



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 upcoming 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.

Carter Brothers Standard Gauge Rolling Stock

John F. Hall, SPC Historian

I saw a comment posted on the Railroad Museum at Ardenwood's Facebook page (under the post about Key System 1201, originally built in 1895 for the California Railway as the No. 21) which amongst other things said that the Carter Brothers of Newark, California built approximately 10 standard gauge cars. I would like to set the record straight. The Carter Brothers built over 500 standard gauge cars. These included coaches, combines, flat cars, lumber disconnects, cable cars, electric street cars, and a hotel car. They were built for railroads up and down the Pacific Coast and as private cars that crossed the country carrying elephants and horses.

Unfortunately little is known about many of these cars. What is known comes from photographs and media reports either in Bay Area newspapers, newspapers from the location the cars were sent, or trade journals. As an example, the cars ordered by the Los Angeles and San Gabriel Valley Railroad were first mentioned in the May 18, 1885 *Oakland Daily Evening Tribune* as being "fifteen broad gauge cars" ordered from Carter Brothers in Newark. Then in

April 10, 1886, the *Los Angeles Herald* described the cars just after they arrived:

"The new cars of the L. A. & S. G. V. Railroad Company, show that in the structure and finish of genteel passenger coaches no part of the Union can excel the Pacific Coast. The new observation cars of this road are made at Newark, California, at the Carter Brothers' factory, and are models of strength neatness and elegance. The cars are sixty feet in length, with four nickel plated chandeliers, plate glass windows, cane seats, roller mounted and movable, while the sides and ceiling are finished in cherry and maple and painted in character for the Semi-Tropical San Gabriel Valley with its ever blooming flowers."

The rest we know from photographs. The fifteen cars consisted of coaches, combines, flatcars, and boxcars. A careful look at the inside of the door in the passenger car photo on page 2 will reveal the Carter Bros. passenger car logo.

The following list is incomplete. It includes information collected to date.

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Date	Railroad	Quantity	Car Type
Oct 1880	Black Diamond Coal Co.	1	Coach
Aug 1881	Atchison, Topeka & Santa Fe	2	Hotel Cars (bunk cars for track workers)
Jan 1882	California Southern	6	4 Coaches, 2 Combines. These may have been the first Carter passenger cars with bullnose roofs.



Carter Brothers Cars on the California Southern (the first 6 cars) - John F. Hall Collection

Date	Railroad	Quantity	Car Type
Dec 1883	Port Blakely Mill Co.	16	Disconnects
Dec 1883	Port Blakely Mill Co.	1	Hand Car
Jan 1884	Eel River & Eureka	several	Coach, Combine
Jan 1884	Eel River & Eureka	15	Freight Cars
Feb 1884	California Redwood Co.	120	Logging Cars
March 1884	Ryan's Slough railroad	8	Logging trucks

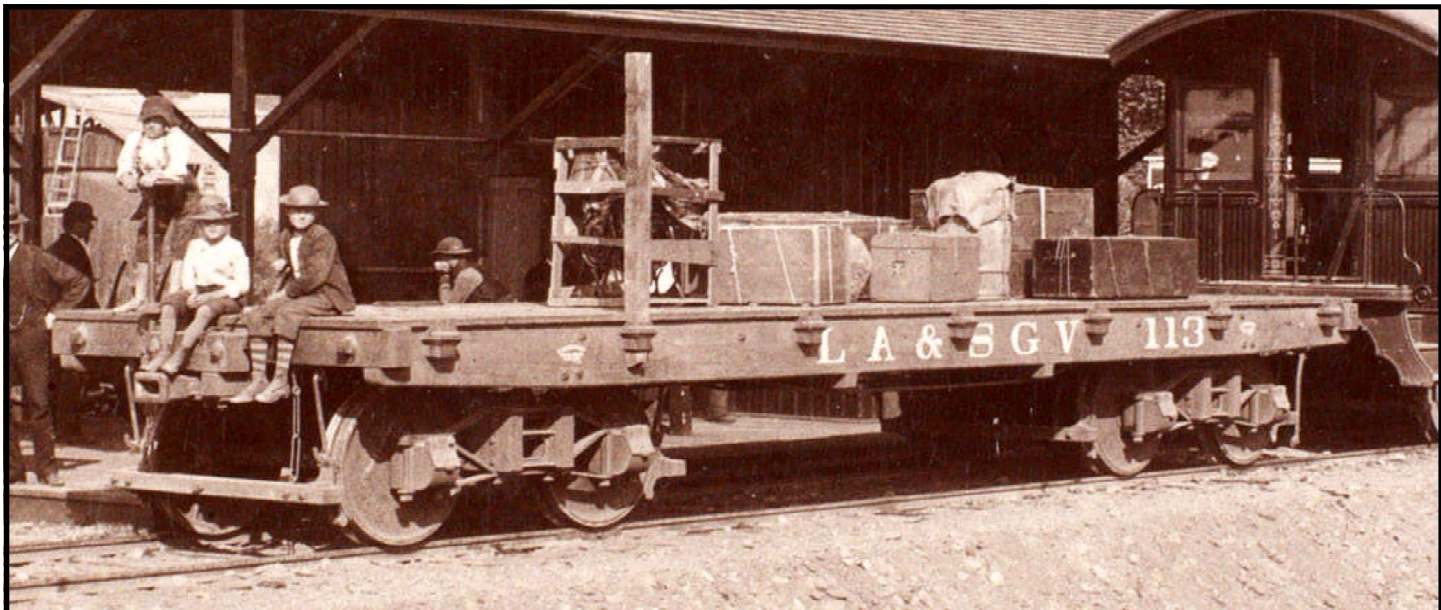
Date	Railroad	Quantity	Car Type
May 1885	Los Angeles & San Gabriel Valley Valley	15	Coaches, Combines, Box and Flat Cars



Los Angeles & San Gabriel Valley Coach Interior - *The Huntington Digital Library*



Los Angeles & San Gabriel Valley Coach Exterior - *The Huntington Digital Library*



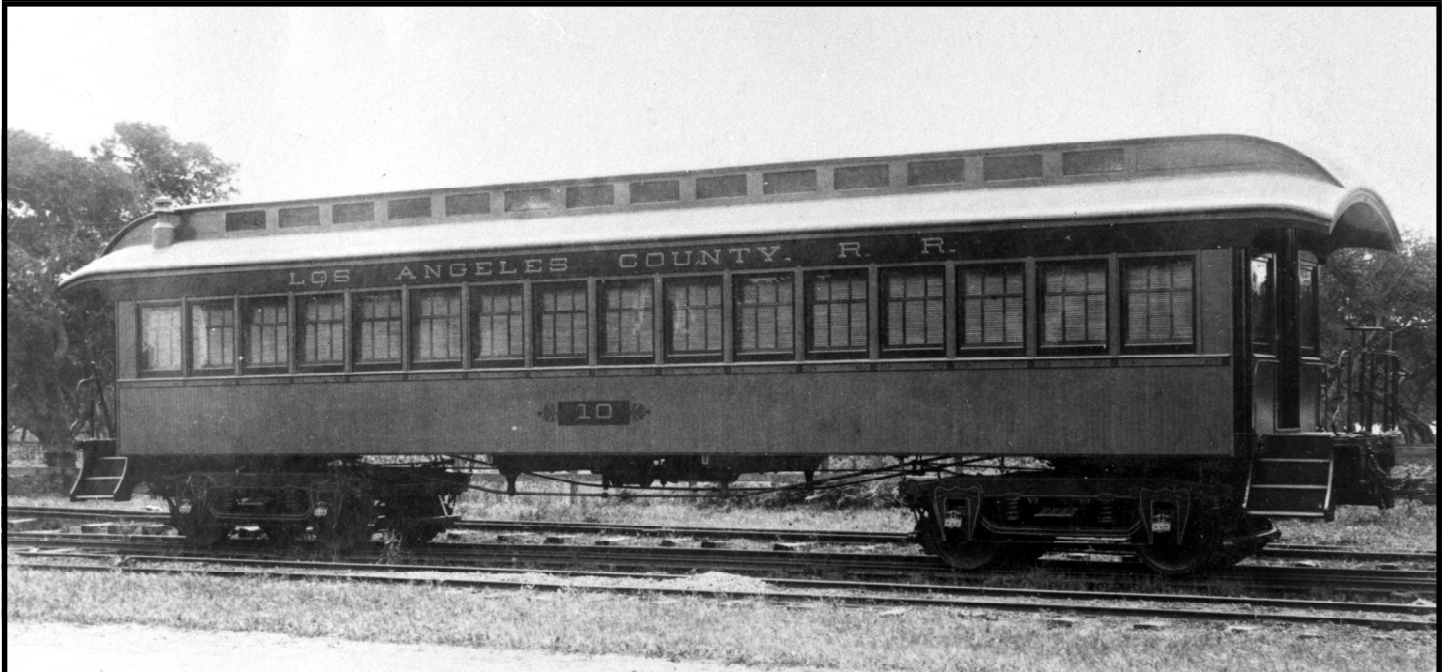
Los Angeles & San Gabriel Valley Flat Car - *The Huntington Digital Library*

