



The Hotbox

January/February 2021

A newsletter from SPCRR and
The Railroad Museum at Ardenwood

The Hotbox newsletter provides historic information on Carter Bros. Builders of Newark, CA; the South Pacific Coast Railroad, and other regional narrow gauge railroads; as well as updates for our members, volunteers, and the general public about our special events, activities, and volunteer opportunities at The Railroad Museum at Ardenwood. The museum is operated by the Society for the Preservation of Carter Railroad Resources (SPCRR). If you have any questions or comments, you can reach a staff member by email at info@spcrr.org or call 510-508-8826.

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. We are located at Ardenwood Historic Farm, 34600 Ardenwood Blvd, Fremont, CA. We are a 501(c)(3) nonprofit and all donations are tax deductible. Donations are greatly appreciated through our website or by mail (SPCRR, PO Box 783, Newark, CA 94560).

Trains operate on Thursday, Friday, Sunday and holidays between April & mid-November. See our Calendar on the last page for our special events. To make a donation, become a member, or for more information please go to our website www.spcrr.org. Newsletters are distributed six times a year. We also have more information on our events at www.facebook.com/spcrrmuseum.

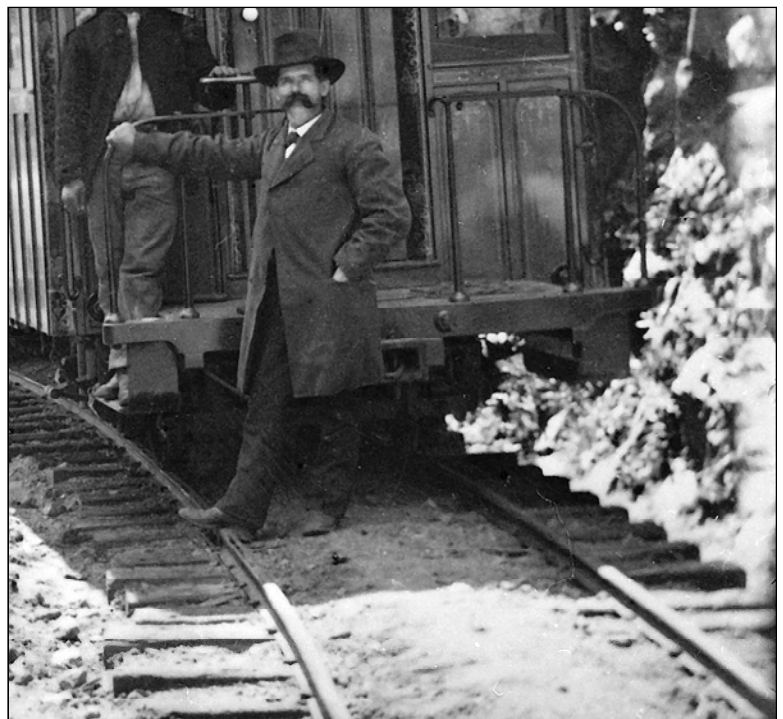
A Piece of Historic South Pacific Coast Rail

*John Hall, SPC Historian
John Goldie, Track Manager*

Many years ago Bruce MacGregor led a DeAnza College class on a walking field trip down the San Lorenzo River Gorge to examine the right-of-way of the Santa Cruz & Felton and South Pacific Coast Railroads. Along the way a student in the class discovered a short piece of rail. A few of the students carried it back and the rail eventually found its way to The Railroad Museum at Ardenwood's collection. Well almost... it was recently rediscovered in a pile of short rail segments at Ardenwood. Its rediscovery sparked an interest in its origin and manufacture.

In the 1870s narrow gauge railroad technology created what was touted as an affordable way to build a railroad. Narrow gauge railroads were started across the country, including California and the Bay Area. One of those railroads was the three-foot-gauge South Pacific Coast Railroad which operated between Alameda and Santa Cruz, passing along the western border of what today is Ardenwood Historic Farm. The southernmost portion of this railroad was originally the Santa Cruz and Felton Railroad. The SC&F built a nine-mile-long railroad between Santa Cruz and Felton using the San Lorenzo River Canyon as its path into the Santa Cruz Mountains.

