



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.

Since we couldn't hold Rail Fair this year, we are bringing Rail Fair to you!

Our good friends John and Cydney at TSG Multimedia have created a wonderful video filmed at last year's Rail Fair. Click on the link here or on the photo below and enjoy! https://youtu.be/r_kI3oHMqtA



A Walk Around the South Pacific Coast Railroad's Newark Arcade Depot

John F. Hall

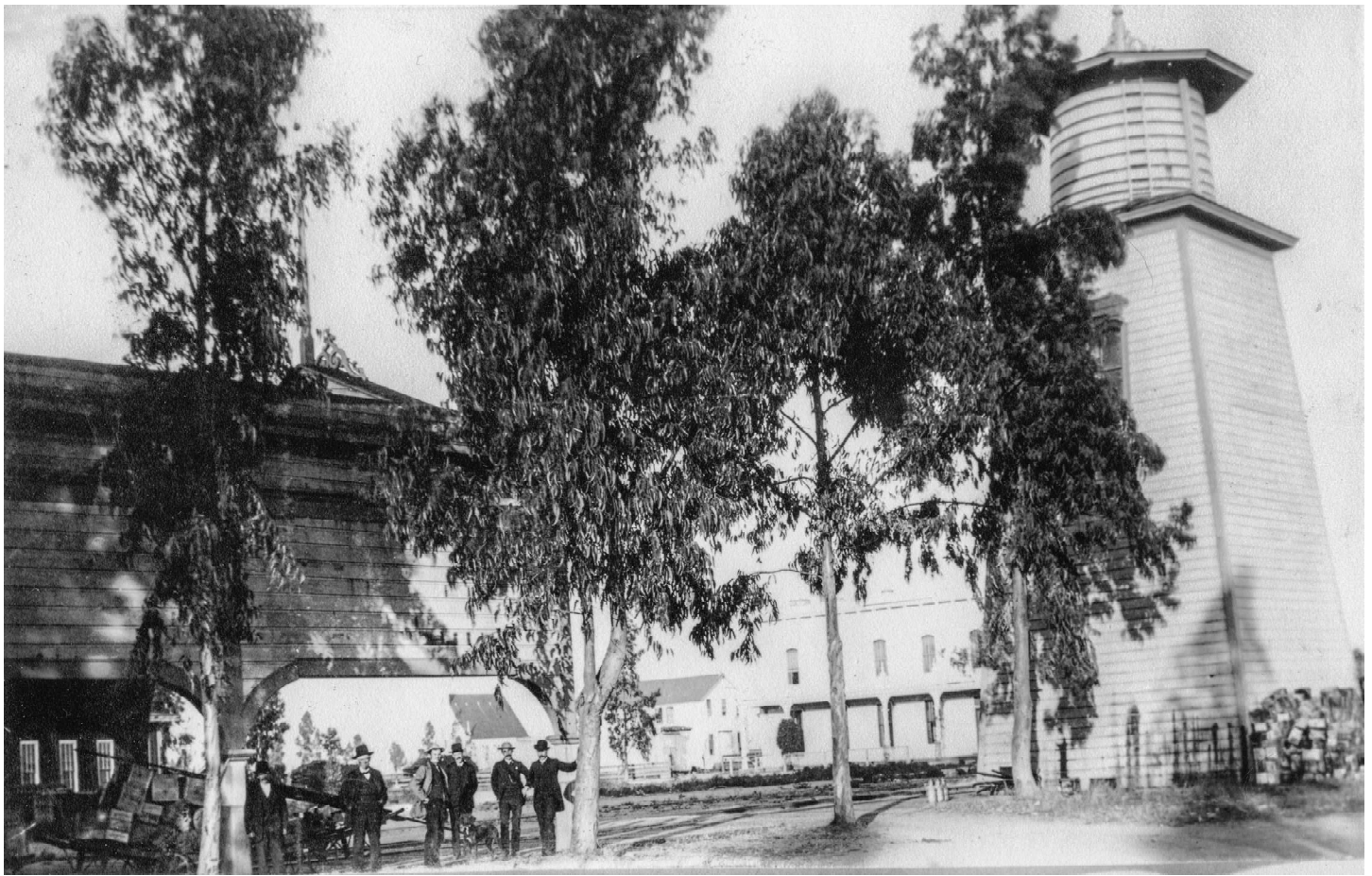
In May 1878, the Bay and Coast Railroad—a subsidiary of the South Pacific Coast Railroad—began construction on an arcade depot in Newark, California. According to the May 30, 1878 *“Alameda Argus”* the arcade was 200 feet long and 40 feet wide, and covered two tracks. A tall water tank was constructed just south of the arcade to supply water to locomotives and the community. Later, a second water tank was added at the north end to service northbound trains at the same time passengers were getting on and off.