Date	Railroad	Quantity	Car Type
Aug 1887	San Gabriel Valley Rapid Transit	minimum 3 probably 6	Coaches, Combine



San Gabriel Valley Rapid Transit - *Bruce MacGregor Collection*

Date	Railroad	Quantity	Car Type
Dec 1887	Los Angeles County	6	1 Baggage car, 5 Passenger Cars (Returned Jan 1890 due to non-payment.)



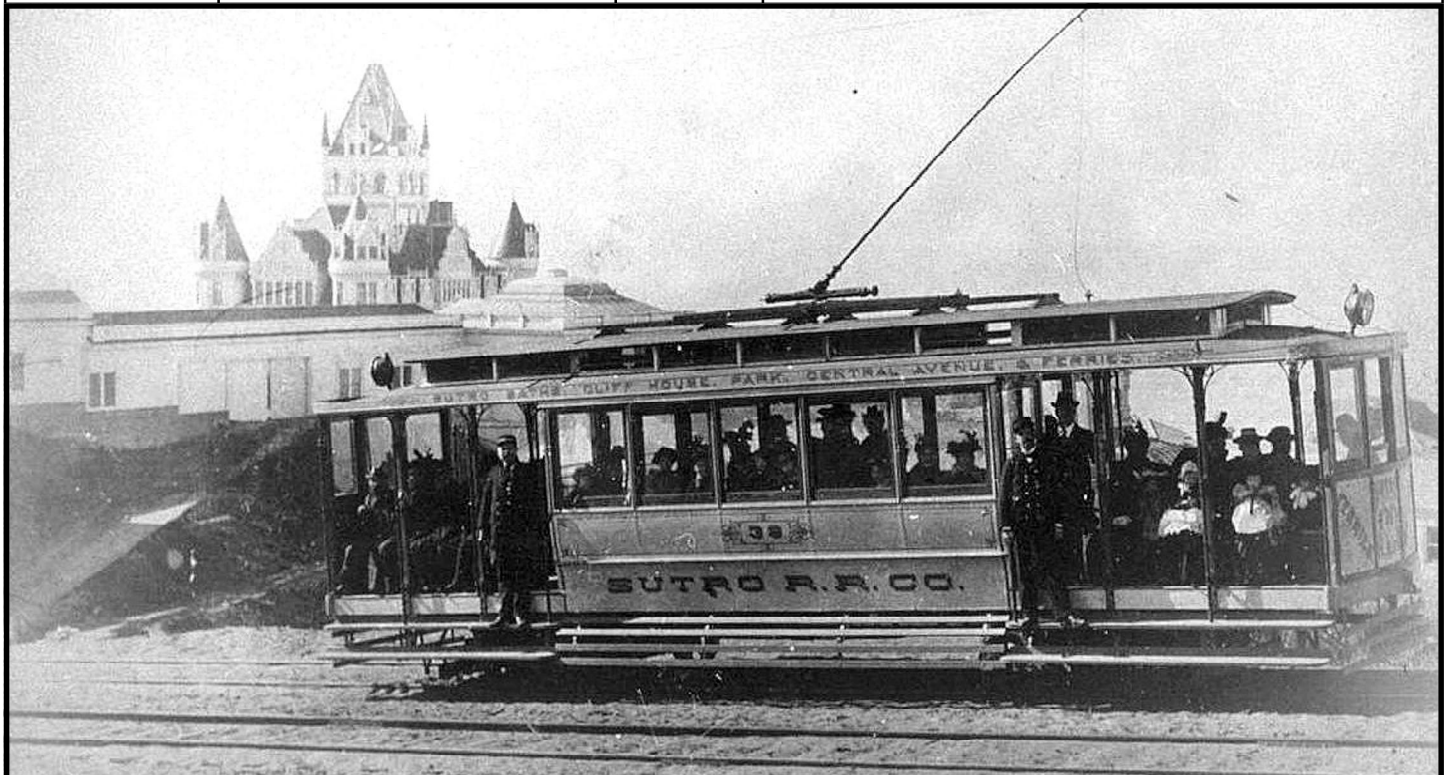
Los Angeles County Railroad - Bruce MacGregor Collection

Date	Railroad	Quantity	Car Type
March 1889	John B. Hagin	4	Private stock cars for horses
Aug 1889	Port Blakely Mill Co.	2	Passenger Cars
Mar 1891	McMahon's Circus	1	52' long Elephant Car - see Mar/Apr 2018 <i>Hotbox</i> : http://www.spcrr.org/PDFs/Hotbox_2018-03.pdf
Feb 1892	East Oakland Street Railroad	6	Single truck electric street cars
Jan 1892	Alameda County Electric Railway	12	Cars
By 1893	Market Street Cable Railway Electric Railroad	25	Cable cars
July 1894	San Mateo and San Francisco	10	Single truck electric
1895	California Railway	3	Combine and 2 Coaches




California Railway Coaches - Bruce MacGregor Collection

Date	Railroad	Quantity	Car Type
April 1895	Sutro Railroad	8	Electric Street Cars



Sutro Railroad Co. Street Car - John F. Hall Collection

Date	Railroad	Quantity	Car Type
Feb 1896	San Francisco & San Joaquin Valley (AT&SF)	250	Flat cars. The majority were built as kits and assembled in Lathrop, CA.
1896	East Oakland Street Railroad	4	Electric cars
April 1898	San Mateo and San Francisco Electric Railroad	"Additional Cars"	

If you are wondering how standard-gauge rolling stock was moved to its destination from the Carter Brothers Works in Newark California, serviced only by the narrow gauge South Pacific Coast Railroad/Railway, be sure to read the next issue of *The Hotbox*. 

DONATIONS: SEPTEMBER/OCTOBER 2022

Donations \$10-\$499

Amazon Smile
Jack and Jacque Burgess
Cybergrants - John Erdkamp match*

Donations \$1,000+

David Rutherford

* Maintenance-of-way



Donations of Materials

Bill Wissel - new generator

HOW YOU CAN HELP...

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 (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.

All donations of \$100 or more will receive a letter from SPCRR confirming your donation for tax purposes (this includes Amazon wish list items for the Track Crew of \$100 or more). For donations under \$100 you can use your PayPal receipt; Amazon receipt for wish list items for the Track Crew; or your cancelled check.

If you would like to donate in someone's honor or memory, please email us and let us know. If you have any questions, please send an email to info@spcrr.org or call 510-508-8826.

NEW! The Weekend Restoration Days will now be held on the 3rd **SUNDAY** of each month.

