



June 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, 34600 Ardenwood Blvd., Fremont, California.

Don't forget SPCRR night at the Silent Movies - June 9

In the May issue of the Hotbox, we mentioned that our mid-year Annual Meeting will be something special this year. Here are the details:

Date - Friday, June 9

Location - Niles Essanay Silent Film Museum (<http://nilesfilmmuseum.org>)

Time - The theater will open at 7:00 pm and the presentation will begin at 7:30 pm.

Address - The theater is located at 37417 Niles Boulevard in Fremont.

Parking - There is free parking across the street from the theater and an additional parking lot on the same side of the street south of the railroad station.

Program - Beginning at 7:30 pm, there will be a brief introduction to the Niles Essanay Silent Film Museum, followed by silent "shorts" (films) and an intermission. Popcorn will be available for purchase. Then the main feature... the classic silent film "The General" starring Buster Keaton!

Donation - The museum would appreciate a a minimum donation of \$5 per person.

Please join us for this great opportunity to view classic railroad movies and socialize with other members and volunteers! 🚂



IMPORTANT - New SPCRR Policies and Updates

Jack Burgess, Vice President



Car Barn out of service for fumigation. Photo by Author

NEW POLICY: Untreated wood of any kind is no longer allowed in Car Barn – As mentioned in the last issue of the Hotbox, the Car Barn was tented for fumigation on Thursday May 4 as scheduled. We were able to get back into the building on Tuesday May 9. With the fumigation done, the Board adopted a policy at the May 17 Board meeting that wooden cars or any type of wood part, cribbing, etc. which has not been previously fumigated cannot be brought inside the Car Barn unless it is verified free from termites. Bringing newly purchased wood into the Car Barn is OK.

Replacement Diesel Engine for Katie – Since the start of this operating season in April, we have had intermediate problems with Katie shutting down unexpectedly and then starting up later without any reason for the problem. At their April meeting, the Board agreed to consider

replacing the 1968 gasoline engine in the locomotive (assuming that it hadn't been replaced before) with a diesel engine. The Whitcomb has a diesel engine and there are some advantages to converting Katie to diesel, one of the major ones being that we can store more diesel onsite than gasoline. That means not only fewer trips to the gas station but also that we could have diesel delivered to a future above-ground tank near the Car Barn. Brook Rother and David Waterman are in charge of this project and David has suggested that we purchase an older Cummins diesel engine which is simpler to diagnose and doesn't require a computer to tap into the engine's digital system. Purchasing a used Cummins diesel engine won't be a problem but finding a qualified diesel mechanic who can remove the current engine, install a replacement diesel engine, and then build any necessary parts to mate the new engine to the current transmission in Katie might be a problem. If anyone knows of someone with these talents please contact a member of the Board.

Railroad Adventure Day and Katie Train Activities Day volunteers – Earlier this year, the Board agreed to have paid employees operate trains during major Park events including Tartan Day, Memorial Day, Fourth of July, and the Harvest Festival. Volunteer crews will still operate trains for the three Railroad Adventure Days, Katie Train Activities Day, Rail Fair, and Haunted Railroad.

Unfortunately, there has been some recent confusion about these volunteer train crew days. In the past, an email used to be sent out a week prior to one of these SPCRR events asking for volunteers, and it was also published in the Hotbox calendar. This practice resulted in anxiety and uncertainty about not enough certified crew showing up to operate the train.

That changed this season after Bruce and Kathy MacGregor offered to call/email volunteers to schedule them to be part of the train crew for each of these events. So, going forward, in order to guarantee a volunteer position for any of our special event fund raisers, you need to contact Bruce and Kathy. Please see article "AS LONG AS WE'VE GOT YOU ON THE LINE..." on page 7 for details.

IMPORTANT Notice for Volunteer Train Crews - A change in procedure has been implemented by the paid train crew this year to run Katie and the train back to the Car Barn each day at the conclusion of operations, and park it inside the Car Barn. If you have agreed to be a volunteer train crew member on a SPCRR event day, you need to report to the Car Barn to pick up the train... do not go to Ardenwood station.

