



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](mailto: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.

## **This photo of Gary Smith at Rail Fair says it all...**



Photo: Bruce MacGregor



# Digital Rescue: The Museum Salvages a Ghost Car

*Bruce MacGregor, Collection Manager*

*Photos by Author*

**F**loods, rot, termites and a giant poison oak bush—all came to attack the remains of a Carter Brothers coach abandoned in a field at Duncans Mills, California. Sound like a plot for a horror movie? Grab a bottle of calamine lotion, and read on.

When I first saw the body of North Pacific Coast coach 34 in 1966, the car sat abandoned on a flood plain near the Russian River. A 45-foot-long coach built by Carter in 1893, the car had a more modern roof style (bullnose end vs the earlier duckbill style end), and a larger seating capacity (50 vs 44) than Carter coaches of the 1870s. It represented one of the last coaches built by Carter for mainline narrow gauge service. Even in the condition I found it in—out of service and off its trucks—much of the car's original architecture was intact.

Because it served as a dwelling next to Highway 116, rail fans and historians knew about the car, and several made an effort to document it. Among those was David Soderblom, who photographed the car and drew detailed 2D mechanical drawings in the early 1970s. Numerous fans took photographs, but no one attempted to preserve it. During the next twenty

years, the Russian River reached flood stage twice (in 1982 and 1986) both times invading the car with flood water and silt. By the late 1980s, the lower portions of the car wall, floor and frame had been softened by rot; while the clearstory roof had been torn from the walls by a giant poison oak bush. When the car owners, the DeCarlie families, agreed to give our Museum the remains of NPC 34, little was left standing.

Thus began, in 1989, one of the more extreme rescues our Museum has ever attempted. There was no question that it was too late to salvage the intact car body. Instead, weekend after weekend was spent sifting through a large debris field, identifying wooden parts (wall posts, clearstory frames and metal parts) still intact enough to exhume and preserve. I personally remember floor boards crumbling in my fist. But the largest of

these parts—several roof sections and parts of an end wall—remained almost intact. Several delicate parts (notably windows) had been removed and stored inside a barn located nearby. These were given to our Museum, and were in remarkably good condition. After six months of careful work (and numerous outbreaks of poison oak rash), half a dozen pickup loads of parts were salvaged and returned to Ardenwood for cataloguing and storage in the Museum's parts collection. It was a gamble... we hoped that some day, the parts from NPC 34 (referred to as the DeCarlie Collection) could be studied and preserved.

By 2017, not long after we began a new inventory of our parts collection, it became obvious that many of the wooden parts in the DeCarlie Collection had continued to deteriorate. In the nearly twenty years they had been stored by our Museum, the remains of NPC 34 had acquired new enemies, in this case a termite infestation.



NPC 34 as it appeared in 1990, during our Museum's salvage operation. Only a single wall was left standing.



A sister car to NPC 34, Northwestern Pacific 720, was photographed on the Saucelito pier about 1918. (courtesy NWP Historical Society)





John Hall figuring out this big jigsaw puzzle.

More radical preservation techniques were needed. In the summer of 2017, the Museum began trying a digital rescue strategy: creating a set of 3D CAD drawings that could capture most of the essential details, not only of individual parts, but of the assemblies formed by the parts. John Hall, a CAD specialist and avid SPC narrow gauge historian, agreed to try a limited experiment. John concentrated on the NPC 34 parts in the worst shape: end wall panels and a clearstory end roof form. After two weeks, John was hooked. No longer was the clearstory end and the wall below enough. His goal was to use 3D CAD to fit these existing wood parts into a complete digital model of the original car body. The challenge was daunting. It was like a giant jig saw puzzle. Some parts fit beautifully; other parts were too badly deteriorated to fit exactly; still other parts were missing entirely with only nails and shadows to show where they were. And of course there was the odd part that doesn't seem to belong anywhere.