North End of Newark Depot Looking South. Bruce MacGregor Collection

Both northbound and southbound trains used the western track nearest the depot building on the west side of the arcade. At approximately 10:00 a.m. railroad time, the northbound morning passenger train—number 10 from Santa Cruz—would pull into the station on the mainline western track. Moments later, the southbound morning passenger train—number 7 from San Francisco via the ferry to Alameda—would pull off the mainline onto the eastern track north of the arcade. The northbound train would then depart on the western track, and the southbound train would pull onto the western track just prior to entering the arcade. It then stopped at the depot to drop off and pick up passengers. At other times during the day, a similar dance occurred between freight trains and passenger trains. The eastern track under the arcade served a small freight depot at the north end of the arcade.

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South end of Newark Depot looking southeast. Bruce MacGregor Collection

Newark was the second of three arcade depots along the SPC. The first was in San Jose, and the third was in Santa Cruz at Cherry Street. All three depots were constructed under the overall supervision of Thomas Carter during his tenure as Construction Superintendent of the railroad. The San Jose depot, completed in July 1877, is the best documented of the three. There are a number of photographs and Sanborn maps showing the size and footprint of the structure. The Newark structure is the next best documented with some partial photographs, including two after the depot portion of the arcade was completely destroyed by fire in May 1902. The Santa Cruz arcade depot, completed September 1880, is only known from the Sanborn maps and two photographs that show small portions of the depot.

Based on this limited evidence, it can be seen that the three arcade depots were similar in architecture.

I am currently building a model railroad of the South Pacific Coast as it existed in 1886, prior to the transfer to the Southern Pacific Railroad. The town of Newark will be a part of that model railroad and the arcade depot will be a part of Newark. In order to get a size and feeling for the Newark depot, I decided to first create a 3D CAD version of the structure. The virtual model is a full-size replica of the arcade depot, the track work, and the surrounding Newark streets and buildings. I will use the virtual model to determine where to selectively compress the structure to fit the space I have available on the layout.



Newark Depot from above. Photo: John Hall

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There are only a few photographs of the Newark arcade depot, and none show the complete structure. The depot and its surroundings shown in the 3D CAD version are based on those photographs, as well as newspaper articles and an 1893 map of Washington Township that included Newark's railroad tracks, street layout, and eucalyptus trees. I also used the photographs and the Sanborn map of the San Jose arcade depot to fill in the unknown pieces. I did not have a eucalyptus tree in my CAD software so birch trees were used instead. I used the CAD software "3rd PlanIt" to recreate the depot and create a video of a walk around the arcade, which you can see by clicking the link here:

<https://youtu.be/g-SFpHMexw0>

As you "walk" around the arcade, you can see various details. The trees and track work have been placed in their original locations throughout the town of Newark based on the 1893 Washington Township map and the 1908 Sanborn map. Some of the other structures in Newark are also shown including the SPC roundhouse, the SPC locomotive shop, and the Carter Brothers shop—all circa 1886 before the expansion of the Carter Brothers complex in 1888. The sharp-eyed viewer will also see the steeple of the first St. Edwards Catholic church (now the Foursquare Church) rising above the shop buildings.



Newark Shops and Depot from above, circa 1886. Photo: John Hall



SPCRR Board of Directors Meeting Summary

August 8, 2020

The Board met via Zoom



- The Board of Directors thanked John Goldie for his ten years of service as Membership Manager.
- A motion was approved to appoint Julie Boyer as Membership Manager.
- A motion was approved to buy up to \$10K worth of ties and other track material.
- There was also discussion about upcoming contract negotiations with EBRPD; installing 220VAC in the Car Barn (to-date we have been unable to find a contractor); and conducting the annual Board of Directors election by mail since we won't be able to hold an in-person general meeting in December.

Tool Car Construction - Part 2

Constructing and Outfitting MOW 88

John Goldie, Track Manager

Photos by Author

Continued from Part 1 in the March/April Hotbox...

I am happy to report that the tool car project is now complete and MOW 88 is in use! It took a bit longer than planned thanks to Covid-19. We were also building a new switch and 350 feet of new track at the same time!