MofW flat car - Brook Rother has a 24-foot-long, 5-foot-wide, flat car which the Board has leased for MofW use (it was leased for \$1 per year). The low-slung car will be used for track maintenance. A storage box will be built onto the car so that track tools and equipment can be left on the car and thus be ready-to-go when needed. This is a steel car and it can be stored outside of the Car Barn with a secure, water-tight storage box. 🗝️

Thank you, Sumpter Valley Railroad!

Bruce MacGregor, Collections Manager

The year 1960 was a landmark year in the history of American narrow gauge railroading. It was the year the last narrow gauge common carrier west of the Rockies, SP's famous Keeler Branch, ceased operation. It is also the last known year that Carter freight cars operated in commercial service. In the case of SP box car 10, 1960 ended 80 years of continuous operation on western narrow gauge lines. Built for the Oregonian Railway in 1880, the car was rebuilt numerous times and famously carried its final stenciled air test date — 1960 — to prove its lifespan. It is now at The Railroad Museum at Ardenwood and is on static display in the railroad yard at Ardenwood station.

The sheet metal stencils SP used to letter this car, and other freight cars, were placed in storage at Owenyo, California after the line's abandonment. Rail fan Walt Stampfli knew of the storage location and obtained the set of some 35 stencils — made of heavy gauge tin — for his private collection. They were passed down through several collectors until they were donated to the Sumpter Valley Railroad.

In spring 2017, almost 50 years after the abandonment of the Keeler Branch, the Sumpter Valley Railroad generously donated the set of stencils to our museum. Thanks to their curator, J.B. "Bret" Bane, detailed records of the history of these stencils had been kept, which helped identify the stencils as SP originals used on the Keeler Branch. Now they can be put back to use on the same rolling stock. When box car 10 undergoes a complete restoration some time in the future, we will have the original lettering stencils to restore its road name and number to their 1960 appearance.

By the way, if you haven't ridden Sumpter Valley, you're in for a treat. With two original steam engines operating through the high sagebrush country of Eastern Oregon, this five mile narrow gauge line is one of the most authentic short line restorations in America. It's located just west of Baker City, Oregon, and well worth the drive. 🚂



Box car 10 on the Keeler Branch.
Photo: Wendel Mortimer

“Traintime” at Valley Springs – 1882

Kevin Bunker, Curator

Your Curator is a participant in a Facebook group dedicated to all things Southern Pacific, and the topic arose via one other member’s posts about the old SP standard gauge branch that began operations as the 3-foot gauge San Joaquin & Sierra Nevada Railroad. “Just because,” I began Googling various station names associated with that branch line, and on entering “Valley Springs” images (of course) appeared. I glanced at the first page full and one image stood out — this one. I was fairly astonished, to say the least, for I’d never seen it before.

Better still, when I opened up that specific image, I was delighted to find it linked to the excellent Calisphere website, a collective of archives and special collections libraries in California that have scanned select photographs or other materials in their collections and added them to the unified Calisphere index... a localized global archive of sorts. This particular photograph — a 3.5x5.5-inch postcard format image — is owned by the California State Library and bears a date of “1882.”

I stared hard and was somewhat puzzled at what I was seeing. Were those rails spaced to narrow gauge or...? If it was narrow gauge, then the second car (trailing a box car) had to be our combination car, SP No. 1010! Rather than belabor my wonderment, I saved the photograph and emailed it to our Collections Manager, Bruce MacGregor, for his opinion. He naturally perked right up and also edited the image a little in Photoshop to enhance some of the softer bits. He came back with a “Good find!” comment and confirmation of my earlier suspicions.

What we are seeing is indeed the arrival of the daily eastbound narrow gauge train at Valley Springs in the years not long after Southern Pacific took over the SJ&SN. One of the key clues is that diamond-shaped “Sacramento Shops standard” smokestack on what is probably 4-4-0 No. 1026, the regular engine on that line. The few visible details of the combine absolutely align with those of No. 1010. Bruce thinks that the coach trailing the combine may be the stylish car “Ettie,” built by Carter Brothers for the SJ&SN.