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Twenty pound rail just south of future tunnel No. 6, circa 1875
Bruce MacGregor collection



Fifty pound rail at the south end of tunnel No. 6, circa 1881.
Bruce MacGregor Collection

Fast forward approximately 100 years and a college student on a class field trip scouting the San Lorenzo River Canyon spots a short piece of very well worn rail just off the right-of-way. The rail is 5'7" long, has a height of 3-7/8" and a base of 3-5/8". It is heavily weathered from being in moisture and likely buried. The weathering has also created a grain-like pattern (*see photo below and also photo #4 on page 3*).

The American Society of Civil Engineers standard for ASCE 50 lb rail is a 3-7/8 inch height and base width. Based on the similar dimensions, this historic piece of rail it is believed to be 50 lb rail. But is it steel or iron?

There are a number of ways to determine the material. First is visual. Iron rail tends to have more of a pear shape (*see photo #1 on page 3*), whereas steel rail has a sharper line under the head. Our historic rail has a sharper line which would indicate steel (*see illustration #1 on page 3*).

The next test was done with a grinder. On steel, the grinder produces a great number of sparks and the sparks light up upon leaving the surface. Iron on the other hand generates less sparks and the sparks fly before they light up—also the sparks tend to be fewer and of a brighter color. We tested a known iron rail from the San Francisco and San Jose Railroad that Steve Rusconi provided. It generated the signature of iron with sparks that light up away from the rail (*see photo #2 on page 3*).

Next we tested the historic SPC rail and it generated a full stream of sparks from the grinder wheel (*see photo #3 on page 3*). This was also compared with a known piece of steel rail which also did the same. A drill test could also be done, but we did not want to put holes in the historic rail. (Steel will generate spiral shavings, whereas iron makes flaky shavings.)

Based on the tests, our historic rail is likely a piece of the 50 lb steel rail installed by the SPC in 1884. It was probably a cut off and too short to be useful so it was discarded off the side of the right-of-way.

continued on page 3

The first rail used on the SC&F was 20 lb iron rail. Rail is measured by its weight per yard of rail. That 20 lb iron rail wound its way up the canyon with very tight curves to minimize grading, cuts and fills. After operations began in October 1875, it was soon discovered that the rail was too small to adequately support the 0-6-0 Porter locomotives and the cars full of lumber on their way down the canyon. In July 1876 the railroad replaced the 20 lb rail with 35 lb iron rail.

The SC&F was leased to the South Pacific Coast Railroad in 1879. Between July 1879 and September 1880, the SPC construction crews rebuilt the SC&F digging two tunnels (one new and one replacement), reducing the curvature and grade of the railroad, and constructing new trestles. The 35 lb rail was replaced with 50 lb iron rail. Then in 1884, the SPC replaced the iron rail in the San Lorenzo River Canyon with 50 lb steel rail.



South Pacific Coast steel rail found in the San Lorenzo River Canyon.
Photo - John Goldie

This piece of historic rail is part of the Railroad Museum at Ardenwood's collection as a representative of the original steel rail installed by the South Pacific Coast Railroad in 1884

We've been working on the railroad!

SPCRR Track Crew 2020 Report

John Goldie, Track Manager

I am pleased to provide this 2020 year-end report which highlights the amazing efforts of the track crew during this challenging and unique year. Track is an essential part of our operation... it is our foundation.

I would like to start with acknowledging the track crew for their **1,400 volunteer hours** of support! Thank you to **Bruce Sorel** and **Steve Rusconi** for their mentorship and sharing their track-building knowledge. Both men are truly Roadmasters! Bruce has a special skill of fabricating guard rails and is also our #1 spiker; and Steve brings his knowledge of turnout construction to the team as well as his general track know-how. Next I would like to highlight the crew member with the highest number of volunteer hours – **David Waterman**. David's energy is inspiring to all of us, along with his precision tractor driving skills.