Inside the tool car, the team painted the interior then built tool holders and shelves to secure our tools while the car is in motion, as well as to provide easy organization. We now have a section for gauge bars, spike mauls, shovels, picks, brooms, jacks, and small tools; as well as our generator and track power tools. Other specialty holders were made for the chains and rail/tie tongs, and a work surface was installed for filling out paperwork as well as storage for other necessities and small tools.

Outside the car, grab irons were installed along with custom-fabricated side steps. Five removable side boards and stake pockets were installed on the open end of the tool car's deck to retain buckets filled with track supplies such as bolts, spikes and other hardware. And the final touch was to paint our logo on the side of the car along with the number of the car, "MOW 88." We chose that number because we found the car's original number 88 while we were prepping the underframe prior to painting.

The car is very versatile and enjoyed by the track crew. It is very convenient to have the tools and supplies right where we need them, plus it helps to speed up our construction activities by eliminating tool fetch time and set up/clean up back at the Car Barn. To save even more space in the Car Barn for restoration activities, we also relocated our spare track tools to one of the box cars.

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Steve, Ralph, David and Barry (left to right) completing the base and floor construction.



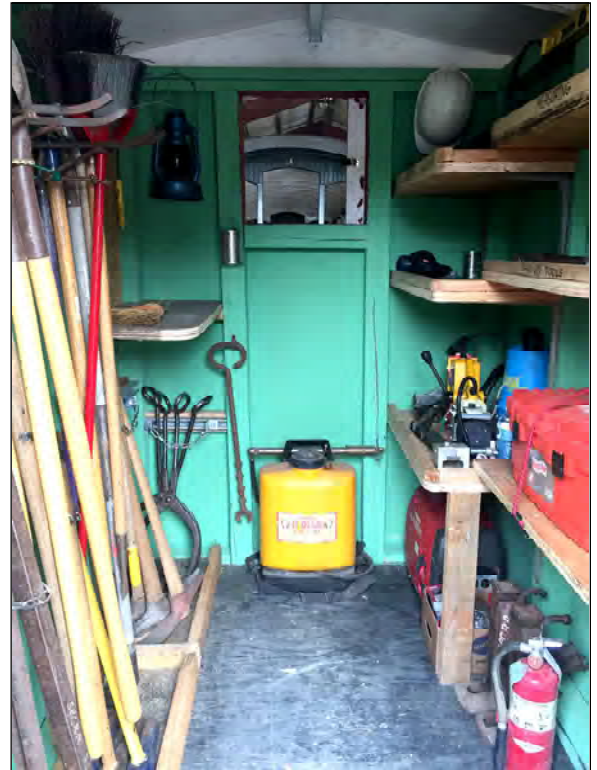
Walker painting the top coat on the tool car shed.



John E. putting the finishing touches on the logo.

The tool car would not have been possible without the many work hours provided by our members and volunteers, as well as the supporters who donated key materials to the project which reduced the cost to just \$500 (excluding the flat car purchase). I would like to thank the following people:

- **Steve Rusconi** – unistrut hardware, 4X4 timbers, construction, and outfitting
- **David Waterman** – painting, construction, custom steps, and outfitting
- **Barry Lependorf** – flat car painting
- **Tom Sturm** – roof cap
- **John Erdkamp** – main logo stencil/painting
- **Walker Speakman** – painting and construction
- **Ralph Domenici** – heavy floor plywood donation
- **Steve Hunsader** – heavy shelf plywood donation
- **Bobby Goldie** – construction
- **Jamie Goldie** – primer painting
- **Rola Goldie** – stake painting
- **John Goldie** – hardware, paint, wood donations, painting, construction, outfitting and overall tool car project lead
- And anyone else who helped out!



A look at the inside.



Painted and organized - ready to roll.

If you would like to help out, it's not too late...

If you would like to support the track crew by purchasing some important items that we still need (first aid kit, wrenches, flashlight, etc.), we have created an **Amazon Wish List**. Amazon will ship these items for free--please choose the shipping address titled "SPCRR's Gift Registry Address" if you order:

https://www.amazon.com/hz/wishlist/ls/3UEP6ICIB5BUK?ref=wl_share

If you order items through Amazon, please remember to sign up and use "Amazon Smile" for the extra benefit to SPCRR. Instructions are on the last page of *The Hotbox* (no cost to you--Amazon will make a donation for each purchase).

If you would prefer to help by providing a monetary donation, go to our website www.spcrr.org and click on the "DONATE" button at the top of the screen; or send a check made payable to "SPCRR." Please send an email to info@spcrr.org to let us know your donation is for the "Tool Car fund." Mail checks to SPCRR and mail to: SPCRR, PO Box 783, Newark, CA 94560.

