



The *Hotbox* newsletter updates members, volunteers and the general public about activities, work events and volunteer opportunities at The Railroad Museum at Ardenwood. Questions or comments can be directed to info@spcrr.org, or call 510-797-9557.

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 Museum is located at Ardenwood Historic Farm, 34600 Ardenwood Blvd, Fremont, CA. Our mailing address is: SPCRR, PO Box 783, Newark, CA 94560. Trains operate on Thursdays, Fridays & Sundays; as well as special event Saturdays and Monday holidays between April & November. See our Calendar on the last page for workdays. To make a donation, become a member, or find out more information, go to our website at www.spcrr.org. Newsletters are distributed six times a year.



RAIL FAIR 2018 - Left to right: back row - Barry Lependorf, Andrew Cary, John Erdkamp; front row - Brian Norden, Gene Arrillaga, Stuart Guedon, Ron Quicili, Michael McDonald.
Photo: Bruce MacGregor

Caboose 6101's Restoration: The Next Phase

Bruce MacGregor

Progress on Northwestern Pacific caboose 6101 slowed down this year as the group refocused its restoration energy on the urgent need to equip rolling stock with working air brakes. This was required in order to pass a State of California safety inspection, and it took almost nine months to install working air brakes on the three cars and our diesel locomotive “Katie.”

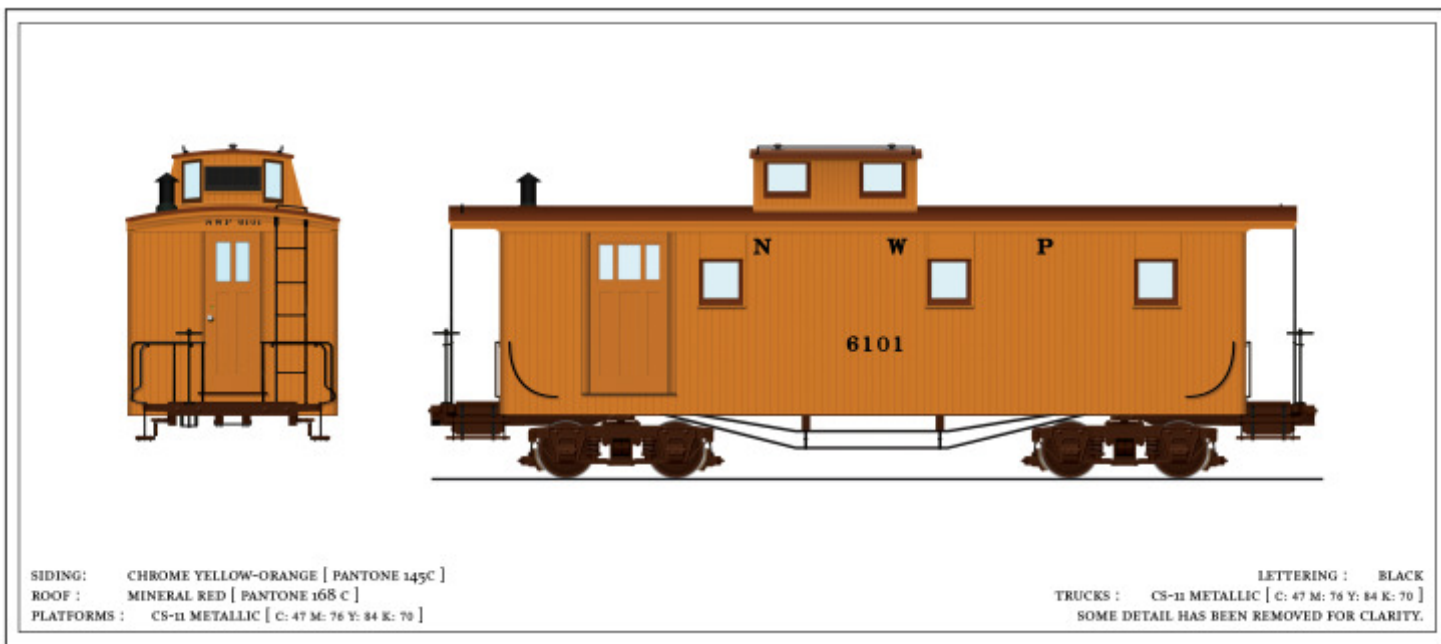
In the background, work has continued on several important parts of the 6101 project, helping to lay the foundation for a new phase of restoration work now being planned for 2019. In the last six months our group has:

- Finished and archived a set of 17 CAD drawings of the caboose by draftsman Daryl DiBitonto.
- Kevin Bunker has finished the final version of the caboose's Restoration Analysis Report, and it will be released soon.
- Revised and archived an exterior appearance drawing of the caboose, circa 1910, by Andrew Brandon (see below).

All three documents are designed to work together. For example, Andrew Brandon's exterior appearance drawing was derived from Daryl DiBitonto's 2D CAD drawings, with the addition of paint research and knowledge of color schemes of similar cars of the era. Kevin Bunker's Restoration Analysis includes a timeline that dates evolving hardware components. For example, in the Restoration Analysis Kevin Bunker identified 1913 as a likely date for the installation of knuckle couplers on the Northwestern Pacific narrow gauge division, arguing that at the time of Andrew's 1910 appearance drawing, caboose 6101 was still using link and pin couplers.

This system of documents took more than a year to revise and refine. But the time provided a pause for reflection and study. Seemingly invisible areas of the car, like the underbody, were at first open to speculation about original paint color. But this past year small bits of paint evidence began to merge with historical knowledge of early SP influence on the caboose's design (covered in the Restoration Analysis). Daryl and Kevin concluded that “SP Metallic,” an underbody coating used by Southern Pacific in that period, was a good match. Trucks, platforms and underbody are now portrayed with this color in Andrew's appearance drawing.

We're now in a position to resume work on 6101 with a solid documentation package. The next round of work will focus on the underbody. Replacement wooden beams—like bolsters and needle beams—are already in place. Trucks and couplers need to be reinstalled, and truss rods have to be reconfigured. There is no set schedule for resuming this work, but the coming year should see accelerating progress, getting us closer to the installation of new siding finished with a coat of beautiful “chrome yellow-orange” and dramatic black lettering seen here in Andrew's drawing. We'll keep you posted as this work begins. 🚂



PAINT RESEARCH PERFORMED BY KEVIN BUNKER AND RANDY HEES.

ILLUS. BY ANDREW BRANDON, GRASS VALLEY, CAL.

CABOOSE No. 6101

FROM THE NORTHWESTERN PACIFIC RAILROAD CO. OF CALIFORNIA.

EXTERIOR PAINT CIRCA 1910.

Flat Car 1725 Is Back In Service!

Gene Arrillaga, Project Manager

As many of you know, flat car 1725 was one of the first cars in our collection. As such, she has been in regular service for 33 years pulled by either a horse or our diesel locomotive “Katie.” The restoration crew’s task this year was to refurbish her structurally, provide access from either side of the car, make sure the air brakes worked, add knuckle couplers, and do whatever was necessary to meet state and ADA requirements. Flat car 1725 was to become our only ADA-accessible car.

We started by poking our knives in all the suspect places looking for rot, and not surprisingly we found some along with insect damage. There were no active insects thanks to the recent tenting of the Car Barn, but some of the wooden members had to be replaced or reinforced with epoxy. Because historic rail cars were built in the old days, most of the lumber sizes needed are no longer readily available. We had to find and mill several custom pieces to make the car structurally sound again.

New gates had to be built—one to replace the worn existing gate and another for a new entrance on the other side of the car. Hardware was forged and installed to lock and support the gates, with special attention given to rider safety. The seats needed to have defects filled, sanded, and reinforced with bolts. A finish was applied to the seats before they were bolted to the deck. A seam in the canvas sun roof also had to be repaired. Knuckle couplers were located and installed. Carry irons were removed to support the new couplers. The brake system was re-plumbed and the triple valve reconditioned.

