



January/February 2020
A newsletter from SPCRR and
The Railroad Museum at Ardenwood

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 510-508-8826. 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. Donations are appreciated, we are a 501(C)(3) nonprofit. 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 more info. 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.

The Restoration Analysis for NWP Caboose 6101 by Retired Curator Kevin Bunker is now available!

This is much more than a technical report. The text reads like a fascinating history book and encompasses the complex history that took place during the working life of the caboose... from the 1906 Earthquake, to mergers and acquisitions, to a shipbuilder trying to save the caboose, and more. On the following page of this newsletter, you will find a few excerpts to give you peek inside.


You can purchase a PDF copy of the full report for a \$15 donation by clicking here:
https://www.paypal.com/cgi-bin/webscr?cmd=_s-xclick&hosted_button_id=JAPVUR9XNBHT4&source=url
 or go to our website at www.spcrr.org click on "Donate" at the top right side of the screen, and fill in the donation amount of \$15. A copy will be emailed to you within 24 hours (due to the large file size, the report will arrive in two emails - part 1 and part 2). We request that you please do not share the file—this is a fund raiser for the caboose.

You can find out how the caboose's restoration is progressing by reading the Restoration Manager's update on page 3 in this edition of the *Hotbox*. If you have any questions, please send an email to info@spcrr.org.


continued on page 2

Restoration Analysis
 of
Northwestern Pacific Railroad Caboose No. 6101

SPCRR, The Railroad Museum at Ardenwood
 Kevin V. Bunker, Curator



Northwestern Pacific Railroad "Ten-Wheeler" locomotive No. 115 with NWP caboose No. 6101, posed with train crew and by-standers at Mount Rio, California, summer 1910. J. B. Rhea, photographer. Courtesy of NWPRRHS Archive, Raymond J. Rois Collection.



The former Northwestern Pacific Railroad caboose No. 5591, nee-6101, enduring the elements and passing decades as a privately-owned cabin and storage shed at Point Reyes Station, California circa 1950. Courtesy of Jack Muzio.

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This report seeks to illuminate the remarkably complex history of the 3-foot gauge car we know as Northwestern Pacific Railroad caboose No. 6101, while setting forth rational explanations for how it should be restored and interpreted as a mobile artifact.

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A kingpin cover plate cast in brass by or for the North Shore Railroad in 1902 for use as one of the road's electric motor suburban cars built in the Sausalito Shops. Two replicated plates might also be considered as worthy additions to Northwestern Pacific Railroad caboose No. 6101, if it can be proven to have been built or finished by the North Shore in the same general time period.
California State Railroad Museum, Frank Saarni Collection.



HISTORIC MILESTONES — NWP No. 6101

1902—Construction starts at Sausalito, California shops of the North Pacific Coast Railroad.
1902—Caboose fully finished and placed in service as North Shore Railroad No. 2002.
1906—Caboose No. 2002 flipped sideways by the powerful "San Francisco" earthquake.

1906-07—North Shore Railroad taken over by Northwestern Pacific Railroad (NWP).

1908—Caboose No. 2002 fully repainted and changed to Northwestern Pacific No. 6101.

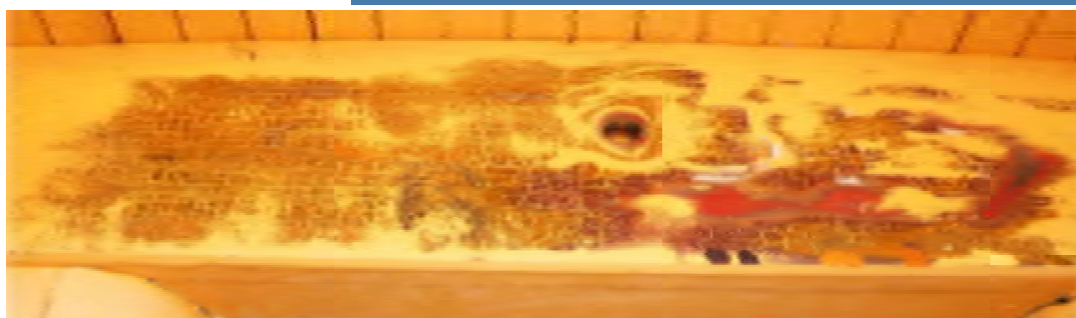
1913—Caboose No. 6101 fitted with automatic knuckle couplers.