Thank you to the following people who performed track work: **David Waterman, Bruce Sorel, Steve Rusconi, Bobby Goldie, Paul Diehn, Ron Quilici, Nick Loey, Bob Dike, Walker Speakman, Brook Rother, John Stutz, John Erdkamp, Bob Pratt, Jay Martinez**, and likely a few others.

In addition to track building and maintenance, we designed and built the new tool car. The tool car team included: **Steve Rusconi, David Waterman, Barry Lependorf, Tom Strum, Jamie Goldie, Bobby Goldie, Rola Goldie, Walker Speakman, John Erdkamp**, and likely a few more too.

The track crew also helped unload our newly acquired 24 inch wheels and narrow gauge trucks, and built a four-rail storage track to store them on. We also unloaded our museum's newest acquisition: Pacific Coast Railway box car #20 built by Carter Brothers (early photos shows that this series of box cars were a combination box car/ventilator car). After being stored on the ground for decades, PCRY #20 is now sitting on trucks and awaiting its turn for restoration (read the full story in the May/June 2020 edition of *The Hotbox*). Thank you to **Don Marenzi** for his extensive knowledge and research on PCRY #20, as well as the 24 inch narrow gauge wheel sets and trucks obtained from DuPont Chemical. The crew also appreciates that Don regularly drops by on workdays to offer encouragement.

I would also like to acknowledge **Bruce Sorel, John Houghton, and the Goldie Family** for their major financial support of the track projects in 2020, and also the **Intel Foundation** and **Texas Instruments Foundation** for their grants. Thank you also to the other SPCRR members and volunteers who donated to the track project. Thank you to

Peter Schulze for donating spikes, gauge bars, and more OTM (other track material). And last of all I would like to thank the numerous SPCRR members that contacted me with feedback on the track accomplishments and for sharing their encouragement for the track crew.

Not only did we maintain the existing track in 2020, we also completed Phase 1 of the Car Barn project with new turnouts and 350 feet of new track. Another notable effort was the acquisition of track supplies which included over 1,000 ties, new (old) rail, track bolts, square nuts and washers, turnout parts, gauge bars, and more. We are now provisioned to repair or replace items as needed.

We have big plans for 2021 once the Park District approves our track expansion project... this will more than double the length of the train ride and include a reverse loop. The loop will also provide even wear on the wheels of our equipment and allow us to turn the cars and locomotive. The new track expansion will provide the public with the opportunity to experience the beautiful, unseen areas of the park as well as view a display of historic cars from our collection in a rail yard setting.

It has been my pleasure to lead the track crew in 2020. I am thankful for their efforts and how well everyone worked together in a safe manner. 🛠️



The tool car houses our track tool collection and rolls to the work site.
Photo - John Goldie



Looking east toward the car barn track... 350' of new track for the expansion loop. Photo - JS Burgess

A Rail Story

John Hall, SPC Historian

The Pacific Rolling Mills in San Francisco was one of the first manufacturers of iron rail in California. It supplied the South Pacific Coast Railroad with the iron rail used along the route. However iron rail is not very durable on a busy railroad. It cannot carry as heavy a load as similar sized steel rails. It also wears out faster.

In 1881 the South Pacific Coast Railroad began replacing the iron rails in Alameda with steel rails. The Alameda rails were the first rails to be converted to steel because of the heavy dual track commuter traffic on its way to the Alameda Ferry terminal at Alameda Point and then by ferry to San Francisco. In 1883 the SPC began building a 2.5-mile-long trestle out into San Francisco Bay from the original ferry terminal. The terminal would be relocated to the end of the trestle thereby eliminating the slow passenger ferry boat passage up the Oakland/Alameda estuary.