The depot is the original SJ&SN structure, which was later replaced by one of SP’s Common Standard style versions—the one that still stands at Valley Springs, as the community is now known. Assuming the SP had recently applied its own standard colors to the structure, we are seeing the two-tone dark green scheme (with white window sashes) which the unified CPRR-SPRR adopted in the late 1870s and retained through the late 1880s. A recreation of that color scheme was applied to the replica CPRR Passenger Station in Old Sacramento in 1999 since that structure is interpretively “set” in a mid-1870s time period.

Other visible elements are worth noting, but you will have to follow the link in the photo caption so you can view the entire photo (this view has been cropped): it’s summertime and nearing the noon hour, evidenced by folks in shirtsleeves and the near-vertical shadows. The weather is characteristically hot enough that the station agent has “cracked” two waiting room windows by lowering the upper sashes a little, letting some of the warmer air out. While the angle is so tight that we can’t make out the positions of the coach windows, I’m willing to bet they’re also open. There’s a pretty large clutch of young boys; school is out for the season and, as we know, kids — and plenty of adults — enjoyed



To view the entire image: [Click here for link](#)
Photo: California State Library

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President's Report

John Stutz, President

The very long-awaited Car Barn fumigation was completed on May 10. Our appreciation is owed to Jack Burgess for getting us off of the proverbial dime and pushing this through to completion. There is still some external cleanup and restoration to be done where we had to clear a 2-foot-wide sealing area all around the building. Some of this was started on the 17th, but getting those heavily-loaded platforms moved back against the wall is going to be a lot harder than pulling them away from the wall.

The May 20 Rail Adventure Day was a moderate success, with some excitement. David had reported that Katie has been subject to moderately frequent partial loss of power recently, but no one knew why. On Saturday we suffered a complete loss of power and finished the day with Rusty Mary hauling the train. Having several crew available let us monitor Katie, and we found that the filter bowl was only getting a trickle of gas, so we have an obstruction in the gas line. Cleaning this should eliminate the problem. The Rail Adventure Day crew consisted of Andy Cary, Fran Foley, David Waterman and myself. Jack Burgess joined us to confirm his drawings for the new seating on flat car 222 against the existing seats on flat car 1725.

Andy Cary has been working to improve the SPCRR website and would like feedback on the changes. You can browse the draft site at <http://www.spcrr.org/test.html>. In Andy's words, "some of the content is rough and incomplete." He hopes to have the new site up and in production by mid-summer. Please take a look and get any comments to him promptly. (Andy and Beth will be cruising the Baltic for the next several weeks, and he will doubtless need something to keep him occupied.)

John Goldie took over the finishing touches to the Deer Park mainline repairs, tamping the low spots and adding a little ballast as needed. Our oldest track is now some of the best looking on the line. Our next MoW task is to prune back the overhanging vegetation. We had the 1010 out on Rail Adventure Day, however branches were starting to drag on the car's stack and ventilators in at least six locations. We also need to finish spiking track 5 at the Car Barn and get some ballast on that track.

As of May 20th, the goats have been through the eastern grove and were working along the south fence. A goat pen fence was going up just west of the Car Barn, so this area has doubtlessly been cleared by the time of this writing. We will still need to go in with a mower and/or the line trimmer to clean up along the edges. I am eager to see what the goats can do to the 8-foot-high thistles along the track in the western grove. I expect that we will need to clear/mulch the stalks and I hope to have that done well before Rail Fair cleanup begins.

Andy Cary has been looking into a replacement for the old riding mower which is in very poor shape. He had been looking into heavy self-propelled walk-behind brush clearing mowers, but at the May Board meeting, it was decided that we need to have something with front-end loading capability, combined with a detachable rear mower. We hope that the purchase and maintenance of a small, second-hand tractor can be accomplished for the same cost that we need to pay to rent a Bobcat for a few weekends. Board member Gary Smith has generously offered a large donation to help fund this purchase. Additional donations are always appreciated, and can be sent to SPCRR, P.O. Box 783, Newark, CA 94560 (mark "tractor fund" on your check). Or pay through PayPal on our website: www.spcrr.org. Click on the "Donate" button. SPCRR is a 501(c)(3) non-profit corporation, and all donations are tax deductible. A donation acknowledgement for tax purposes will be mailed to you. 📧

