



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.

Sunset Foundry

Jay T. Shellen

Sunset Foundry was founded between 1920-1930 in Newark CA and started in a former pig sty by Dave Freitas's grandfather. Sunset has been serving SPCRR for many years, and is now located in Valley Springs, CA.

The early enterprise started casting aluminum and iron, but eventually specialized only in cast iron. That early foundry made "spider" assemblies for the ubiquitous Wedgewood stoves made locally and later cast iron cooking ranges for the U.S. Navy. The George Street business in Newark expanded and the buildings eventually grew to cover almost half an acre on Sunset Street. Dave's father and uncle made one last move in Newark to Fircrest Street before Dave and his sons moved to Valley Springs in 1994.

When asked what the most interesting or challenging project he had tackled, Dave cited the South Pacific Coast harp switchstand castings done for SPCRR. He had to complete many "loose castings" for the switchstand, fabricating the patterns himself from original parts. The large size of the switchstand also made things difficult, but eventually satisfying to build.

For over two years Sunset has been making our Buntin seat castings which we sell to other railroad preservation groups. It has not been easy for them due to the corona virus and economic conditions. We owe the foundry a large debt of gratitude for their hard work and for their patience with us as we move through this tough period. And we hope they are able to maintain the foundry for generations to come.

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Melting the iron. Photo: Jay T. Shellen



Creating the molds for the Buntin seats.



The aluminum match plate patterns on display with Dave Freitas (on the right) and son Dave Jr. (on the left).



Dave & crew showing off the first Buntin seat casting at the Fircrest Street plant in Newark, California. This photo shows the last of the Newark sites before Bay Area pollution controls forced Sunset to move out of the area. Photos on this page: Bruce MacGregor, circa 1995

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Pouring the molten iron. Photo: Jay T. Shellen

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Photos on this page: Jay T. Shellen.



The Buntin Cast Iron Seat: the many lives of a replica

Bruce MacGregor

One of the foundations of our museum was an early focus on historically accurate restorations. Often that focus was on rolling stock manufactured by Carter Brothers (1872-1902). Authenticity meant not just researching Carter's practices as a California manufacturer of early narrow gauge rolling stock, but finding ways to create replicas of Carter parts if original parts were needed for restoration but couldn't be found... a position we found ourselves in quite frequently.

To support authentic reproductions, we developed a collection of original parts that could be used as references. These ranged widely... from simple washers, to cast iron plates displaying the Carter name, to tinted glass car windows. Most of these parts Carter designed themselves and were made locally by third party vendors, like foundries or metal fabrication shops. But occasionally Carter would order parts from large, established East Coast manufacturers. For example, the almost-universally adopted chilled cast iron wheels from the Asa Whitney Company in Philadelphia, a product (by the mid-1880s) found on railroads all over the world.

Carter adopted another widely used railroad product when it purchased quantities of Buntin cast iron coach seats—a cushioned car furnishing that could be reversed to face either direction in a railroad coach. Manufactured by the Buntin Company of Boston, Carter installed this seat in hundreds of day coaches it built for the South Pacific Coast and other western narrow gauge carriers. In 1985, our museum was fortunate enough to receive a complete set of Buntin seat parts (including the upholstered seat and back rest) from a Tacoma collector named Henry Welzel. The parts came from either South Pacific Coast coaches 23 or 43 (Henry wasn't sure which), cars that were left behind from the abandoned Ilwaco Railway in Washington state. Both cars had been manufactured by Carter.

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The Buntin seat castings for D&RG coach 256 being painted.

nnnnnnnnPhoto: Stathi Pappas, Cumbres & Toltec Scenic Railroad

Our understanding with Henry was that the seat parts (and other parts from the same cars) would be donated to our museum in exchange for access to the museum's iron foundry (Sunset) who would make enough seat replicas for Henry to equip a passenger car that he was constructing himself. In 1986, Henry generously paid for a set of high quality, aluminum match plate patterns of the five separate parts that made up a seat. Our museum were able to keep the patterns once Sunset had finished Henry's replica.

Fast forward 30 years. Henry Welzel's original seat parts and the aluminum patterns remain in our museum's collection. The seats didn't fit any car in our collection, but they were invaluable references for Carter research projects and for restoration projects far beyond our museum's scope and region. In 2018, interest from the Harrisburg, Lincoln & Lancaster Railroad (HL&LR) in Pennsylvania (the HL&LR operates the replica Lincoln Funeral Train) resulted in their purchasing seat castings from our patterns, using Sunset Foundry as a supplier. A small markup was charged, giving SPCRR a direct benefit from the sale while providing the HL&L with authentic parts for their historic car replicas.