The long trestle consisted of two parallel tracks and a 20-foot-wide wagon way separated from the tracks by a high solid board fence. The fence was to keep the horses from being scared by the locomotives going by. The iron rails that were used along the trestle had been salvaged from a sunken ship. Rail from Europe or the East Coast was often sent to California via sailing ship around Cape Horn. Along the way some of these ships sank during severe weather. This happened off the coast of Brazil with one of the shipments of rails for the Santa Cruz Railroad in 1875. Something similar happened to the rail used on the SPC trestle to the Alameda Ferry Terminal. Salt water is corrosive to iron rails resulting in a very rough surface.



Those of you who ride the BART trains through the transbay tube to and from San Francisco probably can guess what happened next when the first passenger train rolled down the trestle. In the transbay tube the rails have been worn by 30 years of service and have not been ground smooth during regular maintenance. The passing trains moving along the worn rails set up a loud howl that reverberates from the walls causing some passengers inside the cars to cover their ears. In March 1884 a similar thing happened on the SPC caused by the corroded iron rails and the board fence creating a horrible noise inside the passenger cars. Naturally the passengers complained and the company scurried to remediate the problem. First they tried cutting off the bottom of the fence to let the noise dissipate. That didn't work. Then they removed the entire 2.5-mile-long fence. Only a slight improvement. (These boards were used to build barracks at the San Francisco Presidio.) Finally the iron rails were replaced with new, smooth steel rails and the passenger complaints subsided.

If you are wondering about those poor horses being scared by the locomotives because the fence was removed, don't worry. The wagon way was built so that teamsters driving freight wagons to San Francisco could get their wagons to the ferryboat. But the teamsters did not want to drive their teams the additional 2.5 miles on the wagon way because the Southern Pacific freight ferry was in Oakland just over the Webster street bridge. The South Pacific Coast Railroad didn't want to lose the freight traffic on the ferryboat (Garden City), so they continued to operate the freight ferry out of the original Alameda Point Ferry Terminal just opposite the Southern Pacific freight ferry. This meant that very little traffic used the 2.5 mile wagon way to the passenger terminal and eventually it was removed entirely. 🚗

SPCRR's New General Manager and Curator Don Marenzi

As a lifelong train fan, Don Marenzi has been involved in railroad preservation and history since 1970. He joined SPCRR in 1981 (40 years ago!) because of his interest in narrow gauge railroad history and rolling stock. At that time SPCRR's only goal was to restore caboose 47 and display it at a local park. Don has been actively involved in SPCRR from that small 'grass roots' effort through SPCRR's growth into a significant historical museum and operation that has brought many benefits to Ardenwood Historic Farm and the public. He also has an active interest in railroad and industrial history, model railroading, photography and the historical preservation community. below are some of Don's plans and goals for this year.

As General Manager

The SPCRR has grown and evolved and will continue to do so into the future. I believe it is critical to the long-term survival of SPCRR and its goals that we set ourselves up to succeed for a future well into the next generation.

Since we haven't had a formal general manager for a number of years, my first goal will be to align the current functions and individual managers to optimize the structure of SPCRR. By clearly defining the needs, roles and processes we can achieve the best results for SPCRR by the most effective use of our volunteers.

We owe much gratitude to the members who have stepped up to perform these functions and kept SPCRR moving forward while we were without a formal general manager. They are the masters of wearing many hats!

As Curator

Find successful strategies to organize and further the following goals during the current financial and personnel restrictions:

Public Presentation

- Update and correct our collection's rolling stock histories on the SPCRR website to present accurate historical information to the public.
- Develop a simple handout brochure about the SPCRR, the rolling stock, museum activities, and the train ride.
- Enhance the museum displays in SPC boxcar 472, including an "alternative experience" for ADA inaccessible areas.