NEXT WORKDAYS: SUNDAY October 16; November 20

For all of you that work during the week, this is your chance to join in the fun! No experience is necessary... we will teach you everything you need to know. Work will start at 10 am and end around 5 pm. *NOTE: the Monday restoration workdays will continue every Monday as before.* Enter and exit at Siward Gate (see directions on the last page of the newsletter). **DO NOT STOP ON THE TRACKS** because the regular passenger train will be operating all day. Bring your lunch, water, and gloves. Contact Curator Andy Cary and he can give you more information on entering Siward Gate: curator@spcrr.org or text/call 510-324-6817. The remaining steps to be completed on the NWP caboose 6101 restoration project now include:

- Remove the curved end eave moldings over both platforms.
- Attach the missing "door top trim" where missing (A-end door, right side baggage door).
- Attach interior door trim on all doors.
- Paint finish coat on end doors.
- Repair steel baggage door sills and tracks.
- Make new side window and two large cupola windows and glaze and paint.
- Install exterior window molding on missing side window.
- Scrape paint and overspray off windows.
- Repair 'stuck window inadvertently nailed shut.
- Install window moldings and windows on cupola.
- Repair cupola interior.
- Remove stovepipe chimney top and cap, remove deck collar.
- Paint cupola with second coat of finish paint.
- Remove carpet tacks on roof.
- Fill any damage on roof with epoxy filler and sand.
- Remove lead coaming around cupola.
- Plug existing stove pipe hole.
- Locate and cut stovepipe hole in new location based on photos.
- Purchase 12oz canvas, 12 yds 120" wide.
- Clean roofing felt/replace as needed.
- Install roofing canvas after rinsing out sizing. Tack seam down center of roof and weight to stretch; let dry 1 week; wet and repeat; let dry second week.
- Trim, fold, and tack roof edges.
- Install reinforcing tape around cupola.
- Coat roof with elastomeric compound (50/50 Medium Brown and Barn Red LR Color).
- Install eaves fascia board molding on body and cupola (paint mineral red).
- Fill, prime, and paint eaves fascia board. Paint molding to match windows.
- Install Platform truss rods.
- Install couplers and buffer blocks on A end.
- Clean, prime, and paint platform steps.
- Mount platform steps.
- Deck platforms.
- Install railings on A end.
- Install airpipes.
- Refurbish and install brake cylinder.
- Replace bolster spacer blocks on both bolsters.
- Replace subfloor boards over bolsters.
- Letter car "N.W. P./6101" on sides. Letter end fascia panel "6101".
- Add grab irons and railings.
- Stabilize B end right corner of cupola to repair dry rot and fill.
- Install walkways on roof.
- Install ladders.
- Repair damaged interior walls.
- Scrape car interior/sand.
- Spray paint interior 'warm moss' semigloss.

Weekly Workdays Restoration, Track, Events & Miscellaneous

Get out of the house and join us for some fun! Car Restoration workdays are held on **Mondays, plus the 3rd SUNDAY** of each month from 10-5. Track Construction and Maintenance is held on Sundays from 10-4. See contact info below.

Time: Email or call the managers shown below

Meet At: Car Barn (for directions, see info on the last page)

What to Bring: Long pants, work gloves, water, steel-toe boots (if you have them), and your lunch. Working outdoors you will need a hat, long-sleeve shirt, and sunscreen.

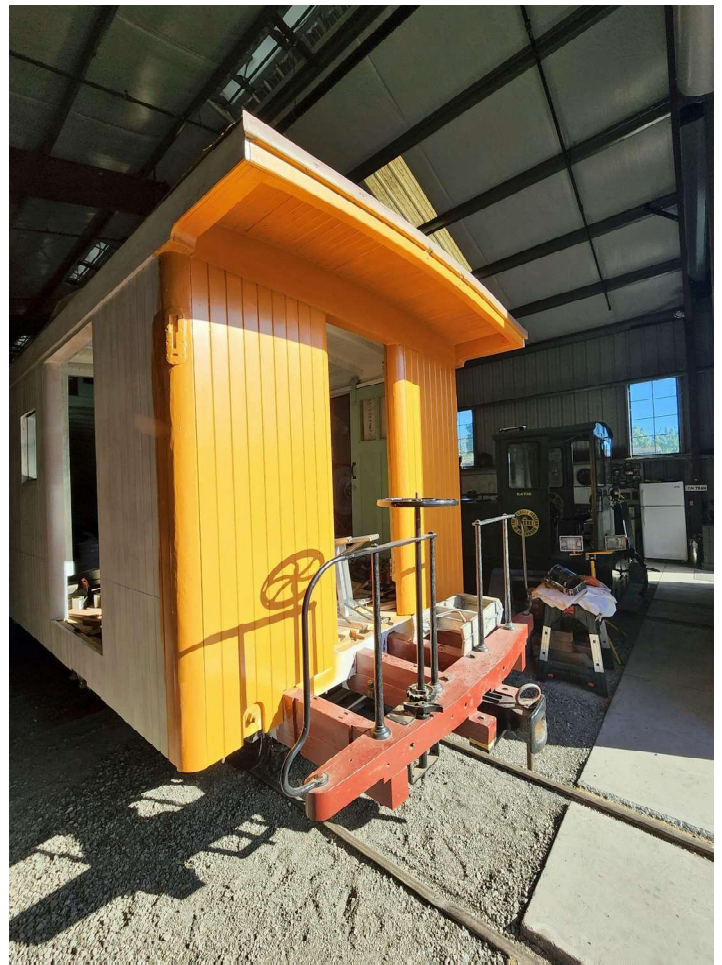
PROGRESS SINCE THE LAST NEWSLETTER

CAR RESTORATION - Andrew Cary (email curator@spcrr.org or call 510-324-6817). Workdays are held on Mondays, and the 3rd Sunday of each month, from 10:00-5:00. Contact Andy ahead of time to verify the dates for upcoming workdays. Enter and exit through Siward gate (see directions on the last page).

6/6 (Mon) - Volunteers: A. Cary, D. Waterman (8 hrs); J. Stutz (7 hrs); T. Peters (4 hrs); D. Marenzi (2 hrs). Accomplishments today included: discovered that the top of the power distribution box for the Car barn has rusted through-John Stutz fabricated a new external sheet metal roof as a stop gap measure; the windows trim and moldings on caboose 6101 have been sanded; the eaves fascia board has been completely nailed and the nail heads filled; some gaps in the siding have been filled.

6/13 (Mon) - Volunteers: A. Cary (8 hrs); J. Stutz, D. Waterman (6 hrs), D. Marenzi, J. Martinez (3 hrs); T. Sturm (2 hrs). Window frames for the caboose are made of fine grain redwood (it was thought they were plywood). There are body windows and 8 caboose windows. The outside of the windows was originally painted the "yellow" over an aluminum metallic primer. The exposed portions of the outside of the windows were painted a mineral brown/red. Based on the paint these are not original windows. The canvas roof on the car was not painted with a "canvas paint" during the Bethlehem Shipyard restoration as there is no penetration into the weave of the canvas that is typical of canvas paint. The canvas appears to have been spray painted with a marine grade oil-based enamel paint on top stretched canvas. Photo research looking into the latches on the windows either show none or show a single latch on the right side, and a center pull in the center of the frame.

Accomplishments: Treated rusted power boxes by sanding and grinding off rust and treating with rust reformer (John); the body windows have been cleaned, sanded, and minor repairs made; Cupola windows are a work in progress. (Andy); the A end received another coat of the finish paint; and one part of right side has been painted. (Andy); a roof coating "test roof" was made using a piece of the existing roof canvas (upside down) as scrap wood;



A end of NWP caboose 6101 showing color in the shade. 4 coats on end and first coat on left. Photo - AJL Cary

Also operations tasks accomplished today: the Ferma tie disposal dumpsters arrived and were placed by the waste tie pile. (David); the operations team made test runs to determine the train timing. (David, Tom, Don, Jay).