Word of the Buntin part availability quickly spread in the railroad museum community. Over the next two years, the HL&LR purchase was followed by orders from the Durango & Silverton Narrow Gauge Railroad Museum, Cumbres & Toltec Scenic Railroad, Steam Into History Foundation, and Mid-Continent Railway Museum. Equipped with the seat castings, each museum can take pride in installing accurate replica seats in each of their car restoration projects.

One of the first of these museums to complete their Buntin seats installation was the Cumbres & Toltec Scenic Railroad. Last autumn they finished Denver & Rio Grande (D&RG) coach 256—constructed in 1876 by Billmeyer & Small Company of York, Pennsylvania. The completed coach includes a complete set of Buntin seat replicas. Coach 256 is one
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D&RG coach 256 nearing completion.

Photo: Stathi Pappas, Cumbres & Toltec

of four historic D&RG wooden passenger cars that Cumbres & Toltec is restoring, and the cars will operate as a historic train on the historic San Juan Extension. The cars will be pulled by locomotive 168, an 1883 4-6-0, which was originally built to pull consists identical to that of the historic wooden car project.

The Railroad Museum at Ardenwood is proud to have played a part in making this unique resource available. 



The completed interior of D&RG coach 256 with the Buntin seat castings. Photo: Stathi Pappas, Cumbres & Toltec

DONATIONS Received October/November 2020

Donations Under \$500

Dave Fisher
John Goldie
Nicholas Kibre
Intel through Benevity* - SPCRR was
nominated as favorite nonprofit by John Goldie

Donations Over \$1,000

John Houghton
Bruce Sorel
Intel through Benevity* - donation based on John
Goldie's volunteer hours

Donations of Tools, Materials & Equipment

Paul Diehn - Arc Welder
Goldie Family - Barrel of spikes/misc track supplies
Steve Rusconi - Rail braces and brass ball valve for the water tank
Peter Schulze - Barrel of spikes
Jack & Jacque Burgess - First Aid Kit

Thank You 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.

**allocated to track expansion project*

Here is how you can help SPCRR even more at no cost to you!

SPCRR did not receive any income in 2020, and the bad news will continue well into 2021. Your generous donations have helped keep some of our projects alive, such as the track expansion project. Now you can help our museum even more at no cost to you...

- ♦ Check with your employer to see if there are any employer-provided programs available, such as matching donations or employer donations based on the amount of hours that you volunteer.
- ♦ If you hear of any grants that we might be eligible for, please let us know by email at info@spcrr.org or call 510-508-8826.
- ♦ Anyone who orders from Amazon can sign up for Amazon Smile free of charge. Amazon will donate .05% of your purchases to SPCRR at no cost to you. Please sign up here: <https://smile.amazon.com/ch/94-2638194>

TIME TO RENEW YOUR SPCRR MEMBERSHIP

Julie Boyer, Membership Manager

Welcome new Contributing Member

Nicholas Kibre, Redwood City, CA

2020 will soon be behind us. To continue your annual SPCRR Contributing membership, **please renew by January 31, 2021.** If you are already a Life Member you can disregard this reminder—you are good for forever!

SPCRR greatly appreciates our members and volunteers, and especially so this year. COVID-19 might have kept us from operating the train, special events, and car restoration, but track construction projects are still going strong! See the Weekly Workdays section in this newsletter to find out how you can participate. There are volunteer jobs for all abilities!

Dues for Contributing members are just \$20 annually. LIFE memberships are available for a one-time donation of \$250 and you never pay dues again. Online renewals and new memberships are available for purchase through our website. If you would like to make a donation at the same time you pay your dues, that option is now available. To join SPCRR or renew your dues, visit www.spcrr.org, click on “SPCRR” at the top left side of the page, then choose “**Become a Member**.” If you would prefer to mail in 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 or cancelled check for all Contributing membership dues. SPCRR is a registered 501(c)(3) nonprofit corporation. If you need any information about your membership or on becoming a new members, feel free to contact me at membership@spcrr.org.



**Happy Holidays
to all of our
Members,
Volunteers and
Supporters!**

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 THE LAST NEWSLETTER

CAR RESTORATION - Gene Arrillaga (email restoration-mgr@spcrr.org or call 510-690-4687)

Car restoration projects are on hold until social distancing requirements have been lifted.