John has treated the project like a careful forensic investigation. He has tried multiple approaches to fitting parts together, sometimes incorporating hypothetical parts, sometimes extant parts, until a reasonably consistent, complete structure could be visualized in three dimensions. Helping him are photographs from the early 1900s, 1966, 1970, and 1990. In addition, Mike Manson and Charles Siebenthal (both from the Northwestern Pacific Railroad Historical Society) have been looking for additional photographs and drawings. By the middle of September, John had created an unfinished, but still compelling 3D model of what this assembly looked like. The parts we are most concerned about—the clearstory end frame and the car's end wall—clearly formed a self-supporting system. John's reconstruction of this system included the "bullnose" style roof end framework, the porch (or apron) extending out over the platform, and the end wall and its interior framing (not yet fully documented in the partial reconstruction we show here). Most important, John was able to determine how these

assemblies—completely hidden from view in the finished car—fit together.

While far from completing the entire car, these assemblies are among the most complex inside NPC 34. In reconstructing the assemblies, John has shown that we can digitally reconstruct, and therefore preserve, most of the entire car, even with badly deteriorated parts we have available for study.

Not far in the future, we will need to discard the most deteriorated or termite-damaged parts from NPC 34. The urgency of that decision has given us the motivation to try a new, digital preservation strategy, one that keeps our group targeted on its mission: to preserve 19th century car building practice, especially as practiced by Carter Brothers. Thanks to digital rescue, it looks like we have the proof-of-concept we've been looking for. And a tool that may have applications for our group far into the future.

We will periodically update you on John's work as NPC 34 moves forward. Until time, funding and human resources allow us to create a replica of NPC 34, details of its construction can still be kept, studied and interpreted. And we don't have to worry about Russian River floods, poison oak, or termites... just hard drive crashes and file format changes. 🗄️



John Hall's 3D CAD reconstruction of the roof end,



**A GIANT Thank You** to all of the volunteers who helped out at Rail Fair this year!

**An an extra Thank You** to everyone who spent many days clearing the track right-of-way of downed branches and weeds so that we could run the steam engine.

## **Rail Fair 2017 Trivia**

- Temperatures (Sat, Sun, Mon): 110 degrees, 107 degrees, 95 degrees
- Number of Rail Fair visitors per day (Sat, Sun, Mon): 386, 649, 2191
- Number of SPCRR volunteers: 32
- Number of exhibiting groups: 6
- Number of musical groups: 2
- Total number of free lunches (volunteers and exhibitors) 153
- Number of train passengers per day (Sat, Sun, Mon): 621, 1122, 2327
- Number of Hobo Game Popsicle prizes: 792
- Cost of Hobo Game popsicle prizes: \$165.
- Donations received on Monday for remaining Hobo Game Popsicles: \$112
- Number of newly restored Buda hand cars on display: 1
- Number of injuries reported: 2 (one bee sting and one nail scrape)
- Photographic proof that volunteers and visitors enjoyed Rail Fair 2017 in spite of the heat: 15 photos in this edition of the *Hotbox*



Rail Fair photos by Bruce MacGregor





Members and Volunteers got together for the annual Rail Fair dinner on Saturday night



John Goldie and Bobby Goldie (left to right)



Bob Pratt and Andy Cary (left to right)





Dale Tetley and Jay Martinez (left to right)



Stuart Guedon



Alex Gregg



Brian Norden (left) and Andy Cary (right)



David Waterman



John Erdkamp







# What was inside the big box...

## George & Karen Thagard's Gift: A 1906 Buda Hand Car

*Bruce MacGregor, Collection Manager*

*Photos by Author*

The big plywood box sat in the Car Barn for a month, like an unopened Christmas present. On Friday, September 1, George Thagard began to unscrew the plywood panels of the box, quickly unveiling a beautifully restored 1906-era narrow gauge Buda hand car—just in time for Rail Fair 2017. The car is a significant addition to the Museum's collection.

Although restored from a part set found on a Louisiana Plantation, our Buda is one of hundreds manufactured by the Buda Foundry in Harvey, Illinois, many for western narrow gauge lines. The popularity of Buda products marked a turning point in the evolution of California narrow gauge railroading. California railroad manufacturer Carter Brothers had offered a much lighter hand car for sale in the 1870s, and along with Carter itself, the hand car model gained popularity with railroads like the South Pacific Coast (Brook Rother built a replica of a Carter hand car that remains at the Museum). But by 1902, the South Pacific Coast was slated for standard gauging, and Carter closed its factory in Newark.



