



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.

The Sinks

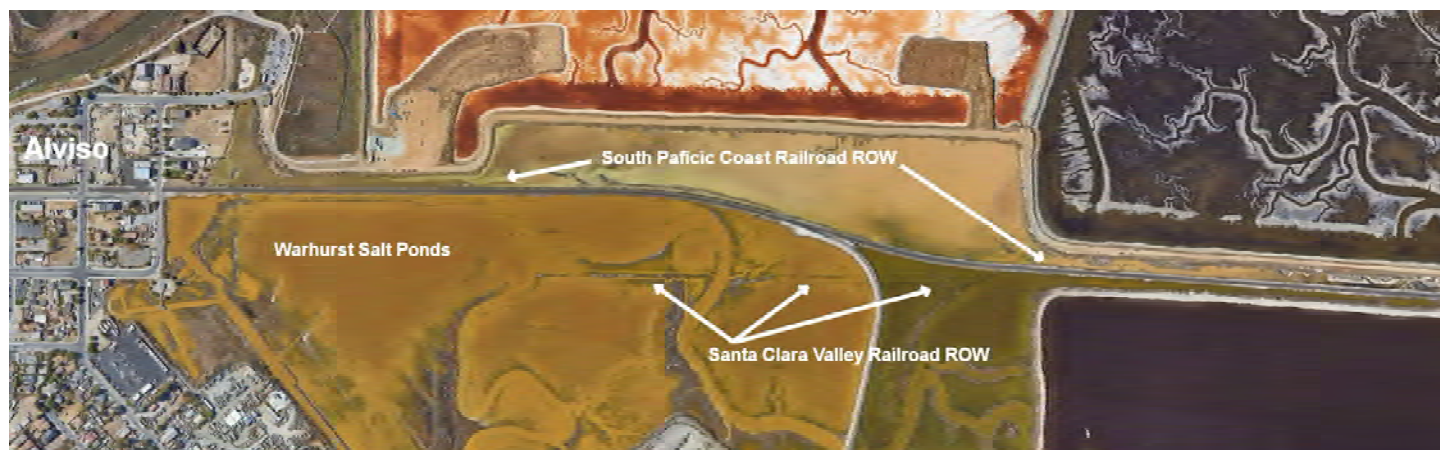
by John F. Hall, SPC Historian

In 1876 the South Pacific Coast Railroad (SPC) took over the assets of the Santa Clara Valley Railroad (SCV). The SCV had established a right-of-way along the edge of San Francisco Bay from Alviso to Newark mostly through marshlands. The SPC continued this design when it extended the railroad north from Newark to Alameda.

The railroads were constructed across the marshland using a technique called ditching and diking. Ditches were dug on the sides of the right-

of-way, and the removed mud was mounded up between the ditches forming a dike of soil for the foundation of the track. This technique was used successfully both on the Alviso and San Leandro marshes.

It was successful enough to still be in existence 145 years later as evidenced by a visible right-of-way dike just north of Alviso built by the Santa Clara Valley Railroad in 1875. This dike was unused by the SPC when it began construction in 1876 because the track was diverted westward by



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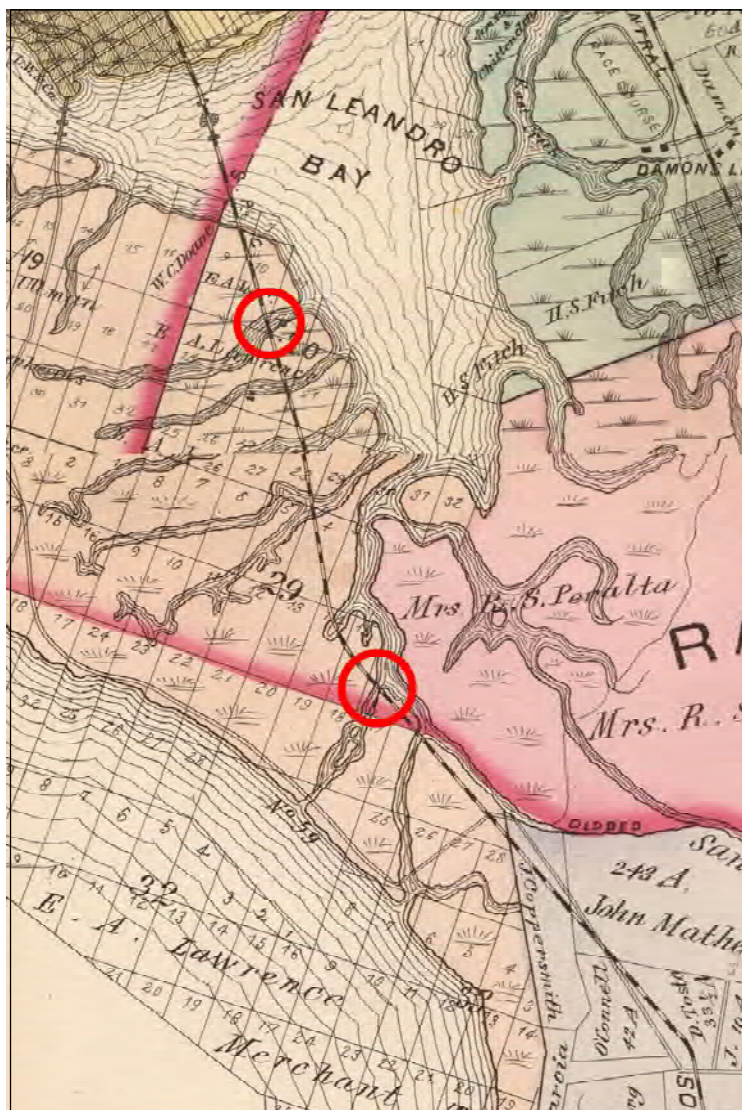
the SPC to align with El Dorado Street and miss Thomas Warhurst's Salt Ponds in Alviso. One hundred and forty-five years later, the original ditches and dike are visible on aerial photos showing the durability of this simple construction technique.

However marshland can be deceiving with hidden bogs and sinkholes. The SPC managed to build its track across two intermittent sinkholes in the San Leandro marsh not realizing they were there. The SPC periodically refilled the holes only to have the land sink again. The problem with sinkholes is once they are repaired they can be successfully crossed by numerous trains until, unbeknownst to the next locomotive engineer, the land below the tracks liquefies leaving the track suspended but looking normal. The result can be disastrous.

There were over nine sinkhole incidents between 1881 and 1902. The first in August 1882

was minor. The trains were stopped until the soft spot was repaired with added gravel. Passengers had to walk between trains on either side of the sink. A month later the evening northbound freight train No. 42 from Santa Cruz running about 14 miles per hour ended its trip in disaster at the northern sink. When the locomotive hauling six loaded cars hit the sink, the locomotive left the track and flipped on its side trapping fireman Daniel Driscoll under the locomotive cab. Brakeman John Daly was thrown off the train and ended up buried under a flat car load of onions and potatoes--his head was crushed in the fall and he did not survive. Engineer Peter Symonds was thrown from the cab and his face was injured.

The remaining crew and rescuers were unable to free Fireman Daniel Driscoll from under the cab. A Santa Cruz Sentinel reporter described the rescue attempt:



"He was held fast and the tide was rising rapidly. It was evident he would be drowned in a short time. Six men were on hand and labored to save him, but their efforts proved fruitless. They attached a rope about his body and exerted their combined strength to pull him from his appalling position. He cried piteously that they were killing him. They tried again and again, but with the same result. A levee was built about his head to keep down the rising tide. Buckets were brought, and by faithful bailing it was attempted to keep the water from reaching his head. He was lying under the cab, and a hole was cut through the cab through which he could put his head above the water as much as possible. He remained thus two hours, but at last the levee broke, and the men who were bailing out the water found that they could do no more. They held his head above the water, which rose slowly about his body. The men found they must make a final effort. Then his head was lowered and they all caught hold and pulled desperately. It was in vain. They could not move him. They raised his head again. The water rose slowly but surely. It reached his chin. A friend held his hand over the drowned man's mouth, while another prayed; farewells were said and the water rose to his nostrils."