Finally the car was ready for inspection. All of this restoration work required the help and dedication of our volunteers over many months of Thursday workdays (and many Tuesdays as well). “A special thank you to the dedicated crew who regularly helped on this project: Gene Bobik, Andy Cary, Ron Lippman, Tony Peters, Ron Quicili, and David Waterman; with painting and lettering help by Jamie Goldie and Don Marenzi. 🚂



Donna Arrillaga tests out 1725 for the first time after refurbishment, with Project Manager GeneArrillaga. Photo: Don Marenzi



Don't forget... Haunted Train tickets are on sale now on [Eventbrite.com](https://www.eventbrite.com) (search for Haunted Train). Some trains are already sold out so hurry and get your tickets! The dates are October 19, 20, 21; and 26, 27, 28.



Our first customer is very happy that 1725 is back in service. Photo: Bob Pratt

The world famous Witch of Ardenwood (Beth Cary). Photo: Andrew J.L. Cary

Rail Fair 2018 Trivia

TEMPERATURES PREDICTED: Saturday-76, Sunday-78, Monday-80

ACTUAL TEMPERATURES: Saturday-70, Sunday-76, Monday-73

TOTAL NUMBER of Rail Fair visitors: 5,869

RAIL FAIR ATTENDANCE BREAK-DOWN: Adults-3,336, Children-1,545, Children ages 2 & under-998

PERCENTAGE OF CHILDREN in attendance: 43%

TOTAL FUNDS RAISED for the museum: \$24,000

CASH DONATIONS made at the Museum Booth: \$72

DONATIONS OF ARTIFACTS: 1
(see *Donation article on page 10*)

SPCRR Life memberships purchased: 2

SPCRR Annual memberships purchased: 1

TOTAL NUMBER OF TRAIN RIDES: 6,444



Photo: Bruce MacGregor

NUMBER OF TRAIN RIDERS BY

DAY: Saturday-2,079, Sunday-2,190, Monday-2,177

NEW RAILROAD CARS built by Gary Smith and brought to this year: 1. Gary Smith built a beautiful coach to pull behind the Ann Marie.

WASP STINGS reported: 1

POISON OAK victims: 1

SPCRR VOLUNTEER POSITIONS filled at Railfair: Saturday-14, Sunday-11, Monday-14

LUNCHES for SPCRR volunteers, exhibitors and musicians: 172

GREY FOX SIGHTINGS: 2 at the water tower; 1 by the greenhouse

EXHIBITOR GROUPS: 5 - BAGRS Live Steam 060; BAGRS Roving Garden Railroad; Diablo Pacific Short Line; California Central Coast On30 Modelers; Niles Canyon Railway

MUSICAL GROUPS: 2 - Apple Butter Brothers; Foggy Road To Oakland, the string band

NEW FIDDLERS: 1 - Patti Bossert, from Foggy Road to Oakland, the string band (*picture on page 6*)

CALLIOPEs: 2. John Haskey and Craig Williams brought John's air blown brass whistle calliope plus their jointly-owned Caliola (*picture on page 6*)

NEW TABLES built this year for Children's Activities by Gene Arrillaga and Lauren Locey: 2

NUMBER OF MUSEUM LOGO STICKERS handed out at Children's Activities by Donna Arrillaga and Barbara Anderson: Too many to count.



THANK YOU

to **EVERYONE** who helped with organization, restoration, fire suppression, transportation, construction, operation and staffing before, during and after Rail Fair 2018!

Enjoy the following pages of photos taken by Bruce MacGregor at Rail Fair 2018



Gene Arrillage (left) and Andy Cary (right)



Brian Norden at the Museum Booth



Barry Lependorf watches the right-of-way as the train pushes back to Ardenwood station



Gary Smith with the Ann Marie



The Ann Marie pulling Gary's new coach and flat car 1725



Foggy Road To Oakland, the string band



Gene Arrillaga (left) & Lauren Locey (right) build tables for the SPCRR children's activities



Craig Williams (Caliola calliopa appears to right of Craig)



Apple Butter Brothers



Family of three and locomotive



Building with big waffle blocks



Saw-Some Noodles



The art of hammering



Design and Build



Trains on the Track

Northern Most Railway?