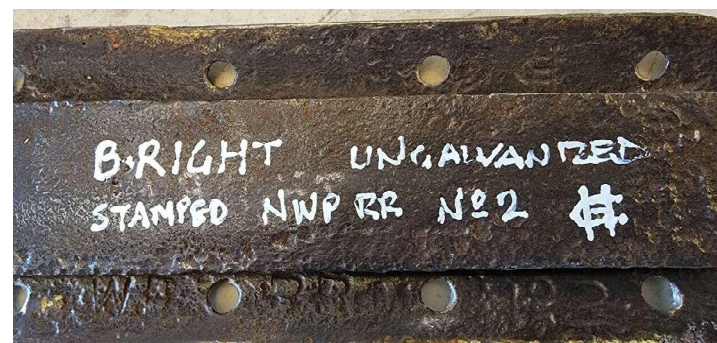
6/18 (Sat) - Volunteer: A. Cary (9 hrs). In preparation for finish painting of the siding, the signal lamp brackets on the corner posts were removed. This exposed some rotted wood on two of the posts and a many loose screws-on two corners the brackets were held on by the paint.

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Signal lamp bracket front.

Photo - AJL Cary



Signal lamp bracket. Does anyone recognize the foundry mark?

Photo - AJL Cary



Curator Andrew Cary installing the windows painted Mineral Red.

Photo - David Waterman

The brackets were taken down and cleaned, leading to a surprise. Two of the brackets are ungalvanized and are stamped N.W.P. R.R No. 2. The others are newer welded and galvanized brackets. Inside the older brackets was some 'yellow' paint (and orange and even some mineral red). Another surprise was that these brackets had always been painted the same color as the car body—not black like SP 1010.

The rot was reinforced with penetrating epoxy and will need some PC-Woody epoxy filling. In addition, the L&R Liquid Rubber Color sample arrived and 3 coats were applied by brushing onto half the "test roof." Results are very good. This product is "Medium Brown" which is a tad more "chocolate" than the mineral red on the existing window sashes (it can apparently be tinted).

Accomplishments: removed signal lamp brackets; cleaned and polished signal lamp brackets; brushed one side of the with the first coat of finish coat, making sure to fill the cracks between boards; painted one-half of the test roof with medium brown liquid rubber; purchased additional sanding sponges, pneumatic 16 ga finish nail gun (drive 1"-2-1/2 finish nails), finish nail sticks, and 4-1/2" grinder sandpaper flappers. Removed outside door handles on baggage room doors.

6/20 (Mon) - Volunteers: A. Cary (9 hrs); D. Waterman (6hrs); D. Marenzi (3 hrs); J. Erdkamp (1 hr). Today was primarily spent painting a second coat of finish paint on the left side and first coat on the A end of the caboose. The side was done by spraying over the existing hand brushed first coat. This actually gets better coverage than brushing as the spray gets deep into the cracks between the T&G cracks. This finish paint is a hybrid semigloss paint that provides an extremely hard, deep finish that has very good self-leveling and can produce an extremely smooth finish, but takes multiple thin layers to reach full color. The resulting finish looks like a semigloss oil paint. We have used this paint on the excursion cars and it has shown itself to be quite durable. It dries to the touch in 15 to 20 minutes when sprayed (it still takes 24 hours to cure). We used Katie as a high volume air compressor with the HVLP spray gun. (John Erdkamp commented that we using the "big compressor"). This approach has little overspray and can be done outside in light winds. A fair amount of time was spent cleaning the spray gun and "pots" before and after use. It is important to clean these guns as they are finicky and clog easily.

Accomplishments: spray painted the second coat of finish paint on the left side of the caboose (two more coats are needed); the 'test roof' was taken to be coated with the other contender-Ecodur.

6/27 (Mon) - Volunteers: D. Waterman (6 hrs); J. Stutz (6 hrs). Today David worked on stripping the old canvas roofing material off of NWP caboose 6101. We will likely reuse the felt under the canvas as it is still in good shape and just some minor repair will be needed. John worked on some ongoing grounds maintenance.

7/4 (Mon) - Volunteers: A. Cary (8 hrs); J. Stutz (5 hrs); D. Waterman (1 hr). Today we cleaned (scraped) the existing window trim and primed and painted the finish coat. We brush painted a second coat on the A end, and the first coat on one-half of the right side the caboose. One coat of paint is on 5/6 of the car. John cleared more debris (downed branches, etc.) from the Walnut Orchard area adjacent to the Car barn.

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7/11 (Mon) - Volunteers: A. Cary, D. Waterman (8 hrs); D. Marenzi (2 hrs); JS Burgess, J. Erdkamp (1 hr). We started the day with a discussion with Jacques Burgess about what equipment to display for the July 30 Golden Spike/Ribbon Cutting event. We spent the rest of the day painting the caboose. Used the spray rig w/ a small compressor to spray a second and third coat on most of the car. The entire car (except the cupola) has had at least two coats of finish color. We brush-painted the outside of the windows sashes mineral red. The EPIC mineral red looks purple as it is brushed on but cures to a rich brown like the existing color samples. We also reviewed the Ecodur coating and rubber coatings for the caboose roof with John Erdkamp-the Ecodur is very good as a coating, but the material is very thick (1/8"-1/4") and would obscure the look of a historic canvas roof.

We have found sources for a 120" wide #10 canvas (12 oz) and 60" #8 (15 oz). We may have found a source for the Adlake-style window latches from Adlake.

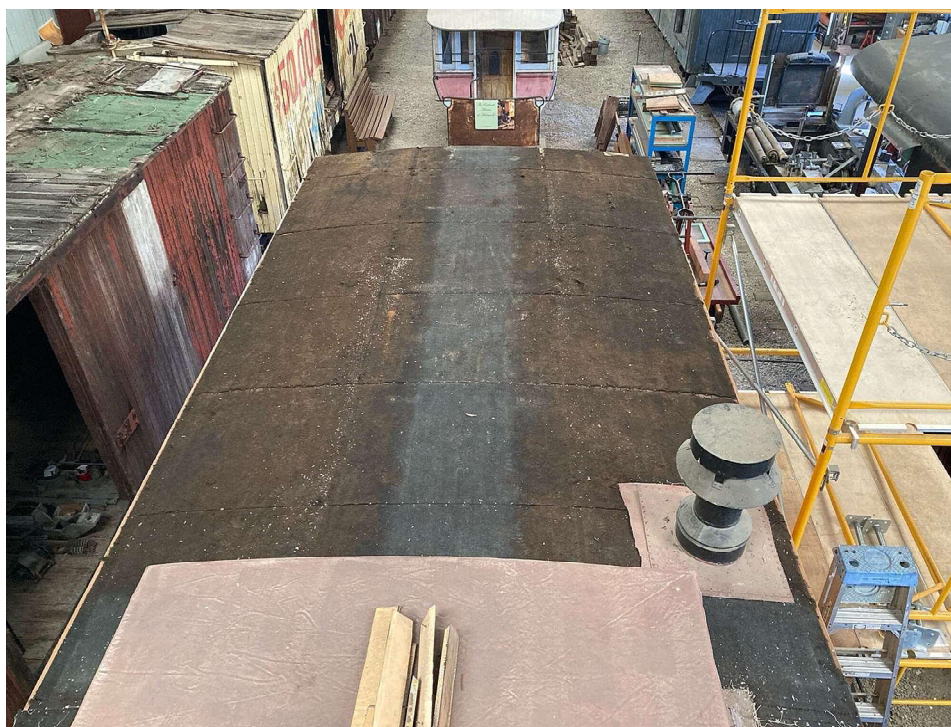
7/18 (Mon) - Volunteers: D. Waterman (6 hrs). The Curator was out of town, but in his absence David made progress on NWP caboose 6101. He applied another coat of orange paint to the east side of the car. This side of the car is likely to only need light touch ups before its ready for lettering.

7/24/7/25 (Sun/Mon) - A. Cary (12 hrs); J. Stutz (8 hrs), D. Waterman (8 hrs); T. Peters (6 hrs); G. Arrillaga (1 hr). On Sunday the cupola for NWP caboose 6101 was cleaned and primed using the scaffolding. The cupola has a lead shoe formed around the base of the cupola, so this may need to be removed before the canvas is applied. A sample of Semcoat rubber for the roof was applied to a canvas sample. On Monday David spent the day painting the caboose. Other than the cupola and the doors, and any needed touch up, the outside of the car now has a uniform finish coat. The cupola has two coats of finish paint and needs a couple of more to reach the full color. The left side baggage door was removed, scraped and painted, and it will get an additional coat of paint. In addition, one set of platform steps was cleaned, scraped and primed. Some minor repair work needs to be done and the finish mineral red applied then they can be installed on the B end. The inside of the window frames has been painted the warm green; however both the outside and inside frames need another coat or two before the windows can be installed. Once the windows are installed, the window trim can be installed and the trim painted to match.