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Repairs made after the accident held reasonably well, but engineers and the section crews kept an eye on the soft spots. In July 1894 the soft spot returned and trains were forced to stop running until it was repaired. Then in January 1899 the roadbed began to soften up again. Another string of incidents was about to occur. By April things had gotten worse-a passenger train barely had time to stop after the engineer realized the ground was disappearing under the tracks. Then in August 1899 the ground sank again. This time the Southern Pacific Railroad (SP), now the owner of this stretch of track, decided on a more significant repair. The old hull of the ferryboat Alameda was sunk next to the northern sink and filled with gravel in hope of finally solving the problem. It worked for a short time but the

roadbed was still seen to soften from time to time.

Finally the end to the trouble was in sight. The plans for standard gauging the South Pacific Coast Railroad included abandonment of this stretch of track. The SPC would be connected to the SP near Elmhurst instead. The Elmhurst Cutoff, as it was called, was just about complete in April 1906 when the San Francisco Earthquake struck. In May the connection was completed and the narrow gauge line between High Street in Alameda and Davis Street in San Leandro was abandoned as a through route. The San Leandro Bay Drawbridge and trestle were removed in June 1906.

Even today these two sinkholes continue as ponds surrounded by acres of landfill in the neighborhood of the North Field of the Oakland International Airport. 🚂



So you want to own your own Carter Bros. railroad car but it won't fit in the backyard?

By John F. Hall, SPC Historian and Builder of Carter Bros. Equipment

OK all you fans of Carter Bros. car builders... Now you have the opportunity to own your very own favorite Carter Bros. South Pacific Coast Railroad cars!

When I retired, I began building an HO scale replica of the narrow gauge South Pacific Coast Railroad from Alameda to Santa Cruz as of 1886. As you may know, it is nearly impossible to walk into a hobby shop or surf the web and find any HOn3 Carter Bros. passenger or freight cars. When I started my layout, the plan was to scratchbuild or kitbash the necessary equipment. Fortunately, at that time Evergreen Hill Designs made a flatcar kit, and Steve Hatch created a ventilated boxcar kit. I managed to snap up a few of those, and I planned to scratchbuild the passenger cars.

Being an engineer, I was familiar with CAD (computer aided design). I designed my whole layout and the building it is located in using *3rd PlanIt*. Just about that same time, a program update allowed me to export the STL files needed for 3D printing. Well one thing led to another and I began CAD designing HOn3 passenger cars. My first attempt was caboose SPC 47. The late Jim Vale—a fabulous narrow-gauge modeler and long-time SPCRR Life member—purchased a print of my model and did a review of it in the September/October 2016 *Narrow Gauge and Short Line Gazette*.

My layout has two levels. I started with the upper level hand-laying track through what will become the Santa Cruz Mountains. I began running test trains around the 7 minute loop (the time a train traveling at appropriate speed makes a full circuit of the upper level), but then the construction stalled—I was becoming hooked on

designing 3D rolling stock and getting it printed. Years later, the layout still needs attention. The lower level is just plywood with the future track plan laid out on it; and the upper level still needs the Santa Cruz Mountains. But I have a roster of eighteen different Carter Bros. SPC cars!

Along the way, I also managed to design and have printed a number of bridges, trestle decks, and tunnel portals for the railroad. I also developed a 3D printed thumbwheel-driven 50-foot Carter Bros. turntable that will be used on 8 locations on the layout. My plan was to create my layout and then share my creations with the world at large. Well, as we all know, plans often change and time passes by. Then it occurred to



SPC 47 on the Glenwood & Black Creek Railroad painted and detailed by Jim Vale.
Photo by Jim Vale

me that I may never get it finished, so I have rewritten my plan. Now, before I finish my layout, I want to share my SPC bounty with anyone who is interested.

The models are designed to represent South Pacific Coast Railroad rolling stock prior to the transfer of the SPC to the Southern Pacific

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Railroad in July 1887. The designs are accurate so far as could be ascertained from photographs, existing drawings, and measurements of Carter Bros. car parts that exist in the SPCRR collection at Ardenwood. The passenger car interiors are based on preserved equipment, roof vents seen in photos, newspaper reports of inside details, and the January 1903 SP car roster (Bruce MacGregor collection) documenting side or cross seats.

I have created a catalog of my 18 passenger and freight cars, along with a few other items. The catalog is in PDF form, and the models can be ordered directly from **Shapeways** by clicking on the model's image while looking at the catalog. Instructions for completing the models are included. The models come with a body, roof, complete truck frames, and details. A parts list of additional items the modeler will need to supply includes wheel sets, couplers, grab irons and railing wire, brake wheels, truck screws, etc. The models are designed to use Precision Scale HO_{n3} 26-inch wheel sets #3240 and MicroTrains N Scale couplers #001 02 011. The cars do not meet NMRA standards for coupler height or car weight. They are designed to be lightweight with a stable 3-point suspension so that a train of 6 passenger cars can be pulled up a 2.5% grade with 22" radius curve by an HO_{n3} 4-4-0 locomotive with Bullfrog Snot on one pair of drivers. The cars are close coupled and designed to negotiate a 15" minimum track radius when using the recommended couplers.

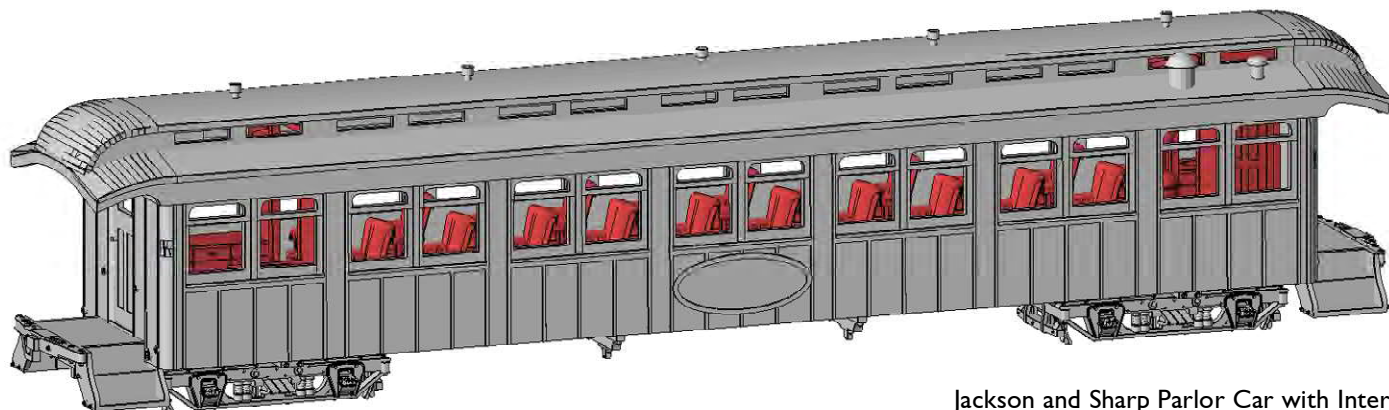
The catalog is now available on SPCRR's website



Combines 72-73. Photo by Bruce MacGregor.

and is free to be shared with anyone who is interested. Speaking of free, I am offering the models on Shapeways at cost with no markup. It is my way of giving back to the model railroad community for all the excitement, happiness and achievement that I have enjoyed creating these models. You can find the PDF catalog on the SPCRR website under: Museum>Online Store; or click this link: <http://www.spcrr.org/PDFs/John%20Hall%20Design%20Catalog%20No%201.pdf> Maybe you can ask Santa for one for Christmas! *(Orders must be in by December 3 for the regular price, and by December 13 for an expedited price to arrive in time. Shipping extra.)*

