



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 is operated by the Society for the Preservation of Carter Railroad Resources (SPCRR).

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. 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's 20th Anniversary!

RAIL FAIR HIGHLIGHTS

Cortez Mining Co. #1 - the "Ann Marie" will be pulling the beautiful coach built by Gary Smith. (Only SPCRR Members and Volunteers and their families are allowed to ride behind the steam engine. **EVERYONE who rides** must have a signed Liability Release Form on file with our museum. If you have not signed a Liability Release Form yet, email info@spcrr.org and we will send you a form to complete. There is a special form if you have children under the age of 18,... let us know when you send the email.

The regular passenger train will be pulled by our diesel locomotive "Katie." Now that the State of California has designated our railroad as an amusement park ride, all locomotives pulling paid passengers must have air brakes—the Ann Marie is a historic steam engine which never had air brakes.

We are happy to announce that our Museum in South Pacific Coast boxcar 472 will reopen. See the article on page 11 for details.

There will be a **FREE Dinner** for SPCRR Volunteers, Members & Employees on **Sunday, September 1 at 5:30 pm**. Please RSVP to Ken Underhill (email: info@spcrr.org) so we know how many people to expect. **RSVP before August 25 please.**

Prior to dinner, from 4:30pm–5:30pm Gary Smith and his crew will give rides behind the steam engine. This year, the train will **depart from the Car Barn**. (To get to the Car Barn on Sunday, you can drive through the Park **after** 4 pm, but please drive slow and watch for late visitors, especially children.) Use email above if you need directions.



Cortez Mining Co.#1 - the "Ann Marie" and coach. Photo:Barry Lependorf

THE EXHIBITORS THIS YEAR

Bay Area Garden Railroad Society's Live Steam Layout
Bay Area Garden Railroad Society's Roving Garden Railroad
California Central Coast On30 Modelers

Diablo Pacific Shortline
Niles Canyon Railway
NEW! Paul Family LEGO Railroad

continued next page

Music

There will be music all 3 days of Rail Fair this year! Enjoy the live music from 11:30-3:30 each day. The California Old Time Fiddlers will be performing on Saturday and Monday; and on Sunday the Apple Butter Brothers will be performing. Both of these groups have been performing at Rail Fair for many years, and we are so happy they are returning again for our 20th Anniversary.

The Railroad Museum at Ardenwood presents the 20th Annual

Rail Fair

Labor Day Weekend

August 31, September 1 & 2, 2019 10am - 4pm



STEAM LOCOMOTIVE

1890 Porter locomotive Cortez Mining Co. #1 (the "Ann Marie")

TRAIN RIDES

pulled by "Katie" our diesel locomotive

MODEL TRAINS

Trains of different sizes, including LIVE STEAM
New LEGO train layout!

RAILROAD MUSEUM COLLECTION

Wooden narrow gauge railroad cars built in the 1800s
Be sure to see our museum in a SPC box car

WONDERFUL LIVE MUSIC

All 3 days from 11:30-3:30

ACTIVITIES FOR KIDS

Besides all of the trains, kids of all ages can join in the farmyard activities, visit the animals, and explore the farm

HISTORIC PATTERSON HOUSE

Sign up for tours on the Patterson House porch

FOOD AND SPECIAL TREATS

Available for purchase at the Farmyard Café

ALL ACTIVITIES INCLUDED WITH ADMISSION

\$12 (ages 18+); \$9 (ages 4-17); 3 & under free
cash & credit cards accepted **FREE PARKING!**

Tickets Sold at the Gate



A fundraiser for the nonprofit Society for the Preservation of Carter Railroad Resources (www.spcrr.org)
Ardenwood Historic Farm 34600 Ardenwood Blvd., Fremont, CA (510-544-2797)
Descriptions of activities can be found at www.facebook.com/SPCRRMuseum beginning August 1

Evan Leander Reese, a Railroad Man 1849-1925

John F. Hall

During the time the Carter Brothers manufactured rolling stock in Newark, California, other railroad men were also contributing to the betterment of railroad travel. One such man was E. L. Reese, the second Master Mechanic of the South Pacific Coast Railroad.

Born in 1849 in Wales, UK, Evan Leander Reese immigrated to the United States in about 1855. By 1860, his family had settled on a farm in Vallejo, California where he grew up. I haven't been able to locate any photographs of Evan Reese, but the 1892 Mono County voter registration states that Evan was 5 foot 6 inches tall, with light complexion, green eyes and brown hair.



In 1871, Evan was a machinist living at the Solano House hotel in Vallejo. Little is known of his early career. In 1879 he was a locomotive engineer for the fledgling South Pacific Coast Railroad, then under construction but operating from Alameda to Wright's, California. When the construction was completed, the contractors—Carter brothers Thomas and Martin—stepped down from their jobs as General Superintendent and Master Mechanic. E. L. Reese was given the job to replace Martin Carter as Master Mechanic in September 1880.

Evan was always looking to improve mechanical devices, particularly ones related to railroading. While with the SPCRR, he made an improvement to the air pump, designed and built a new smoke stack, converted a locomotive from wood to coal fuel, and patented improvements to oil lubricating cups and operating valves of steam locomotives (see patent drawings on page 4).

The development of the new smoke stack created a unique look and feature for SPCRR locomotive Nos. 1 through 17. Locomotive Nos. 1 through 10, and No. 13 were originally specified and built by Baldwin Locomotive Works with Radley Hunter smoke stacks. The SPCRR found that the Radley Hunter stacks did not retain all of the live sparks and