The track at SeaBee Curve was assaulted by John Stutz who cleared an additional 30' of blackberries.

Gene Arrillaga donated and delivered a set of woodworking rasps and files. Thank you Gene!

It is looking like the canvas roof will be sealed using LR color coat in Medium Brown. The Semcoat is also promising but is slightly more expensive and its brown color is too dark. Both of these coatings have the advantage of very easy repair.



Roof of NWP caboose 6101.

Photo - David Waterman



Liquid Rubber test.

Photo - AJL Cary

7/27,7/28,7/29;8/1 (Weds-Mon); 8/8 (Mon) - Volunteers: A. Cary (32 hrs); D. Waterman (24 hrs); T. Peters; D. Marenzi (6 hrs); J. Erdkamp, M. McDonald, J. Burgess, JS Burgess (4 hrs); J. Shellen (2 hrs). Wednesday and Thursday Andy painted window frames, and the end and baggage doors in preparation for the Saturday Golden Spike Celebration/Ribbon Cutting special event on July 30.

On Friday, Andy installed the windows, doors, and window trim. Friday evening was spent cleaning the car barn and train, decorating the cars with bunting, and moving the stairs and wheelchair lift to the mainline for the event.

Monday was overcast with light showers. The caboose was worked on inside the Car barn until the sky cleared around 2 PM, then it was pulled out. An attempt was made to install the recently painted assembled steps, but the steel frame of the steps does not match any of the dados cut in the platform

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David Waterman sprays finish coat

Photo - AJL Cary

sills to receive them. The steps will have to be disassembled and then reassembled on the car to get a good fit. A temporary base was placed and the metal baggage door sill plate was installed after cutting a dado in the baggage door posts to fit. The metal baggage door sill is not a casting but turns out to be a riveted assemblage of angled bars and flat plate. The installation is too high and will need to be lowered by relieving the floor plank to account for the rivets. Tony disassembled a set of steps and hand-scraped the paint.

August 8 (Mon) was clear and warm and we worked on the caboose outside of the Car barn. Tony disassembled and scraped a second set of steps; Andy fit some new flag holders welded up from T-iron and pipe—two were made and fit. The baggage door was removed and the inside of the caboose tidied. Replaced some missing paneling inside the caboose using some redwood T&G cut to size.

Jay S donated and delivered a 40" Samsung LED monitor for use as a video display in the museum car.

8/15 (Mon) - Volunteer: A. Cary (8 hrs). A warm day, and spent today mostly painting. Andy fabricated up another set of flag brackets and spent the day scraping and painting. Painted the A end platform sills and end beam with 2 coats of finish coat (over primer on the end beam). The paint dries very quickly to the touch within a hour allowing multiple coats to be applied. In addition, Andy refit the steel sill on the left side baggage door by drilling holes to relieve the rivet heads on the bottom. It fits better than before but still does not slide freely, so it will require more work.

Restoration Day Reports: August 20, 22, 29, and September 1, 12, and 19, 2022 - Volunteers: A. Cary (52 hrs); J. Stutz (52 hrs); D. Waterman (44 hrs); T. Peters (34 hrs); D. Marenzi (8 hrs); J. Shellen (8 hrs); J. Goldie (6 hrs). This is a catch up report for the dates above, which included a 'hurry-up' to get ready for Rail Fair.

Prior to Railfair - John Stutz focused on Blackberry

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control on SeaBee Curve and Jack's Curve, plus cleanup. He deserves a prize for this hot, dirty, and sticky (and also Sisyphean!) work.

David Waterman and Andrew Cary ran the caboose on the mainline from the Car Barn to clear the overhead branches. This is the first time the caboose ran to the front in over 5 years. The view from the cupola (sitting atop a ladder) was spectacular. So were the piles of branches! We took the caboose a short way down the loop from the spring switch. There are a lot of near hits from already trimmed branches there. Work on the caboose included scraping, sanding, and mounting the platform steps on one side of the B-end. Tony took charge of the scraping and sanding (a seemingly never ending task), Andy painted, and painted, and painted. We mounted the steps on one side after widening the dados that hold the step irons. It took several attempts to get everything right. In the process we determined

that nuts holding the outer sills steel splice plates had never been replaced on both sides of the B-end. These nuts were added and tightened (a couple had to be chased in situ). In addition, the platform deck was dry fit and the joinery around the sill of the door was cut and dry fit. The outermost plank had to be notched to allow the brake pawl to fit. The platform deck plank bottoms were painted black. The deck was screwed down as a demo at Rail Fair as was the fitting of the other B-end steps.

Both baggage doors were hung and the iron sill plates fitted temporarily. Missing trim pieces were located. Some inside planking and window trim were replaced.

On Friday 9/1 a five-car train made up of SP 10, SPC 472, NWP 6101, and Oakland RR 2 was moved to Ardenwood station. The MOW consist was also moved up after nightfall. Apparently riding in the horse car was a BIG hit!

During Rail Fair- The right side baggage door was removed, scraped, sanded, primed, and painted with 3 coats of finish paint. The B-end left steps were mounted (although a lot of the bolts were damaged and needed to



Tony preps the steps,

Photo - AJL Cary

be chased). A new door latch (with keys!) was installed with an identical new latch (same screw holes worked!) on the B-end making the car more securable outside of the Car Barn. The B-end platform door sill was mounted. The B-left baggage door trim while being scraped turned out to be an original piece of the car showing bits of the car's prior colors!

After Rail Fair - The left B-end steps were removed and refit using new or chased bolts. Touch up painting was done. The platform planks were screwed down using slot headed wood screws. The plank closest to the car body will have to be removed and refit when the platform truss rods are installed to allow for compression. Additional slot head screws had to be mail ordered since local hardware stores no longer carry them. (Thanks Tony!) A prototype replacement window was fit for the missing body window. Liquid rubber (barn red) was tested for the roof. It looks like the best result will be by mixing medium brown and barn red liquid rubber to match the mineral red on the car.

9/26 (Mon) - Volunteers: A. Cary (8 hrs); T. Peters, J. Stutz (6 hrs); D. Marenzi (3 hrs). Work today focused on NWP caboose 6101 and the Harp Stand patterns. John Stutz worked on the repairing the harp stand patterns, preparing them for the foundry. This involved repairing surface blemishes and filling cracks using a variety of fillers.

Andy Cary and Tony Peters worked on a variety of repairs on the caboose. This included routing a edge dado on the replacement windows to hold the glass, painting and installing the B-end end door sills, painting one of the end doors, replacing missing interior window trim, pulling both of the baggage door metal sill plates, and fabricating in temporary wood sills/tracks to replace them.

We also tested a 50/50 blend of 'medium brown' and 'barn red' Liquid Rubber Color to see how it matches our 'mineral red' trim paint. The color is pretty good with two coats. We have determined that the baggage door sill plates need some rusted out areas filled with weld and reground before they can be installed.



It's orange! What a difference.

Photos - AJL Cary

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TRACK WORK - John Goldie (email mow-mgr@spcrr.org or call 408-784-1611). Workdays are held on Sundays from 10:00-5:00. Contact John ahead of time to verify the dates for upcoming workdays.

6/5 (Sun) - Volunteers: J. Goldie, B. Sorel (8 hrs); S. Rusconi (7 hrs.). Today we did a variety of projects: addressed two large rail transition steps - now smooth; cut back branches in between the new spring switch and Corp Yard road crossing; unburied the rail from excess ballast for 14' and raked the track; cut back low branches on the tree past the spring switch; did some spike work where needed; cut back more branches on the oak trees to prepare for the track extension public opening; walked the new track; weed removal/mitigation on the curve near the Car barn; unloaded a number of piping parts that were donated; did detailed inspection of the track from the Car barn switch to the spring switch and took care of several spots that needed attention.