Andrew J.L. Cary

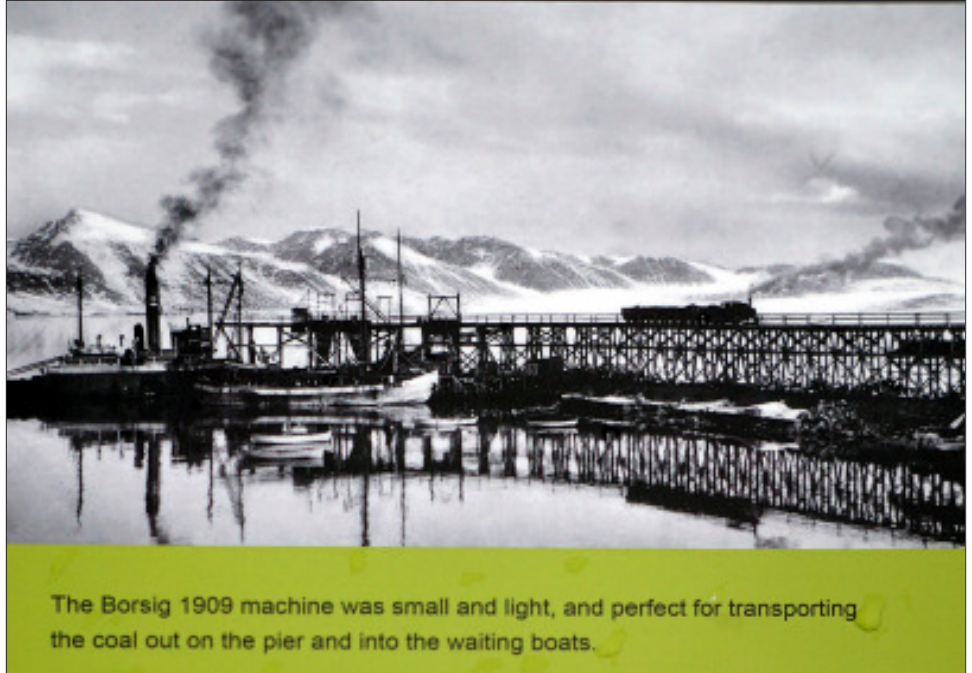
SPCRR's mission is focused on California's narrow gauge railroads...but once in a while we wander afield a bit to Nevada, Oregon, Colorado, Hawaii, Alaska, and ... Spitzbergen?

Recently Beth and I went to Spitzbergen in Norway's far arctic Svalbard Archipelago. We were hoping to see polar bears and arctic wildlife... to our surprise we also found the northernmost train in the world. At 79°N latitude—in the tiny settlement of Ny-Ålesund on Spitzbergen Island—there is a display of a steam engine and five-car coal train dating back to when the village actively mined coal (1910-1963).

The little engine is called the "Toer" ("Second") and is an 8-ton Borsig 0-4-0 T made in Berlin in 1909. It arrived in Ny-Ålesund second-hand from Norway in 1917, and ended operation around 1959. It was used to haul coal on about 1 km of 900 mm track from the coal dump to the coal chutes on the wharf. In 2016 it underwent restoration in Norway.

The historic northernmost mining railway (not train) was actually a shortlived 1 km long 2-foot gauge marble quarry railroad at "New London" on Blomstrandhalvøya Island—5 km across the fjord from Ny-Ålesund—that went broke when they found out that the marble was frozen and crumbled into gravel when warmed during shipment to market.

Little remains of this railroad, although the right-of-way can be traced.



Train on Coal Wharf - Courtesy Governor of Svalbard & Kings Bay AS.



Train Display at Ny-Alesund, Spitzbergen.


Photo: AJLCary 2018

continued on page 9

Spitzbergen had numerous mining railroads (mostly coal) and abandoned right-of-ways are seen at every mining settlement—some with equipment still in place.

However don't get any salvage ideas as the government of Svalbard has decreed that any cultural artifact prior to 1947 is protected and cannot be disturbed.

There are excellent railfan pages located at:

www.internationalsteam.co.uk/trains/northern01.htm 

“By~the~way, we never did see a live polar bear.” *AJL Cary*



“Toer” 1909 Borsig 0-4-0 T #7095.