1914—Caboose renumbered as Northwestern Pacific No. 5591.

1916—Caboose fitted with additional hand holds ("grab irons") at side doors, on end sills and atop cupola.

1930—NWP 3-foot gauge abandoned; caboose No. 5591 retired, stripped and sold to serve as a shed.

2008—Caboose ownership transferred via gift deed from California State Parks/CSRM to SPCRR.



"...Sample exposures of all historic paint layers reveals North Shore's carmine red with white lettering, and NWP's chrome yellow body color and black lettering. Barely visible are the white numerals painted by the North Shore..."



Progress Report on NWP Caboose 6101

Gene Arrillaga, Restoration Manager

Even though we haven't rolled 6101 out of the Car Barn yet, we are making progress. One of the trucks has been treated with rust reformer, received a color coat, and is in place under the B end body bolster. When the second truck is completed and the car is ready to be moved, we will lower the car onto both trucks.

As you may remember, the body bolsters on the caboose have been a huge problem. We started with some recycled Douglas fir, then discovered that the bolsters that came under the car were oak. So the search was on for two suitable pieces of oak, which are not easy to find in that size. We thought we had finally found oak for the bolsters, but when they arrived we discovered rot, cracks and splits. In short, they were unusable so back to the the Douglas fir. Every other car we have restored came with fir bolsters, so we know that it was a common and successful California building practice. With the skills we developed during our first attempt at bolster fabrication—and employing a few preventive tricks—we have managed to build and install a pair of serviceable body bolsters.

Even with the distractions of being pulled away to work on other needed repairs and projects, we still managed to counter-bore some 40 holes in the outside of one of the side sills to allow the new malleable washers to sit below the surface of the sill so that the siding can be applied. The goal is that the 3 parts of the side sill will be more firmly attached to the 1/2"x6" steel reinforcement added by the ship yard during an earlier restoration. We expect that all of these bolts and washers working with the truss rods will result in a more sag-free car frame. We still have to counter-bore an equal number of holes in the other side sill.

Our immediate goal is to have the caboose sag free, sitting on serviceable trucks, and moveable. How long will it take to reach that short-term goal? That depends on the nature of the surprises we will discover as we continue to work on the caboose; the number and complexity of the important, but non-restoration-related tasks we will be asked to undertake to keep the train running; and surprisingly the temperature/humidity of the work place. Adhesives and paints can be quite fussy about such things.

While all of the above has been going on, SPCRR was gifted with a complete woodworking shop—not the building, but the tools. (This generous gift from the Grove family was reported in the November/December 2019 edition of the *Hotbox*.) Now we aren't complaining, but we suddenly had to deal with all of the new tools.

continued on page 4




Gene Arrillaga discovered a stripped wire inside the drill press. He is also going to install new belts, but getting the correct size is proving to be a challenge. You can see a couple of belts that were incorrect even though the catalog said they would fit.



Tony Peters cleans up some shelves. He is gathering all of the hack saws we have, and he will fix any that have broken parts.



Gene Bobik tests the depth of the router before using it to counter-bore another hole in the side sill.

The table saw had to be rewired to run on 110 VAC; the band saw needed a v-belt guard; our inventory of pipe and Jorgensen clamps more than doubled; and we are still working on finding safe, accessible storage for the remaining treasures. Given time everything will find a suitable home. If everyone always remembers to put each tool back where it belongs, it will be there when we need it again. Believe me, we will need it! 

IT'S MEMBERSHIP RENEWAL TIME

To date, four Contributing Members have renewed their dues for 2020 -THANK YOU! We would really appreciate if everyone would renew your dues now so we can save the cost of postage, envelopes, paper, etc. Don't worry if you forget... Membership Manager John Goldie will be sending out reminder letters soon.

Dues for Contributing Members are still just \$20. You always have the option to become a LIFE member - the cost is \$250 and you never have to pay dues again. Membership Dues and Donations are tax deductible... SPCRR is a registered 501(c)(3) nonprofit corporation.

Please renew either on our website at www.spcrr.org (click on "SPCRR" then click on "Become a Member"); or send us a check made payable to "SPCRR" (mail to: SPCRR, PO Box 783, Newark, CA 94560-0783). THANK YOU!