George Thagard opens the big box!



Dale Tetley lubricates the Buda before the first ride.

George Thagard as a part set. Most of the original wood was gone, but the inventory of metal parts (including wheels, gears and bearings) remained largely intact. Most parts bore Buda part numbers, and several original drawings documented the long-missing wooden frame and decking. It took years to find the restorers who could bring these components together in an accurate historical restoration. In 2015 George shipped the

hand car to be known, was purchased by

“The Buda,” as our car came to be known, was purchased by

to be known, was purchased by

*continued on page 10*



## ***Buda Hand Car - continued from page 9***

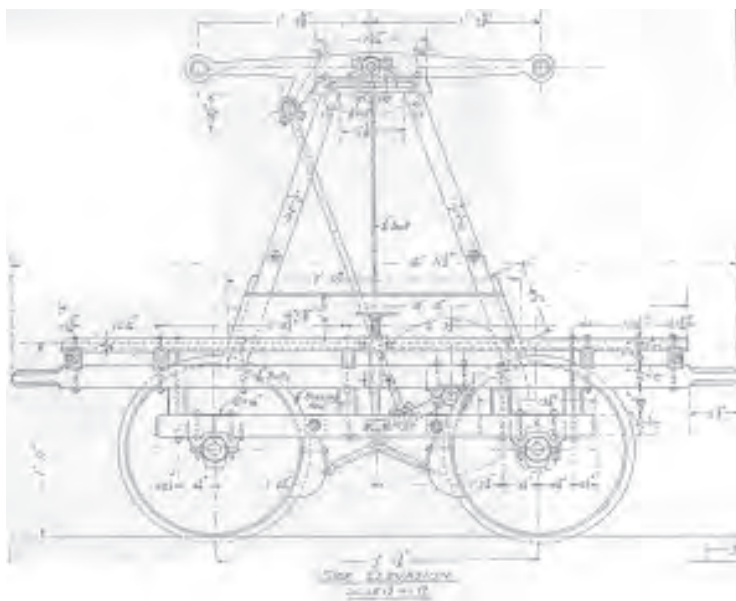
parts to Dave Kloke and Jerry Mennenga's restoration shop near Chicago, not far from the original Buda factory in Harvey, Illinois.

Two years later, a working restoration of the Buda was complete, decorated in its original paint scheme and lettering, and boxed for shipment to Ardenwood. Thanks to the generosity of George and Karen Thagard, it joins the museum's collection as an example of railroad car building in transition between the 19<sup>th</sup> and 20<sup>th</sup> century.

The Buda will be stored in the Car Barn and used for display and occasional demonstration runs. 



Buda hand car at Tomales, California, on the North Shore Railway, circa 1902



Basic dimensions of a 1906 narrow gauge Buda hand car, on which our restoration was based.

## **Elections will be held at the General Meeting on Saturday, December 2, 2017**

The Nominating Committee, made up of Bruce MacGregor and Stuart Guedon, will soon be submitting a slate of officers for 2018, to be voted on at the General Meeting on Saturday, December 2, 2017. Voting members can expect to find their sample ballot in the mail before the end of October. If you cannot be at the General Meeting to vote in person, you can mail in your Proxy and designate someone to vote on your behalf. If you have any questions on the process or would like to be an officer for 2018, contact Bruce MacGregor at [bruce.alan.macgregor@gmail.com](mailto:bruce.alan.macgregor@gmail.com) or call 503-657-3992.

Life Members automatically become voting members. Contributing Members (those who pay annual dues of \$20) may become an "Active Member" with voting privileges after being an active volunteer for one year, and submitting a written application to the Board of Directors. Applications will be reviewed and considered at the September Board meeting or at the discretion of the Board. For more info, view our Bylaws on our website at [www.spcrr.org](http://www.spcrr.org).