MEMBERSHIP REPORT

Julie Boyer, Membership Manager

A great way that you can help our museum through this difficult time... Upgrade to a LIFE membership for \$250. If you haven't joined SPCRR yet, the cost is only \$20 a year to become a Contributing member; or \$250 to become a LIFE member and never pay dues again!

New LIFE Members

Brian Norden
Gary Woolard

Contributing members who have achieved "Active" voting status*

Gene Bobik Barry Lependorf
Mary Bobik David Waterman
Bobby Goldie

A note from one of our newest LIFE members...

"I was just reading in the July/August HOTBOX that SPCRR will have trouble meeting your minimum \$13,500 in expenses for the year, so I'm upgrading to a lifetime membership. I hope it helps." Gary Woolard, West Hills, CA

Dues for Contributing members are just \$20 each year. LIFE memberships are available for an one-time donation of \$250 and you never pay dues again. Online renewals are available through our website. If you would like to make a donation at the same time you renew your dues, that option is now available on our website. To join or renew your dues, visit www.spcrr.org, click on "SPCRR" at the top of the page, then choose "Become a Member." If you would prefer to mail a check, please make your check payable to "SPCRR" and mail to: SPCRR, P.O. Box 783, Newark, CA 94560.

All dues and donations are tax deductible. Our Treasurer will send a letter for tax purposes for all Life membership payments and for all donations. You can use your PayPal receipt/cancelled check for all Contributing Membership dues. SPCRR is a registered 501(c)(3) nonprofit corporation.

**The Board of Directors considers these requests in September of each year. See the July/August 2020 Hotbox for more information.*

Thank You to John Goldie for Volunteering 10 Years as Membership Manager

John has been coming out to Ardenwood since the 1990s, and he joined SPCRR in 2008 and helped to realign the curve by the Car Barn. He became the Membership Manager in 2010 and also served on the Board. John enjoys being outdoors, working on track, and assisting with operations. About six months ago John was also appointed as the Track Manager. Since then, John has put in a lot of time planning and working on big track projects including laying out the proposed route for the new reverse track loop as well as prepared the loop presentation for EBRPD staff. John and the track crew volunteers have been working 1-2 days a week laying new ties and rail up to the beginning of the reverse loop (we are waiting for EBRPD approval before we can lay more track); designed and helped build the new tool car; arranged, organized and helped deliver truck loads of new ties; and more. On top of all the volunteer work he does at Ardenwood, he works full-time as an electrical engineer and has worked for a number of large semiconductor companies in Silicon Valley—he currently works at Intel. Given all of the activity he has going on with track construction and maintenance, there just wasn't enough time to handle both membership and track, so John has handed off the membership duties to a new volunteer. Thank you John for the great job you have done on SPCRR membership for the past 10 years!



Introducing New Membership Manager Julie Boyer

Julie has volunteered at Ardenwood since she was 12 years old. While the adults were laying track, Julie was learning how to handle our draft horses. When the park opened in 1985 she also worked in the SPCRR gift shop, helped out in the farm yard, and spent copious amounts of time cleaning the horse paddocks in order to be allowed to drive horses on the wagons and the carriage. When she was 16 years old, Julie was the first child to receive a nomination as Volunteer of the Year by the City of Newark for her many hours of work at Ardenwood. Since graduating from high school Julie has earned a BA of History from S.F. State University, a teaching credential from the University of Alaska Fairbanks, and a Masters of Library and Information Science degree from San Jose State University. While living in Alaska, Julie met her husband Robert and a few years later they moved to the Bay Area. Julie currently works as a Teacher Librarian for John F. Kennedy High School in Fremont. They have a daughter, Sophia, who also volunteers at park events. Since 2015 Julie has volunteered at Rail Fair, she's been the ghost every night at the Haunted Railroad, helped with the children activities at special events, and helped with publicity for SPCRR fund raisers. Julie had been wanting to help out more, so when the position of Membership Manager became available she immediately said yes.



DONATIONS Received September-October 2020

Donations Under \$500

David Waterman

Donations of Materials

John Goldie - 2,000 Spikes

Ratish Joshi - lumber (24 2x6's; 8 4x4's)

Ralph Domenici- heavy floor plywood for tool car

Steve Hunsader - heavy shelf plywood for tool car

Peter Schulze - 50, 1-inch single jaw gauge rods

Steve Rusconi - two rail transit plates

Donations \$500-\$1,000

Texas Instruments*

*allocated to handwash station & track expansion project

THANK YOU to all donors!