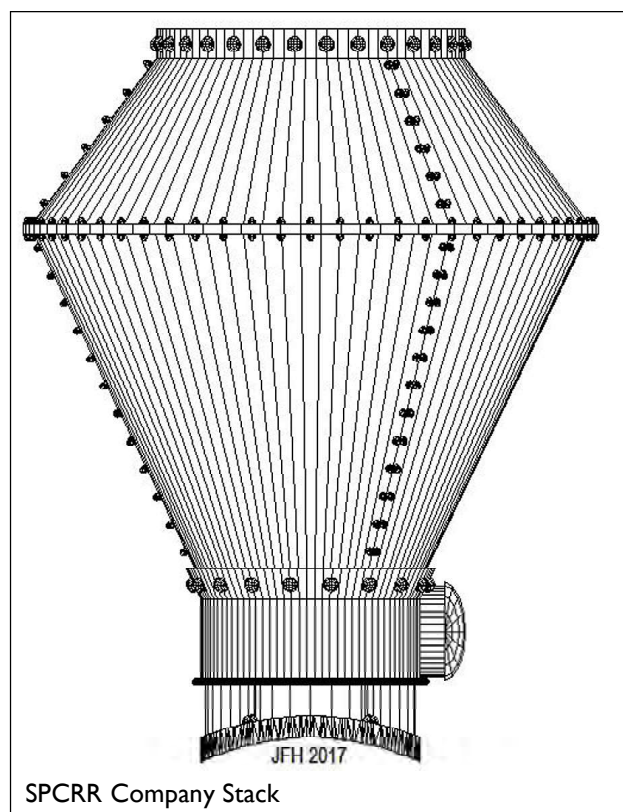
cinders. Hay field fires along the tracks from Alameda to Los Gatos became a problem for the railroad. This likely spurred Evan Reese to develop an improved stack. The first mention of the new stack was in an October 16, 1880 newspaper article from the *Newark Enterprise*, "A smoke-stack of Mr. Reese's own invention, has been erected on the engine, which is a great improvement on the ordinary one, having in its constructive parts the quality of wearing out and extinguishing the sparks before they leave the engine." The design proved to be efficient at removing the sparks and eventually all locomotives delivered with Radley Hunter stacks were converted to this new stack design—including two diamond-stacked locomotives, Nos. 11 and 12.

In 1882, Mr. Reese sent a drawing of the smoke stack to the Baldwin Locomotive Works. He referred to the drawing in an August 1882 note attached to the locomotive specifications for Locomotive No. 13. This seems to be the point at which the SPCRR adopted the stack as its official design. Locomotive Nos. 14 through 17 were all specified in the Baldwin order book as built with the company's stack.

In January 1884, the newspapers reported that Evan was having a severe case of rheumatism. Then a month later the *Daily Alta California* reports, "The South Pacific Coast Railroad has dispensed with the services of their Master Mechanic, Reese." Two weeks later the paper reported the resignation was due to ill health. Strangely, a month later in March, Reese is appointed as the Master Mechanic of the North Pacific Coast Railroad, where newspapers reported he had a busy but brief career.

Interestingly, just before he was let go from the SPCRR, an advertisement for Downie Eucalyptus Boiler Scale Preventative appeared in the *Pacific Rural Press* including endorsements from, amongst others, E. L. Reese of the SPCRR. One wonders if this endorsement had anything to do with his resignation.

Mr. Reese was an employee of the North Pacific Coast Railroad between March 1884 and March 1885. Very soon after joining the NPCRR, he was joined by another SPCRR employee William Depew, master carpenter of the car builders shop. In February 1885, it was reported that Mr. Reese was responsible for building a Smoker Car for \$1,000 less than purchasing it from commercial builders. Two weeks later it was reported that E. L. Reese had left the NPCRR.




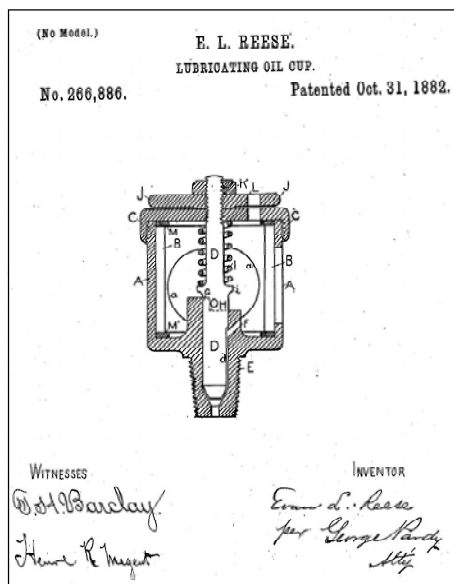
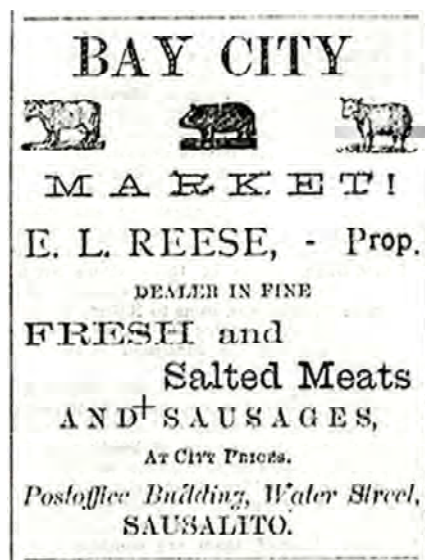
continued on page 4

After returning from a trip to the New Orleans Exposition in June 1885, Evan opened the Bay City Market in Sausalito. The existing Pioneer Market bought him out a month later.

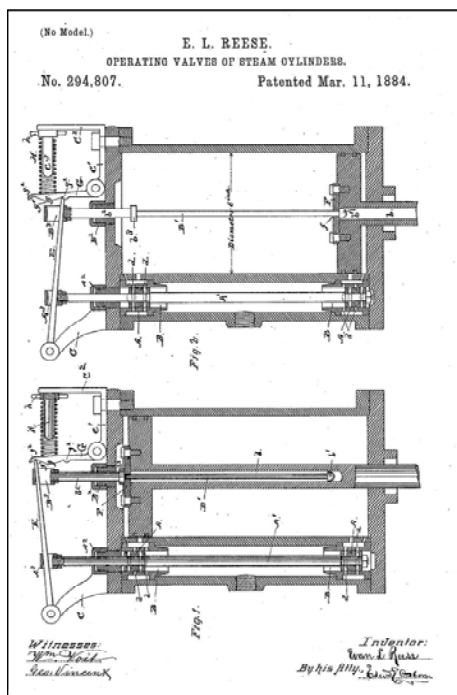
A year later, Evan Reese registered to vote in Mono County. He was living in Bodie as a machinist for the Bodie and Benton Railway. In January 1887, the *Sausalito News* reported that he was appointed the Manager of the Bodie and Benton Railway. Reese continued his position as Manager through 1893. About this time, the mines of Bodie were becoming depleted and some closed. The railroad was needed less and less and only operated during half of the year. The railroad re-organized as the Bodie Railway and Lumber Co. and E. L. Reese leased the railroad from its owners. Mr. Reese operated the railroad, living in Bodie during the operating season and living in San Francisco hotels the rest of the year.

During his career with the Bodie and Benton Railway, Evan continued his pursuit of mechanical improvement. In July 1887, he patented his Brake for Railways, patent #364,437.