First, congratulations and a huge **THANK YOU** to all of the volunteers who made a considerable success out of an extremely hot Rail Fair! We had a couple of punishing, hot days—so much so that our rails expanded enough to lock both Deer Park switches—yet we pulled together to fix the problem and kept the trains running. While initial attendance was light on Saturday and Sunday, the crowd showed up on Monday when the temperature cooled off to the 95. We had a good overall turnout, and without anyone getting heat stroke.

Now it's time to begin setting up for the Haunted Railroad. The first workday begins on Saturday, September 30, with the village set-up (meet at the Car Barn at 10 am); and the workdays will continue over the next three weeks, necessarily fitting around several competing special events. This year we propose to have the displays all finished and dressed on Thursday, October 19 to avoid the traditional Friday rush on the first night of operation. Operating nights this year are October 20, 21, 22; and 27, 28, 29.

Please see the schedule of activities in the Calendar on the last page of the *Hotbox*. We need everyone's help to make the Haunted Railroad a success. Here is the list of people in charge this year: J. Burgess is the Event Coordinator (info@spcrr.org; 510-508-8826), Kathy MacGregor is the Volunteer Coordinator (macgregork@aol.com; 503-657-3992), Andy Cary is in charge of the nightly set-up and take-down (ajlcary@gmail.com; 510-324-6817), and I am in charge of the event setup and take-down (john.stutz@spcrr.org; 650-604-3363).

Special thanks to John Goldie, Bobby Goldie, and David Waterman for completing the spiking of track 5 at the Car Barn. Now it just needs leveling. 🛠️



(left to right) John Stutz, Andy Cary, and David Waterman work on locked switch at Rail Fair. Photo: Bruce MacGregor

## Report on September 2017 Board Meeting *Gene Arrillaga, Secretary*

**New seating for WS 222** - The Board approved the seating design for 222. The material will be very good Douglas Fir and Hemlock. The material will be ordered as soon as a project manager becomes available.

**2017 Rail Fair report** - Attendance went from an average of 2,400 each day in prior years, to just a few hundred on Saturday and Sunday due to the record-breaking heat. On Monday when the temperature dropped into the 90s, the attendance recovered somewhat (we gave rides to 2,327 people). We will net about \$7,000 for the event.

**Katie engine replacement** - Brook's Locomotive Works will install the replacement diesel engine in Katie for \$2500 plus the cost for an engine-to-transmission adapter, air compressor, and brake valve assembly for the air brakes. The Board has accepted this proposal (*Brook Rother absent*) and will have a draft agreement ready in October.

**Donation Box** - With input from the Donation Manager the Board has agreed to the purchase of one or two boxes.

**New Radios** - The two-way radios are not working on channel 4 as expected. However they are working well between the engineer, conductor and park staff. The Board has agreed that all communications will be in plain language and not 10 code. VP Burgess knows a retired radio consultant who will advise us sometime in the next month or so.

**Weed Control** - In an effort to reduce manpower needed to prepare the RoW for safe operation, the Board has agreed to consider a pre-emergent next year for weed control based on a 10-foot-wide weed-free zone measured from the outside of each rail.

**New Buda Hand Car** - Because the Buda hand car is a historical artifact and will become part of the museum collection, an agreement governing its use and care will be drafted.

**Hotbox purpose and mailing costs** - The Board agreed to continue the *Hotbox* in its present format, but to contact the people receiving printed copies to verify their continued interest.

**Saturday operations** - The paid crew is interested in providing Saturday rides, the park staff is considering this idea. This will not happen before the 2018 season if at all, and some changes to the contract will have to be made if the idea goes forward.

**Board meeting date change** - The Board moved the October Board meeting to Saturday, October 7.



# 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 or eat at the Farmyard Café if you prefer.

### **PROGRESS LAST MONTH:**

#### **Caboose 6101**

**Multiple dates in Aug/Sept** - Volunteers: Gene Arrillaga, Gene Bobik, Andrew Cary, Tony Peters (24 hrs)

We have been busy since the last report, but progress has been slower than we would like it to be. During the last part of August we re-cut and partially filled some mortices made unusable by finally cutting the platform beams to the correct height. We have done lots of prep work required to add 4 angle-iron, wood side sill supports to the hidden 1/2" steel side sills that the shipyard used—apparently, to avoid more traditional wood working techniques of lengthening the wood beams. We hope all this extra work will mitigate the issues caused by trying to marry steel to the wood.

August 31 was spent carefully unloading a large crate containing the "new" Buda hand car onto track #1 and then doing a little housekeeping around the caboose to make things presentable for Rail Fair.

The first September workday after Rail Fair was devoted to loose ends and recovery. Since then, Andy has been busy replacing rotten wood around the window frames. In between adjusting mortices, and routing slots for bolt head locking bars Gene B and Tony have been working on the metal cutting band saw and we all have been playing with the grinder/wire wheel trying to chase down a potentially deadly vibration. Once these machines are working satisfactorily they will be put to good use on 6101.

Our current dilemma is how to most efficiently cut four 3/8"x3"x16" pockets in the underside of the side sills to receive the four angle iron supports. Whatever method we use will require us to work over head with hand or power tools in the cramped space under the car.

#### **Platform/Step Repairs on Westside Covered Passenger Cars**

**Multiple dates** - Volunteers: David Waterman (32 hrs); Jay Martinez (12 hrs)

The steps/end platforms repair on both cars have been completed and the end railings installed. New ramps with chain handles have been installed between cars.

#### **New End Railings on Flat Car 1725**

**Multiple dates** - Volunteers: David Waterman (8 hrs)

Removed horse driver seat and created new end railings on both sides (see photo).

#### **Miscellaneous**

**8/17/17** - Volunteers: Stuart Guedon, David Waterman (6 hrs)

- Stuart did some clean up on SPC 47 getting it ready for Rail Fair.

David did some general Car Barn cleanup.

- Many of the track tools and such have been moved back into SP 10 on siding 4.

- Vandals smashed the lock and hasp with a pin on the fuel storage box near the car barn and look to have made off with a couple of gas cans. All boxes outside are now secured with a chain wrapped around the box (red lock). Volunteers, members and crew should treat the outside of the Car Barn and the Ardenwood station area as unsecured areas open to the public. Don't leave links or pins where vandals can use them as tools or steal them and leave nothing unlocked that is lockable.

#### **Fire Suppression (debris/weed removal) in Preparation for Railfair**

**8/17/17** - Volunteers: Andrew Cary, Stuart Guedon, John Goldie, John Stutz (6 hrs)



*continued next page*

## **Weekly Workdays - continued**

- Stu Guedon and John Goldie have raked the grove to the West Deer Park Siding Switch. The debris berms still need to be picked up and moved to dumpsters.
- John Stutz and Andy Cary (mostly John) picked up the branches and debris piles through the grove and between Corp Yard Crossing and the old Boneyard Crossing.
- John Stutz attacked the old ties on the north side of Deer Park Siding and has moved around 30 to the tie piles in the rail yard.
- Andy Cary used the gasoline blower to clear sidings 1, 2, and 3 from the Car Barn to the fire road crossing.

## **Fire Suppression continued...**

**8/19/19** - Volunteers: Gene Arrillaga, Andrew Cary, Jack Burgess, Bob Dike, Stuart Guedon, John Stutz (6 hrs)

- John Stutz, Jack Burgess, and Bob Dike removed more old ties from the Deer Park Station area. All old ties have been pulled on the 'West' side of the station. A stack of ties remains to be cleared on the East side of DP Station.

- John and Jack also replaced some logs used as a separator between the rider waiting area and the track with old ties.

- Stuart Guedon continued raking the right-of-way which is now raked from the entry of the grove to the middle of Deer Park Siding,

- Andy Cary and Gene Arrillaga cleared logs and fallen tree branches from the right-of-way around the former Wm. Patterson Station and raked about 200' of right-of-way. In addition they used a generator and electric chainsaw to clear up fallen branches and trees around the Seward Gate. The debris was hauled off to dumpsters by John and Bob. The track from CB curve to the Car Barn has been cleared of branches and cut brush.