TRAIN CREW WANTED

We are looking for men and women who would like to work 1 to 2 days a week. The train operates on Thursday, Friday and Sunday; on special events and some holidays between April and November. The position pays \$16.50/hour. Work just one or two days a week. **VERY FLEXIBLE WORK SCHEDULE!**

NO EXPERIENCE NECESSARY. We will provide training. If you are interested, please email treasurer@spcrr.org for a description of the position and a job application.



SPCRR Events for 2020

| | |
|---|--|
| Railroad Adventure Day (Saturday train rides) | June 20 |
| Railroad Adventure Day (Saturday train rides) | August 8 |
| Rail Fair (Labor Day Weekend) | September 5, 6, 7 |
| Haunted Railroad - our 25th Anniversary! | October 16, 17, 18 October 23, 24, 25 |

SPCRR Track Work Stars and 2019 Accomplishments

John Goldie, Track Manager

Photos by Author

This year we completed a number of major objectives on our track. We were also able to acquire more tools, which have greatly enhanced what can be done with a small crew and a few weekend hours. We also acquired an electric rail drill which has turned one of the toughest jobs into one that can be done quickly and safely now. After breaking several wood spike maul handles, we have switched to new fiberglass spike mauls which work great. We were also fortunate to receive a donation of a hydraulic rail bender and rail tongs which have already been put to use. The availability of having our own tractor greatly increased our capability and efficiency. All we need now is mechanical tamper... any ideas???

Special Recognition

I would like to call out special recognition to David Waterman who is there for every track day. David also completes numerous right-of-way tasks between our workdays. Steve Rusconi joined the track crew this year and has been a great addition. Steve brings a wealth of information and mentoring based on years of track work on many other railroads and museums. I would also like to call out a number of others who helped on multiple days: Andy Cary, Paul Diehn, Bobby Goldie, Scott Kennedy, Jay Martinez and John Stutz. Of special mention is Bruce Sorel who is one of our great mentoring assets. We call on Bruce and Steve whenever we need something tough figured out. I've likely omitted others who lent a hand, so my thanks to everyone who helped maintain our railroad this past year and kept our wheels out of the ballast.



David Waterman and Steve Rusconi work on the track at Deer Park



David put the new electric rail drill to work right away

List of major work projects completed in 2019

- Completion of the Deer Park siding rail and tie replacement project
- Construction of our first point switch at Deer Park West
- Major tie replacement in the eucalyptus grove (ongoing)
- Resolution of all State track inspection maintenance items
- Maintenance of Shirley's Siding and the cross-over
- Upgrading of our non-public track to our current operation standards
- Construction, painting, and lettering 6 cross bucks requested by the State
- Extensive material clean up along the right-of-way (old ties, random rails, and other metal bits)
- Leveling and ballasting track 5 at the Car Barn
- Installation of bumper ties on all open-ended tracks

Goals for 2020

We have several goals for 2020 including the upgrading of all existing track to our current standards, completion of the Car Barn track extension, building the Car Barn run-around track, and a proposed mainline extension. If you are interested in track work, we have both large and small jobs so please come out and join us! We are usually working on track either Saturday or Sunday most weekends. If you would like to help or just see what the work entails, send me an email at rolajohn@aol.com or call me at 408-784-1611 and I will let you know what workdays are planned. 🛠️

DONATIONS RECEIVED IN 2019

Jack Burgess, Treasurer

We had another great year for donations in 2019. There were two dozen individual donations totaling \$8,598!

Our top donors were Mark Pizarek and an anonymous donor—each donated \$2,000; John Goldie donated \$1,325; and John Houghton and Bruce Sorel donated \$1,000 each.

Those folks who signed up for the “Amazon Smile” program resulted in a donation of \$92 from Amazon. It doesn’t cost a thing to sign up for Amazon Smile, and if you do, Amazon will send us a donation based on the items you purchase at no cost to you. It’s Amazon’s way of giving back to nonprofit organizations that their customers support. It’s so easy to sign up! Just click on “[Click Here](#)” next to the Amazon Smile logo below and choose “SPCRR.”

Of the total \$8,598 in donations we received in 2019, our current fund raiser—Two Complete Sets of Trucks for SPC Caboose 47—received \$6,717; \$1,651 went toward the \$12,600 total purchase of replacement ties this past April; and \$230 went to the General Fund.

We are just \$1,783 short of reaching the halfway point to fund the 2 sets of trucks for Caboose 47!