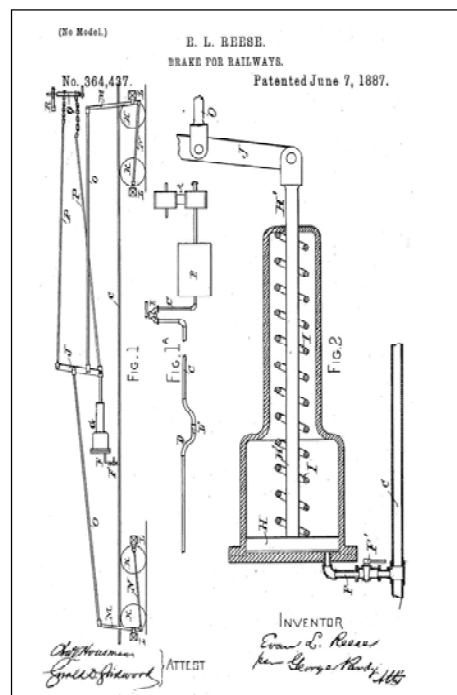
In 1906, the Bodie Railway and Lumber Co. was sold by its owners and E. L. Reese moved back to San Francisco. He dabbled in real estate and then became a contractor/builder of homes. By 1913, he moved his residence to the Claremont district of Berkeley, but retained offices in San Francisco. In 1920, the Gorman Metal Company was incorporated in San Francisco with E. L. Reese as President and D. W. Gorman as Manager. The company would manufacture a line of babbitt metals. By 1923, Mr. Reese was no longer active as a contractor but retained the Presidency of the Gorman Metal Company until his death in May 1925. 



Reese US Patent 266886



Reese US Patent 294807



Reese US Patent 364437

What is babbitt? Babbitt is a molded soft metal used between the bearing surfaces of an axle and a journal box to form a smooth interface between the parts. But it is also a similar low melt metal used to add weight to model railroad cars and many other uses. Babbitt is named after Isaac Babbitt who invented babbitt metal alloys in 1839.

DONATION: A “New” SPC document from 1901

Don Marenzi

Through a generous donation by Dave Adams, SPCRR is now the guardian of the “*South Pacific Coast: SP Coast Division Time Table No 35, Dec 1901*”. Dave received the time table from the late Jim Holmes (a SPCRR Life member). Both Dave and Jim have been longtime supporters of narrow gauge/railroad preservation and our museum. The time table is fascinating! As far as I know, there is only one other SPC timetable in existence, which was published by Bruce MacGregor in his book “*A Centennial - South Pacific Coast*.” Bruce’s time table was dated 1881, prior to the takeover by Southern Pacific.

The 1901 time table was rescued by Jim Holmes, SP Signal Department, while his gang was tearing down a grade crossing shanty along the San Francisco peninsula. The time table was found stuffed behind the sheet metal on the wall behind the stove. Unfortunately, the cover was missing which may have included the schedule, and some of the pages were not totally intact. In spite of the damage, it is a treasure trove of information such as:

- The SPC was a very busy narrow gauge railroad! Note that the “Special Rules” show that things were certainly “a bit” less codified/safe than they are now.
- The number of commuter trains explains the large number of passenger cars on the SPC roster—most were built by Carter Brothers.
- The Oakland area commuter trains certainly put the current-day Peninsula commuter trains to shame as far as train density—there are four pages of commuter trains.
- Santa Cruz had a number of narrow gauge trains (both first class and second class) with names such as: “Santa Cruz Passenger,” “Santa Cruz Mixed,” “Santa Cruz Express,” “Santa Cruz Mail,” “Boulder Creek Mixed,” and “Boulder Creek Accommodation.” Some of these trains were used only on Sundays.

Unfortunately, we don’t have room in this newsletter to include every page, but we do include reductions of the pages that reference the former South Pacific Coast narrow gauge (see pages 6-9).

SPCRR would like to thank Dave Adams for donating the important document to our museum. Enjoy perusing it!

Southern Pacific Railroad Coast Division Employee Time Table No. 35 Dec. 6, 1901

This document was discovered by Jim Holmes, SP Signal Department, while his gang was tearing down a grade crossing shanty up the San Francisco peninsula. It was stuffed behind the sheet metal on the wall behind the stove. It is little worse for the wear.

The Narrow Gauge was one busy line!

From the Dave Adams collection – Free to distribute

continued on pages 6-9

COAST DIVISION: San Jose and Santa Cruz. (NARROW GAUGE.)

[illegible]

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 804.

COAST DIVISION: San Jose and Santa Cruz. (NARROW GAUGE.)

TOWARD SAN FRANCISCO.

[illegible]

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.

COAST DIVISION: San Francisco and (HIGH STREET, ALAMEDA, FOURTEENTH STREET, OAKLAND. (NARROW GAUGE.)

FROM First Class MORNING FROM SAN FRANCISCO. FIRST CLASS-LOCAL TRAINS. ALAMEDA TRAINS.

TIME TABLE
No. 35.
Dec. 6, 1901.

STATIONS.

	224	222	220	218	216	214	212	210	208	206	204	202	200
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DN SAN FRANCISCO W.	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
DN ALAMEDA MOLE W.	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
DN ALAMEDA MOLE W.	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
Alameda Junc. W.	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
West Alameda	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
Fifth Street	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
Webster Street	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
Encinal Park	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
Morton Street	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
Chestnut Street	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
D. Park Street	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
Versailles Avenue	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
HIGH STREET W.	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00

OAKLAND TRAINS.

TIME TABLE
No. 35.
Dec. 6, 1901.

	324	322	320	318	316	314	312	310	308	306	304	302	300
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DN ALAMEDA MOLE W.	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
DN Alameda Point W.	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
First Street	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
Seventh Street	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
FOURTEENTH ST.	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.

COAST DIVISION: HIGH STREET, ALAMEDA, FOURTEENTH STREET, OAKLAND, and San Francisco. (NARROW GAUGE.)

TIME TABLE
No. 35.
Dec. 6, 1901.

MORNING TOWARD SAN FRANCISCO. FIRST CLASS-LOCAL TRAINS. ALAMEDA TRAINS.

STATIONS.

	201	203	205	207	209	211	213	215	217	219	221	223	225
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DN SAN FRANCISCO W.	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
DN ALAMEDA MOLE W.	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
DN ALAMEDA MOLE W.	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
Alameda Junc. W.	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
West Alameda	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
Fifth Street	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
Webster Street	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
Encinal Park	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
Morton Street	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
Chestnut Street	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
D. Park Street	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
Versailles Avenue	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
HIGH STREET W.	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00

OAKLAND TRAINS.

TIME TABLE
No. 35.
Dec. 6, 1901.