TRACK WORK - John Goldie (email mow-mgr@spcrr.org or call 408-784-1611)

10/1/20 – Volunteers: J. Goldie, D. Waterman (3 hrs). A few items taken care of today: inspected our switch frog supply—noted two have broken rails; pulled out a 40# frog that can be used for the switch; staged ties along the line for the rail replacement project; Inspected the active switch project for Sunday's track work day; located the components for the 50# turnout—we have guard rails, points and the frog on hand.

10/3/20 - Volunteers: B. Sorel, D. Waterman (6 hrs). Focused on the shop lead switch. We spiked more of the rail into place, and also test fit the repaired point for installation.

10/18/20 - Volunteers: B. Rother, D. Waterman (8 hrs); B. Goldie, J. Goldie (6 hrs); P. Diehn (2 hrs). Today we took 2 steps back to make 4 steps forward. To get the switch setting correctly—specifically how the points close to the stock rails—we un-bolted 3 joints to move a short piece of track from up-track to past the points. This centered a long piece of track past the points where we could make a needed bend to make way for the point to nest in correctly against it. This required the 12 bolts to be undone, around 50 spikes to be pulled, rails flipped, holes plugged, and the the rail bender used to place the needed kink and other bends. We then rebuilt it with the 5" spread at the heel joints and working the track gauge—in some places widening, and in others pulling in with the chain/come-along.

The effort will pay out with a well performing turnout. There is a slight curve in the turnout which makes things tricky. There is still more to do on the turnout: a few more bends and spiking of the closure rails, spiking of the far side braces in the switch area, and installing the Harp switch stand. **SEE PHOTOS ON PAGE 11**

10/18/20 - Volunteers: J. Stutz (4 hrs). Worked on covering the cars for the winter.

10/25/20 - Volunteers: B. Sorel, D. Waterman (8 hrs); J. Goldie (6 hrs). Today was cloudy, cooler so we were able to accomplish quite a bit: added the donated valve to the donated 35 gallon water tank—we now have 35 gallons of water on the tool car; our locomotive Katie had an electrical problem—we removed the battery, cleaned the terminals and then found an open in the lead to the starter so it likely needs a new switch; reviewed the donated demo hammer and drill bits; on track we focused on the switch area of the turnout—we use a chain and come-along to pull in the side with the rail braces attached to the rail then added the braces on the other side and spiked them in (24 spikes); inspected the location for the proposed spring switch on the reverse loop. **SEE PHOTOS ON PAGE 15**

10/25/20 - Volunteers: J. Stutz (4 hrs). Worked on covering the cars for the winter.

10/29/20 - Volunteers: D. Waterman (4 hrs); J. Goldie (2 hrs). Picked up 65 additional ties and loaded 3 barrels of spikes, then unloaded at Ardenwood.

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Workday on Sunday, October 18, 2020

Photos: John Goldie



Manual rail bender at work. This style is no longer made--it has been replaced by a hydraulic cylinder (one of the track crew's wish list items). These are used to make curved rails and also to set the kink where the point nests in.



Bruce Sorel has been cleaning up our track bolts. Note the before and after at the bottom of the photo.



When we can't get the claw foot spike puller to fit in, we use the Roadmaster spike puller. It grabs the head of the spike. The 4 knobs up the shaft are pull points for the claw spike puller.



Here is the nested point for a turnout after adjustments were made for a good fit.

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11/1/20 – Volunteers: J. Goldie, B. Sorel, D. Waterman (7 hrs); P. Diehn, R. Quilici (4 hrs). While bending the curved closure rail with the rail bender, the base of the rail cracked so that rail needs to be replaced. We do not have a 28' piece of 40 lb. rail, so we are looking for sources. Work accomplished: drilled 4 holes and mounted the transit clips on the repaired point aligned with its partner point; test fit and inspected the first heel joint; test fit the 1/4" riser plates for the point to slide on—these will be welded to the switch plates; jacked the ties under the point area (switch) and shoveled rock in and tamped for good support of these ties; unbolted 8 bolts to remove the cracked 2-piece curved closure rail; unspiked 25 odd spikes and plugged the holes. We also worked on replacing the seals on the tractor's cylinder. See photo on the right.



The points are on the push car for some final cleanup work. The transit clip is now in the correct location.

11/8/20 – Volunteers: B. Sorel, D. Waterman (7 hrs); J. Goldie (6 hrs); S. Rusconi (4 hrs); P. Diehn (3 hrs). Despite the rain and hail we were able to accomplish most of the planned tasks for the day. They included: the point for the shop lead is 3-5/8 and the stock rail is 3-1/2, so we cut it down at the tip, rounded the leading edge, and ramped it nicely to fit; we adjusted the ties with the track jack and did some minor tamping to level the ties under the point; used some existing flat bars, oval holes on the bolt side and round holes on the nut side (the inside ones had been used in a curve and were pre-bent to the angle we needed to allow the point movement)—the holes were drilled out to accommodate the pipe inserts to allow the point travel between open and closed positions known as floating heel joints and were bolted into place; focused on the other point—again adjustment were made to clean up the leading edge for fit and its joint bar holes were opened up to allow for the spacers; a straight and bent bar were located so that we can bolt it in after we locate a 30' 40# rail for the curved closure rail. Another key task was also completed the seals on one of the tractor lift cylinders was replaced. We also got to test out the modified spike hammer with the demo hammer—it worked well and after practice we have an alternate spiking method. The demo hammer will also be used for deep rock tamping as well with a flat blade. We were very pleased with the results.

11/8/20 - Volunteers: J. Stutz (4 hrs). Worked on car cover project.

11/15/20 – Volunteers: B. Sorel, J. Goldie, D. Waterman (8 hrs). Today we focused on additional work on the current turnout project which included: installed rod/bolts on the head block tie to prevent splitting when the stand is spiked in. On the harp stand we did some work to prep it for service; changed out the temp bolt holding the shaft to the correct size, added washers and doubled nuts; adjusted the flip handle to remove a sharp edge; and spiked in place. On the points we drilled out the transit clip holes to accommodate the bar bolts; located 4 suitable bolts and nuts, then Bruce cleaned them up and ran the tap and die to make them serviceable; measured the throw area; measured the #1 bar and cut to desired length.

11/22/20 - Volunteers: B. Sorel, D. Waterman (6 hrs). Fabricated a guard rail needed for the shop turnout. The process includes finding a rail that is still usable for guardrail service and cutting it to the desired length. The ends are then cut at an angle that will steer in the flange if needed. This is done with the portaband and finished with the grinder. Three holes are then drilled and spacer blocks are used to connect to the main rail. The base of the rail is also modified to fit around spikes on the main rail. The length of the guard rail needs to exceed the length of the frog. The guard rail ensures the outside wheel is pulled close to the rail so that the wheel on the other side tracks correctly through the frog. The guard rail is then bolted and spiked into place. See photo on the right.



Detailed view of the end notch for a guard rail. This is made by a band saw cut followed by grinding.

11/27/20 - Volunteers: D. Waterman (9 hrs); J. Goldie (7 hrs). Today we tackled the worn out rails on the main line. Two pieces of rail needed to be changed out due to a cracked end, excessive wear on the head, and also flame-cut holes. We were also able to upgrade 3 rail joints to four bolts. Work included removing the defect rails; plugging the tie holes; cutting the rail ends (3); cleaning off some asphalt on the rails; drilled 5 bolt holes, bolted in the rails, spiked into place and gauged; installed three joints with 4 bolts each and track washers. We found the end of one of the replacement pieces of rail has a roll in it that needs to be cut out and a short piece inserted which we will do on the next workday. Also completed was lowering of the head block on the new stub switch for better alignment, and adjustment of the swing rail ties. See 2 photos on the right.

11/29/20 - Volunteers: B. Sorel, D. Waterman (8 hrs); J. Goldie (6 hrs). Another great weather day and we made progress in three areas to report:

(1) Bruce focused on the shop lead guard rail installation: a toe bar was modified so the guard rail would fit snugly and the guard base was notched for the spikes also for fit; six holes were drilled (less than 3 minutes total); and the #40 spacers were bolted in and the inside spiked to the ties.
(2) David focused on the electrical issue in Katie-we have a leakage current draining the battery when off; cables were replaced and a broken switch replaced; there is more work needed to isolate the leakage.
(3) John focused on the stub switch and groomed ballast that was spread too wide; jacked up the 8 swing rail ties and tamped in the ballast to line the track to the proper level. This complimented the work David did earlier in the week to lower the head block and put a slight curve into the track. **SEE PHOTOS ON PAGE 14**

MISCELLANEOUS

Oct 2020 - Volunteer: JS Burgess (12 hrs). Bylaws Revision draft.

10/19/20 - Volunteers: J. Boyer, JS Burgess (4 hrs). Zoom meeting with new Membership Manager.

10/19/20 - Volunteer: JS Burgess (2 hrs). Nominations Committee/Bylaws Revision.

10/20/20 - Volunteer: JS Burgess (2 hrs). Nominations Committee.

10/22/20 - Volunteer: JS Burgess (5 hrs). Nominations Committee/Bylaws Revision.

10/27/20 - Volunteer: JS Burgess (4 hrs). Nov/Dec Hotbox.

10/29/20 - Volunteer: JS Burgess (5 hrs). Nominations Committee/Bylaws revision.

Nov. 2020 - Volunteer: JS Burgess (28 hrs). Nominations Committee--letter & ballot creation plus mailouts.

11/22-30/20 - Volunteer: JS Burgess (36 hrs). Nov/Dec Hotbox.

Nov. 2020 - Volunteer: J. Boyer (5 hrs). Membership tasks. *continued next page*



Removal of two worn pieces of rail on the right-of-way.



Track defects: missing bolt, broken rail and broken washers.

If you would like to help our track projects...

You can purchase some important items that are needed (oil can, wrenches, flashlight, etc.) on the track crew's **Amazon Wish List**. Amazon will ship these items free of charge. Please choose the shipping address titled **"SPCRR's Gift Registry Address."** The link to the Wish List is:

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

If you are an Amazon customer, you can also sign up for "Amazon Smile," a program where Amazon will donate 0.05% of your Amazon purchases to SPCRR at no cost to you. Instructions are on the last page of *The Hotbox*.

If you would prefer to help by providing a monetary donation, go to www.spcrr.org and click on the **"DONATE"** button at the top right side of the screen. Please follow your online donation by sending an email to info@spcrr.org to let us know your donation is for the "Track Expansion Project." If you would rather write a check, please make it payable to "SPCRR" and mail to: SPCRR, PO Box 783, Newark, CA 94560. **THANKYOU!**

Workday on Sunday, November 29, 2020

Photos: John Goldie



Installed guard rail.



The drill hole slugs. We are still on our first hole cutter bit. It takes 30 seconds per hole!



The level swing rails of the future stub switch.

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THANK YOU to the donors of tools, supplies and funds for the **TOOL CAR!**

Here are a number of items provided to date:

Photos: John Goldie



- Thank you to John Houghton for the demo Hammer (orange item in the left photo)!
- Thank you to John Houghton for the 35 gallon water tank!
- Thank you to Steve Rusconi for the brass ball valve for the water tank!
- Thank you to Jack and Jacque Burgess for the First Aid Kit!
- Thank you to Paul Diehn for the electric drill and bits!
- Thank you to Paul Diehn for the large crescent wrench!
- Thank you to Steve Rusconi for designing the rail braces (shown below) and having them custom made.



SPCRR Board of Directors Meeting Summary *(meetings held via Zoom)*



September 12, 2020

- Appointed Ken Underhill, Jacque Burgess, and Barry Lependorf as the nominating committee for the upcoming Board election.
- Approved the purchase of a hand washing station using donations, requested by Track Manager John Goldie.
- Approved the purchase of rail (including loading and transportation) using donations, requested by Track Manager John Goldie once the track expansion has been approved by East Bay Regional Park District.
- Approved the presentation of an achievement award certificate in appreciation of John Goldie's 10 years of service as Membership Manager.

October 10, 2020

- Discussed new interpretive activities. Andrew Cary and Barry Lependorf will bring ideas back to the Board.
- Discussed construction of a fence around the yard at the Car Barn. Requires EBRPD approval.
- Discussed the installation of 220VAC in the Car Barn. To date we have not been able to find a contractor, but Andrew Cary will keep trying.
- Discussed issues with recent changes in and around the Car Barn which were done without the knowledge or approval of the Board.
- Discussed the need for proper tool safety, hazardous waste disposal procedures, and more.
- Discussed changes to the Ardenwood station yard area to improve displays and interpretation, as well as access to the museum car (SPC 472). Jack Burgess will take measurements and present options.

TRAIN ORDER BOARD



Contributing Members,

To continue your yearly membership, please renew by January 31, 2021. To join or renew your dues, visit www.spcrr.org, click on "SPCRR" at the top left side of the page, then choose "Become a Member." If you would prefer to send a check, please make your check payable to "SPCRR" and mail to: SPCRR, P.O. Box 783, Newark, CA 94560. **Thank you!**

Ardenwood Historic Farm is currently **OPEN**.

Entry is by prior reservation only -- no entries at the gate without a reservation. The number of reservations will be limited.

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

The train will remain closed until further notice.

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

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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

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2021 EVENTS CALENDAR

Train operations normally begin each year in April. During 2021 we may be permitted to schedule train operations if the park remains open, and after our train crew has been vaccinated against COVID-19. Once we have new information, we will update our website and Facebook page:

www.spcrr.org [Facebook.com/SPCRRmuseum](https://www.facebook.com/SPCRRmuseum)

Train operations are closed for the season.

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 on 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

Get started

amazon smile

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.