HOWTO DONATE

All donations to SPCRR are tax deductible! SPCRR is a 501(c)(3) nonprofit organization. Go to our website www.spcrr.org and click on “DONATE” at the top of the page. You can use any major credit card (you do not need a PayPal account). A donation acknowledgment and receipt letter will be sent to you for tax purposes.

You can also mail a check to: SPCRR, PO Box 783, Newark, CA 94560-0783.

A donation acknowledgment and receipt letter will be sent to you for tax purposes.

If you would like to donate in someone’s honor or memory, please include that information with your donation. If you have any questions, please email treasurer@spcrr.org or call 510-508-8826.



South Pacific Coast 47 in the gorge.

Bruce MacGregor Collection

OUR CURRENT FUND RAISER

**Two Complete
Sets of Trucks
for Caboose 47**

**Help Us Reach
Our Goal!**

 \$15,000

 \$13,000

 \$11,000

 \$9,000

HALFWAY THERE!

 \$7,500

 \$5,000

 \$3,000

 \$2,000

**Click
Here!** 

Why Did They Do That?

The occasional ramblings from restoration

Andrew J.L. Cary, Vice President

Photos by Author

Improvisation (n)

3. To make or fabricate out of what is conveniently on hand

The restoration team was disassembling a West Side Lumber Co. arch-bar truck for refurbishment. This truck is destined to go under NWP caboose 6101. As part of the refurbishing, a badly worn wheel set needed to be replaced. This required partially disassembling the frame to allow the journal boxes and wheel sets to be removed. There are eight bolts on each side of the frame clamping the arch bar, inverse arch bar, and auxiliary arch bars around the journal boxes and truck bolster beam.

With a little penetrating oil—and somewhat more applied leverage—the long bolts that hold the frame of the truck together were loosened so that the journal-boxes and wheel sets could be removed. About that time someone noticed that some of the long bolts were “peculiar.” Instead of being flat, they had bumps on top.


Upon examination we determined that these bolts were improvised by drilling out a square nut, inserting it on a rod, and forge-welding the nut to the bolt. The other identical length bolts on the same truck were factory-made bolts.



Improved Bolt

Why'd they do that?

It is easy to imagine that the repair was urgent and couldn't wait for “factory made” bolts to arrive. Or maybe the blacksmith was short of work, or the repair was made at in field or... We just don't know.

One of the fun things about restoration are these kinds of discoveries! 



David Waterman works on the partially disassembled arch bar truck

**On April 1st, watch for the
March/April edition of the *Hotbox*
We hope to have some EXCITING news!**

Sad News...

Long-time SPCRR supporter and Life Member Dr. Irene Brown passed away on November 14, 2019, she was 87. Bob and Irene Brown were best friends and partners during their 64 year marriage. Together they ran Benchmark Publications—writing, editing and managing the *NARROW GAUGE AND SHORTLINE GAZETTE* magazine. Many readers probably do not know that Irene had a PhD in population biology (she got her degree from Stanford in 1971). For her dissertation, she chose the Chalcedon Checkerspot butterfly at Jasper Ridge (behind Stanford), which remained her passion for the rest of her life.

I remember visiting Bob and Irene years ago. Usually I would go up to marvel at Bob's model railroad layout, but this time Irene was at home and she and I got to talking about birds (she had saved a white dove that became a pet and it was wandering around the house). That's when I found out about her life's work of studying the Chalcedon Checkerspot butterfly. Suffice it to say that I never made it upstairs to see Bob's railroad that day. Irene was fascinating to talk to. Their kitchen—or should I say laboratory—was filled with butterfly cocoons and insects in jars and other containers. I was so impressed by her intelligence, wit and passion.

I encourage you to read the wonderful remembrance that Bob wrote about Irene in the Jan/Feb 2020 issue of the *GAZETTE* on page 5. On page 6 of the *GAZETTE* is another tribute to Irene by a colleague that worked with her at Jasper Ridge. She was a remarkable person and will be missed by everyone.



Irene catching butterflies at Jasper Ridge

Park News...

Supervising Naturalist Kathryn Daskal is leaving Ardenwood and EBRPD to take a position at the Rosie the Riveter/ World War II Home Front National Historical Park in Richmond. Kathryn also lives in Richmond and previously worked at that National Park before taking the job as Supervising Naturalist at Ardenwood in 2017. Obviously the federal government realized what an exceptional employee they lost because they found a new position for her and talked her into coming back. Kathryn assured us that she will still come to the farm to ride the Haunted Railroad each year. Kathryn, we wish you the best in your future. It has been wonderful working with you, and we will miss you. I bet that Kathryn won't miss that commute from her home in Richmond to Fremont every day!