	301	303	305	307	309	311	313	315	317	319	321	323	325
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DN ALAMEDA MOLE W.	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
DN Alameda Point W.	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
First Street	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
Seventh Street	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
FOURTEENTH ST.	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.

AST DIVISION: San Francisco and HIGH STREET, ALAMEDA, FOURTEENTH STREET, OAKLAND. (NARROW GAUGE.)

FROM AFTERNOON-FROM SAN FRANCISCO. FIRST CLASS-LOCAL TRAINS. ALAMEDA TRAINS.

	360	258	256	254	252	250	248	246	244	242	240	238	236	234	232	230	228	226
Stations	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
ON SAN FRANCISCO W	12.00	11.00	9.45	8.45	7.45	6.45	5.45	4.45	3.45	2.45	1.45	0.45	0.00	0.00	0.00	0.00	0.00	0.00
ON ALAMEDA MOLE W	12.00	11.00	9.45	8.45	7.45	6.45	5.45	4.45	3.45	2.45	1.45	0.45	0.00	0.00	0.00	0.00	0.00	0.00
ON ALAMEDA MOLE W	12.00	11.00	9.45	8.45	7.45	6.45	5.45	4.45	3.45	2.45	1.45	0.45	0.00	0.00	0.00	0.00	0.00	0.00
Alameda Junc. W	12.12	11.12	9.57	8.57	7.57	6.57	5.57	4.57	3.57	2.57	1.57	0.57	0.00	0.00	0.00	0.00	0.00	0.00
West Alameda	12.14	11.14	9.59	8.59	7.59	6.59	5.59	4.59	3.59	2.59	1.59	0.59	0.00	0.00	0.00	0.00	0.00	0.00
Fifth Street	12.16	11.16	10.01	9.01	8.01	7.01	6.01	5.01	4.01	3.01	2.01	1.01	0.00	0.00	0.00	0.00	0.00	0.00
Webster Street	12.18	11.18	10.03	9.03	8.03	7.03	6.03	5.03	4.03	3.03	2.03	1.03	0.00	0.00	0.00	0.00	0.00	0.00
Euclid Park	12.20	11.20	10.05	9.05	8.05	7.05	6.05	5.05	4.05	3.05	2.05	1.05	0.00	0.00	0.00	0.00	0.00	0.00
Marion Street	12.22	11.22	10.07	9.07	8.07	7.07	6.07	5.07	4.07	3.07	2.07	1.07	0.00	0.00	0.00	0.00	0.00	0.00
Chestnut Street	12.24	11.24	10.09	9.09	8.09	7.09	6.09	5.09	4.09	3.09	2.09	1.09	0.00	0.00	0.00	0.00	0.00	0.00
D. Park Street	12.26	11.26	10.11	9.11	8.11	7.11	6.11	5.11	4.11	3.11	2.11	1.11	0.00	0.00	0.00	0.00	0.00	0.00
Versailles Avenue	12.28	11.28	10.13	9.13	8.13	7.13	6.13	5.13	4.13	3.13	2.13	1.13	0.00	0.00	0.00	0.00	0.00	0.00
HIGH STREET W	12.30	11.30	10.15	9.15	8.15	7.15	6.15	5.15	4.15	3.15	2.15	1.15	0.00	0.00	0.00	0.00	0.00	0.00

TIME TABLE
No. 35.
Dec. 6, 1901.

STATIONS.

OAKLAND TRAINS.

	362	360	358	356	354	352	350	348	346	344	342	340	338	336	334	332	330	328	326
Stations	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
ON ALAMEDA MOLE W	12.00	11.00	9.45	8.45	7.45	6.45	5.45	4.45	3.45	2.45	1.45	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ON ALAMEDA MOLE W	12.00	11.00	9.45	8.45	7.45	6.45	5.45	4.45	3.45	2.45	1.45	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Alameda Junc. W	12.12	11.12	9.57	8.57	7.57	6.57	5.57	4.57	3.57	2.57	1.57	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00
First Street	12.14	11.14	9.59	8.59	7.59	6.59	5.59	4.59	3.59	2.59	1.59	0.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Seventh Street	12.16	11.16	10.01	9.01	8.01	7.01	6.01	5.01	4.01	3.01	2.01	1.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FOURTEENTH ST	12.18	11.18	10.03	9.03	8.03	7.03	6.03	5.03	4.03	3.03	2.03	1.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00

TIME TABLE
No. 35.
Dec. 6, 1901.

STATIONS.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.

COAST DIVISION: HIGH STREET, ALAMEDA, FOURTEENTH STREET, OAKLAND, and San Francisco. (NARROW GAUGE.)

AFTERNOON-TOWARD SAN FRANCISCO. FIRST CLASS-LOCAL TRAINS. ALAMEDA TRAINS.

TIME TABLE
No. 35.
Dec. 6, 1901.

STATIONS.