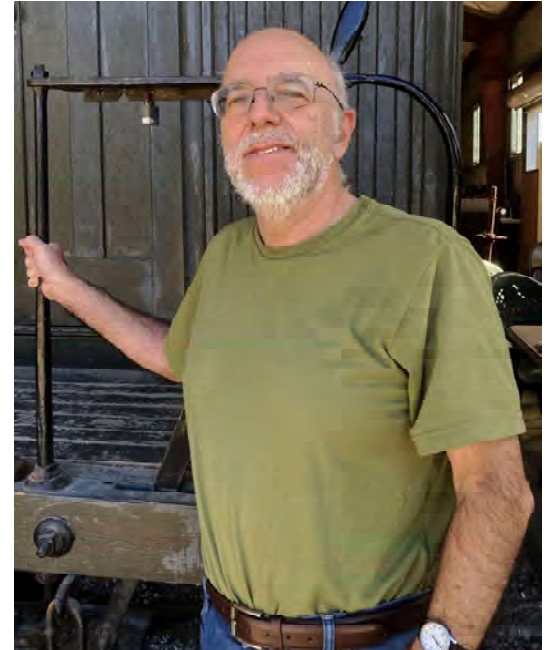
Restoration

- Evaluate and list the condition and needed work for each of our historic cars, including the logical "next steps" to perform on each car.
- Develop a conservation/storage plan for each historic car until physical work can take place.
- Prepare existing research for use in having a formal restoration report written for South Pacific Coast caboose 47.

Records/Documents

- Continue the search for all historical, mechanical, restoration, ownership, and other important documents and records related to SPCRR.

The good news is that there is a lot we can do in the current environment using materials on hand and possible off-site volunteer labor. The bad news is that each member's favorite car won't get fully restored this year. 🛠️



Don Marenzi.

Photo - David Waterman

DONATIONS - December 2020/January 2021

Donations \$10-\$499

Gene Bobik (new Life Member)
Mary Bobik (new Life Member)
Curtis Jones
Daryl DiBitonto (new Life Member)
Julie Elam
Randall Hees (new Life Member)
George Koerner
Steen Mortensen (new Life Member)
Donald Ray
Shirley Sisk
Alton & Prois Underwood
TSG Multimedia



Donations \$500-\$999

Bob Brown
John Goldie*
Texas Instruments*- employer match
donation for John Goldie

Donations \$1,000-\$1,999

John Stutz

Donations \$2,000+

Barbara Culp
Mark Pizarek

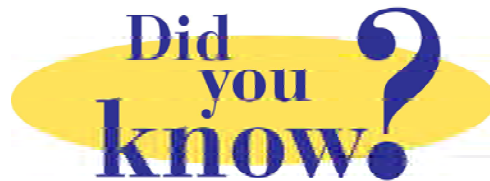
HOW TO DONATE

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*

**You can help SPCRR
at NO COST TO YOU!**



SPCRR did not receive any income in 2020, and it looks like we will stay closed far into 2021. Your generous donations have helped our museum survive, but did you know that everyone 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. When you use Amazon Smile, Amazon will donate .05% of your purchases to SPCRR at no cost to you. It's super easy... sign up here: <https://smile.amazon.com/ch/94-2638194>, then in the future log in to <https://smile.amazon.com> (instead of using www.amazon.com) to make purchases. Just about everything you buy is eligible for Amazon to make a contribution to our museum.

Membership News

Julie Boyer, Membership Manager

Welcome New Life Members!

Gene Bobik	Fremont CA
Mary Bobik	Fremont CA
Daryl DiBitonto	Reno NV
Randall Hees	Henderson NV
Steen Mortensen	Wichita KS

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 and are due by January 31 each year. Become a LIFE Member for a one-time donation of \$250 and you never need to pay dues again! Online renewals and new memberships are available for purchase through our website. You can also make a donation at the same time. To join SPCRR 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 in a check please make your check payable to “SPCRR” and mail to: SPCRR, PO Box 783, Newark, CA 94560.