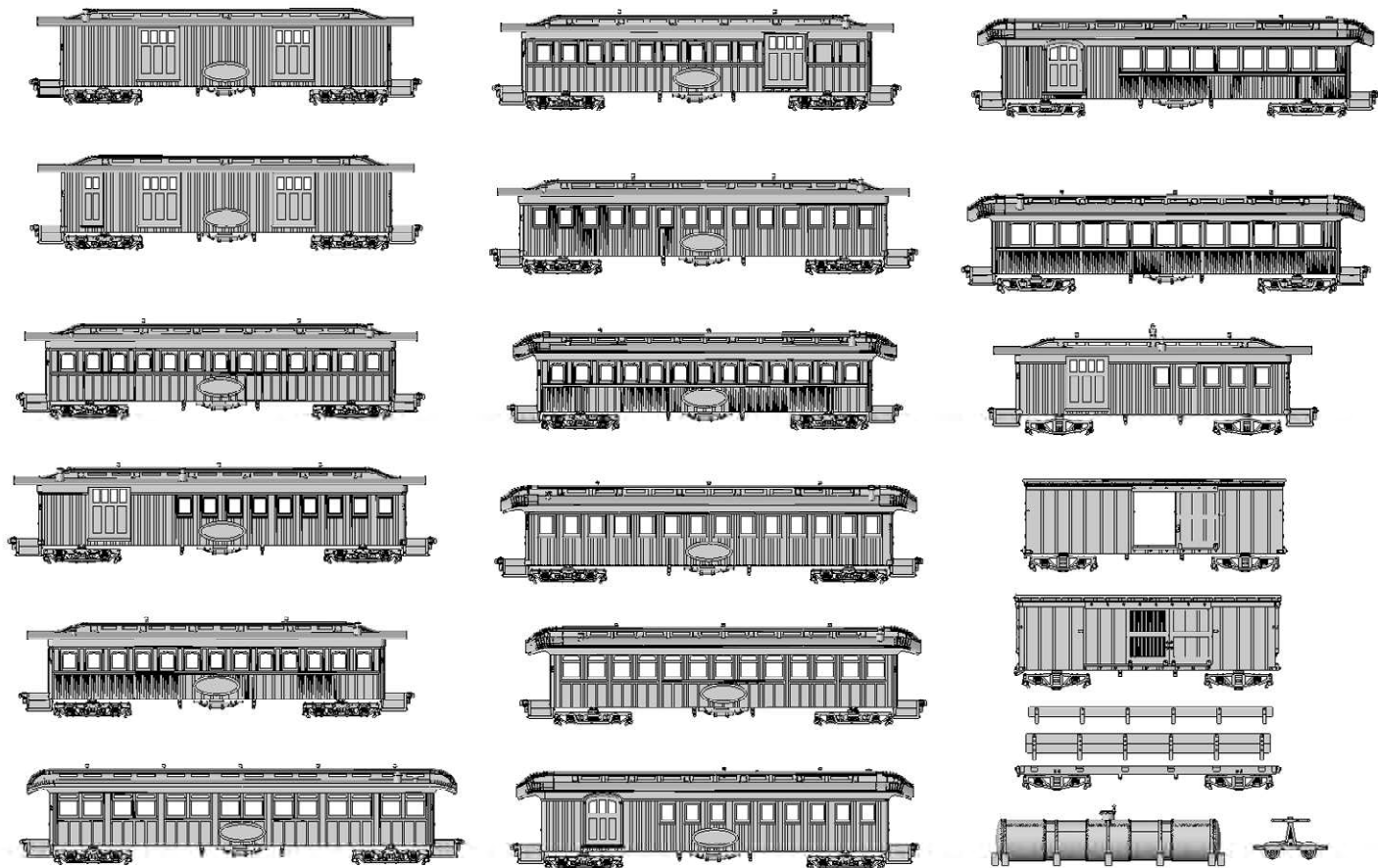
So the next time your spouse or significant other says you cannot have a full size narrow gauge coach in your backyard, just pull out the copy that you just had printed. *continued - page 6*



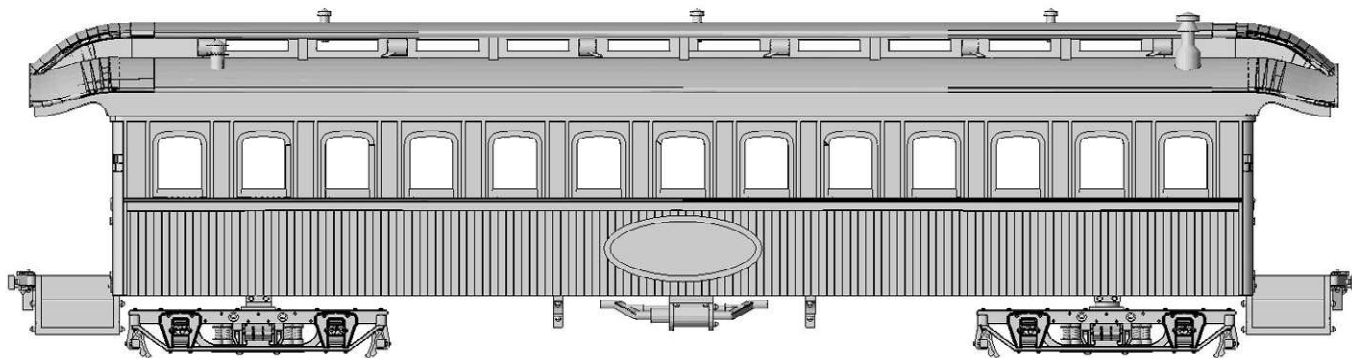
Jackson and Sharp Parlor Car with Interior

Own a Carter Bros. railroad car - continued from page 5

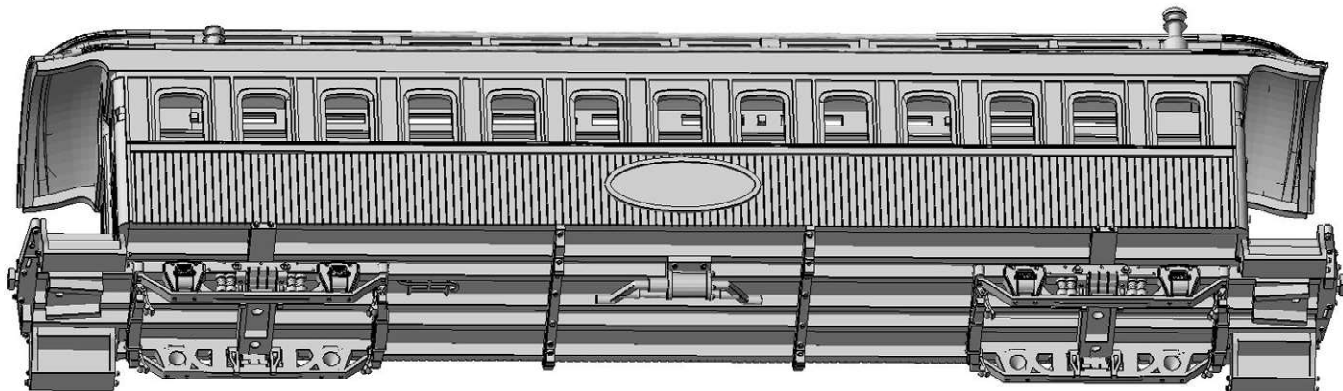
You can find the catalog on SPCRR's website under: [Museum>Online Store](#)



Examples of the Available Rolling Stock



First Class Coaches 49-51



Underside of Coaches 49-51



The History of Locomotive Classifications

by John Stutz

Editor's Note: John sent me this news clipping to use in the newsletter. After reading it I asked John if this meant that the 0-4-0 "Ann Marie" would have been called a "4". John answered, "At that time, the Ann Marie could have been described as either since this approach to describing locomotives had just been proposed and there was no consensus." John went on to provide the following fascinating history on locomotive classification.

American Engineer and Railroad Journal
December 1900, p 374

THE CONFUSION OF TYPES.

A Logical Locomotive Classification Needed.

The past year has brought out a large number of different locomotive designs, and probably a greater variety than have ever appeared in a similar period, and there are more to come. It is desirable that each class should have a name representing its characteristics in some logical way which will correspond with the usual type designations which generally refer to the wheel arrangement. The number of "types" is increasing, and the nomenclature is tending toward confusion. The "ten-wheel" type is now likely to be confused with the "Atlantic," the "Northwestern," the "Chautauqua," the "Fan Tail," the "Consolidation" and others yet to come, which have ten wheels, unless some simple scheme of classification is devised. We also have the "Decapod" and the "Mastodon" and the "Twelve-Wheel" types. There are too many names, and the tendency is to give a type designation to a new design the only peculiarity of which is the outside or inside journals of the trailing wheels. Mr. F. M. Whyte, Mechanical Engineer of the New York Central, comes to the rescue with a suggestion which seems to meet the requirements in every way, and it is presented with a view of obtaining criticisms and suggestions. The plan is to designate the number of wheels in three groups; those in front of the drivers, the drivers themselves, and those in the rear of the drivers. An 8-wheel engine is a 4-4-0 (or a 4-4), a 10-wheel is 4-6-0 (or 4-6), an Atlantic type 4-4-2, a consolidation 2-8-0 (or a 2-8), the Prairie type 2-6-2. Any possible wheel arrangement may be covered by this simple classification. If such a classification is adopted the present confusion of type names may be overcome. If any of our readers can suggest a better plan we shall be glad to have it, with their criticisms on this one.