6/7-8 (Tues/Wed) - Volunteer: D. Waterman (16 hrs). A section of our old mainline that was buried in ballast was found to have a number of ties needing change out and some spiking issues.

Since the area also had square joints, the plan was to lift the rails and install 15 new ties in the section.

This was accomplished in just two days by David - hats off to the huge effort and quickly addressing the problem area with a total rebuild. During his break he was also able to install a new hose on the tractor as the old one was ready for change out.

6/9 (Thurs) - Volunteer: J. Goldie (4 hrs). Great progress on the removal of our large dead tie pile was made this week. We located a local company that can handle TWW (treated Wood Waste) by debris dumpsters and have done the paper work and we will receive the first two bins this coming week. They can removed up to 18 tons of TWW. (9 ton per box). This will help to remove that wood pile and beautify the area. My Thanks to Don for the tip from a train rider; and to Jack for dropping of the payment. The track crew will work on this next task as it will have a very positive visual impact to the rail yard area and is overdue.

6/10 (Fri) - Volunteers: J. Goldie (6 hrs); D. Waterman (2 hrs). It was too hot to dig out other ties, so we focused

on the Siward gate area clean up. Cut branches were stacked; 100' of row was raked, leaves were piled and removed from returning too quickly, excess ballast was dug out so we can see the spikes. We also cleaned up our ballast pile into a single gravel pile to tidy up. Some down branches were cleared from the access road and a bag of garbage picked up. We also located some long forgotten ties along the tracks and moved them to the tie pile and pulled out some metal pipes that had gotten in the pile.

6/11 (Sat) - Volunteers: J. Goldie (8 hrs); S. Rusconi (2 hrs). On a hot Saturday we were able to get to some needed track projects. The tractor was used to: remove 5 bucket loads of old ties from recent tie replacement work



First the rail was removed and the bad ties dug out. Next the new ties we laid out and the rail was replaced.. Photo - David Waterman



The completed ties replacement.

Photo - David Waterman

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(Ardenwood station, Seabee curve, and the Grove); removed various items from along the ROW (some pipes, blocks and misc. timbers); removed a large load of cut blackberries (awaiting another green bin for more disposal). As the day got hot we switched to manual projects: emptied and refilled the hand wash station; unburied 30' of track and recovered the excess ballast which was good angular rock; raked 60' of right-of-way; and we dug out 3 bad ties, inserted news ties, and tamped.

6/17 (Fri) - Volunteers: J. Goldie, D. Waterman (4 hrs); S. Rusconi, I. Sattler (2 hrs). The crew got a jump start on our planned work item with some Friday evening effort: re-welded the loose muffler on the tractor; rigged the tractor forks to hold a fixed position for tie dumping; binned 100 ties into the first dumpster box, then filled in the gaps with smaller parts; adjusted the ties for maximum fit, we will likely hit the volume limit before the weight limit; recovered 10 ties with useful parts for alternate use/give away; sorted the junk in the Car barn yard pile; separated out tree limbs, TWW and painted wood for proper disposal; binned a number of loads into the (clear wood) bin.

6/18 (Sat) - Volunteer: B. Sorel (8 hrs). Bruce restored 6 of our gauge bars that the nuts were rusted in place. These will be installed on the curves to hold gauge. Threads were cleaned and the nuts greased.

6/19 (Sun) - Volunteers: B. Goldie, J. Goldie, S. Rusconi, B. Sorel (8 hrs); I. Sattler, D. Waterman (1 hr). Great news to report: the track crew worked all day and loaded approx 400+ used ties into the two TWW dumpsters-they are now filled and ready for pick up. Bobby ran the tractor and was able to drop the ties on the mark. Steve worked the loading deck and was able to pull out 75 ties that can be reused on landscape projects helping to limit our disposal count. Bruce and John assisted on loading and rejiggered the ties to maximize stacking in the dumpsters. One long pile has been removed and the second long pile is half gone, but there are many more to go. We also spent



The bad ties had to be stacked carefully to maximise space.

Photo - John Goldie

an hour scooping up the bits and pieces. We will order two more dumpsters this week and still estimate 5 or 6 in total will be needed. David and Isaac helped with the hydraulic jack testing with the pressure gauge-we measured one at 15,000 and the other at 18,000 pounds (both were full and that included the weight of the dumpster). This confirmed we max out at volume before load weight.

6/20 (Mon) - Volunteers: J. Goldie, D. Waterman (3 hrs).

We were able to complete a few more tasks today: blackberry vine cutting-400'; vegetation control; spiked 3 ties; installed one gauge bar; filled and balanced green dumpster; tool pick up; coordinated TWW dumpster pickup and delivery.

6/26 (Sun) - Volunteers: J. Goldie, B. Sorel (8 hrs). Weather was more favorable so we focused on the tie pile clean up by the yard. This pile was randomly stacked, so it required sorting of plain wood, tree branches, painted wood, ties, and other TWW. It seemed to contain scraps of many years of past projects. The wood was extremely rotted and came out in small pieces which made loading difficult. This is a practice we should change and dispose of project material as part of future projects. After we put 200 ties into the dumpsters, we will scoop up the remaining 2' pile of debris from the ground to make that area look nice. Tasks done: constructed a simpler fork holder to lock the forks to the bucket for the tractor; pulled out



The bad ties piled near the Car Barn is half gone in this photo.

Photo - John Goldie

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~100 dead ties from the car barn pile and TWW for the green TWW bins; pulled out 5 loads of plain wood shorts for the blue bin; trimmed low branches and removed dead snags and put into a green pile; serviced the tractor and also replenished the fluid supplies; cleaned up around the walnut tree by the parking area.

7/4 (Mon) - Volunteers: J. Goldie (8 hrs); D. Waterman (2 hrs). Cool weather day was good for cleanup work: 200 ties put in the dumpster today. The car barn pile is cleaned up. **7/10 (Sun)** - Volunteers: B. Goldie, J. Goldie, S. Rusconi, B. Sorel, D. Waterman (8 hrs); J. Burgess (3 hrs). Today turned out to be much hotter than expected—it was around 85 degrees at the park and felt like 90 degrees in the metal dumpster in the sun. Jack helped us out on Thursday with the pickup of boxes 3 and 4, and he received boxes 5 & 6. We believe all 6 boxes will get fully used up. The crew tackled the remaining pile by the TWW dumpsters which turned out to be jumble of ties, tie bits and other misc wood. We were able to clean up this pile and fill a box and even some in the other with the ties and the bits we picked up off the ground. After lunch we headed to the east field and found a larger mess to clean than we had scoped. In the overgrown grass we discovered many ties scattered around to dig out and sort. Complicating it was poison oak which was growing through two of the piles and around and even though some of the ties: we worked carefully and removed three scattered grass tie piles, one half stack and one large tie stack today. These ties are very rotten and had likely been there for more than 20 years—some were horse-worn and a few had spikes, so they were ours. We had to hand-load them onto the trailer and then hand-load them into the TWW dumpsters. There are more ties to collect next week. There is another low pile (~12) and a larger stack (~30) and I also spotted ties bits along the fence line to pick up. (How they got therewho knows?)

The good news in the main tie pile is now removed. We have pulled out 86 landscape ties to salvage, diverting them from the dump. (Anyone want some for landscaping?) We will likely have one more day of clean up in the east field, and we need to process the landscape tie pile to call it done.

The view from the train is much better now and the pile is no longer visible from the neighboring houses. **7/11 (Mon)** - Volunteer: D. Waterman (2 hrs). Received 24 tons of fines for various projects.

7/15 (Fri) - Volunteer: J. Goldie (4 hrs). With the Gold Spike event coming up we are focused on clean up tasks: vegetation control work; yard tracks weeded; one large branch pile made and one small pile made by the gate; two wheel barrel loads of small TWW bits picked up; 1 bag of garbage collected; divots from ties left here and there filled/raked to level out ground; tie bits collected along the fence line.

7/17 (Sun) - Volunteers: B. Goldie, J. Goldie, S. Rusconi, B. Sorel, D. Waterman (8 hrs). GREAT NEWS! The old tie cleanup project is now complete and the last TWW two boxes were loaded and ready for pick up. Today we cleaned up the remaining 40+ ties in the eastern field, which required hand-loading due to their stacking and also poison oak growing around and through the dead ties; cleaned up random ties found along the fence line and in the woods; removed 5 ties left by the Wm Paterson



The hard working "Tie" Crew takes a bow: Steve Rusconi, Bobby Goldie, David Waterman, John Goldie, and Bruce Sorel (left to right).



The final 2 dumpsters loaded with old ties and bits of ties.

Photo - John Goldie

station site in the woods; loaded the salvageable landscape grade ties and stacked elsewhere for future use; adjusted the green bins for top load level and added small bits where space allowed. TOTAL: 6 Bins; 240 yards; 42 tons of TWW has been removed from the park. THANK YOU to the TWW CREW! We also constructed a 30' panel track out of junk rail and used ties for use for temporary displays and future wheel/truck storage.

7/18 (Mon) - Volunteers: J. Stutz (5 hrs); D. Waterman (2 hrs). Today John Stutz volunteered to tackle the very labor

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intensive job of removing the invasive blackberry bushes from the fence and ground along SeaBee curve. John cleared an area of about 70' long and cut the vines back 3 feet off of the ties. David checked switches prior to the Golden Spike ceremony and added a backstop to the new display panel track created on 7/17.

7/24 (Sun) - Volunteers: B. Sorel (9 hrs.); S. Rusconi (8 hrs); J. Goldie (5 hrs); D. Waterman (3 hrs). Today we focused on work on the grounds around the Car Barn: cleared the wood from the downed tree across the road; trimmed up one of the walnut trees; removed 5 piles of cut branches; added material for track 4/5 crossing; prepped the area for the golden spike; removed weeds from 120' of ROW; removed the stored rails by track 3 and miscellaneous items; relocated the loading track panels; parked the big trailer out of view; cleaned up the tool car deck; stacked the supply of 9' ties. The cleaned up area will be a pleasant surprise to visitors to the Gold Spike event next week.

7/25 (Mon) - Volunteer: J. Stutz (6 hrs). John cleared an additional 30' of blackberries at SeaBee Curve.

8/1; 8/8 (Mon) - Volunteer: J. Stutz (16 hrs). John S cut back another 50+ feet of blackberries at SeaBee Curve.

8/7 (Sun) - Volunteers: J. Goldie, S. Rusconi, B. Sorel (8 hrs). The crew took on some track inspection, tie work and also crossing work: inspected the old main line from the Car barn to the spring switch for gauge; located 5 ties in need of change out, and dug them out in prep of replacement; located a few spots where gauge is spreading and we will add a gauge bar to hold it in place; adjusted the fill on the crossing for tracks 4/5; removed the temp stairs and disabled lift after the Golden Spike event.

8/8 (Mon) - Volunteers: S. Rusconi, B. Sorel, D. Waterman (8 hrs); J. Goldie (2 hrs). We finished up the painting and stenciling of 3 new clear posts. One will be installed at Shirley's Siding where one is missing; and the other two are reserved for the new switches on the reverse loop track.

8/14 (Sun) - Volunteers: J. Goldie, S. Rusconi, B. Sorel (8 hrs). Small crew and a hot day but big progress to report: 50 of the landscape grade ties were picked up, we helped load them and they are now gone; installed 4 gauge bars to hold gauge, adding to the corners as needed; replaced ties that looked good on top but were all hollowed out; picked up the old ties for a clean right-of-way; created two new dead tie storage areas (one for full-length dead ties, and a second area for scoopable bits); restocked supplies; put away tools. It was great fun to see the full trains pass by on the loop track-we got lots of waves and enjoy seeing all the smiling faces.

8/15 (Mon) Volunteer: J. Stutz (8 hrs). John S has done an awesome job of cutting back the blackberries at SeaBee Curve.

8/17 (Wed) Volunteer: D. Waterman (8 hrs). David and the park staff were able to auger out the 7 sign posts holes for the crossing signs. David installed crossing signs at the middle Y road crossing, and at the other road crossing at Mustang Curve. These are both a safety feature and also add to the visitor ride experience. Brush near the gate was trimmed back from hitting cars, and the cuttings piled up-David picked up the cut vines and green binned them.

8/21 (Sun) - Volunteer: S. Rusconi (8 hrs). Steve worked alone today and added a tie in the curve just east of Siward gate. Tie spacing here was found to exceed our 24" standard, so a tie was inserted (also near a joint) for



John Stutz took on the difficult job of battling the blackberries.
Photo - David Waterman



Steve, Bobby, Bruce and David (left to right) wave at the train..
Photo - John Goldie

support and to prevent any rail dip. Next step will be tamping there and spiking. In general we assume 40# rail or better on 24" centers-this support 25 tons on two axles what is much greater than any of our current loads. A detailed track inspection was also done from the spring switch to corp yard crossing-ties are in good shape, one identified as ready to go and a few bar locations found. In this area some of the bolts are getting mashed caused by the narrow gauge. The flanges are riding tight on both sides and impacting the button head bolts. A longer term

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enhancement in this section is to re-spike one rail to the correct gauge. This has been added to our punch list. Since the spike holes do not show movement, it is likely that when this was originally built the outside rail was spiked first which allowed the rail to creep in.

8/28 (Sun) – Volunteers: J. Goldie, S. Rusconi, B. Sorel, D. Stellabott (8 hrs). We did various tasks today: Wash Station: emptied the sink water, refilled the fresh water, added the water treatment, and also purchased and restocked the paper towels.

Tractor check: topped up the fluids (tractor juice, coolant and engine oil). I hope to get the remaining old hoses changed in early October.

Siward Gate Access Road Track: spiked and tamped the extra inserted tie to provide a floating joint with support in an area with wide tie spacing (>24"). The adjacent tie had been installed offset and was a 9 foot rail. One end was failing—we were able to slide it to one side, cut off the bad 24" and still had a solid tie to use. We also retrenched it to slide it over for improved tie-to-tie spacing in this area, spiked and tamped. In the work on these two ties, the gauge was narrow so we spread the gauge to the proper 36".

Mid-way between the spring switch and corp yard crossing, Steve found one tie in need of change and also at a joint. A new 8' tie was inserted, spiked, and tamped into place; excess ballast was located in this area off the track and we applied to areas of the track where it was under ballasted. Shirley Switch: On the main line we located a tie that was due for change out. This area is very difficult to work in but offered shade in the afternoon. The ground was horse compacted, "watered" in, and also in flatter ground so lots of digging to remove the tie was required. We were able to break it in two and then split up the remaining ends to make it easier to remove; a new 8' tie was inserted, gauged, spiked, and tamped; on the siding a tie was changed out there was well. This area will require substantial focus this fall and many ties in this area are near end of use. The siding also used flat bars which need to be changed to the stronger toe bars as they are kinking now as well. Disposed of the long ties and also the tie bits in our "new" tie piles; lastly we unloaded the 25-ton press and other donations; put away the track tools since the Gator will be needed for other duties at Rail Fair.

It was great to have Damian join the track crew and help maintain our railroad. Thank you to the crew for the efforts and taking care of these work items.



New crossing signs are now installed at all crossings reverse loop crossings. Photo - David Waterman

INTERPRETIVE EVENTS - Don Marenzi (email: general-mgr@spcrr.org (or call/text 510-456-8840).

6/4 (Sat) - Volunteers: J. Burgess, JS Burgess, K. Boyer (2 hrs). For this month's Train Talk, Jack presented a talk and Kennedy demonstrated how hand signals were used in the past before there were radios. To be historic, our train crews still use hand signals to communicate (we also have radios for emergencies). There weren't many people in the park today, so we had a small, but enthusiastic turnout.

7/2 (Sat) - Volunteers: A. Cary (7 hrs); D. Waterman (2 hrs). This month's interpretation day was on Car Construction. Andy interacted with between 100 and 200 visitors, and interpreted the museum car showing them the mortise and tenon construction on the inside of the car and explaining how the car was assembled using the door post and its associated tension rod.