All dues and donations are tax deductible. Our Treasurer will send a letter for tax purposes for all Life Member payments and for all donations. Contributing Members can use your PayPal receipt or cancelled check for tax purposes. SPCRR is a registered 501(c)(3) nonprofit corporation. If you need any information about your membership or on becoming a new member, feel free to contact me at membership@spcrr.org, or call 510-508-8826. 📞



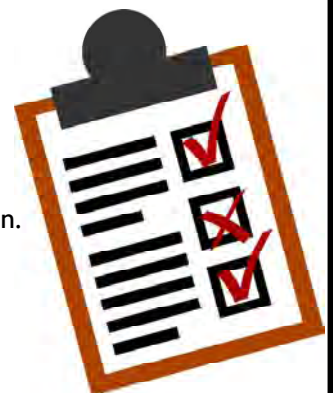
Contributing Members...
If you haven't already done so,
please renew your dues for 2021

SPCRR Board of Directors Meeting Summary

November 14, 2020 (*meeting held via Zoom*)

- Approved rail purchase requested by Track Manager John Goldie for the track extension.
- Approved adding Don Marenzi to the Bylaws Revision Committee.
- Report by Treasurer Jack Burgess on progress of contract negotiations with EBRPD.
- Discussion regarding training—particularly tool safety, hazardous waste disposal, etc.
- Mail-in ballot process discussed and issues resolved.

December 12, 2020 - meeting cancelled



Weekly Workdays

Restoration, Track, Events & Miscellaneous

Ken Underhill

Date(s): Track work is usually held on Sundays and occasional weekdays

Time: Email or call the managers shown below

Meet At: Car Barn (for directions, see info 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). Working outdoors you will need a hat, long-sleeve shirt, and sunscreen. We generally go off-site for lunch, but you are also welcome to bring your own lunch.

NOTICE: Our indoor activities are suspended until social distancing rules are lifted. But 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 next workdays will be held.

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)

12/6/20 (Sun) –Volunteers: B. Goldie, J. Goldie (7 hrs); D. Waterman (8 hrs). A couple of items accomplished today to report on as we wind up the year: the 50# rail was moved from the flat car to a stack on the ground; shuffled the cars around; 50' of ballast was shoveled into place (was spread too wide); we lined the curve to take out the non-curved section for better continuous flow; worked on the electrical issue on Katie (needs further work).

12/12/20 (Sat) - Volunteers: B. Goldie (6 hrs); D. Waterman (8 hrs). Due to the weather we cancelled the Sunday track workday and also managed to complete a few tasks on Saturday while the sun was out: inspected track conditions at Ardenwood station; likely located the short section of “iron” rail; cleaned up random items along the track by the crossing/used the dirt pile to fill in some



David Waterman moving rail on 12/6/20. Photo - John Goldie

FUN FACTS

Total Track -	7,656'
Current Mainline -	5,000' (almost 1 mi)
30' Rail Sticks -	510
Ties -	3,828
Joint Bars -	1,020
Bolts -	2,040
Spikes -	15,312

holes; focused on leveling of the shop lead turnout; used a string to determine the location and amount of dip in the track; used two track jacks to lift the track; shoveled drain rock under the ties; bought in more of the material and spread it out; tamped to compact material under the ties for a solid foundation; cleaned up wide ballast along that section of track to conserve material; Results: turnout is now level from “points to frog.”

12/31/20 (Thurs) - Volunteers: J. Goldie (7 hrs); B. Goldie, J. Goldie (4 hrs); S. Rusconi (3 hrs); D. Waterman (2 hrs). Alternator repair was completed today on Katie, and a test run was done for Katie and also a line inspection.

continued next page

LOCOMOTIVE - David Waterman (email master-mechanic@spcrr.org or call 415-602-7377)

Debugged more on the locomotive electrical issue: found the alternator D+ signal was not at 12V from the alternator - indicating a faulty alternator. This was also confirmed to be the leakage path that when off was draining the battery. Removed the alternator and acquired a replacement.

MISCELLANEOUS

12/7/20 – Volunteer: JS Burgess (1 hr). Work on Jan/Feb Hotbox.

12/12,13/20 – Volunteer: JS Burgess (3.5 hr). Work on Jan/Feb and Mar/Apr Hotboxes.