Taking over Kathryn's position in mid-February is Sonya Gomez (Chris Garcia will be Acting Supervising Naturalist for the next two weeks). Sonya is currently the Supervising Naturalist at Coyote Hills. Sonya's description on the EBRPD's website says that she has always enjoyed playing in dirt, watching birds and bugs, and exploring the world around her. She began her career when she became a cofounder of The Nature Club at age six. She has since earned a BS in Environmental Studies and an MA in Museum Studies, and has worked in a variety of settings from native plant research to conservation education. She moved from Oregon to the Bay Area to lead a team of passionate educators at the Aquarium of the Bay in San Francisco. Sonya joined EBRPD in 2016.

2020 SPCRR Board of Directors and Managers

| | |
|------------------------|--------------------------------|
| President | John Stutz |
| Vice President | Andrew Cary |
| Secretary | Ken Underhill |
| Treasurer | Jack Burgess |
| Directors at Large (2) | Gene Arrillaga Brook Rother |

An appointed General Manager becomes the 7th member

Managers:

| | |
|----------------------------|-----------------|
| Curator/Safety Manager | Brook Rother |
| Operations Manager | Barry Lependorf |
| Restoration Manager | Gene Arrillaga |
| Track & Membership Manager | John Goldie |
| Collections Manager | Jay Shellen |

SPCRR Board of Directors Meeting Summary



November 2019

- Treasurer Jack Burgess presented the Annual Treasurer's Report.
- A motion was passed to acquire Pacific Coast #20, a Carter-built box car owned by the San Luis Obispo Railroad Museum.

Weekly Workdays

Restoration, Track, Events & Miscellaneous

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:



A router was used to counter-sink the bolts. That will create a smooth surface when the siding goes on.

RESTORATION - reported by Gene Arrillaga, Restoration Manager

Continued from December (not reported in the Nov/Dec *Hotbox*)

12/12 (Tues) – Volunteers: A. Cary, J. Stutz, D. Waterman (5 hrs); G. Arrillaga, G. Bobik (4 hrs); K. Underhill (3 hrs). Tarped equipment stored outdoors.

December 2019. See article by Gene Arrillaga on page 3 for the work accomplished. Volunteers: G. Arrillaga-69 hrs, G. Bobik-63 hrs, T. Sturm-36 hrs, A. Cary-21 hrs, T. Peters-22 hrs, P. Diehn-5 hrs.

January 2019 - Volunteers: G. Arrillaga-31 hrs, T. Peters-26 hrs, G. Bobik-22 hrs, A. Cary-21 hrs. T. Sturm-20 hrs.

TRACK - reported by John Goldie, Track Manager

Continued from December (not reported in the Nov/Dec *Hotbox*)

12/1 (Sun) – Volunteers: J. Goldie, D. Waterman (5 hrs). On rainy day we put away extra tools; cleaned up and organized tool car; cleaned and tested hydraulic rail bender; cleaned and disassembled a ground throw switch; obtained 10 more 5 gal buckets and loaded spikes; moved containers of spikes outdoors.

12/8 (Sun) – Volunteers: J. Goldie, S. Rusconi, D. Waterman (4 hrs). Used the MOW flat along with the new rail drill and worked 6 joints drilling 3 new holes. Approx. 100 additional feet of track headed east has been completed. We moved a fallen oak tree off the road blocking access.