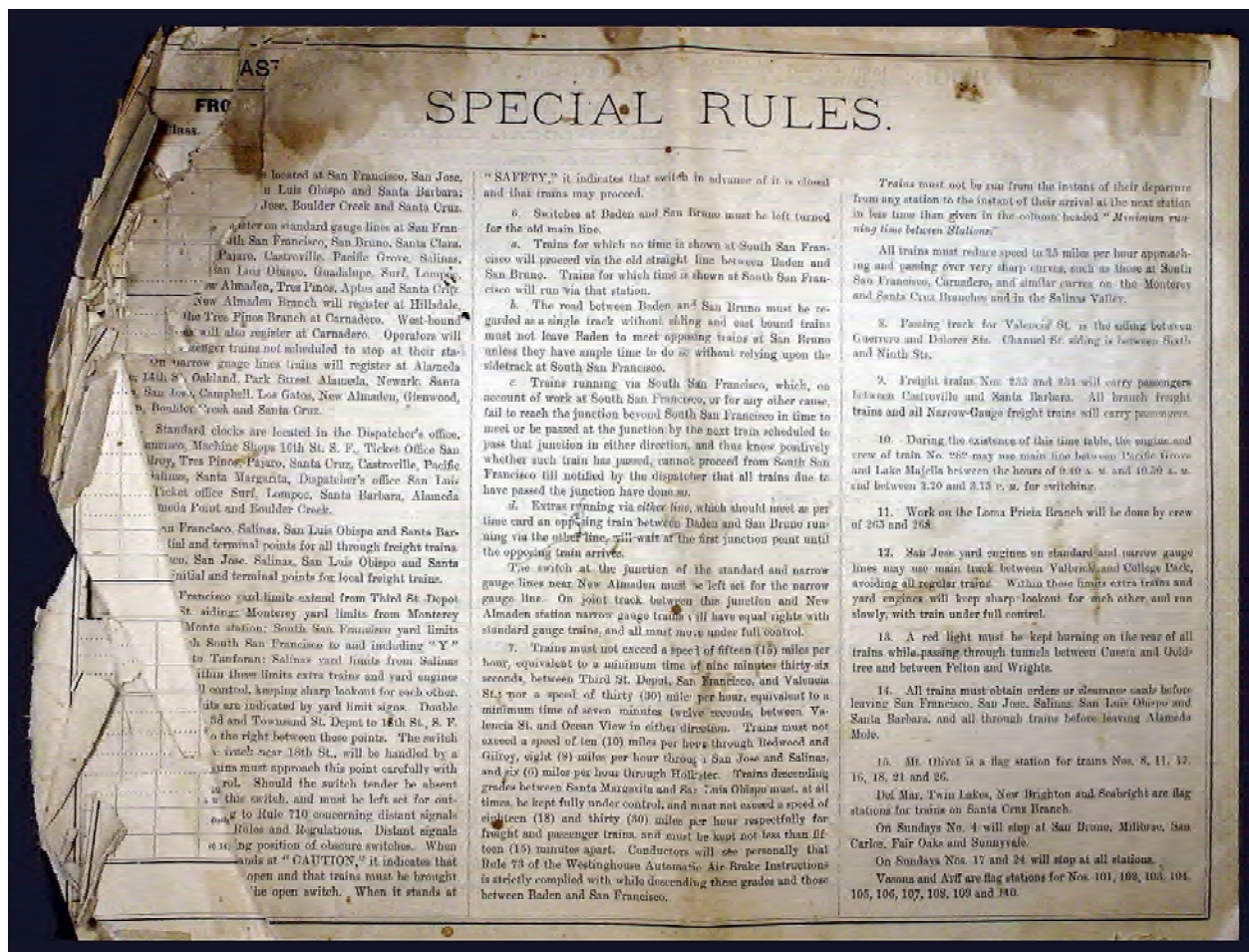
	227	229	231	233	235	237	239	241	243	245	247	249	251	253	255	257	259	261
Stations	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
ON SAN FRANCISCO W	12.00	1.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00
ON ALAMEDA MOLE W	12.00	1.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00
ON ALAMEDA MOLE W	12.00	1.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00
Alameda Junc. W	12.12	1.12	1.12	2.12	3.12	4.12	5.12	6.12	7.12	8.12	9.12	10.12	11.12	12.12	1.12	2.12	3.12	4.12
West Alameda	12.14	1.14	1.14	2.14	3.14	4.14	5.14	6.14	7.14	8.14	9.14	10.14	11.14	12.14	1.14	2.14	3.14	4.14
Fifth Street	12.16	1.16	1.16	2.16	3.16	4.16	5.16	6.16	7.16	8.16	9.16	10.16	11.16	12.16	1.16	2.16	3.16	4.16
Webster Street	12.18	1.18	1.18	2.18	3.18	4.18	5.18	6.18	7.18	8.18	9.18	10.18	11.18	12.18	1.18	2.18	3.18	4.18
Euclid Park	12.20	1.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20
Marion Street	12.22	1.22	1.22	2.22	3.22	4.22	5.22	6.22	7.22	8.22	9.22	10.22	11.22	12.22	1.22	2.22	3.22	4.22
Chestnut Street	12.24	1.24	1.24	2.24	3.24	4.24	5.24	6.24	7.24	8.24	9.24	10.24	11.24	12.24	1.24	2.24	3.24	4.24
D. Park Street	12.26	1.26	1.26	2.26	3.26	4.26	5.26	6.26	7.26	8.26	9.26	10.26	11.26	12.26	1.26	2.26	3.26	4.26
Versailles Avenue	12.28	1.28	1.28	2.28	3.28	4.28	5.28	6.28	7.28	8.28	9.28	10.28	11.28	12.28	1.28	2.28	3.28	4.28
HIGH STREET W	12.30	1.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30

TIME TABLE
No. 35.
Dec. 6, 1901.

STATIONS.

	327	329	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	363
Stations	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
ON ALAMEDA MOLE W	12.00	1.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00
ON ALAMEDA MOLE W	12.00	1.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00
Alameda Junc. W	12.12	1.12	1.12	2.12	3.12	4.12	5.12	6.12	7.12	8.12	9.12	10.12	11.12	12.12	1.12	2.12	3.12	4.12	5.12
First Street	12.14	1.14	1.14	2.14	3.14	4.14	5.14	6.14	7.14	8.14	9.14	10.14	11.14	12.14	1.14	2.14	3.14	4.14	5.14
Seventh Street	12.16	1.16	1.16	2.16	3.16	4.16	5.16	6.16	7.16	8.16	9.16	10.16	11.16	12.16	1.16	2.16	3.16	4.16	5.16
FOURTEENTH ST	12.18	1.18	1.18	2.18	3.18	4.18	5.18	6.18	7.18	8.18	9.18	10.18	11.18	12.18	1.18	2.18	3.18	4.18	5.18

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.



Board of Directors Meeting Summaries

May 2019

- The Board decided not to do anything special in conjunction with the National Narrow Gauge Convention in Sacramento in September due to competing events and cost.
- Approved \$288 for a license for Airtable software to be used for our Collections database (2 users, 50K records, 20GB storage).
- Approved an agreement with EBRPD to borrow our Katie Day /Rail Fair children's toys in exchange for the park staff putting out the activities with supervision (wooden railroad layouts, railroad book library, and possibly the puppet theater) during Rail Fair.

June 2019

- Approved the purchase of a Racine Electric Rail Drill (approximate cost \$4K).
- Additional grab irons are to be installed on the excursion cars, on the car side of the steps.
- Andrew Cary, Jack and J Burgess, and Barry Lependorf will hold a preliminary organizing meeting for the Haunted Railroad in mid-June.



SPCRR deploys additional radios enhancing operations and safety

John Goldie

Photos by author

This past spring, SPCRR acquired an upgrade to our operating radio pool. Last year we only had two business-grade, analog, handheld radios that support the preset channels the Park uses in its UHF radio band.

SPCRR crew members needed more frequent radio communications, and we also need a clear and open channel when our crew is performing train movements. To meet both needs of being able to and listen and communicate with the Park channel, and also have dedicated railroad channels for train safety, we purchased six additional industrial-grade, handheld units plus a mobile unit for our locomotive. We also purchased a new ten year license for our dedicated (non-preset) railroad channels.