12/14,15,16/20 – Volunteer: JS Burgess (9 hrs). Worked with John Hall on article for next Hotbox; board of directions election; and worked with Bruce MacGregor on his photo collection.

12/18/20 – Volunteer: JS Burgess (7 hrs). SPC photo collection; new Hotbox design.

12/20/20 – Volunteer: JS Burgess (3 hrs). Membership, Other projects.

12/22/20 – Volunteers: JS Burgess, B. Lependorf, D. Marenzi (1.5 hrs). Opened and counted 2021 election ballots.

12/22/20 – Volunteer: JS Burgess (4.5 hrs). Researched requirements under the new CARES Act for donations. Emailed request for donations to all email members.

12/28-31/20 – Volunteer: JS Burgess (7 hrs). Worked on SPC Photo Collection digital archive; incoming donations, next newsletter.

1/5-6/21 – Volunteer: JS Burgess (8 hrs). Worked on agreements for photo collection, storage, formats, etc.

1/8,9/21 – Volunteer: JS Burgess (3 hrs). Worked on Jan/Feb Hotbox.

1/12/21 – Volunteer: JS Burgess (3 hrs). Worked on Bylaws revision.

1/8/21 – Volunteer: J. Boyer, JS Burgess (4 hrs). Worked on new database and sending out renewal notices to members.

1/20-31/21 – Volunteer: JS Burgess (32 hrs). Worked on Jan/Feb Hotbox.



Last workday of 2020.

Photo - John Goldie

If you would like to help the track crew with some needed supplies...

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=nav_wishlist_lists_l?encoding=UTF8&type=wishlist

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. **THANK YOU!**

TRAIN ORDER BOARD

Ardenwood Historic Farm **RE-OPENS on February 18** by advance registration only

Registrations can be made at: www.EBParksOnline.org

Registrations may be also be made **online** on the day of your visit if available.

No transactions will be made by park staff

NOTE: The train will remain closed until further notice

Beginning Feb. 18 the park will be open limited days & hours:

Wednesday/Thursday/Friday 11-4; Saturday/Sunday 10-4

Animal feedings and other hands-on activities are currently cancelled.

2021 SPCRR BOARD OF DIRECTORS

President - Brook Rother	president@spcrr.org	530-559-4249
Vice President - John Goldie	vice-president@spcrr.org	408-784-1611
Secretary - Ken Underhill	secretary@spcrr.org	925-373-6884
Treasurer - Jack Burgess	treasurer@spcrr.org	510-797-9557
Director at Large - Andrew Cary	director-at-large1@spcrr.org	510-324-6817
Director at Large - John Stutz	director-at-large2@spcrr.org	650-933-0086
Director/General Manager - Don Marenzi	general-mgr@spcrr.org	510-456-8840

SPCRR MANAGERS

General Manager - Don Marenzi	general-mgr@spcrr.org	510-456-8840
Curator - Don Marenzi	curator@spcrr.org	510-456-8840
Safety Manager - Brook Rother	safety-mgr@spcrr.org	530-559-4249
Operations Manager - Barry Lependorf	operations-mgr@spcrr.org	925-457-7754
Chief Mechanical Officer - David Waterman	master-mechanic@spcrr.org	415-602-7377
Restoration Manager - Gene Arrillaga	restoration-mgr@spcrr.org	510-690-4687
Track Manager - John Goldie	mow-mgr@spcrr.org	408-784-1611
Collections Manager - Jay Shellen	collection-mgr@spcrr.org	510-754-5311
Membership Manager - Julie Boyer	membership@spcrr.org	510-378-3469
Newsletter, Publicity and Special Events - JS Burgess	info@spcrr.org	510-508-8826
Webmaster	webmaster@spcrr.org	

2021 SPCRR EVENTS CALENDAR

Train operations normally begin each year in April. At this point in time we do not know when the train will re-open. When we have new information we will update our website and Facebook:

www.spcrr.org

www.facebook.com/spcrrmuseum

The train will remain closed until further notice

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 Andy, Ken or Jay 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.