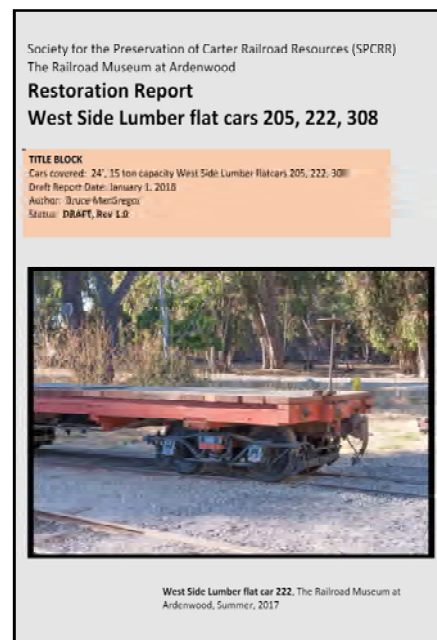
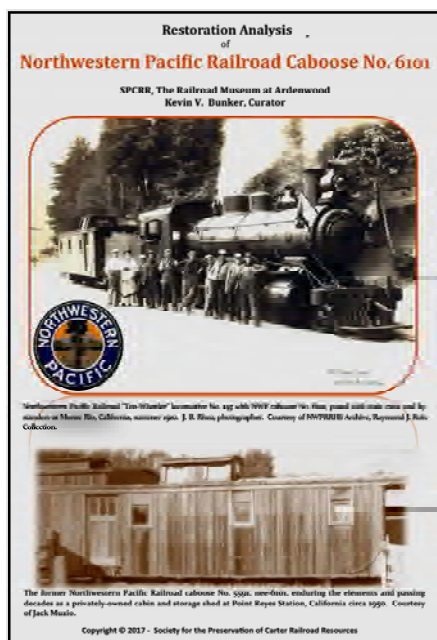
HOW TO DONATE

All donations to SPCRR are tax deductible! SPCRR is a 501(c)(3) nonprofit organization. You can donate on our website at www.spcrr.org and click on **"DONATE"** at the top of the page. You can use any major credit card and you do not need a PayPal account. If you prefer to mail a check, please send it to: SPCRR, PO Box 783, Newark, CA 94560. A donation acknowledgment letter will be sent to all donors 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 send an email to info@spcrr.org or call 510-508-8826.

Purchase your copy of the restoration reports for NWP caboose 6101; or WSL Flat Cars 205, 222, 308 for a donation of just \$15 per copy

In the January/February 2020 edition of *The Hotbox*, we announced that the Restoration Report for NWP caboose 6101 is now available. We also have the Restoration Report for Westside Lumber flat cars 205, 222 & 308. Either report can be obtained for a donation of \$15 to SPCRR. To purchase an electronic copy, go our website at www.spcrr.org and click on **"Museum"** and then click on **"Online Store."** If you do not have a computer and want a printed copy, contact Jacque Burgess at 510-508-8826 and she can give you the details and cost for either report.



TRAIN ORDER BOARD

To prevent the spread of COVID-19,
Ardenwood Historic Farm is currently closed.
The tentative reopen date is November 18, 2020.

For up-to-date closure info visit www.ebparks.org/coronavirus

The train will remain closed until 2021

SPCRR Now Has an Amazon Wish List

The items listed on the wish list include a few items the track crew could really use, such as a first aid kit, flashlight, wrenches. If you'd like to help, click on the following link. Please be sure to choose the shipping address called **"SPCRR's Gift Registry Address"**. Shipping is free!

https://www.amazon.com/hz/wishlist/ls/3UEP6ICIB5BUK?ref=wl_share



SPCRR Events for 2020

Railroad Adventure Day
Railroad Adventure Day
RAIL FAIR
HAUNTED RAILROAD

CANCELLED
CANCELLED
CANCELLED
CANCELLED

SPCRR BOARD OF DIRECTORS

President - John Stutz
Vice President - Andrew Cary
Secretary - Ken Underhill
Treasurer - Jack Burgess
Director at Large - Gene Arrillaga
Director at Large - Brook Rother
General Manager - vacant

president@spcrr.org
vice-president@spcrr.org
secretary@spcrr.org
treasurer@spcrr.org
director-at-large1@spcrr.org
director-at-large2@spcrr.org