We had the radios programmed for park channels on 1 and 2, and the new railroad channels on 3 and 4. We remained with the older, time-proven analog transmission to be compatible with the Park's radio over the new digital packet-based radios. Our new FCC license call sign is WRDN503 and our channels are at 462.4125MHz and 467.4125MHz.

The radios that best suited our needs are Kenwood TK3402UK UHF units that output 5W. We outfitted three of the handhelds with speaker mics for crew convenience. In locomotive "Katie," we purchased one Kenwood TK818K UHF unit and fabricated a metal hanging bracket to the cab wall. We also installed a cab speaker and convenient mic holder bracket.

Operating Manager, Bob Pratt, reports that the crew is very happy with the new radio units, and our non-preset channels are very clear without chatter noise. A clear and open channel is a key safety requirement for safe railroad operations.

Radio Lingo

"Over" means I am finished speaking and I expect a response. "Out" means I am finished speaking, and I do not expect a response. Therefore, "over and out" is a contradiction and should be avoided. 📻



Bob Pratt (left) and Ron Quicili. Photo: Don Marenzi

The Museum Car is open once again!

Don Marenzi

Photos by author

South Pacific Coast box car # 472 was built by Carter Brothers in 1880. It has been located in the Car Barn for the past few years waiting for the roof to be replaced, which is a complicated task that requires unique expertise. The Restoration Crew decided it was worth doing a temporary repair to the existing roof to make it watertight so the museum car could be open for Rail Fair's 20th anniversary (Labor Day weekend). Once the temporary roof repair was completed, the crew started work on the original floor of the car. They spent days on their knees getting rid of large splinters and plugging all of the holes in the original wood floor; cleaned out "stuff" and a LOT of dust; and moved the old general store counter to the end of the car (in the 1980s the box car was used as our first general store). The electric lines were rewired and new diffused warm LED lighting was added. Once everything was ready, the museum posters were hung on the walls and a new display of railroad hardware was added on top of the former store counter. Currently the crew is working on securing and protecting the historic hardware display to keep it secure. Access to the museum car is a set of temporary stairs for now, but the crew will be working on a better stairway/ramp.

It certainly felt really good to open the door to the museum car once again! It was great seeing the visitors' reactions, receiving input from people who visited, and once again getting our message out to the public that we are a historic railroad museum, operated by volunteers. Visitors were surprised to hear that they were inside a 139-year-old railroad car that was built in nearby Newark.

We have plans for future enhancements, and the museum car displays will evolve and get better over time. We also have all of the materials to permanently restore the roof during the off-season.

Thank you to all of the volunteers on the restoration crew who put in the time and effort to get the museum car open again! 🚂



Above: A view to the right as you enter the Museum Car. The former General Store counter was moved to the end of the car and exhibits will be displayed on the counter top.



Right - A view to the left as you enter the museum car.

A Grand Experience

John Erdkamp

Photos by author

My father, David Erdkamp, and I attended the 150th Anniversary of the Transcontinental Railroad at Promontory, Utah. After that event, we rode on UP's excursion pulled by Union Pacific No. 4014 "Big Boy" and No. 844.

150th Anniversary of the Completed Transcontinental Railroad



This year marks the 150th Anniversary of the completed Transcontinental Railroad—initiated by the Pacific Railroad Act signed by Abraham Lincoln in 1862. Slowed by the Civil War, the railroad was completed on May 10, 1869. Often misstated as “Promontory Point,” Promontory Summit, Utah is a place in the mountains where the two railroads met. Promontory Point is the tip of a peninsula on the Great Salt Lake, which didn’t have railroad track until 1904.

In 1904, a causeway was built across the Great Salt Lake, bypassing Promontory Summit and making the original route that witnessed the “Golden Spike” obsolete. In 1942, the steel rails were pulled up for the war effort. In 1957, the site became a privately-held 7-acre historic site. In 1965, Congress approved the creation of a federally-authorized and administered National Historic Site, just in time for the Centennial Celebration in 1969. In 2019, a bill was signed into law making the site a

National Historical Park. The land area in the park is now 2,735 acres and includes many miles of the two original roadbeds.

An interesting fact: neither railroad company knew where the rails would join until very close to the end. Between Ogden, Utah and the Nevada border, 250 miles of parallel roadbeds were cut and graded! As payment, the railroad companies received 6,400 acres of land per mile of track laid, so they had incentive to build as fast and as far as possible. No parallel “track” was ever laid, but the two companies each had their roadbed ready just in case.

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Reenactment of the Golden Spike ceremony at Promontory Summit, Utah on the 150th Anniversary of the completion of the first Transcontinental Railroad, May 10, 2019.

All in all, 1776 miles of track was laid from Omaha to Sacramento. In an amazing coincidence, the length of track matched the official year of our nation's birth. In another coincidence, the gap from the earth to the moon was first bridged in 1969, exactly 100 years after bridging the gap from the Atlantic to the Pacific Oceans.

Approximately 38,000 people attended the 3-day anniversary celebration (a typical weekday has 200 visitors; a typical year has 60,000 visitors). The state of Utah, the "SPIKE 150" planning committee, the National Park Service, and the town of Ogden, Utah did a fantastic job of planning and crowd control. Delays were minimal and inconveniences minor. A large festival was held in Ogden that hosted 200,000 people and some very famous locomotives of the 20th Century.



Early morning on excursion day, May 12, 2019.

Union Pacific No. 4014 "BIG BOY"

UP's No. 4014—nicknamed "Big Boy"—was put into service in December 1941. Its last revenue run was July 21, 1959, and it has been stored on static display since 1961. In 2013, the Union Pacific re-acquired the locomotive from the Rail Giants Museum in Pomona, California, then towed it back to Cheyenne, Wyoming for restoration.

The intent was to have it fully operational in time for the 150th Anniversary of the Transcontinental Railroad, because Union Pacific was one of the original builders of the line. The final boiler inspection for No. 4014 took place on April 27, 2019, and on May 1 the Big Boy moved under its own power for first time in 60 years. On May 2, a 50 mile "shake down" run was made and minor problems were quickly addressed. On May 4, the Big Boy left Cheyenne for Ogden, double-heading with UP 844, breaking tradition by having the less powerful locomotive in the rear (No. 844 in this case). Both locomotives and a consist of passenger and tool cars arrived in Ogden on May 8. Talk about cutting things close!

Fun Fact: Big Boy No. 4014 was using the Challenger Class locomotive tender from 3985 on this first ever excursion.

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The author and his father, David Erdkamp, in front of the Big Boy's 68" drive wheels.