Photo: AJLCary 2018

It's time once again for the


Haunted Railroad

Every October the SPCRR's normally tranquil run through Ardenwood's North Woods changes. A ghost town appears among the eucalyptus, giant spiders move in, a graveyard materializes along the track, and Jack-o-Lanterns pile up.

This is the largest fund raising event that we do each year... but it can only happen if we have lots of volunteers. The Haunted Railroad operates Friday, Saturday, and Sunday nights on the last two weekends before Halloween: Oct. 19, 20, 21; and 26, 27, 28. The train operates from 7-9:30pm on both Friday and Saturday; and from 7pm-9pm on Sundays. This event requires many volunteers to set-up, operate and take-down:

- Crew to operate trains, generators, and special effects
- Folks to sell tickets and Ghost Catchers
- Denizens to occupy the woods (talent is welcome but not required!)
- Crews to set up, take down, and store sets and props

The kick-off workday is Saturday October 6 (the same day as Railroad Adventure Day) to move the tables and benches into the woods. On the other scheduled workdays (see Calendar on last page) we will run extension cords to all of the displays, place and stake the inflatables, stack and light pumpkins, erect the cottage, and more. **The Ghost Town will be erected on October 15--we need at least 4-6 people for this task.** Meet at the Car Barn at 10 am (or find us in the woods) for all workdays. Bring gloves, hats, water, etc.

If you have any questions email Andy Cary at Haunted-Train@spcrr.org, or call 510-324-6817 (cell). If you can't reach Andy, contact J. Burgess at 510-508-8826. 

THANKS to everyone who donated to the General Fund in August and September. Donations totaled \$1,801.33!

DONATIONS under \$500

- ◆ AmazonSmile Foundation
- ◆ Dr. Linda Clements
- ◆ Mike Collins
- ◆ Curtis Jones
- ◆ Ray Strong
- ◆ Rail Fair Visitors
- ◆ Jim Vail Estate
- ◆ Michael Wissler

DONATIONS of \$500 and above

- ◆ Kathleen and Paul Gardner

DONATION to the Maintenance-of-Way Fund under \$500

- ◆ Thanks to John Goldie and the Texas Instruments' Volunteer Incentive Program

DONATION of Artifact


- ◆ Thanks to Anthony Radzanowski for his donation of an antique steam valve motion simulator (photo on right).



Andrew Carey demonstrates the steam valve motion simulator for a young Rail Fair visitor.
Photo: Bruce MacGregor

To make a tax-deductible donation by credit card or PayPal on our website: You can use any major credit card without needing a PayPal account. Go to our website at www.spcrr.org. Click on “DONATE” at the top of the page. You can print a receipt for donations of under \$250. For donations of \$250 or more, a donation acknowledgment letter will be sent to you for tax purposes.

To make a tax-deductible donation by check: Please make your check payable “SPCRR” and mail it to: SPCRR, PO Box 783, Newark, CA 94560. You can use your cancelled check for donations of under \$250. For donations of \$250 or more, a donation acknowledgment letter will be sent to you for tax purposes.

To donate in someone else’s honor or memory: If you would like to donate in someone else’s honor or memory, please include that information when you donate. 



Three Months Left to Donate to the Railroad Museum in 2018
We welcome your donations to the General Fund

Summary of Board Actions August 2018

Gene Arrillaga, Secretary

- Flat car 1725 is almost ready for state inspection—we are awaiting the arrival and installation of a refurbished triple valve.
- PLA will lend us an ADA lift to use for Rail Fair and until our lift arrives.
- Lazzari Fuel Co. no longer carries suitable coal for the Ann Marie steam engine. The Rail Fair Committee is actively searching for coal and promises coal by Rail Fair.
- Track extension to EIO picnic area- The BoD agreed to include a track plan prepared by David Waterman as a possible option for EBRPD consideration.
- Employees as volunteers: Federal law prohibits a nonprofit employee from volunteering to perform the same job for which he/she is paid. Therefore the BoD confirmed that train crew employees will be paid for working on the train crew during Ardenwood Special Events on Saturdays at regular pay; and employees will receive 1½ times pay for the following holidays: Memorial Day, July 4th, and Labor Day (during Rail Fair); as well as when working as train crew on Haunted Railroad event nights.