650-933-0086
510-324-6817
925-373-6884
510-797-9557
510-690-4687
530-559-4249

SPCRR MANAGERS

Curator - Brook Rother
Safety Manager - Brook Rother
Operations Manager - Barry Lependorf
Chief Mechanical Officer - David Waterman
Restoration Manager - Gene Arrillaga
Track Manager - John Goldie
Collections Manager - Jay Shellen
Membership Manager - Julie Boyer
Newsletter, Publicity and Special Events - JS Burgess
Webmaster - Andrew Cary

curator@spcrr.org
safety-manager@spcrr.org
operations-mgr@spcrr.org
info@spcrr.org
restoration-mgr@spcrr.org
mow-mgr@spcrr.org
collections-mgr@spcrr.org
membership@spcrr.org
info@spcrr.org
webmaster@spcrr.org

530-559-4249
530-559-4249
925-457-7754
415-602-7377
510-690-4687
408-784-1611
510-754-5311
510-378-3469
510-508-8826
510-324-6817

The Big Tie Workday

John Goldie, Track Manager

Tie Day was a great team effort with everyone working like clockwork into the dark. Everyone put in a double workday to get the ties moved from Shinn Street in Fremont to Ardenwood. It took us seven roundtrips—the fastest being 1:25 minutes, and the longest at 1:45 minutes—to pickup and deliver the 56 stacks of ties to the park. By taking the stakes off the side of the rental truck, we were able to load 8 stacks of ties per trip. As a pair of stacks were loaded, we chained them down for the 5 mile drive to the park. Once at Ardenwood, we used our trusty tractor to unload and stack the ties in a prepared location. Then we repeated the trip six more times!

These ties are 6-foot hardwood ties at a saving of over 75%. The 6-foot length will save on ballast rock versus 8-foot ties. The 6-foot ties are also a standard width that was used for narrow gauge railroads. We will use these ties to finish the Car Barn tracks, the reversing loop, and to replace the original ties that were used in the Eucalyptus grove. The ties used in the grove were well used before we obtained them, yet they have lasted since we began operations in 1985 (35 years ago!).

A huge thank you to the following volunteers:

- **John Stutz** for helping to land the ties in the park.
- **John Erdkamp** for precision loader operation at Shinn Street all day.
- **David Waterman** for handling the 26-foot flatbed truck with skill and incredible maneuvering at the sites; and for picking up the truck, fueling it, and taking the truck back after the last load.
- **Bobby Goldie** for unloading the ties with the tractor in the bumpy field.
- **Bruce Sorel** for running the small loads back and forth, and loading/unloading assistance.
- **John Goldie** for helping with the small loads along with Bruce, and loading/unloading assistance.
- **Peter Schulze** for preparing the location for the tie pick up, and for providing the loader at Shinn Street.

More photos on the next page...



John Goldie, Bruce Sorel, David Waterman & Bobby Goldie (left to right) watch as John Erdkamp (in the loader) lines up to load another batch of ties onto the truck.
Photo: Don Marenzi



Bruce guides John E. with another load of ties.

Photo: Don Marenzi



David spots a load of ties for John E. while Bobby watches the location of the forks.

Photo: Don Marenzi



The truck is ready for David to climb into the cab and bring the first of seven truckloads of ties to the park.

Photo: John Erdkamp



Bobby gets ready to unload another truckload of ties at the park.

Photo: John Goldie



All of the ties have arrived!

Photo: John Goldie

Weekly Workdays

Restoration, Track, Events & Miscellaneous

Ken Underhill

Date(s): Track work on weekends and occasional 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.

Most activities are suspended until social distancing rules are lifted. However we are able to safely hold TRACK WORKDAYS! Get out of the house and join us for some fun (volunteers stay at least 6 feet apart). Contact Track Manager John Goldie (info below) to find out when the workdays will be.

PROGRESS SINCE LAST NEWSLETTER

TRACK - reported by John Goldie, Track Manager

Note: *See photos of completed tool car in the article on page 5.*

7/30/20 (Thur) – Volunteers: B. Lependorf, D. Waterman (5 hrs). Cut back the blackberries along the front fence taking over ROW; cleaned up the line.



Blackberries cleanup before and after. Photos: Barry Lependorf

7/30/20 (Thur) - Volunteers: J. Goldie, D. Waterman (3 hrs). Visited the various storage areas to inspect items of interest: 6' ties, gauge bars, spikes, and other equipment.

8/2/20 (Sun) - Volunteers: S. Rusconi, B. Sorel, D. Waterman (8 hrs); J. Goldie (6 hrs); R. Quilici (4 hrs). This week we welcomed Ron Quilici to the MOW team. Nice weather for more outdoor MOW progress: sorted spikes into the 5gal buckets, scrap piled unusable ones; cut out 7 wood shelves for the tool car; reviewed the point repair and checked rail bender fit; removed a large dead snag in the tree by the Car Barn; prepped the forge supplies for heating of the point. John also cut out the MOW 88 stencil.