Summary of May 2017 Board Meeting

Gene Arrillaga, Secretary

- John Stutz reported that the electrical trenching under our track has been completed without a problem, thanks to the professional knowledge of Jack Burgess, the cooperation of the Park District's inspector, and the contractor.
- The fumigation project is finished and the Car Barn is now accessible. Thanks to David Waterman for agreeing to guard the building during the time it was tented for treatment, satisfying a EBRPD requirement.
- Fran Foley presented some ideas on improving interpretation during train rides. This will require discussion with Park staff and possible schedule modifications.
- Caboose 47 research on the trucks continues. Brook Rother and Rich Nealon will make a trip to the California State Railroad Museum to gather more information.
- The engine swap for Katie is awaiting a cost estimate.
- Replacement mower for weed control – Andrew Cary submitted a chart with comparisons of three walk-behind mowers. The discussion then morphed into considering the purchase of a used front-end loader with a box scraper. Such a tractor could move ballast, remove weeds, and grade the road bed. Board Member Gary Smith made a generous offer to donate money toward the purchase. Brook Rother and David Waterman will start looking for a possible tractor to purchase.
- The Board has agreed to lease a small, termite-proof flat car for use as a maintenance-of-way car. It will cost \$1 a year and stay outside of the Car Barn.
- The Board is giving serious consideration to buying commercial, two-way radios with designated RR frequencies for emergency communications between crew members.

Valley Springs - continued from page 4

“train time” for the buzz of activity it created in the heart of town, the railroad station. In the part of the photo that has been cropped out, two stage coaches stand ready for any transferring passengers, their luggage, express and mail. Both rigs are classic “mud wagons” with simpler depot hack-style bench seating, and set up for the warm season.

In the distance is the railroad’s “armstrong” turntable and a fairly large open pile of coal, most of it for use by the line’s locomotives, although the depot could draw upon it to fuel its heating stove. In cooler months some of that coal would also replenish heat stoves supplies in the coaches and combine. A flat car just ahead of the box car, on which the unknown photographer has perched, is loaded with lumber of mixed sizes, an oddly disorganized shipment, indeed!

A final note: when this scene was made, the station was known by its earliest name, “Valley Spring.” The present place name, with a plural “s” was added later in the SP-ownership period. In 1882, the U.S. Post Office re-opened the local post office that had been shuttered in 1879, and at that point the plural “s” was used for the postmark.

All in all, this is a splendid image and one more for our reference and exhibits archive. 🗨️

Report on EBRPD’s volunteer recognition dinner

Gene Arrillaga, Secretary

SPCRR was represented at the annual East Bay Regional Park District Volunteer Recognition Dinner by a number of SPCRR members and volunteers. There was live music from a string band, lots of good food including three kinds of cake, and none of the chilling fog that sometimes shows up at this yearly event. SPCRR members and volunteers in attendance were Barbara Anderson, Gene and Donna Arrillaga, Gene and Mary Bobik, Andy and Beth Cary, John and Kristi Erdkamp, Stuart Guedon, and Bruce Sorel. 🗨️

Bring your family out for Katie Train Activities Day the Saturday before Father’s Day on June 17

Promotion and Advertising Committee

Make sure to bring your children and grandchildren to Ardenwood for our second annual Katie Train Activities Day on June 17. This event is designed for children 6 years and under. Train tickets include many fun train-related activities at Deer Park plus all-day train rides. Hours are 10 am-3:30 pm. The cost for Katie Train tickets is \$5.00 for everyone ages 2 and above (under 2 free). There will be a number of fun Ardenwood Park activities that day as well, plus the Patterson House will be giving tours (cost: \$3 for Adults). Katie Train and Patterson House tickets must be purchased in addition to the Park entrance fee: \$3/adults (18+), \$2/children (4-17), under 4-free. The new Farmyard Cafe will be open for food and drinks.

