, he or she loaded their ponderous camera back on board the train for the last leg of their journey to San Jose.

If any of this speculation is true, we can speculate one more time that other photographs along the narrow gauge were taken that same day, and they remain out there in someone's attic waiting to be discovered. 



“George Eastman Museum”

Deer Park Tie Replacement Project

Jack Burgess and David Waterman

Wednesday and Thursday March 8/9

This project got started with the delivery of 70 tons of ¾” recycled concrete drain rock. A Bobcat tractor and air compressor were delivered the following day.

Friday, March 10

Bob Pratt was able to purchase 200 very good relay ties from Pacific Locomotive Association/Niles Canyon Railway and all but one load got delivered on Friday. By that time, David Waterman, John Goldie and John Stutz had removed all of the spikes on the track to be replaced, they moved just about all of the rail out of the way between the West and East Deer Park switches, and they removed the entire East Switch.

Saturday, March 11

On Saturday, the first order of business was to get the last rail out of the way. The old ties were then pulled out and moved. The rest of the roadbed was graded and we started placing, spacing, and aligning the replacement ties. Next, the ties and frog for the switch were put in place; and about half of the rail was placed on the ties with the Bobcat.



Track all finished and ballasted. Photo by Jack Burgess

Sunday, March 12

By late that day, all but two pieces of rail for the passing track was in place and bolted together. While one crew was working on the switch, another crew started setting spikes on every fourth tie. We rented a jack hammer with a spike bit to set the spikes, but keeping the bit on the spike took a lot of effort. So most of the spikes driven down on Sunday were pounded down by “hand” with spike mauls. Those were all driven down by 7:00 pm and we then used Katie and the new ballast car to spread a load of ballast before shutting down for the night.

Saturday and Sunday, March 18/19

Bob Pratt got a loan of a pneumatic jackhammer from PLA for this weekend which was easier to control. By late Sunday the last two pieces of rail between the East Deer Park switch and the passing truck were spiked in place and ballasted.

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Deer Park Tie Replacement Project - continued from page 5

By the end of this second weekend, time was running out with the planned first day of operation two weeks away. While the track was usable, the support posts and railings around the loading platform still needed to be addressed. On Saturday, March 25, holes were dug for five 6x6 posts (digging 30" deep holes through the base rock was slow going), and the concrete was poured for the posts. The rotted ties on the top of the retaining wall were replaced and more rock was added to the top of the platform to bring the grade up to the top of the ties. The job was finished the following Tuesday when we installed the horizontal railing to the posts and fixed a couple of other items.

Volunteers

This project involved a lot of volunteers and five days of hands-on work with some days ending at dark. Many members were there every day and others were only available on certain days and hours. Thank you to everyone who helped! The volunteers included: Gene Arrillaga, Jack Burgess, Andy Cary, Bob Dike, Dave Fisher, John Goldie, Joel Jaffe, Scott Kennedy, Jay Martinez, Tony Peters, Bob Pratt, Ron Quilici, Brook Rother, John Stutz, and David Waterman.

We would like to extend a special thank you to PLA members Barry Ledendorf, Joe Peterson, Joe Romani, and Pat Stratton who came out to help a neighboring railroad. 🗺️

Flat Car 222

David Waterman, 222 Project Manager

The work on 222 has progressed very little due to a temporary shift in focus to the Deer Park area and the locomotives. The reconstruction of the basic flat car is now complete. The changes have been made to improve safety, and include:

- The car has been converted from link/pin to knuckle couplers. Big thanks to Scott Kennedy for welding a number of components that needed adjustment to accept the new couplers.
- Air brakes have been added. While the Whitcomb already has an air compressor, an air compressor will need to be added to Katie.
- The deck boards have been placed back on the car with smaller gaps between each board, and the protruding metal car parts have been recessed to get rid of the tripping hazard.

The next step is to begin work on constructing the seating and "walls" around the outside of the car. The plan is to build a slightly beefier version of the siding on D&CRy 64. Westside 222 will feature passenger loading doors on both sides, and will also have a clearly marked area for handicapped individuals. Volunteer Tony Peters has first hand experience with ADA requirements and is excited to help get the car set up for passenger use. We will be working together to make the car as safe as we possibly can for all passengers. 🗺️



President's Report

John Stutz, President

March has been an unusually intense month. During a track inspection done late last year it was discovered that the main line through Deer Park station needed extensive tie replacement. We were not totally surprised since this stretch was our original track laid down in the early 1980s. And while some ties had been replaced over the years, too many still dated from that original effort. Given the difficulty of replacing individual ties, Brook Rother recommended, and the Board agreed, that we replace all ties east of the west switch through the east switch (see detailed article on page 5).

The project turned out to be a bigger job than we expected, and I want to express hearty thanks to all who turned out. We should probably also thank the weather gods who kept away the rains on the weekends we were working.

There still remains a good deal to be done. Some of this work will be completed before this issue of the *Hotbox* reaches you, but the current list includes:

- Jack and tamp 100 feet of track opposite the platform so flat car decks match the platform level.
- Pick up the old ties, sort out any that are re-usable for Deer Park platform seating or Car Barn outside storage platforms, and remove all trash back to the Car Barn area.

There will be more track work later this spring. With Brook's two Westside passenger flats and his ballast car on-site, we are running out of storage track. David Waterman made a good start on Track 5 last fall and we need to finish that siding as soon as possible. Watch for future announcements on that project on the Yahoo SPCRR_members group (*directions on how to join on page 10*).

Operations are scheduled to begin on April 1, but senior Park staff is worried about the possibility of further tree falls in the grove, so we may have to delay our opening until the ground has dried out. We will keep everyone apprised of the start date once we know more. The March rain storms caused spectacular tree falls across the Corp Yard road and adjacent to our tracks. One tree came down across our track and road reaching the cow pasture fence, but Bob Dike and his chain saw made short work of cutting it back and clearing the track. The Park has taken care of removing the other tree trunks on the yard road and branches at the crossing. Fortunately for us, none of the trees fell into the Corporation Yard, so none of our stored material was damaged.

The Board of Directors recently approved the restoration of our two West Side flat cars donated by Henry Sorensen as our Museum returns to working on full car restorations. Restoring these cars will be a contrast to the very slow progress necessary when restoring a complex car such as our current project, NWP caboose 6101. Those of you familiar with the Sorensen West Side flat cars know that the deck timbers are crumbling from a combination of beetle infestation and dry rot. Brook Rother's investigation found that the end sills are nearly hollow, and this is probably the case for the longitudinal sill tenons as well. So we are currently planning to replace all of the wooden parts on these cars. And while that is a phrase well calculated to make a good curator cringe, it is the same problem that I found several times in the late 1930s White Pass & Yukon *Superintendent's Weekly Reports*. The actual work on our flats is expected to start in spring 2018. The first step (as described by Bruce MacGregor in his article on page 1) will be to purchase the lumber for the sills and other parts. Then we wait... the wood must dry for a period of one year before work can begin. *continued on page 8*



Gene Arrillaga bolting a joint bar. Photo by Jack Burgess

President's Report-continued from page 7

It's going to be a busy season this year. We have something for everyone no matter what your ability. Come out on a Thursday and help out with wooden car restoration, or come out on a scheduled Saturday and work on the tie replacement crew, or watch for the monthly date to help move artifacts from the old refrigerator car to the new container. Call the project manager before the actual workday so he can give you information on how to enter the Park at the Seward Drive gate—email and phone information for each project manager is shown on the upcoming workdays on page 10. We have a lot of fun no matter what the project. Come on out and give it a try!

Our “Redwood For Restoration” campaign has received two donations already (see Kathy MacGregor’s article on page 3). I hope that everyone will help out if you can. If we receive enough donations to purchase this old growth redwood before it’s gone, it would be a wonderful step toward restoring three of our most important cars. 📧



One of our youngest volunteers, Sophia, is shown here in her snazzy pink apron where she keeps stacks of Hotbox copies to be mailed out. Sophia stuffs the newsletters in envelopes, sticks on labels, adds stamps, and then mails them at the post office each month (someone drives her and lifts her up so she can reach the mail box). Sophia also helps out at Katie Train Activities Day, Rail Fair, and the Haunted Railroad.

Thank you for all of your help Sophia!

Report on March 2017 Board Meeting

Gene Arrillaga, Secretary

Jack Burgess has an idea for this year’s spring general meeting—it will be something different: a Friday night at the Essanay Silent Film Museum in Niles (Saturdays are taken) featuring railroad-themed silent movies. The date will most likely be Friday, June 9 around 7 p.m. Final date and time will be announced in the May *Hotbox*. The event will be free to SPCRR members and volunteers.

We have received an anonymous donation of \$1,000 toward the Sorenson flat car project. Thank you donor. This donation is most welcome, because after a further inspection of the Sorenson flat cars it has been determined that most, if not all, of the wood will have to be replaced.

A Hammond swing motion truck has been recently discovered. This was the type of truck used under the Pajaro Valley Car 215. Brook has been tasked with pursuing the acquisition of this truck.

Kevin Bunker has completed the Preliminary Restoration Report on caboose 6101, and the Board agreed that wide distribution of this report is more important than generating funds for the 6101 project. Digital copies will be offered for a suggested donation of \$20. Printed copies will be provided to those who helped in the preparation of the report.

Kevin Bunker has located a stove that appears to be identical to the stove in SP1010. The asking price is \$1,000, which seems high, and we can’t be sure it is the appropriate size for either caboose 6101 or caboose 47. Also, the cost of shipping a cast iron stove from near San Diego to Fremont would be very expensive. The Board decided not to pursue it.

Because the Car Barn will be inaccessible for about a 7 to 10 days during fumigation (*as of 3/30/17, the amount of time is now estimated at 3 days*), we are looking for a date after opening date to schedule the work.

The Christmas meeting will be scheduled for the first Saturday in December in the future to avoid conflicts with other holiday activities.

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 the last page

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:

Project Manager Gene Arrillaga writes... This March our work days have not always worked out like we expected. We come with the idea of doing wooden car restoration, but often get drafted for part or most of the day doing some other worthwhile job, like tree removal so the picnic cars can be delivered, track work so the train can use Deer Park station, and what ever else the evil Mr. Murphy can conjure up. Fortunately, I can bring the broken hammers home to fix and there have been lots of them.

The usual Thursday crew consists of Gene Arrillaga, and Gene Bobik, Tony Peters, and sometimes Andrew Cary. When Ken Underhill and Dave Fisher show up they have worked on mounting the white board and installing cabinets as part of Ken's continual effort to organize and clean up the Car Barn. David Waterman is always there working on track, the Whitcomb, flat car 222, or something else.

On Caboose 6101 we have started working on the B end. With David Waterman's guidance we got the B end truck rolled out of our way under the car so that we can work on the B end with out breaking our legs. The framing for the A end platform is almost done. It is amazing how crooked some of the beams are—we still have some adjusting and persuading to do. We are starting to re-attach the draw timbers to the B end. The bolts that are supposed to attach the draw timbers to the center sills have been modified so that the heads once hidden and unaccessible under three layers of flooring will not spin uselessly when someone tries to tighten the nuts on the bottom of the draw timbers. Bit-by-bit we are making progress.

Caboose 6101 Project: Project Manager - Gene Arrillaga

3/27/17 - Volunteers: Gene Arrillaga, Gene Bobik, Tony Peters. The Gene's and Tony Peters worked on the Caboose.

Historic Parts Collection and Inventory Project: Project Manager - Jay Shellen

No work in March due to track work preemption and rain.

Flat Car 222: Project Manager - David Waterman

Minimal work was done this month due to the work on the "Deer Park Tie Replacement Project." See article on the flat car on page 7.

3/4/17 - Volunteers: David Waterman and Jay Martinez. The deck boards have been nailed back down on WSLCo 222.

Locomotives:

3/25/17 - Volunteers: David Waterman, Brook Rother, Rich Neelson The guys continued to work on the Whitcomb engine as time allowed. David will keep working on it as time permits.

Fallen Tree Removal

3/1/17 – Volunteers: Andrew Cary and others. Worked on the large fallen tree near Corp Yard.

3/2/17 – Volunteers: Andrew Cary, Tony Peters, David Waterman. David cut out a section of the fallen tree was blocking the road by the Car Barn. Moving this required a couple of trucks and much huffing and puffing by everyone.

3/3/17 – Volunteers: Bob Dike and Son. The bulk of the large Eucalyptus trees that fell by the Corp Yard was cleared from our right of way in the morning.

3/4/17 – Volunteers: Andrew Cary, Bob Dike and Son, Brook Rother, John Stutz, David Waterman. Worked on clearing the tree covering our track.

Deer Park Tie Replacement and Platform Rebuild

3/4/17-3/25/17 - See page 5 for a detailed report.

continued on page 10

Weekly Workdays - continued from page 9

Unloading Picnic Flat Cars

3/4/17 – Volunteers: Andrew Cary, Jay Martinez, Rich Nealson, Bob Pratt, Brook Rother, David Waterman. We unloaded two covered ‘picnic cars’ that arrived from Brook’s Locomotive Works. These cars are planned to go into service as revenue cars this year. They are equipped with air brakes and will become the standard consist with WSLCo 222 & the Kauai Plantation Railway 10 locomotive.

White Board Cabinet

3/2/17 - Volunteers: Dave Fisher, Ken Underhill. Dave and Ken assembled two cabinets below the white board.

Weed Removal

3/4/17 - Volunteer: Andrew Cary. Weeds have been mowed/whacked around the Car Barn and along the right-of-way as far as the fire road crossing.

3/25/17 - Volunteer: Andrew Cary. Andy overhauled the weed whackers.

WORK PLANNED FOR NEXT MONTH

Join our Yahoo SPCRR_members group for the latest information! Details how to join are shown in the blue box on this page.

- **Thursdays and some Saturdays - Miscellaneous Projects.** For more information contact Ken Underhill at 925-373-6884 or email kcunderhill@yahoo.com.
- **Thursdays and some Saturdays - Caboose 6101 - Project Manager: Gene Arrillaga.** For more information contact Gene at 510-657-8733 (home) or email arrillaga@sbcglobal.net.
- **Some Thursdays & some Saturdays - Tie Replacement & Track work - Project Manager: David Waterman.** Setup either a Thursday or Saturday to join David at the park. For more information contact David at 415-602-7377(cell) or email steamfreak22@gmail.com.
- **Various Days - Flat Car 222 & Locomotives - Project Manager: David Waterman.** Work will continue on flat car 222 and the locomotives. See previous notice for contact info.
- **2nd Saturday of Every Month - Monthly Restoration Saturday - Project Manager: Brook Rother.** Work on current projects, including wooden car restoration and/or locomotives. To find out this month’s projects, contact Brook at 530-559-4249 (cell) or email brookrother1@gmail.com.
- **APRIL 29, 2017 - Historic Parts Collection & Inventory Project - Project Manager: Jay Shellen.** **DESPERATELY** need people to move heavy wood beams and parts from the old reefer to the new container. Contact Jay at 510-754-5311 (cell) or email hoosierdadee@gmail.com.

All dates and changes will be announced on the Yahoo SPCRR_members group. See blue box below for instructions on how to join. Call Ken if you have trouble at the number/email below:

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.

How to sign up for the YAHOO SPCRR_Members group to receive announcements and updates!

We post announcements and workday updates on the SPCRR_Members group on Yahoo Groups. It is free to join. You just need a free Yahoo email account. To join & receive emails, send an email to “spcrr_members-subscribe@yahoo.com” and include your name and your Yahoo email address. If you have any problem, call Ken Underhill at 925-373-6884 or email kcunderhill@yahoo.com.

CALENDAR: April-June 2017

CALENDAR OVERVIEW: Restoration Workdays are held on **Thursdays** and **some Saturdays**. Call or email Project Manager 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 on the Yahoo SPCRR_Members group. See instructions for how to join the group on the previous page.

IMPORTANT TRAIN CREW NOTICE: Employees will now operate the train for all "Park" special events. Volunteers will continue to operate the train at all "SPCRR" special events. Station Agents will continue to be covered by volunteers at all special events when needed.

Sat, April 1 (10-4)-PARK SPECIAL EVENT: Tartan Day/Scottish Fair. (Train Rides). Employee Train Crew. (*we already have a volunteer Station Agent*)

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*).

Sat, April 29 (10-5) - Historic Parts Collection & Inventory Project workday led by Jay Shellen, Project Manager (email: hoosierdadee@gmail.com; cell: 510-754-5311. **IMPORTANT! We desperately need volunteers to move large beams and large parts.** Meet at 10 am at Car Barn. Enter at Siward gate (*directions below*). See page 2 for more details.

Sat, May 13 (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, May 20 - SPCRR Railroad Adventure Day (Train Rides). **Need volunteer train crew.** Meet at 9 a.m. at Ardenwood station. If you can volunteer, email vice-president@spcrr.org, or call 510-797-9557.

Wed, May 24 (5:30-8 pm) - EBRPD Volunteer Recognition Dinner (Cull Canyon). Invitations were mailed to all volunteers who reported 25 hours or more in 2016. If you didn't receive an invitation, email info@spcrr.org for info.

Monday, May 29 - PARK SPECIAL EVENT: Memorial Day & FREE Park Open House (Train Rides). Employee Train Crew. **Need one volunteer Station Agent.** Meet at 9:30 a.m. at Ardenwood station. If you can volunteer, please email vice-president@spcrr.org, or call 510-797-9557.

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

Sun, June 11 - PARK SPECIAL EVENT: Historic Hay Harvest (Train Rides). Employee train crew.

Sat, June 17 - SPCRR SPECIAL EVENT: "Katie Train Activities Day" (Train Rides and Children's Activities). **Need Volunteer Train Crew, 2 Station Agents, plus 5 Volunteers for kids' activities.** Train Crew: meets at 9 am at Ardenwood station. Event Volunteers: meet at 9 am at Deer Park--look for pop-up tents (closest volunteer parking is at the front parking lot). If you can volunteer please contact Kathy MacGregor at 503-309-4701 (cell) or email macgregork@aol.com.

Directions For Most 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.