8/9/20 (Sun) - Volunteers: J. Goldie, R. Quilici, S. Rusconi, B. Sorel, D. Waterman (8 hrs). The hot weather slowed us down, but we accomplished several projects: the last end board was installed on the tool car - holes drilled, brackets attached, strakes bolted on and caps applied; we focused on the 15' storage track by spiking 60 spikes and installed two 4x4 movable bumpers – our railroad wheels can now be stored out of the dirt; we reviewed the next steps on the point rail repair and a review of the track up front.

8/12/20 (Tues) – Volunteers: J. Goldie, D. Waterman (5 hrs). Today we focused on the tool car's storage: added a retaining chain for the long bar rack; installed 5 heavy duty shelves; add bumpers on shelves to prevent equipment from bouncing off the shelf; organized and cleaned the car.

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8/16/20 (Sun) –Volunteers: J. Goldie, B. Sorel, S. Rusconi, D. Waterman (8 hrs). It was a hot day so we limited work to what we could do in the shade or Car Barn. We and worked in two teams as follows:

Tool Car Team - it is now 98% complete: added larger separation brackets and chain for the bar storage rack; added a hook for the track master; added chains for the track gauges and sledge hammers; installed bungee hooks for the shovels and rake/broom holders; secured the tool hanging board; installed a chain hanging rail with spacers; installed a rail tong rack; cleaned up the deck of the car / organized the buckets; stenciled the car under the logo for "MOW 88"; did a test run of the car and all tools stayed in place (SUCCESS!).

Point Project Team - they were successful in their efforts: used #4 rail bender in four locations to straighten out the point tip (a major effort on a hot day); test fit the point in the turnout—all looks good; reviewed where to add the bars and strengthening plate; located a usable

#2 bar/will need to adjust length; located a usable #1 bar—it had a ground throw attached but after much work they were able to remove the 50-year-old rusted switch bolt by using two long track wrenches with 6' cheater bars, and tractor assistance to get the pivot point unstuck; wedge work (*made from an auto leaf spring) plus rust remover & WD40; we were able to remove the ground throw and this bar is now usable. Steve is also working on fabrication of a missing transit clip to complete the hardware needed. We also inspected the shop switch and found out what we will need to do to install the point on a future track day; and found the location of suitable 7' #40 short rail for a guard rail (need to fashion the angle cuts on the ends).



Bruce Sorel (center) bends the point rail straight with the Aldon Rail Bender while David Waterman (left) and Steve Rusconi (right) steady it. Photo: John Goldie



Point repair in progress. Grinding, welding and flat bar installed. Note the transit plates on the table... Steve fabricated a new transit plate to match the other one (he donated both).

Photo: John Goldie

8/23/20 (Sun) –Volunteers: S. Rusconi, B. Sorel, D. Waterman (8 hrs); J. Goldie (4 hrs); R. Quilici (2 hrs). Weather was warm at 83 and the smoke was present but not as bad as San Jose, so we limited work somewhat today: shuffled the cars around to work inside on the tool car; and some experiments on stencil work was completed.

Tool Car - added a shelf for the tool box, hung some tools, added a brace for the drill shelf, and touched up the MOW 88 lettering. The tool car project is now complete. NOTE: See article on page 5.

Point repair - ground the run side flat; ground off extra base on the new rail portion to match the tip portion; drilled 4 holes, bolted in the 2 flat bars cross the joint and cut off the extra bolts; prepped the new transit plate Steve had fabricated; located 1/2" hardware and bolted the transit plates into place; drilled the 5-5-5 holes; test fit the point in the turnout; located stock rails to cut in the point.

8/23/20 (Sun) –Volunteers: J. Goldie, D. Waterman (4 hrs). Finalized the tie purchase.

8/28/20 (Fri) –Volunteers: J. Goldie, D. Waterman (4 hrs). Less heat and smoke today so we were able to set up the snap track and get the wheels out of the dirt: removed weeds; set down a gravel bed and raked it flat; relocated the two 4-rail snap track panels; moved the wheels to the tracks; secured with bumper blocks; cleaned up outside area on the far end of the Car Barn.

9/3/20 (Thur) -Volunteers: J. Goldie, D. Waterman (4 hrs). Less heat and smoke, gave us the opportunity to get a few projects done: shuffled cars around to open up space on track 5; relocated 7 sets of trucks from the ground to track 5 for storage on rail; cleaned up the area on the east side of the Car Barn; installed a door hook on the tool car; moved the older push car to track 5; did some pre-planning for tie day.

9/6/20 (Sun) -Volunteers: B. Sorel, D. Waterman (8 hrs). It was 102 degrees, so we accomplished a few things before the heat became too

continued next page

much: smoothed the tie landing spot with the tractor; sorted 20 usable stacking ties and relocated to the landing zone; researched truck/trailer options for move day.

9/12/20 (Sat) – Volunteers: D. Waterman (16 hrs); B. Goldie, J. Goldie, B. Sorel (14 hrs); J. Erdkamp (10 hrs); J. Stutz (6 hrs). Today we held a tie workday to pickup and deliver our new ties. Everyone put in a double day and we accomplished the task in one day with a night unload at the park. *NOTE: See article on page 10.*

9/18/20 (Fri) – Volunteers: J. Goldie, D. Waterman (3 hrs). Installed door pull and window latch on tool car; maintenance on the 4-wheel push cart; paperwork/follow up on the recent tie purchase; picked up two more gauge bars at Shinn St; reviewed the current turnout project for next steps.

9/23/20 (Wed) - Volunteers: J. Goldie, B. Sorel, D. Waterman (4 hrs). Unbolted and unspiked the temporary rail in the turnout; pulled it out to the stock rail position and spiked it in place (20 spikes); brought over a usable 13' #40 rail and made 2 cuts to square up ends, and remove a flame cut portion; drilled 4 holes; made two joints & 8 bolts; and performed some gravel and tie work.

MISCELLANEOUS

8/8/20 (Sat) – Volunteers: JS Burgess, J. Goldie, D. Waterman (2 hrs). Prepared report and attended Board meeting.

8/29/20 (Sat) – Volunteer: JS Burgess (2 hrs). Worked on photos/graphics for Sept/Oct Hotbox.

Aug/Sept/20 – Volunteer: JS Burgess (21 hrs). Researched what is needed in bylaws to protect spcrr.

9/15-9/30/20 – Volunteer: JS Burgess (40 hrs). Worked on Sept/Oct Hotbox.



John Goldie drives a spike into the new snap track while Bruce Sorel pinches the tie up. The guys took turns on this hot day. Photo: JS Burgess



Now it's Steve Rusconi's turn.

Photo: Jack Burgess



Spare trucks are now stored on track 5.

Photo: John Goldie



Wheel sets now stored on the completed snap track. Photo: John Goldie

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WORK PLANNED DURING THE NEXT 2 MONTHS

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.

- **Various Days, Track Work and 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 mow-mgr@spcrr.org, or call John at 408-784-1611. Note: volunteers must be at least 18 years old to participate.
- **Monday Workdays - Restoration Manager Gene Arrillaga.** Work on hold.
- **Monthly Workday on 2nd Saturday of Month - Curator Brook Rother.** Work on hold.



David Waterman (standing) and Ron Quilici install end board brackets on the new tool car.
Photo: JS Burgess



Our seasonal volunteers take care of weeds along the right-of-way. Photo: Jack Burgess

2020 SPECIAL EVENTS CALENDAR

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

The Restoration Crew meets every MONDAY (and some Saturdays). Contact Restoration Manager Gene Arrillaga to verify dates and times (510-657-8733 or email restoration-mgr@spcrr.org).

NOTICE: The Park is tentatively scheduled to re-open on **November 21**. Join our **SPCRR_Members group** (*instructions below*) to get up-to-date information on train operations and workdays.

Oct 10,11 Park Event - Harvest Festival **CANCELLED**

Oct 16,17,18 & Oct 23,24,25 **SPCRR'S HAUNTED RAILROAD CANCELLED**

Nov 22 Last day of for train operation (no train operations in 2020)

Earn funds for our Museum at NO COST to you!

For the past several years, SPCRR has partnered with AmazonSmile to receive funds from purchases made at Amazon at **NO COST TO YOU!** Just log-in at the **Smile.Amazon.com** website instead of regular Amazon. The prices are exactly the same... the difference is that AmazonSmile will give a portion of each purchase to our museum. **To sign up, click on the box to the right, or go to this link:** <https://smile.amazon.com/ch/94-2638194>

Shop at AmazonSmile
and Amazon will make
a donation to:
SPCRR



JOIN the SPCRR_Members group at www.groups.io to receive up-to-date information, workdays and announcements. We promise that your In Box will not be filled up with trash--we average just 1-3 posts a week. It's easy! All you need to do is email webmaster@spcrr.org and 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.