While it may seem absurd to us now, in 1900 it was not industry practice to make explicit reference to wheel types and counts. Names like "eight wheel," "mogul," "ten wheel," and "consolidation" had sufficed for so long because those types covered the vast majority. In fact mere cylinder bores (the nominal piston diameter) had been used for decades when 4-4-0s comprised the vast majority of locomotives used.

But by 1900 conventional firebox design—with the box above the frames but still between the drivers—had been pushed beyond its effective


limits for both large freight and fast passenger engines. Wootten's very wide and shallow firebox—devised to keep $-3/32$ " anthracite breaker waste on the grate—was the only proven alternative, but it was proving too big for ordinary bituminous coals. The solution would be the moderately long, wide, and deep firebox located behind the drivers and supported by a trailing truck. However both builders and purchasers were remarkably adverse to the introduction of additional axles. Baldwin Locomotive Works had done just that in 1897 for the then private 3'6" gauge Japan Railway, with an order for twenty-four 4-4-2s, and twenty 2-8-2s [1,2], but it appears that no one outside of Baldwin's export department was aware of this innovation!

Despite the extra axle inhibition, late 1890s standard gauge fast passenger locomotive designers were shifting away from the 4-4-0, initially to the 2-4-2 and a little later focusing on the more steady running 4-4-2—both types using a trailing axle rigidly mounted in the frame, under both narrow and Wootten fireboxes.

It was not until early 1900 that the Chicago, Burlington and Quincy Railroad made a breakthrough — introducing the moderately wide and deep (MWD) firebox on their new 2-6-2 "Prairie" and 0-6-0 switcher type locomotives. About midyear the Chicago and North Western Railroad applied the MWD firebox to a group of Atlantics with remarkable results. Only toward year's end did Brooks apply a radial trailing truck to the Burlington, Cedar Rapids & Northern Railroad 4-4-2s. The first MWD firebox 4-6-2s were built for New Zealand Railway's 3'6" gauge in 1901, and was quickly adopted for U.S. passenger service. The 2-8-2 was also widely adopted over the next decade with the Denver & Rio Grand's class 125s Mudhens forming one of the earliest large orders. And no one foresaw the Mallet revolution of post 1905.

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The point of this rambling discourse is that at the end of 1900, U.S. standard gauge locomotive design was in a state of rising ferment with, hopefully, improved types appearing every few months. And with each new variation the builder or purchaser was proposing a new designation, despite common wheel arrangements. So Whyte's

proposal was very timely, promptly and widely adopted, and easily adapted to accommodate tender/tank differences and the yet unanticipated articulated variations. Now we simply take it for granted as the fundamental way to describe steam locomotives, but these news clippings show where it began. 

Mr. Whyte responds to the article in the *American Engineer and Railroad Journal*...

American Engineer and Railroad Journal,
February 1901, p 55

LOGICAL LOCOMOTIVE CLASSIFICATION

To the Editor:

Lest there be some misunderstanding concerning the method of designating the types of locomotives as explained in the issue for December 1900 of the *American Engineer* please allow me to suggest as follows:

Inasmuch as the maximum number of sets of wheels now used under locomotives and, as far as can be seen, the maximum that will be used for some time is three, then there should be used three figures to designate each type. It is not important whether the figures indicate the number of wheels or the number of axles in the respective sets, except that, inasmuch as the present designation of types is in some cases, on the basis of number of wheels, it would be well to have each figure indicate the number of wheels in a set.

There may be some question as to whether the first figure in the designation should indicate the number of wheels in the leading truck or in the trailing truck: a large number, probably a majority, of the railroads and locomotive builders show the right side of the locomotive in elevation drawings and in such cases the designation of type reading naturally from left to right would indicate the number of wheels in the elevation reading from right to left; it is suggested that there would be less confusion, however if the first figure in the designation be used to indicate the number of wheels in the forward set and the last figure the number in the rear set.

Therefore, with the above explanation, it is suggested that whether a type has one, two or three sets of wheels three figures be used in the designation of it, the first figure representing the number of wheels in the leading truck; the present 8 wheel type would become a 4 4 0 type; the 10 wheel would be a 4 6 0 type; the mogul, a 2 6 0 type; the Prairie type, a 2 6 2; the

"Atlantic", "Northwestern", "Central Atlantic", and the "Chautauqua" would become one type, the 4 4 2 type. A 6 wheel switcher would be a 0 6 0; and a 4 wheel switcher a 0 4 0.

This would give some fixed basis for type designation and it must be acknowledged that the present method has no basis; the layman refers to all heavy locomotives as moguls, if he knows such a term is used, and in such use of the word he gives it the usual meaning, great power. Even those who are presumed to know the distinctions of the present type designations apply different meanings to the names "mastodon" and "decapod" and others, and frequently confusion results. No confusion could result from the suggested method and, because it has a logical basis, its use by anyone presupposes the knowledge of the basis; therefore errors in interpretation of it would be directly chargeable to the one making the error.

The present is a most favorable time to place on a satisfactory basis the designation of locomotive types and to this end a thorough discussion is desirable and that system which promises the best adopted at once. The method to be used in making a formal adoption of any new system is quite as important as to make a satisfactory choice of a basis of designation, and no method of adoption would be more certain and speedy than the immediate use of it, when decided upon, by the technical press; undoubtedly the stamp of approval by the Master Mechanics Association, and possibly the railway clubs, would tend to make it official as well. The terms now creeping in are good enough as localisms, but they will not prove satisfactory for general use.

F.M. Whyte
New York
Mechanical Engineer
N.Y.C. & H.R.R.R.

Halloween Train for Special Needs Group

JS Burgess, Event Coordinator

Photos by Don Marenzi (unless otherwise noted)

Earlier this year General Manager Don Marenzi came up with the idea of having a free event for children with special needs. The idea was to hold the event after hours so the children would not be stressed by crowds and loud noises. When Don brought up the idea with Ardenwood's Supervising Naturalist II, Sonya Garcia, she was as excited about the idea as we were. Sonya found a group in Fremont called the "Friends of Children with Special Needs," and they were thrilled about bringing their children to the event.

For SPCRR's part, Don and I thought it would be fun to put together a mini Haunted Railroad for the children. Sonya and the park staff came up with a haunted barn, mini pumpkin painting, and some other fun activities. Lindsey from the Café



The Witch of Ardenwood, played by Beth Cary.



The head train robber, played by Andy Cary.

volunteered to prepare a snack of pumpkin soup, mac and cheese, and popcorn for the attendees.

Well you can't have a Haunted Railroad without the most important performer--the famous Witch of Ardenwood, Beth Cary. Beth immediately said yes, as did Andy Cary. Andy put together a gang to hold up the train comprised of John Goldie, Jaime Goldie, and John Stutz. (Andy is famous for his Chance Gang holdup routine on the regular Haunted Railroad.) Next on my list of must-haves was the Ghost of Ardenwood, Julie Boyer, who also said yes.

Now I was left with one other missing piece. When we last held the Haunted RR in 2019, the former Ghost Bride told me that she was going away to college. What was I going to do?? Turns out that my granddaughter Kennedy has grown so much in the past two years that she is almost as tall as I am. Kennedy has been involved in the

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The Ghost Bride haunts the woods every year looking for her long lost husband.

Haunted RR since she was 4 years old (she has played the roles of a ghost, pirate, and scarecrow), so I asked her if she would play the Ghost Bride and she said yes! She did a great job of giving everyone the dead stare as she searched each train looking for her lost husband.

Of course it isn't a Haunted Railroad without the train. Train crew members David Waterman as engineer, Isaac Sattler as brakeman, plus volunteers Jack Burgess as conductor and Tom Sturm as a second brakeman gave everyone a safe ride through the haunted forest.

At the end of the event, a small music group made up of special needs children performed a series of Halloween dance songs. Don Marenzi talked to quite a few parents during the performance, and they were all thrilled with the Haunted Railroad and said that their children had such a good time. Several told Don that they usually cannot take their children to holiday events, so this was a rare, special treat for them. All of us were brought to tears as we watched the struggles these kids and their parents go through on a daily basis. It was a privilege to bring some joy to these children and young adults, and we hope to make this an annual event for other special needs groups in our area.

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The Ghost - Julie Boyer.



Train robber - John Stutz.



Train robbers John and Jaime Goldie take a selfie. Watch out for that dynamite!