8/6 (Sat) - Volunteers: B. Goldie, J. Goldie, B. Sorel, D. Waterman (3 hrs); D. Marenzi (2 hrs); JS Burgess (1 hr). This month's Train Talk was presented by David with assistance from Bobby, John, and Bruce. The weather, displays, presentation, signage, and turnout was great. David talked about SPCRR's locomotive history beginning with horse power, the Plymouth, the Whitcomb, and the steam engine. Unfortunately Katie had stalled out a few days before the event but they thought the problem was solved, but on the way from the Car barn to Ardenwood station for the interpretive event, the problem returned. Everyone pitched in and they were able to get Katie into the station where David was able to present the presentation.

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David Waterman gives the August interpretive talk on different types of locomotives. Photo - Don Marenzi

LOCOMOTIVES - Brook Rother (email president@spcrr.org or call 530-559-4249); or **David Waterman**, Chief Mechanical Officer (email master-mechanic@spcrr.org or call 415-602-7377).

6/14 (Tues) - Volunteers: D. Waterman (6 hrs); B. Sorel (4 hrs). Here is a micro report on the progress on our 1939 Whitcomb diesel locomotive. Today we worked to remove the old motor mounts from the locomotive's frame. Over the Whitcomb's operational lifetime it received numerous structural modifications, several of which were of a lower quality of construction. We removed the old motor mounts which were simply several pieces of steel block shaped material haphazardly welded together.

8/6 (Sat) - Volunteers: B. Goldie, J. Goldie, B. Sorel, D. Waterman (5 hrs). Worked on the clogged in-pump in-line secondary filter on Katie that was cleaned and the lines cleared again, but there were many particles seen inside the diesel tank. The team removed the hand brake stand, removed the inlet pipe and removed the tank from the cab. Fuel was drained and the tank was cleaned out. It was reinstalled and the fuel strained and replaced. Katie ran much better with the steady and constant fuel supply and ran Sunday without fuel issues. For preventative measures we added an inline fuel filter on the transfer tank's hose to ensure only clean fuel is delivered.

8/21 (Sun) - Volunteers: B. Sorel, D. Stellabott, D. Waterman (5 hrs). Steam cleaned the Whitcomb's new diesel engine.

9/26 (Mon) - Volunteers: Bruce Sorel, D. Waterman (8 hrs). Today we worked on the Whitcomb and finished installing the motor mounts, which involved using the tractor to place and remove the engine and welding a new front mount onto the frame.



New engine mount in the Whitcomb. Photo - David Waterman

MISCELLANEOUS - Jacque Burgess (email info@spcrr.org or call 510-508-8826).

June/July/August - A. Cary (27 hrs). Webmaster duties, misc restoration tasks.

June/July/August - Volunteer: A. Cary (12 hrs). Board meeting minutes.

June/July/August - T. Sturm (120 hrs). Operations Manager duties

June/July/August - D. Marenzi (120 hrs). General Manager duties

June/July/August - J. Shellen (6 hrs). Artifacts collection.

June/July/August - J. Boyer (5 hrs). Membership duties.

June/July/August - Volunteer: JS Burgess (102 hrs); J Burgess (4 hrs) - July/August and September/October Hotbox newsletters.

June/July/August - Volunteer: JS Burgess (33 hrs).

Employee Payroll, developed State required employee retirement savings plan, and other misc. employee matters.

June/July - Volunteers: JS Burgess (48 hrs). Golden Spike Ceremony preparation and event day.

June/July/August - Volunteers: JS Burgess (120 hrs); J Burgess (6 hrs). Rail Fair preparation involving exhibitors, musicians, volunteers, coordination with Park District and Café, publicity, volunteer recruitment, etc.

6/7 (Tues) - Volunteers: J. Burgess, JS Burgess, D. Marenzi, T. Sturm (1.5 hrs). Meeting with Park staff on opening new track extension/loop; update on Rail Fair and special needs Halloween event; and other miscellaneous subjects.

6/19 (Sun) - Volunteers: D. Marenzi (6 hrs); K. Boyer, J. Burgess (4 hrs). Station agents on Father's Day/Juneteenth/free entrance day to the park.

6/26 (Sun) - Volunteer: JS Burgess (4 hrs). Station agent at Ardenwood station.

7/4 (Mon) - Volunteers: K. Boyer, JS Burgess (4 hrs); J. Burgess (2 hrs). Station agents on July 4th.

7/22 (Fri) - Volunteer: JS Burgess (1 hr). Met with bride prior to their wedding train charter on 8/27.

7/29 (Fri) - Volunteers: J. Burgess, JS Burgess, A. Cary, J. Erdkamp, D. Marenzi, M. McDonald, T. Peters, D. Waterman (3.5 hrs). Move railroad cars, clean cars, hang bunting, and set up for golden spike ceremony.

7/30 (Sat) - Golden Spike Ceremony/Ribbon Cutting. JS Burgess (9 hrs); G. Bobik, M. Bobik, J. Burgess, A. Cary, I. Sattler, J. Stutz, D. Waterman (4 hrs); J. Boyer, K. Boyer (3 hrs). Set up shade structures for luncheon, picked up order from deli, oversee event and coordinate video interviews for TSG Multimedia documenting the day; take-down after event, etc.

8/10 (Wed) - Volunteers: J. Burgess, JS Burgess, J. Goldie, D. Marenzi, T. Sturm, D. Waterman (2 hrs). Zoom meeting on Rail Fair.

8/22 - Volunteers: J. Burgess, JS Burgess, D. Marenzi, T. Sturm, D. Waterman (1 hr). Timing run to determine best method of operating train to maximize number of passengers for Rail Fair.

8/29 - Volunteers: J. Burgess, T. Sturm, D. Waterman (1 hr). Training on using the wheelchair lift.

NOTE: The September workdays will be reported in the November/December edition of *The Hotbox*

TRAIN ORDER BOARD

NOTICE

Due to time constraints, the report on Rail Fair 2022, and the summaries of the Board of Directors meetings will appear in the November/December edition of *The Hotbox*.

IMPORTANT WARNING

The train now runs around the loop every Thursday, Friday and Sunday. When you enter or exit the Siward gate, **STOP** before crossing the track and look in both directions before crossing. **DO NOT STOP ON THE TRACK!** And please park your car out of view of the train.

SPCRR Track Crew's Amazon Wish List

Items on the wish list include items that the track crew could really use, such as an oil can, flashlight, and wrenches. Prices range from \$12-\$30. If you'd like to help, click on the following link. Please be sure to choose the shipping address called "**SPCRR's Gift Registry Address**":

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

2022 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 - Andrew Cary	secretary@spcrr.org	510-324-6817
Treasurer - Jack Burgess	treasurer@spcrr.org	510-928-4117
Director at Large - Jay Shellen	director-at-large1@spcrr.org	510-754-5311
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
Curator - Andrew Cary	curator@spcrr.org	510-324-6817
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
Collection 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	

2022 SPCRR EVENTS CALENDAR

For updates on activities and workdays join the **SPCRR_Members** at www.groups.io (see how to signup below). Also check our website and Facebook for more information on special events: www.spcrr.org
www.facebook.com/spcrrMuseum

October 29: 4:30-7:00

CANCELLED

Nov 20

Private haunted train for children with special needs

HAUNTED RAILROAD

Last day of operating season

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 1 post a week. All you need to do is email webmaster@spcrr.org and they will set you up.

DIRECTIONS FOR WORKDAYS

Please use the Siward Gate entrance (*do not drive through the park*)

Be sure you sign up on the SPCRR_Members group to get up-to-date info about all workdays. Click on the link here to get Google Maps directions:

<https://www.google.com/maps/place/Siward+Dr+%26+Ridgewood+Dr,+Fremont,+CA+94555/@37.5632271,-122.0656355,13z/data=!4m5!3m4!1s0x808f8e360a1d1cf9:0xb604bb0a15a8c31b!8m2!3d37.5626093!4d-122.043997>