On May 12, 2019, my father and I were among the first 150 passengers to ride the first excursion to be pulled by a Big Boy locomotive. The Big Boys only pulled freight trains when they were in regular operation. The Big Boy excursion traveled from Ogden, Utah to Evanston, Wyoming. In Evanston, the Big Boy was parked just 200 yards from the still standing roundhouse and working turntable that once housed the Big Boys and Challenger Class locomotives. UP held a catered lunch for passengers inside the Evanston roundhouse. The city has converted parts of the roundhouse into meeting and convention space, while preserving much of the look and feel of the original structure.

Some interesting facts:

The Big Boy was rated as 6,290 horsepower in 1941. It is rumored to be closer to 7,000 horsepower with the post conversion to oil modifications.

The Big Boy locomotives were originally to be called the “Wahsatch Class” locomotives, until one shop mechanic at the factory scribed “Big Boy” on the boiler in chalk and the name has stuck ever since.

UP officials state they will not restore 3985 back to operational status now that they have “one of the largest (No. 4014) and one of the fastest (No. 844) locomotives in the world.” 🚂



Photo above right-
A rare photograph that not many visitors got to see. This was an industrial staging area south of the Ogden Depot which was off limits to the general public. The two locomotives were arranged in a double-header fashion 99% of the time. They stood side-by-side for just a few minutes as a matter of logistics, May 10, 2019.

Photo right-
View from the passenger car. Near Weber, Utah, May 12, 2019.



SPCRR Experiences Large Increase in Riders

Bob Pratt, Operations Manager

June/July Report

Between April and July we have carried **31,587** one-way passengers! This is broken down as follows:

16,436	Weekday passengers (3,227 school reservations)
8,852	Sunday passengers
5,719	Special Event passengers (Tartan Day/Memorial Day/July 4)
<u>580</u>	Railroad Adventure Day passengers
31,587	TOTAL

	2017	2018	2019	INCREASE in Riders since 2017
April	4,403	0*	8,271	87.9%
May	6,713	3,225*	7,089	5.6%
June	5,149	5,506	8,084	57.0%
July	6,806	6,121	8,167	20.0%

*These figures only show a 6 mo. operating season—we were shut down for almost two months installing air brakes in our locomotive and cars to receive State certification as an amusement park ride.

So what explains these large increases in just 2 years?

1. Our locomotive is much more reliable (only missed one operating day this year).
2. The Park has “Free Fridays!” this year for the District’s 85th anniversary.
3. Increased social media and internet presence of both Ardenwood and the Railroad Museum.
4. Common interest groups coming together to ride the train, especially mother/children groups.
5. School groups coming to Ardenwood without going through the Park’s reservation system.
6. Our regulars! Parents bringing their children to ride the train each week.
7. People wanting to ride our train when other train rides are closed. (*Niles Canyon Railway just operates on Sundays, and the train at Hayward’s Kennedy Park is closed for renovation.*)

We are always looking for additional crew members to ease the load, so if you know anyone with an interest in working part-time with happy people (all of the train riders and the crew are happy people), please contact Bob Pratt at operationsmgr@spcrr.org. **Our workday schedule is very flexible!** 🚂



Bob Pratt helps passengers enter the train.

Photo: Don Marenzi

Weekly Workdays

Track, Restoration & General Maintenance

Ken Underhill

Date(s): Car restoration on **MONDAYS**; Track work on some weekends and weekdays

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.

PROGRESS SINCE LAST NEWSLETTER:

RESTORATION CREW - reported by **Gene Arrillaga, Restoration Manager**

Volunteers hours: G. Arrillaga (48 hrs); G. Bobik (39 hrs); T. Peters (31 hrs); A. Cary (28 hrs); K. Lippman (24 hrs); B. Chestnut (9 hrs); R. Brune (7 hrs); P. Diehn (3 hrs).

The Monday restoration crew continues to make progress on our projects. We now have box car 472 back in service as a museum. The roof is now weather-tight, the car has a new lighting system, and the "Museum Car" is parked at the end of track at Ardenwood station. Special thanks to Don Marenzi for all his work in setting up the displays and researching the lighting.



Andy Cary, Ken Lippman, Gene Arrillaga & Tony Peters (left to right) work on trucks for caboose 6101.
Photo: David Waterman

We are still dealing with the problem of locating suitable wood to use for the body bolsters on NWP caboose 6101. We received a new offer of oak that might be usable for the bolsters, but the tree is still standing so it may be a while before the material is on-site.

In the meantime, we have been working with the Douglas fir material on-hand. We have developed a new technique for cutting the grooves for the transverse truss rods, and the new method seems to work well. With a few other modifications, we hope to have temporary bolsters under the car soon.

Once the car is again on wheels, we can work on straightening and strengthening the frame, tightening the long truss rods, fitting the diagonal bracing and finishing the platforms. We drilled holes in the B end body bolster and got it in place. We have identified a pair of trucks in our collection

that will serve well as interim trucks until such time as we are able to either locate or fabricate a set of original trucks. With that in mind, we have started cleaning up and preparing the trucks for use, and replaced the damaged center bearing on 6101's B end truck with a newer, better one; prepared the trucks for rust reformer & final paint; fitted and bolted the A end body bolster to the caboose frame; and mounted the fire extinguishers.

In the misc. category, we checked the train's air brake system for air leaks; replaced spike maul and pick handles; mounted plywood to the southern most tool/parts bay; installed a new, recycled shelf on the top of a storage rack; and the crew took a field trip to San Jose to pick up a piece of donated equipment.

TRACK - reported by **John Goldie, Track Manager**

5/30/19 (Thurs) – Volunteers: J. Goldie, D. Waterman (4 hrs). Cut-off loose/undersized bolts and reamed holes to fit new standard track bolts; installed needed bolts by reaming out the holes and installing bolts; other joints were inspected and nuts set parallel to the rail; excess ballast was removed to expose ties/spikes for inspection.

6/13/19 (Thurs) – Volunteers: J. Goldie, D. Waterman (4 hrs). Removed the abandoned crossing and unburied track, inspected ties; added ballast to correct the dip; re-profiled the low ballast; dug out 40' of buried ties west of Siward gate; established road/crossing to fence road with recovered material.

6/29/19 (Sat) – Volunteers: J. Goldie, D. Waterman (8 hrs); B. Sorel (3 hrs). Track work focused on the grove. This section is the oldest and the ties are near end of service. We are starting from the east working west replacing roughly every 8th tie so that there will be some strength to hold gauge through the grove. The exception is each joint requires a maximum of 1 good tie within 24", and missing ties will be replaced. We completed 4 ties, and have 2 ties

continued next page

staged. Ballast between the rails is caked in from years of horse pounding, which results in a slow dig-out job. We dug out 4 ties; installed 4 new ties, tamped, check gauge, spiked; cleaned up the ballast profile; loaded up scrap ties and added to the tie pile. We also walked the car barn passing track reviewing curvatures, grade, and path.