Bring your family out for a fun day of train activities at Ardenwood. For more information, go to our website at www.spcrr.org or our Facebook page at www.facebook.com/spcrrmuseum/events 🗨️



Katie Train Activities Day 2016. Photo: Bruce MacGregor

Update on Current Donations

Kathy MacGregor, Donations Manager

Ballast Fund:

Based on his SPCRR volunteer hours, John Goldie has been able to take advantage of volunteer hour matching grants from two companies: \$1,000 from Texas Instruments; and \$800 from Intel. Because of John's efforts in pursuing these grants, SPCRR received a donation of \$1,800 for ballast this year. Thanks John!

Redwood for Restoration Fund

Thanks to the following people for donating to the Redwood for Restoration Fund: Norman Delucchi-\$100, and Jack Burgess-\$110. SPCRR received a donation of \$210 for old growth redwood. Thanks Norman and Jack!



As Long As We've Got You On the Line . . .

The Phone Committee

The light finally came on for members of the Phone Committee. When we began calling people to volunteer for Rail Adventure Day on May 20, we decided to also offer people the opportunity to sign up for our special event fundraisers in June and July. Using this new approach, train crew positions for all three events were quickly filled. The downside of our new approach is that coveted positions might be filled before we get to YOU.

The upside is that you don't have to wait for a call from us. Follow the sterling example set by Ron Quilici and Ray Strong and call us first! If you would like to volunteer, please call 503-657-3992 between the hours of 9am and 9pm, or e-mail macgregork@aol.com.

In July we will begin calling people to help with the August Fire Suppression project in preparation for Rail Fair. While we've got you on the line, can we sign you up for any of the following projects?

Rail Fair - September 2, 3, 4

Railroad Adventure Day #3 - October 21

Haunted Railroad - October 20, 21, 22, 27, 28, 29

If you know now that you would like to volunteer at any — or all — of these events, it's not too early to contact the Phone Committee to secure the volunteer position of your choice. (Note: if you're not signed up, you can't bump a person who has signed up).

There are only 10 more special event fundraiser days left in 2017!



*"If you don't know where you are going,
you'll end up someplace else."
Yogi Berra*

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:

Caboose 6101 Project: Project Manager - Gene Arrillaga

4/20 Gene Arrillaga, Andrew Cary, Tony Peters (7 hrs each).

Checked ends & sides for parallel sides, square corners and fit of end doors in frames.

4/27 Gene Arrillaga, Gene Bobik, Tony Peters (7 hrs each).

The last 2 workdays were spent continuing to check ends & sides for parallel sides, square corners, and fit of end doors in frames. Followed by trying to determine why things were out of square and what, if anything, we could do to achieve the best results.

5/04 Fumigation of Car Barn - no work

5/11 Gene Arrillaga, Gene Bobik, Tony Peters (7 hrs each).

Tightened vertical truss rods on A end, and worked on B end platform.

5/12 Gene Arrillaga (9 hrs). Relocated items moved for termite treatment, and consultation with Brook Rother on 6101 restoration. Followed by Board of Directors meeting.

5/18 Gene Arrillaga (2 hrs). Worked on caboose 6101.

5/25 Gene Arrillaga, Gene Bobik, Andrew Cary, Tony Peters (6 hrs each).

Continued work on the B end platform. Enlarged holes on A end platform to fit new end posts, repaired a router mistake on one needle beam, determined that door stops for baggage doors were out of plumb—not the door frames. Overall framing looking better, square, and plumb.

Train Tables for Katie Train Activities Day

5/12 Gene Arrillaga, Gene Bobik (6 hrs each). Purchase, delivery & cutting plywood sheets to size for train tables.

5/18 Gene Arrillaga (2 hrs). Continued working on train tables.

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

The workdays on 4/27/17 and 6/15/17 will be reported in the next *Hotbox*.

Track Maintenance, Project Manager - John Goldie:

4/22: Volunteers: Andrew Cary, Bob Dike, John Stutz (6 hrs). Replaced ties and spiked track where EBRPD's contractor trenched under our track.

4/29: Volunteers: John Goldie, David Waterman (6 hrs ea). Removed two kinks from the curve by the gate.

4/30: Volunteer: John Goldie (6 hrs). Deer Park project ballast was profiled and cleaned/ leveled as needed.

5/04: Volunteers: John Goldie, David Waterman (4 hrs ea). Cleared brush to open the road.

5/14: Volunteer: John Goldie (6 hrs). The rest of the Deer Park project ballast was profiled and cleaned/ leveled as needed.



Jay Martinez, Bobby Goldie, and David Waterman (left to right) work on the passenger crossing at Deer Park. Photo: John Goldie

Weekly Workdays - continued from page 10

Locomotive Maintenance

May David Waterman (8 hrs). Disassembled the Whitcomb's brake rigging for repair, which will give it improved, balanced braking.

May David Waterman (1.5 hrs). OMC 4 "Rusty Mary": Fabricated replacement clutch brake (1.5 hrs)

Miscellaneous Car Maintenance

May - Volunteer David Waterman.

- Made temporary window for SP 1010. (2.5 hrs)

- Began cleanup of Brook Rother's WSL excursion cars for passenger service. (5 hrs)

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 page 10.

- **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.** Schedule 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.
 - **Historic Parts Collection & Inventory Project - Project Manager: Jay Shellen.** Help move our artifacts from the old location to our new container. Contact Jay at 510-754-5311 (cell) or email at hoosierdadee@gmail.com.
- Special collections work day planned for Thursday, June 15. All are welcome!**

All dates and changes will be announced on the Yahoo SPCRR_members group. See blue box on page 10 for instructions on how to join. If you have trouble joining, call Ken 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 focus on 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.

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 Seward 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 Seward Dr (just before the I-880 overpass). The gate into the Park is at the end of Seward 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 Seward Dr (just before the I-880 overpass). The gate into the Park is at the end of Seward 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.

CALENDAR: June-Sept 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 at the bottom of this page.

Volunteer train crews will operate the train at SPCRR special events. If you would like to volunteer at any of these events, contact the Phone Committee (call 503-309-4701 or email macgregork@aol.com) to secure the volunteer position of your choice. Employee train crews operate the train at Park special events.

Fri, June 9 (7 pm) SPECIAL GENERAL MEETING for Members and Volunteers - SILENT MOVIES (with trains!) at the Edison Theater/Essanay Museum (see article on page 1 of this Hotbox), 37417 Niles Blvd, Fremont, CA. For more info email info@spcrr.org or call 510-797-9557.

Sat, June 10 (10-5) - Monthly Restoration Day led by Brook Rother (call Brook at 530-559-4249. Meet at 11 am at Car Barn. Enter at Siward gate (*directions page 9*).

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). Train Crew has been filled. Katie Event Volunteers: meet at 9 am at Deer Park--look for pop-up tents (closest volunteer parking is at the front parking lot). For more info, please contact Kathy MacGregor at 503-309-4701 or email macgregork@aol.com.

Tuesday, July 4 - PARK SPECIAL EVENT: Independence Day at Ardenwood (Train Rides). Employee train crew.

Sat, July 8 - Monthly Restoration Day led by Brook Rother (call Brook at 530-559-4249-cell). Meet at 11 am at Car Barn. Enter at Siward gate (*directions page 9*).

Sat, July 15 - SPCRR SPECIAL EVENT: "Railroad Adventure Day" (Train Rides). Volunteer train crew.

Sat, August 12 - Monthly Restoration Day led by Brook Rother (call Brook at 530-559-4249-cell). Meet at 11 am at Car Barn. Enter at Siward gate (*directions page 9*).

est Aug 26-Sept 2 - RAIL FAIR PREPARATION & SETUP WEEK. Help appreciated! Meet each day at 9 am at the Car Barn (*directions on page 9*).

Sat, Sun, Mon, Sept 2, 3, 4 - SPCRR SPECIAL EVENT: "RAIL FAIR" (train rides and many activities). **NEED EVERYONE'S HELP** for train crew, station agents, and activities. Call Kathy MacGregor at 503-309-4701 (cell) or email Each day of the event, meet at 9 a.m. and sign in at Ardenwood station for updated info. We will be calling people to volunteer for various positions. If you would like to sign up ahead, please contact Kathy MacGregor at 503-309-4701 or email macgregork@aol.com.

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.