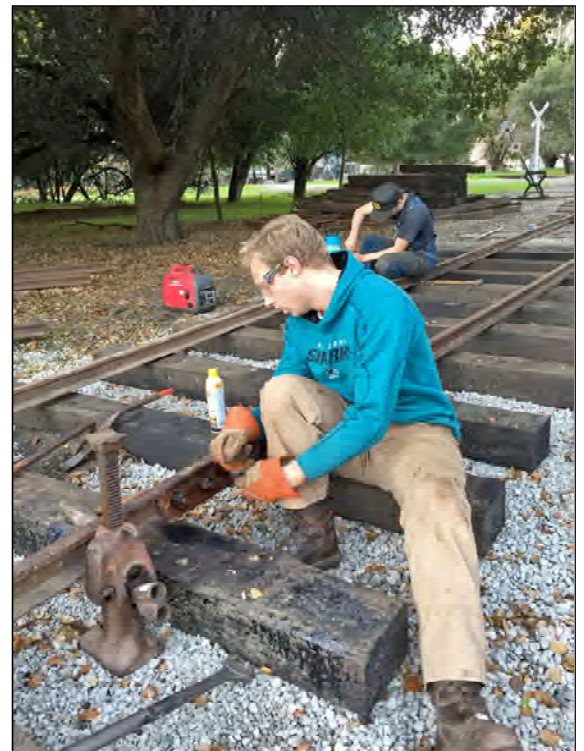
12/15 (Sun) – Volunteers: D. Waterman (8 hrs); J. Goldie, B. Goldie (7 hrs), S. Rusconi (6 hrs). Removed joint bars; drilled 4 missing holes then reinstalled bars on 4 joints. Cut off a number of spinning bolts with hex bolts and replaced with std bolts; dug out over fill of ballast at several joints; re-gauged a section with wide gauge; rail alignment for joint bar fitting on one section. With that completed we also spend time on the mainline switch, lead extension: drilled two holes in the guard rail; drilled the two in the stock rail and bolted in place; placed two 30' rails; cut 2 rails; drilled 2 hole sets; installed 2 joint bars/8 bolts.

12/22 (Sun) – Volunteers: D. Waterman (8 hrs); B. Goldie, J. Goldie (5 hrs). Installed a temp bumper on the mainline (track 6); completed ballasting/tamping track 6; installed a marker for the clear post; inspected existing switches and cleaned out several frogs; worked on a defect in the 3-way turnout; dug out the tie to re-center; used jacks to correct the alignment; filled in with ballast and tamped; cleaned out under swing rails; realigned the throw bar; added a gravel pad around the switch stand; cleaned the switch stand.

12/26 (Thur) - Volunteers: D. Waterman (8 hrs); B. Goldie, J. Goldie (5 hrs). On track 6 we leveled the rock base; leveled and positioned the next 10 ties; located bars and loose bolted the two ends; located a good 40# rail stick and positioned; separated out the wrap-around fish plates and stacked; installed the Clear post.

12/31 (Tues) - Volunteers: D. Waterman (8 hrs); J. Goldie (5 hrs). Focused on old tie sorting and ROW clean up: selected and placed 5 9' ties; recovered several track items in the brush; clean up the area by track 6 switch; picked up a trash along the ROW; sorted and moved spare points around; located 3 usable 10' ties.

1/2/20 (Thurs) – Volunteer: D. Waterman (8 hrs). David made great progress disposing of the Deer Park dead ties, and also made a consolidated stack of the 9-foot ties on hand.



Bobby Goldie (foreground) and David Waterman working on track 6.
Photo: J. Goldie

continued next page

1/3/20 (Fri) - Volunteers: D. Waterman (8 hrs); J. Goldie (7 hrs). Today we focused on sorting and cleaning up our supplies of pieces of rail and long ties. The long tie pile was sorted by size and left to air out as they were under trees with dirt and



Repaired track frog.

Photo: J. Goldie

leaves which trapped moisture. Next we focused on rail—we made two piles of 15-20' rail and consolidated it into a single layer pile. With the rails out of the dirt on ties, we are able to clean them off, sort/mark them, and we started to pull the smaller weight rail into one pile. We also made several clean up runs of rotten ties in the ROW by track 6. Last of all, we started to stack and sort the joint bars on new 2' pallets.

1/12/20 (Sun) - Volunteers: D. Waterman (8 hrs); J. Goldie, S. Rusconi (6 hrs). Today we focused on material sorting/storage and also the 3-way center frog repair. After detailed study of the frog, we believed a repair was possible and this was completed. We clean it, inserted shims, and opened a cavity to weld into. Once the welds were made, we ground the running surface smooth. We will monitor the frog and if it cracks again we can insert a similar frog from our inventory and do a more in-depth repair once we have access to both sides and various angles. We also completed 90% of the field joint bar sorting by size, and stacked them on pallets. We sorted a smaller supply of other misc. bars. All will be placed on new pallets. The very short rail pile was relocated to the rail staging area, and the short lengths were aligned in a single row for easy access and measurements. We gathered up the 8 flat switch plates and located 10 salvageable WSLCo rail braces for the switch under construction.

1/19/20 (Sun) - Volunteers: J. Goldie, D. Waterman (8 hrs). Nice cool day for track work: stacked the large tie plates on pallet; stacked buckets of spikes on pallet; plugged 25 ties in prep of placement; cleaned up junk wood from the grounds; finalized tie positions and placed the frog; multiple measurement checks; reviewed Deer Park switches for off season maintenance.

1/26/20 (Sun) - Volunteers: J. Goldie, D. Waterman (8 hrs); S. Rusconi (6 hrs). The ground was very soggy from overnight rain, so we focused on car barn area projects today: put away random track items/cleaned off the MOW flat car; picked up 3 short rails and placed on the new short rail pile; removed 12 planks from the MOW car and cleaned the exposed parts of the car; cut lumber to form the 5'x8' tool shed we are building on the car; parked car on track 6; sorted some of the additional joint bars.

MISCELLANEOUS

12/7 (Sat) - Volunteer JS Burgess (8 hrs); J. Burgess (4 hrs). Got decorations and supplies for Annual Holiday Dinner; decorated, setup and supervised dinner; cleaned up after. Jack helped setup for holiday dinner; presented feature show; cleaned up after.

12/12 (Thurs) - Volunteer JS Burgess (2 hrs). Created list of woodworking tools donated to include with letter to donor.

12/2019 - Volunteer: JS Burgess (19 hrs). Tallied the 2019 volunteer hours for report to Park District.

1/1/20 (Thurs) - Volunteer: JS Burgess (4 hrs). Traveled to U.C. to obtain HRR costumes from volunteer; cleaned and hung costumes in protective and accessories in protective bags. Made new volunteer hours worksheets for binder.

1/2/20 (Weds) - Volunteer: JS Burgess (3 hrs). Worked on job announcement for track crew; worked on Jan/Feb Hotbox.

1/4/20 (Sat) - Volunteer: JS Burgess (1 hr). Installed hooks and hung HRR bride costumes & accessories in event container.

1/18/20 (Sat) - Volunteers: J. Burgess, A. Cary, J. Erdkamp, J. Goldie, D. Marenci, J. Martinez, B. Rother, J. Stutz, D. Waterman (2 hrs). Walked new proposed new track, and run-around track alignment.

1/23-31/20 - Volunteer: JS Burgess (37 hrs). Wrote and edited articles, did layout and desktop publishing, etc. for the Jan/Feb Hotbox.

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 locomotives or wooden car restoration. 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.

2020 CALENDAR

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 gets together every MONDAY (and some Saturdays). Contact Restoration Manager Gene Arrillaga to verify dates and times (510-657-8733 or email arrillaga@sbcglobal.net).

NOTE: If you are a new volunteer, please call or email the project manager **BEFORE** the workday!

April 2 First day of train operation (Thursday)
April 4 Park Event - Tartan Day (Saturday) - **Need 2 station agent volunteers**
May 10 Park Event - Mother's Day (Sunday)
May 25 Park Event - Memorial Day (Monday) - **Need 2 station agent volunteers**
June 20 SPCRR - Railroad Adventure Day (Saturday) *(do not need station agents)*
June 7,14,23 Park Event - Historic Hay Harvest (Sundays)
July 4 Park Event - Old Fashioned Independence Day (Saturday) - **Need 2 station agent volunteers**
July 12,19,26 Park Event - Historic Wheat Harvest (Sundays)
August 8 SPCRR - Railroad Adventure Day (Saturday) *(do not need station agents)*
Sept 5,6,7 SPCRR'S RAIL FAIR! Need 2 station agent volunteers, and other volunteers. Also need help cleaning up the right-of-way prior to event - please sign up early (see contact info above)
Oct 10,11 Park Event - Harvest Festival - **Need 2 station agent volunteers both days**
Oct 16,17,18 & Oct 23,24,25 SPCRR'S HAUNTED RAILROAD! Need volunteers to be cowboys, pirates, glow stick sales people, and more. Please sign up early (see contact info above)
Nov 22 Last day of train operation for 2020

EVERYONE - We have many projects to accomplish before we begin the new season on April 2. Join the SPCRR-Members group for up-to-date information on workdays - see instructions below...

JOIN our SPCRR-Members group to receive up-to-date information, workdays and announcements. We promise your in box won't be filled up with a bunch of trash (we average just 2-3 posts a week). All you need to do is email webmaster@spcrr.org and either Ken or Andy will set you up.

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.