Train crew members (left to right) Isaac Sattler, David Waterman, Tom Sturm.



Membership News

Julie Boyer, Membership Manager

Contributing Members: 2022 dues are due on January 1st

Dues for Contributing members are only \$20 annually. Become a LIFE member 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 (you can also make a donation at the same time). To join or renew 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. SPCRR’s treasurer will send a letter for tax purposes for all new Life Member payments and for all donations over \$100. For Contributing Members, and for donations under \$100, you 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.

If you aren’t a member of SPCRR yet, please consider joining and supporting our efforts!

DONATIONS - October-November 2021

Donations under \$500

Ted Miles

Donations \$500 and over

Texas Instruments - John Goldie match

Donations of Materials

Unknown* - 2 trenching shovels that will fit in between the ties - from the Amazon Wish List.
Donor, please let us know who you are

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, and you can use any major credit card (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. Donations under \$100 can use your check or PayPal receipt for tax purposes; donations of \$100 or more will receive an acknowledgment letter to use 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.

Board of Directors Meeting Summary

September 11, 2021 (meeting held via Zoom)

Agenda Items/Reports

- General Manager: Don Marenzi reported that Tom Sturm started as Operations Manager this week and things are going very well. We have removed half the seats on the cars due to the pandemic. The European Train Enthusiasts group will visit on Saturday October 16. The special needs Halloween Train will run Friday October 29 after hours. EBRPD is giving us a fuel cube for diesel storage.
- Curator: Don Marenzi reported that Jay Shellen applied for and received grant from the California Revealed program for web services and archiving. Jay Martinez has been doing research on the Sorensen coach.
- Track Manager: John Goldie, reported 219 volunteer hours from 6 members, and 220 feet of new track built on the loop. The park has put out a green debris bin for our use, and is making good progress moving the pasture fence from the new right-of-way. Thanks to Jacque Burgess for the special edition of The Hotbox on the approval of the loop by EBRPD, and the work being done by the track crew.

Old/New Business

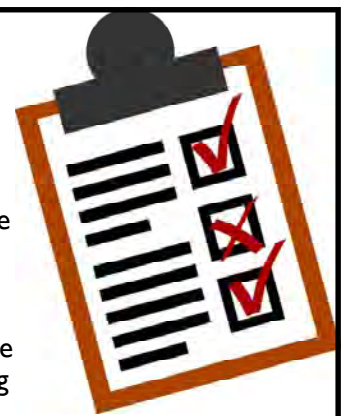
- Approved donation of a 'Gator' (small tractor) from Life member John Houghton.
- Appointed Andrew Cary and Jacque Burgess to the 2022 Election Nominations Committee (need a third person).
- Approved fundraising for four new spring switches. Stub switches will be retained up front at the Shirley's Siding crossover, and elsewhere where spring switches are not needed.

October 9, 2021 (meeting held via Zoom)

Agenda Items/Reports

- President: Brook Rother reported that parts are now on hand for rebuilding the Whitcomb locomotive, and work has started.
- General Manager: Don Marenzi reported the train was very busy today with the park's new Corn U Pick event (replacing the Harvest Festival this year). The special needs Halloween event was last weekend, with Andy Cary, Jaime Goldie, John Goldie, and John Stutz robbing the train; Beth Cary as the witch; Julie Boyer as the ghost; and Kennedy Boyer as the ghost bride. Jacque Burgess coordinated the event, and the train was operated by crew members David Waterman as engineer and Isaac Sattler as brakeman; and volunteers Jack Burgess as conductor and Tom Sturm as another brakeman. The European Train Enthusiasts will visit next weekend with a train ride, Car Barn tour, and tour of Jack Burgess' model railroad. The new farmer will have a pumpkin patch the weekend after that. We are being paid for the Corn U Pick Saturday train operation. The last regular operation day this year will be November 21, 2021.
- Curator: Don Marenzi reported that restoration days are proceeding, with work on caboose 6101. Track Manager: John Goldie, reported 216 volunteer hours from 9 volunteers in September. We are about two weeks ahead of schedule on the loop. We might finish by the end of the year. The Gator donated by John Houghton has been very useful, and he also donated many tools.

Old/New Business - None



Weekly Workdays

Restoration, Track, Events & Miscellaneous

Ken Underhill

Date(s): Restoration work is held on most Mondays. Track work is 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: Get out of the house and join us for some fun (volunteers socially distance). Car Restoration workdays are held on Mondays from 10-4. Track Construction and Maintenance is held on Sundays from 10-4. See contact info below.

PROGRESS SINCE THE LAST NEWSLETTER

CAR RESTORATION - Andrew Cary (email restoration@spcrr.org or call 510-324-6817

Car restoration volunteers meet on Mondays. Contact Andy first to verify the dates for upcoming workdays. Our current project is NWP Caboose 6101.

9/20 (Mon) - Volunteers: A. Cary, T. Peters, D. Waterman (3 hrs). Continued repairs on framing plate spacers between for tenon-less frames at car ends; trimmed decking ends flush with inside of cabin wall planking.

9/27 (Mon) - Volunteers: A. Cary, T. Peters (5 hrs). Finished framing repairs; trimmed decking ends flush with cabin planking; finished cutting and fitting plate spacers between for tenon-less frames at car ends.

10/11 (Mon) - Volunteers: A. Cary, D. Waterman (8 hrs). Major progress today. Reused existing door and corner posts; started resheathing the B-end.

10/18 (Mon) - Volunteers: A. Cary, I. Sattler, D. Waterman (8 hrs); J. Stutz (4 hrs). David and Isaac continued siding the car. The B End is now fully sided. The 'east' (Right from B to A) side is sided two-thirds of the way down (past second window). Straight grained fir siding is nailed on with galvanized 2" nails. Andy fabricated a replacement end (from a 2x6) for the missing B end corner post. John sealed the end grain of the A end corner post; and sealed the exposed framing with penetrating epoxy.

10/24 (Sun) - Volunteers: B. Goldie, J. Goldie, D. Waterman (see Track workday on 10/24 for hours). Installed 3-4 feet of siding on the caboose.

10/25 (Mon) - Volunteers: A. Cary, T. Peters, D. Waterman (8 hrs). We first did an assessment of the right-of-way from the intense weekend storm-no damage to track or yard, but lots of wind-blown debris. Next we got busy on NWP caboose 6101: the siding is now completed on the B-end and the entire left side of the car; work continues on repairing the door and corner posts by



David Waterman installing siding on caboose 6101. (10/11/21)
Photo - AJL Cary

continued next page

shaping replacement ends to replace water damaged bases; B-end corner posts are ready for sanding; repaired baggage door posts awaiting sanding on left side; checked fit of baggage door doorsill plate on left side; repaired baggage door post.

11/1 (Mon) - Volunteers: A. Cary, T. Peters, D. Waterman (8 hrs). D. Marenzi (2 hrs). Work continues on siding the car and repairing the corner and door posts. Repairs have been splicing new bottom sections on the decayed corner posts fairing them in using "P.C. Woody wood epoxy." These posts are 4x5 material that has been milled down to a quarter round profile. The car has siding on over half the car. Repairs continue on the B end letter board damaged during restoration. This is a redwood 1 1/2"x76"X10" plank with an arched top. We identified the paint color in Kevin Bunker's Restoration Report as Pantone-135C, and Kelly-Moore's database has an equivalent color.

11/8 (Mon) - Volunteers: A. Cary, D. Waterman (8 hrs); D. Marenzi (3 hrs). Work continues on siding the car, repairing the door posts, looking for the missing A-end letter board. We met today with Chris Sharrock from the Kelly-Moore Paint store in Hayward. Don Marenzi gave him a tour of our collection, and Chris donated a gallon of EPIC Semi-gloss paint tinted to the body color. He also gave us some advice on painting other cars in our collection. EPIC paint is a low VOC 'hybrid polymer-acrylic' paint that replaces oil based enamels. It is the paint used on the excursion cars and has held up well. A sample area has been painted.

11/15 (Mon) - Volunteers: A. Cary (20 hrs including off-site work); D. Waterman (8 hrs); D. Marenzi (3 hrs). Siding the caboose continues. As the siding goes up, some traditional worker graffiti has been added by parties unknown to amuse future restorers (these will be hidden inside the car once sided).



A sample area has been primed and painted. As expected this takes 3 color coats over the primer to achieve the desired color- which is an attractive orange. Editor's Note: Your monitor may not show the exact color. The printed copies of *The Hotbox* may also have the color incorrect due to printer limitations.



Restoration Manager Andy Cary (left) looks at the new siding on caboose 6101 installed by David Waterman (right) and Isaac Stattler. (11/7/21)

Photo - JS Burgess

Speaking of future restorers, we have been careful to mark all restorations in this cycle to ensure future restorers are not surprised. These will be included in a restoration report attached to the car.

In addition, wood was located for the baggage door posts needing replacement. This wood will be milled down to the appropriate shape. Unfortunately our table saw was unable to 'cut-it' and the work was taken off site for milling.

11/22 (Mon) - Volunteers: A. Cary, D. Waterman (8 hrs). A very productive day. Today we installed the replacement baggage door posts and continued siding the car. Only minor work on the tenons was needed and some deck trimming to allow the posts to sit directly on the sill. A missing bit of frame was replaced, and "P.C. Woody epoxy filler" was used to fill some joints on the A-End door posts. Siding is now completed on the left side of the car, the B-end, and the 2/3 of the right side of the car. David has developed a system that works pretty well. In the process we have determined that the framing around one window is actually slightly out of square and has been since before the last restoration... It is a caboose... **SEE MORE PHOTOS ON PAGES 19 & 20**

TRACK WORK - John Goldie (email mow-mgr@spcrr.org or call 408-784-1611). Current project is our new track expansion and loop project which will open next year. All photos by John Goldie unless noted.

9/26 (Tues) - Volunteers: D. Waterman (12 hrs); J. Goldie (7 hrs); R. Goldie (3 hrs). Lots of weekday progress to report as we push the track closer to the mainline. The mainline is now in sight from the work site. Cut crossing #2 to final depth; final graded the next 200' row (across the former pasture corner); laid down subbase gravel on crossing #3; ordered and picked up crossing timbers for crossing #2; treated the few cut ends with Copper Green; planted white survey flags for sign

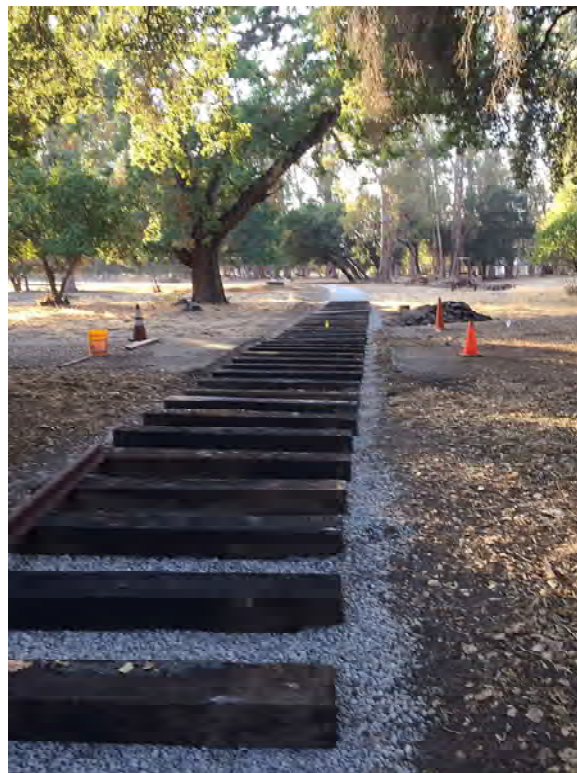
posts (for Under-ground Service Alert); collected branches under one of the oaks; watered the two large oak trees per the park's request; constructed a 24" tie center spacing jig; picked up needed supplies (drill bit, bridge nails).

10/3 (Sun) - Volunteers: J. Goldie (10 hrs); B. Sorel (8 hrs); S. Rusconi (6 hrs). Smaller crew today but we were able to complete a huge number of tasks. We now have ties 1/3 of the way into the pasture portion (Phase 2). We jacked up and leveled the switch,

6 scoops of ballast applied, and tamped; profiled the ground flat around the switch stand area, inserted a plastic pad and made a good work surface with the remaining fines material; picked up three cut-off rail sticks and returned them to the shorts pile; picked up spare wood/sticks/bits found in the forest and put in the green bin; picked up a few reject ties for use on future yard tracks; set out 60 ties on 24" centers for 120' of track, aligned ends, adjusted alignment in the curve; brought out six 30' rail sticks, dodged trees and set them in place, rail now reaches crossing #2; made 4 joints, 16 bolts, 8 bars, aligned nuts parallel to rail; major tree grooming and cutting of low snags that were in the way impacting tractor access; clipped out a major poison oak bush that was very near the RoW; picked up two pallets found in the pasture and stacked for the park's disposal; pulled out 6 left over poles from the pasture fence for the park (per their request) and stacked them for disposal.

10/10 (Sun) - Volunteers: B. Goldie, J. Goldie, B. Sorel (9 hrs); S. Rusconi (7 hrs); N. Loey (6 hrs). We completed over 100' of track today that's 50 ties or 200 spikes! One team worked the primary rail and adjusted ties for center and also if they had moved from initial placement and then spiked, while the second team followed behind and gauged the other rail and spiked it. With the track in place, spiked and gauged we were able to move up the tool car 200'. It is close to crossing #2 now! We also used multiple buckets of ballast to level the track past the large switch frog times--spread and

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The leveled switch (left); and ties across crossing #2 and into the pasture. (10/3/21) Photos - John Goldie



Track Crew members (left to right) Bruce Sorel, Steve Rusconi, Nick Loey, Nathan Harry, Cal Schweffler, Jamie Goldie, Bobby Goldie, John Goldie. (10/17/21) Photo - Rola Goldie

tamped, leveled the track; 5 rail joints made 20 bolts/washer/nuts; drilled a number of holes to fit the 5-5-5 bars. We set out three 30' rail sticks. Bringing them up from the back is an obstacle course to exit the storage area, steer around trees and signs, and drop them so that the ends line up for bolting. We inserted a short section of rail--this will allow us to have a single stick across the crossing avoiding a rail joint in the crossing. Two sticks of rail were positioned in the crossing ready to be bolted and spiked. In the Phase 2 area (the former pasture) we set out 50 ties on 24" centers for another 100' of ties and aligned the ends; brought out the next two tie stacks that will reach close to the 3rd crossing; did some tree pruning so that cars can pass under without the branches hitting the cars; put away

tools and restocked the tool car with bolts and spikes.

10/13 (Weds) - Volunteers: D. Waterman (8 hrs). Mid-week efforts by David included tree pruning for the excursion car clearance; loading additional rail on flat car 222 and unloading the rail by the temporary ballast pile.

10/17 (Sun) - Volunteers: B. Goldie, J. Goldie, C. Schweffler, N. Harry, N. Loey, S. Rusconi, B. Sorel (8 hrs); Jamie Goldie, Rola Goldie (6 hrs); D. Waterman (2 hrs). Major progress today since we had a great turnout of track crew. Special welcome to our newest SPCRR member Cal and new volunteer Nathan! This was the largest group on track to date



The road splits into two just before this crossing, thus the two 10' wooden plank crossings. The rails are above road grade and the road will be built up at the crossing. The park asked that we not dig down in that area due to the oak tree roots located at the side of the crossing. (10/24/21) Photo - David Waterman

with nine crew forming three work teams. Our accomplishments: set out ties across the full pasture (100 feet/50 ties) and used our new tie spacer jig; adjusted tie alignment and prepped for setting out rail; spiked over 100 feet of track-over 200 spikes; cut two rail ends to make the second crossing jointless; drilled 6 holes-cut rail and another short used to create the joint offset on the other side of the crossing; bolted up 5 rail joints (20 bolts); continued tree work for car clearance and major work by the third crossing; cleaned up additional wood pile and dumped in the green bin; cut the grade for the take off point at the mainline; added some subbase there to limit mud with rain headed our way; moved the work cars down the line to the second crossing; inspected the switch parts that arrived and moved that pallet to the spring switch location.

10/19 (Tues) - Volunteer: D. Waterman (8 hrs). Completed grading and some crossing work.

10/24 (Sun) - Volunteers: B. Goldie, J. Goldie, D. Waterman (8 hrs). There was break in the rain before lunch and we were able to make some crossing progress: leveled the track in the crossing; tamped the raised part with ballast; added ballast to the top of ties; adjusted ties and placed the crossing planks in the crossing; green binned a few more loads of cut wood. The rain started again so we retreated to the Car Barn and worked on: adjusted the 14 Rail Braces (60#) to fit the 55# rail (portaband & grinder); inspected the heel joints; recovered the two long pieces of rail from the east side of the road (with rusted up joints); flame cut off the bolts (8) to free up the individual pieces of rail (we were able to salvage the 4 joint bars); stacked the rail for marking and use on the project; inspected the tractor lights to wire them up and cleaned up the cab; installed 3-4 feet of siding installed on the caboose; clean.

10/31 (Sun) - Volunteers: B. Goldie, J. Goldie, B. Sorel (8 hrs); S. Rusconi (7 hrs); I. Sattler, D. Waterman (1 hr). A large 137' tree fell in

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Mainline track has been removed to install the spring switch to the reverse loop on 11/3/21 (see after picture on the next page). Photo - John Goldie

the recent storm and was blocking our access road. We are lucky that it fell 20' short of the Car Barn. Bruce and Steve were able to cut the branches and cut the portion that crossed the road into two tractor-size chunks, which Bobby was able to pull off to the side with the tractor. Great team work and road is now open!

Over on the track extension - the ground was dry enough for some tractor work. The crews work included: nailed in both crossing with the 8" bridge nails; filled in the gap where the roads diverge; shoveled dirt build up off the paved road; lifted the track to level as it heads west towards the mainline off the crossings; placed multiple scoops of ballast and tamped the track level off the crossing; moved 4 rails to the work site (had to cut one to make the correct 5-5-5 pattern); grease, bars, bolts, washers, and nuts for the joint; spiked 30' of rail west of the crossing on the primary rail, adjusting ties as we go; spiked the other rail to

gauge and moved the bumper to the new of track; moved the tool car and supply push car to end of track west of the crossing; did a major cleanup of the remaining wood pile and massive branch clean up - Bobby rigged chains on the forks so that we could pick up a huge amount of material at one time, and we filled the second green bin for the park; reviewed rail inventory to select the pieces on hand to fill the remaining gap. We stepped up to 4" rail to cross the pasture, it will be close but should work out.

11-3,4,5 (Weds-Fri) - Volunteers: D. Waterman (13 hrs); J. Goldie (8 hrs); S. Guedon (6 hrs); I. Sattler (2 hrs). With operations based out of Ardenwood station for the time being, we were able to start work on the spring switch. On Wednesday we unspiked, unbolted joints, and removed 2 rails; removed the existing ties; cut the ballast down to the base; and on Friday we pulled two more pieces of rail (spikes, bars); pulled out the ties; graded down to the subbase. On Thursday we received a donation of 32, 12' straight pieces of 60# rail so we rented a bobcat for rail pick up at site; loaded two trailer loads of rail and delivered to Ardenwood; unloaded rail.

11/7 (Sun) - B. Goldie, J. Goldie, C. Schwefler, S. Rusconi, B. Sorel (8hrs); I. Sattler, D. Waterman (1 hr). Yesterday we made another huge step forward in crossing the pasture: spiked 50 feet of track; fetched two 20' pieces of rail that were the right size and set them out; moved the next 4 pieces of rail to the ties; due to some 5-7-5 ends and flame cut ends, we cut multiple ends (5) with the saw and drilled new holes for 5-5-5 joints; I lost count but I think we did 7 rail joints (28 bolts); the green bin was emptied, so we filled it again--Bobby and Cal used the forks with hold chains so the loads were large; cut down some large logs for green bin size and put them in the dumpster; plowed the work area flat; stacked and moved a number of ties to the scrap pile; moved the bumper down track; moved the ballast car and tool car down track. We now have rails set out to the next road crossing.

Photo JQ Took, and 3 photos from Goldie-see email for entire descriptions

11/14 (Sun) - B. Goldie, J. Goldie, C. Schwefler, B. Sorel, S. Rusconi (8hrs); S. Hunsader (6 hrs). We welcomed new volunteer Steve Hunsader to the crew today. Great track progress to report this week, with activity now spanning the full length of the extension:

Crossing #2A & 2B work: nailed in the last two planks/16 - 8" bridge nails; added fill to provide a ramp up to the crossing on the 4 sides; flagged the locations of the crossing signs; cleaned off 100' of build up from the road (mud/leaf build up); crossing is passable.

Pasture Track Work: adjusted tie position and spiked primary rail over 100' plus gauged the secondary rail and spiked the next 100' (over 200 spikes); fetched two short rail sections to allow for a jointless crossing; cut off two flame cut rail ends; drilled 7 holes; attached two joint bar sets/8 bolts; moved the bumper to new end of track; moved push car/tool car/ballast car to end of track (at crossing #3).

Spring switch work: removed another rail so that points will contact mid rail (not near the joint); dug down and leveled the base as needed; organized track supplies on work site; fetched 50 ties and set out using 2' spacing.

Car Barn 3-way switch inspection: the head block tie has shifted and one swing rail is off the head block; dug out the ballast in prep of straightening; initial attempt did not work, will revisit with track jacks in multiple positions to re-align.

continued next page

Miscellaneous Tasks: picked up numerous branch piles and placed in green bin; cut apart the large downed tree section and placed in green bin; additional road cleaning to remove slippery mud build up.

Next steps are to build out the new switch and then build to the pasture connection.

11/16 (Tues) - D. Waterman (6 hrs). Additional work at the Spring Switch site. All ties that needed to be removed have been done so now we can place in the long ties and start the switch construction.

11/17 (Weds) - D. Waterman (12 hours). Traveled to Georgetown to pick up milling machine and donated Hammond truck.

11/21 (Sun) - B. Goldie, J. Goldie, B. Sorel, S. Rusconi (8hrs). Today we focused on the mainline new spring switch: adjusted the sub base-leveling where needed; brought out two 16' ties-dug down to level; placed out a series of 8-foot ties, with two close under the heel joints; placed out a series of 9-foot ties; placed a number of long ties under the #9-1/2 frog; interleaved the 6-foot ties as the two track diverge; filled the gap to the mainline and the extensions with additional 6-foot ties; used a string line to level; placed out the pulled up 40# rail for the stock rails and the closure rails; fit checked the new 40# points; positioned a (pre) bent rail to be used for the curved closure rail-placed the bend to align just before the point for the kick out; cleaned up and removed a few dead ties and spacer boards; placed the last 3 pieces 50# rail by the current end of track-this will get us across the road without a joint.

MORE PHOTOS ON PAGES 21 & 22

MISCELLANEOUS

Oct/Nov - J. Shellen (20 hrs). SPCRR's artifact collection.

Oct/Nov - T. Sturm (40 hrs). Operations Manager duties.

Oct/Nov - D. Marenzi (40 hrs). General Manager and Curator duties

Oct/Nov - J. Boyer (1.5 hrs). Membership duties.

October - Volunteers: JS Burgess, D. Marenzi (6 hrs); A. Cary, B. Cary (4 hrs), T. Sturm (2 hrs). Advance planning meetings with Ardenwood staff for the Halloween event for special needs children on 10/29.

Oct/Nov - Volunteer: JS Burgess (27.5 hrs). Calculated 2017, 2018, 2021 hours for all employees to calculate number of hours for the sick leave program. Created formulas to calculate payroll hours in 5 minute increments to input in new payroll software program. Collected time cards and ran the payroll every 2 weeks until end of season.

10/3, 10/24 (Sun) - Volunteer: T. Sturm (7.5 hrs). Handed out timed tickets for the Sunday train.

10/9 (Sat) - Volunteers: J. Burgess, JS Burgess (6 hrs). Handed out tickets/Station Agents at the Park's U Pick Corn event.

10/10 (Sun) - Volunteer: T. Sturm (2.5 hrs). Handed out tickets at the Park's U Pick Corn event.

10/17 (Sun) - Volunteer: J. Burgess (2.5 hrs). Handed out timed tickets for the Sunday train.

10/28 (Thurs) - Volunteers: J. Burgess, JS Burgess, A. Cary - Setup mini Haunted Railroad for special needs children event on 10/29 (3 hrs).

10/29 (Fri) - Volunteers: JS Burgess, A. Cary, B. Cary, J. Goldie, Jaime Goldie, J. Stutz (5 hrs); J. Burgess, D. Marenzi, T. Sturm (3 hrs) - Final setup, then operating the mini Haunted Railroad for the special needs children event.

10/31 (Sun) - Volunteers: JS Burgess (2.5 hrs), T. Sturm (3.5 hrs). Jacque handed out timed tickets for the train. Tom filled in as brakeman.

11/7 (Sun) - Volunteer: T. Sturm (4.5 hrs). Handed out timed tickets for the train.

11/14 (Sun) - Volunteers: J. Burgess, JS Burgess (4.5 hrs). Handed out timed tickets for the train.

11/12, 13 Fri/Sat) - Volunteer: JS Burgess (16 hrs). Worked on Sick Leave calculations for employees and SPCRR policy; final paycheck calculations and paperwork for an employee; attended Board meeting.

11/16 (Tues) - Volunteer: JS Burgess (8 hrs). Processed photos of the special needs event.

11/21 (Sun) - Volunteers: T. Sturm (7 hrs); Jack Burgess (2.5 hrs); D. Marenzi (3 hrs). Tom filled in as conductor, Jack handed out timed tickets for the train, and Don was a car host on the train.

Nov - Volunteer: JS Burgess (56 hrs). Worked on the Nov/Dec. Hotbox newsletter.



Same view as on page 12 looking east on the mainline showing the points into the switch (on right) with the ties in place and frog in position, loose rail set out ready for bolting then spiking. The only missing ties now are the crossing #3. (11/21/21)

Photo - John Goldie



New baggage door posts. These posts are 4x5 material that has been milled down to a quarter round profile. (10/13/21)



Repairs have been splicing new bottom sections on the decayed corner posts fairing them in using an epoxy filler "Woody Wood." (11/15/21)



The newly installed baggage door posts. Note the Carter Bros. Builders logo on the right. (11/22/21)

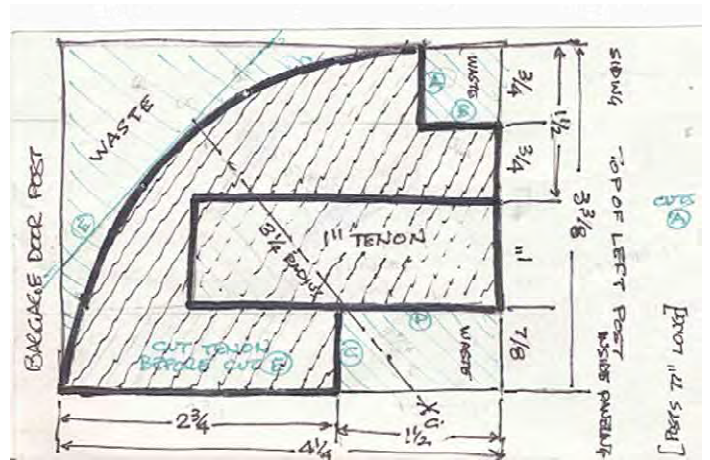


The names on everyone who helped with the restoration of NWP caboose 6101. (11/15/21)

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Resheathing the B-end. (10/15/21)



We have been careful to mark all restorations in this cycle to ensure future restorers are not surprised. These will be included in a restoration report attached to the car.



Resheathing on B-end completed. (10/18/21)



Work continues on siding the right side of the car. (11/22/21)



Steve works the subgrade in cloud of dust. (10/17/21)

Photo - Rola Goldie



Nick and Bobby spiking the primary rail, they adjust the ties for center as they go-they like the 10lb maul over the 8lb. (10/10/21)



Here is our double spiking crew - spiking the primary rail. That is Steve/Bruce and Bobby/Cal. (11/7/21)



David works on a crossing. (10/19/21)

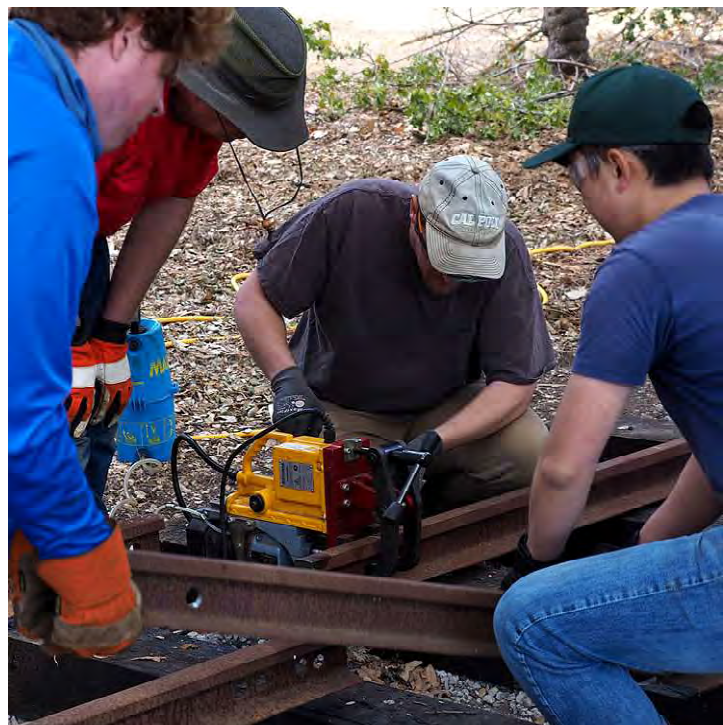
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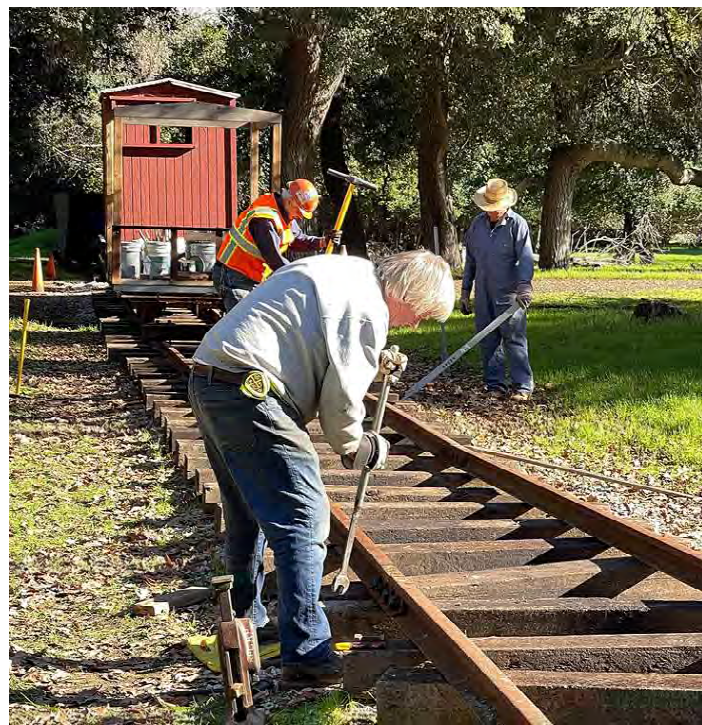
Rola Goldie trims trees. (10/17/21)



Jamie hauling another load of branches to the green waste bin.
(10/17/21)
Photo - Rola Goldie



Nathan cutting rail while Cal, John, and Nick (left to right) help out.
(10/17/21)
Photo - Rola Goldie



Ron and Bruce spiking (back) while John Goldie (front) lined up the rail. (11/8/21)
Photo - JS Burgess



TRAIN ORDER BOARD

Note: The train is now closed for the season

The park is still open Tuesdays through Sundays from 10-4
The train operates between April and November on Thursdays, Fridays, Sundays,
special event Saturdays, and Monday holidays

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

You can purchase some important items that are needed (oil can, power cords, etc.) on the track crew's **Amazon Wish List**. Amazon will ship these items to SPCRR 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_1?encoding=UTF8&type=wishlist

If you would like to help out 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 also send an email about your donation to info@spcrr.org to let us know it is for "Track Projects." 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!

Please don't forget to renew your dues by January 1st

2021 SPCRR Board of Directors and Managers

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
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Safety Manager - Bruce Sorel		510-582-2004
Operations Manager - Tom Sturm	operations-mgr@spcrr.org	510-676-9066
Chief Mechanical Officer - David Waterman	master-mechanic@spcrr.org	415-602-7377
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

The train is closed for the season. For updates on activities and workdays, join the SPCRR_Members group (*see how to signup below*), our website, and our Facebook page. www.spcrr.org www.facebook.com/spcrrmuseum

UPCOMING SPCRR EVENTS

If you have any questions, please email info@spcrr.org

November 21	End of 2021 operating season
April 1	Beginning of 2022 operating 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>



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.