Weekly Workdays

Track, Restoration & General Maintenance

Ken Underhill

Date(s): Thursdays and some 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, water, and steel-toe boots (if you have them). 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 when it is open if you prefer.

PROGRESS SINCE LAST NEWSLETTER:

FLAT CAR 1725:

7/17,19,24,26,31 - G. Arrillaga, G. Bobik, K. Lippman, T. Peters (35 hrs). Worked two days a week to replace the end beams on flat car 1725 before Rail Fair

8/2 - G. Arrillaga, G. Bobik, K. Lippman, T. Peters (7 hrs). Worked on 1725's rolling gates, sanding & adjusting.

8/1, 4 - R. Quicili (8.5 hrs). Stained the four benches that are to be reinstalled on 1725.

8/9 - G. Arrillaga, G. Bobik, K. Lippman, T. Peters (7 hrs); D. Marenzi (3 hrs). Worked on finishing details and painting 1725.

8/11 - G. Arrillaga, R. Quicili (7 hrs). Cleaned dirt/stones from car deck of 1725 prior to applying anti-rot/termite treatment.

8/13 - G. Arrillaga (5 hrs). Worked on forging and welding 1725 gate latches.

8/14 - G. Arrillaga, K. Lippman, T. Peters, R. Quicili (7 hrs). Worked on 1725 details.

8/16 - G. Arrillaga, K. Lippman, T. Peters, R. Quicili (7 hrs); D. Arrillaga (1 hr). Picked up the ADA lift from PLA; patched roof, painted sides & gates. D. Arrillaga tested the ramp for suitability.

8/17 - G. Arrillaga (2 hrs). Fabricated gate stops for 1725.

8/21 - G. Arrillaga, G. Bobik, K. Lippman, R. Quicili (7 hrs). Finished 1725 gates, lubed couplers, loaded benches, tested 3-car train to Ardenwood station

8/23 - G. Arrillaga, G. Bobik, A. Cary, K. Lippman (7 hrs); J. Goldie (4 hrs). Touched up 1725 painting and lettering.

9/13 - G. Arrillaga, G. Bobik, A. Cary, K. Lippman, T. Peters (7 hrs). Repaired spacing behind seats on 1725, worked on center pipe for Siward gate.

TRACK WORK/RIGHT-OF-WAY:

8/4 - J. Goldie & D. Waterman (6 hrs). Replaced another 5 ties in the siding curve just past the dirt crossing, jacked and tamped another three ties. This corrects the issue of vertical rail displacement in the curve on the siding.

8/5 - J. Goldie (5 hrs). A cross tie bumper was added to the pocket track in Ardenwood Yard to allow car storage on that track.

8/12 - J. Goldie (3 hrs). Due to the fire precautions no equipment could be used, so used hand shovel to profile and spread around ballast on the first 75' of Deer Park siding.



Photo: Barry Lependorf

8/12,13 - S. Guedon (5.5 hrs), J. Stutz (12 hrs). Disposed of 4 pickup loads of cuttings and woody brush; plus a full load of live oak leaves. This cleared the area between Ardenwood and the Grove.

8/14- S. Guedon (6.5 hrs). Cleared the Ardenwood Station area of grass.

8/18-31 - S. Guedon (51.5 hrs). Brush removal, leaf removal, and weed wacked RofW.

8/22 - J. Goldie, D. Waterman (6 hrs). Replaced 4 ties on the cross-over and regauged track. Ballast profiled on another 40' of Deer Park.

9/17 - J. Goldie (6 hrs). Deer Park siding ballast profiling and removal of the extra material off the ties.

July/Aug - D. Waterman (150 hrs). Spiked part of Deer Park siding (200+ spikes) and spread ballast the entire length.

continued next page

RAIL FAIR PREPARATION & CLEANUP (also see Track):

8/25 - G. Arrillaga, G. Bobik, A. Cary, R. Quicili (7 hrs). Performed modifications/improvements to Wm Paterson loading platform for use at Deer Park. Mounted signs on 1725.