**Misc Dates in Aug/Sept** - Volunteers: Andrew Cary (32 hrs); John Stutz (40 hrs). These two volunteers spent many hours by themselves clearing weeds, brush and tree branches.

## **Track/MoW Projects**

Dates/Volunteers:

9/16/17 - John Goldie, David Waterman (4 hrs)

9/17/17 - John Goldie (4 hrs)

9/23, 9/24 - John Goldie (8 hrs)

- Constructed a frog gauge.

- Inventory and measurement of our current frogs was completed.

- Frog stock pile was cleaned off of dirt and debris, accelerating rust.

- The shade tree joint bars were sorted.

- An inventory of our point collection was completed.

- An additional 30' of track #5 has been spiked, only 10 ties to go!

- The final joint bar for track #5 end was staged for future installation.

- Some ballast was dumped to start to level this track (it has a few dips, cars will roll).

- Track 5 is now fully spiked, we completed that today.

## **Please Help Us Get Ready for the Haunted Railroad**

### **Haunted Railroad - Village Set-up - Need at least 3 volunteers to help with setup:**

Sept 30, 10am at the Car Barn or find us in the woods.

Simple construction to put together western village.

### **Haunted Railroad - General Set-up-All volunteers welcome. We have jobs for everyone!**

October 7, 8, 14, 15, 19

10am at the Car Barn or find us in the woods.

### **Haunted Railroad - Cleanup:**

Oct 29, 30, Nov 4 (Take Down Village - need at least 3 more volunteers). 10am at the Car Barn or find us in the woods.

Don't forget to bring a hat, gloves, water, and sunscreen. If you have trouble finding us, call John Stutz's cell at 650-604-3363. Most of us leave the park to have lunch at Dino's Grill. You are also welcome to bring your own lunch, or eat at the Farmyard Café at the Park (closed Saturdays). *More details in the Calendar on the last page.*



## **Weekly Workdays - continued**

### **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 the last page of the *Hotbox*..

- **Thursdays and some Saturdays - Miscellaneous Projects.** For more information, contact Ken Underhill at 925-373-6884 or email [kcunderhill@yahoo.com](mailto: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](mailto:arrillaga@sbcglobal.net).
- **Various Days - Track work/MoW Projects - Project Managers: John Goldie, David Waterman.** Schedule either a Thursday or Saturday to join David at the Park; or a Saturday or Sunday to join John Goldie. For more information contact David at 415-602-7377(cell) or email [steamfreak22@gmail.com](mailto:steamfreak22@gmail.com); contact John at [rolajohn@aol.com](mailto:rolajohn@aol.com).
- **Various Days - Locomotives - Project Manager: David Waterman.** Work on locomotives. See above notice for contact info.
- **Usually the 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).

**All dates and changes will be announced on the Yahoo SPCRR\_members group.** See blue box on the last page 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](mailto:kcunderhill@yahoo.com)

**Phone:** 925-373-6884

#### **Notes:**

- Everyone over the age of 18 is welcome.
- Thursdays focus on restoration work.
- 2nd Saturday of the month focuses on locomotives, restoration & misc. 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.

For directions or information on volunteering, please email [info@spcrr.org](mailto:info@spcrr.org) or call 510-508-8826.

# **Haunt or be Haunted on the Haunted Railroad**

**There are only a few opportunities left to  
to support SPCRR fundraising events in 2017**

**October 20, 21, 22 Haunted Railroad (5-10 pm on Fri & Sat; 5-9:30 on Sun)**

**October 27, 28, 29 Haunted Railroad (5-10 pm on Fri & Sat; 5-9:30 on Sun)**

***If you can't get there at 5pm, come when you can before 6:30 pm***

Contact the Phone/E-Mail Committee by phone 503-657-3992  
or email: [macgregork@aol.com](mailto:macgregork@aol.com) if you would like to sign up in advance  
for any of these volunteer opportunities.

**We also need help setting up... see dates on page 13 and in the Calendar on the last page**

## CALENDAR: Late September - Early November 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](mailto: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 Seward 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 all SPCRR special events. If you would like to volunteer at any of these events, contact the Phone Committee (call 503-309-4701 (9am-9pm) or email [macgregork@aol.com](mailto:macgregork@aol.com)) to secure the volunteer position of your choice. Employee train crews operate the train at Park special events.

**Sat, Sept 30: HAUNTED RAILROAD - VILLAGE SETUP. Help Needed! NEED 3 PEOPLE MINIMUM** Meet at 10 am at the Car Barn or look for us in the woods. Call John Stutz for our location when you arrive at the park (650-933-0086-cell), if no answer call Andy Cary (510- 324-6817-cell)

**Sat & Sun, Oct 7-8: HAUNTED RAILROAD GENERAL SETUP. Help Appreciated!** Put up fence signs, test generators, and check inflatables. Meet each day at 10 am at the Car Barn or look for us in the woods. Call John Stutz for location when you arrive at the park (650- 933-0086-cell), if no answer call Andy Cary (510- 324-6817-cell)

**Sat & Sun, Oct 7-8: PARK SPECIAL EVENT: Harvest Festival** (Train Rides). Employee Train Crew.

**Sat & Sun, Oct 14-15: HAUNTED RAILROAD GENERAL SETUP. Help Appreciated!** Place picnic benches and tables in grove, prepare the village and cottage, run primary powerlines. Meet each day at 10 am at the Car Barn or look for us in the woods. Call John Stutz for our location when you arrive at the park (650-933-0086-cell), if no answer call Andy Cary (510- 324-6817-cell)

**THURSDAY, Oct 19: NOTE DAY OF WEEK! HAUNTED RAILROAD - DECORATIONS DEPLOYED. Help Appreciated!** We have jobs for all abilities! Meet at the Car Barn at 10am or find us in the woods. Call Andy Cary for our location when you arrive at the park (510- 324-6817-cell), or call J. Burgess (510-508-8826-cell).

**FRIDAY, Oct 20: HAUNTED RAILROAD - SETUP Decorations before first train. Help Appreciated!** We have jobs for all abilities! Meet at 5 pm in the woods. If you can help, call Andy Cary for our location when you arrive at the park (510- 324-6817-cell), or call J. Burgess (510-508-8826-cell).

**Sat, Oct 21 - SPCRR SPECIAL EVENT: RAILROAD ADVENTURE DAY.** Volunteer positions have been filled.

**Fri, Sat, Sun; Oct 20,21,22 and Oct 27,28,29: SPCRR SPECIAL EVENT: HAUNTED RAILROAD.** Trains operate every half hour nightly from 7:00-9:30 pm (7:00-9:00 pm on Sundays).

- If you have questions about the event, contact J. Burgess (510-508-8826-cell).

- If you can help with display setup and display take-down each night, we meet at 5pm in the woods (or as soon as you can get there) - call Andy Cary for the location (510- 324-6817-cell), or call J. Burgess (510-508-8826-cell).

- If you would like to volunteer at the event, contact Bruce or Kathy MacGregor at 503-309-4701 (call between the hours of 9am-9pm), or email [macgregork@aol.com](mailto:macgregork@aol.com).

**SUNDAY & MONDAY, Oct 29 & 30: HAUNTED RAILROAD TAKE-DOWN - General. All Help Appreciated!** We have jobs for all abilities! Meet each day at 10 am at the Car Barn or look for us in the woods. Call John Stutz for our location when you arrive at the park (650- 933-0086-cell), if no answer call Andy Cary (510- 324-6817-cell). *NOTE: On Monday the park is closed so you can drive inside the park.*

**Sat, Nov 4: HAUNTED RAILROAD TAKE-DOWN - Village. NEED 3 PEOPLE MINIMUM** Meet at 10 am at the Car Barn or look for us in the woods. Call John Stutz for our location when you arrive at the park (650- 933-0086-cell), if no answer call Andy Cary (510- 324-6817-cell).

### 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](mailto: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](mailto:kcunderhill@yahoo.com).