7/7/19 (Sun) –Volunteers: J. Goldie, D. Waterman (4 hrs). Replaced 2 ties in the grove; at Deer Park siding we dumped a half car load of rock to level the low spots. Our thanks to Gene Arrillaga for the tool handle replacements.

7/13/19 (Sat) –Volunteers: J. Goldie, D. Waterman (6 hrs). Replaced three ties just east of Farmers crossing; dug out Farmer's Crossing flanges; cleaned up tool car and restocked supplies; reviewed the Car Barn run-around survey stakes, as well as track supplies on hand.



John Goldie loading ballast at the July 7 workday.

Photo: David Waterman

MISCELLANEOUS

5/4/19* –Volunteer: J. Goldie, D. Waterman

(4 hrs). Mounted the fabricated plate and installed the radio unit; speaker mounted; microphone holder fabricated and installed; power lines connected; antenna mount drilled.

6/13/19 – Volunteer: J. Goldie (2 hrs). Researched and ordered new rail drill equipment.

6/14/19 – Volunteer: JS Burgess (4 hrs). Researched a Life member who moved with no forwarding address; printed/ laminated signs for special events; found volunteers to work as Station Agents for 4th of July.

6/24/19 –Volunteers: J. Burgess, JS Burgess, A. Cary, B. Lependorf (2 hrs). Haunted Railroad Committee: discussed ideas, priorities, and assignments for the 2019 HRR.

7/1/19 –Volunteer: B. Lependorf (4 hrs). Created artwork for special event signs; had signs made.

7/19 - Volunteer: JS Burgess (11.5 hrs). Rail Adventure Day: met with Park to discuss pricing; made up new announcement for Park publications; changed list of SPCRR events. Created job announcement and posted it at senior centers. Rail Fair: created 2019 flyer; sent out notices to exhibitors; sent out notices to those who haven't confirmed. Talked with steam engine owner made hotel reservations; checked coal supply.

June/July – Volunteer: J. Burgess (48 hrs). Worked on newsletters for July/August and September/October.

June/July – Volunteer: J. Stutz. Worked on right-of-way maintenance: cleaned up dead grass, weeds; pruned branches in the Siward gate area; cleaned up outside; poison oak removal; further surveyed path run-around track.

July – Volunteer: J. Goldie (2 hrs). Stencil and paint work.

**missing date from prior issue*

WORK PLANNED FOR NEXT MONTH

Join our **SPCRR-Members** group for the latest information! Details how to join are shown on the last page of *The Hotbox*. For directions to workdays see last page of *The Hotbox*, email info@spcrr.org, or call 510-508-8826.

- **Mondays, Historic Car Restoration - Restoration Manager Gene Arrillaga.** Our weekly restoration day. Lots of projects for all skill levels. Contact Gene by email at arrillaga@sbcglobal.net, or call Gene at 510-657-8733.
- **Various Days, Track work/MoW Projects - Track Manager 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, or call John at 408-784-1611.
- **2nd Saturday of each month, Monthly Workday - Curator 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.
- **Miscellaneous Projects.** For more information, email Ken Underhill (info below).

Contact: Ken Underhill

Email: kcunderhill@yahoo.com (preferred)

Phone: 925-373-6884

Please Note:

- Everyone 18 years and older is welcome.
- Monday's focus is on restoration work.
- The 2nd Saturday of the month focuses on locomotives, & miscellaneous work.
- Please contact me so we know how many to expect (prefer email). That way we can have jobs ready for you.
- Please include your name, cell number, and email so we can contact you if the date changes or has to be cancelled..
- For information on volunteering, please send an email to info@spcrr.org or call 510-508-8826.

CALENDAR 2019

CALENDAR OVERVIEW: Any changes in dates or times are posted on the **SPCRR-Members** group (see instructions on how to join below). If you would like to volunteer or have any questions, please email info@spcrr.org or call 510-508-8826. **NOTE: Volunteers needed are shown in RED type.**

Restoration Workdays are not shown on this calendar. The restoration crew now gets together on **MONDAYS** (and some Saturdays). Contact project manager Gene Arrillaga to verify dates and times (call Gene at 510-657-8733 (h) or email arrillaga@sbcglobal.net).

NOTE: If you are a new volunteer, please call or email your project manager **BEFORE** the workday for instructions.

- | | |
|--|--|
| Aug 31, Sep 1 & 2
10-4 | SPCRR RAIL FAIR - Need help with setup on Friday before event. Need 2 Station Agents each day, & general volunteers each day - PLEASE SIGN UP EARLY info@spcrr.org |
| Oct 5 (Sat)
10-4 | SPCRR Railroad Adventure Day - Need 2 Station Agent volunteers. Sign up at info@spcrr.org |
| Oct 6 & 7 (Sun/Mon)
10AM | Haunted Railroad setup days - Need at least 4 strong people to put up the western town, cottage, and other displays. Sign up at info@spcrr.org |
| Oct 12, 13 10-4 | Harvest Festival (Sat/Sun). Need 2 Station Agent volunteers. Sign up at info@spcrr.org |
| Oct 14 (Mon)
10AM | Haunted Railroad setup day - Need volunteers to finish setting up displays, run electrical lines, install lighting, and more. Sign up at info@spcrr.org |
| Oct 17 (Thurs)
10AM | Haunted Railroad pre-event setup - All of the last minute items need to be put up (unpack and stake inflatables, plastic pumpkins, lighting, etc. Sign up at info@spcrr.org |
| Oct 18, 19, 20 &
Oct 25, 26, 27 | SPCRR HAUNTED RAILROAD - Need Brakemen volunteers, Station Agents, cowboys, pirates, grave diggers, glow stick sales, etc. PLEASE SIGN UP EARLY info@spcrr.org |
| Nov 4 (Mon)
10AM | Haunted Railroad take-down - Need at least 4 people to dismantle the western town, cottage, and other display items. Sign up at info@spcrr.org |
| Nov 24 | End of train operation for 2019 |

How to sign up for the SPCRR_Members group to receive announcements on workdays, updates, volunteer opps and more!

We post up-to-date announcements and workday updates on the SPCRR-Members group on www.groups.io. It is free to join! Just send an email to webmaster@spcrr.org and include your name and email address. If you have any problem, you can contact Ken Underhill by email at kcunderhill@yahoo.com or call Ken at 925-373-6884.

Directions For 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.