8/30 - G. Arrillaga, K. Lippman, T. Peters (7 hrs). Finish details on 1725; loaded trailer with children's activities for Rail Fair.

8/30, 31 - G. Arrillaga (4 hrs on 8/31), S. Guedon, L. Locey (10 hrs). loaded trailer with children's activities for Rail Fair; children's activities set up; assembled play tables.

9/6 - G. Arrillaga, G. Bobik, A. Cary, K. Lippman, T. Peters (7 hrs). Rail Fair clean-up.

LOCOMOTIVES:

8/6 - R. Quicili (6.5 hrs). Scrubbed the engine to remove dirt and diesel spills. Then masked and repainted chips, crape, and stains to spiff up our little work "horse" for Rail Fair.

9/9 - G. Arrillaga (2 hrs). Fabricated Katie engine oil dip stick bracket.



Cross-tie bumper.

Photo: John Goldie

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*. For **directions to workdays**, email info@spcrr.org, or call 510-797-9557.

- **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, Historic Car Restoration - Gene Arrillaga.** BEFORE you go to the park, contact Gene at 510-657-8733 (home) or email arrillaga@sbcglobal.net.
- **Various Days, Track work/MoW Projects - John Goldie.** Schedule a day to join John at the Park to work on various projects. For more information email John at: rolajohn@aol.com.
- **Usually the 2nd Saturday of Every Month, Monthly Restoration Saturday - 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).

Contact: Ken Underhill

Email: 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 information on volunteering, please send an email to info@spcrr.org or call 510-508-8826.

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. If you cannot reach a project manager, call 510-508-8826.

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. You need to call the project manager for that workday to meet you at the gate. 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. You need to call the project manager for that workday to meet you at the gate. Once you enter the gate, proceed on the gravel road toward the left and park your vehicle at the Car Barn.

CALENDAR 2018

CALENDAR OVERVIEW: 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.**

If you would like to volunteer at any of these events, contact the Phone Committee by calling 503-309-4701 (9am-9pm) or email macgregork@aol.com to secure the volunteer position of your choice. Employee train crews operate the train at all Park-sponsored special events.

Restoration Workdays are held on Thursdays (and some Saturdays). Contact project manager Gene Arrillaga to verify dates and times: email arrillaga@sbcglobal.net or call 510-657-8733 (h).

Sat, Oct 6 10 am - **SPCRR Railroad Adventure Day.**

Oct 6 10 am - Haunted Railroad Set-up. Move Benches and Tables. Need 4-6 people please. Meet at Car Barn, or find us in the woods. Contact Andy Cary at 510-324-6817.

Oct 13,14 Park Event - 33rd Annual Harvest Festival. Paid Employees. **Need 2 Station Agents for each day.** To sign up, see contact info above.

Oct 12-17* 10am - Haunted Railroad Setup - Setup Displays, Inflatables, run power cords, etc. . **Need 4-6 people please.** Meet at Car Barn, or in the woods. Contact Andy Cary at 510-324-6817.

*Oct 15 Haunted Railroad Setup - Ghost Town buildings. These are hard to manage. **Need 4-6 people to help please.** Meet at Car Barn, or find us in the woods. Contact Andy Cary at 510-324-6817.

Oct 19,20,21 & Oct 26,27,28 SPCRR Special Event - HAUNTED RAILROAD. **Each night need 1 volunteer Brakeman, Station Agent/train announcer, ticket window assistance, cowboys, and more.** Contact J. Burgess at 510-508-8826.

Oct 30 10 am - Haunted Railroad Cleanup. **Need 4-6 people to help please.** Meet at Car Barn, or in the woods. Contact Andy Cary at 510-324-6817.

Nov 18 Historic Season ends. End of train operation until April 2019

Sat., Dec 1 6 pm - Annual Holiday Dinner/Election of Officers for 2019/Show. Free for all SPCRR volunteers and members. More details will be in the Nov/Dec Hotbox out in late Nov. RSVP: info@spcrr.org or call 510-797-9557.

Instead of using Amazon, sign up for Amazon Smile so that SPCRR receives a donation from Amazon for most purchases you make (at no cost to you). To sign up, click on the Amazon Smile box:

