



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.

We can now let everyone in on the secret!

John Goldie, Track Manager

SPCRR has been keeping an exciting project under wraps until we received approval from East Bay Regional Park District. Now that the project has been approved we can make the announcement to all of our members, volunteers, and supporters.

For the first time in decades, SPCRR will be constructing new operational track at Ardenwood! This project will enhance our train operation, and more importantly give park visitors a longer train ride and overall park experience.

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New track extension/loop shown in yellow

This idea began in 2018 when SPCRR held a fundraiser to build a "run-around track" (passing siding) at the Carbarn yard so we could run a locomotive from one end of the train to the other. As the run-around track project was being prepared for East Bay Regional Park District's (EBRPD) approval, David Waterman suggested building a loop of track instead, which quickly started to gain interest. After many, many days of David and others surveying various routes through the William Patterson woods so that no trees would be impacted, a loop route was developed. The final route was presented to the SPCRR Board of Directors in early 2020 and was unanimously approved. The project has gone through a number of EBRPD approvals since that Board approval: (1) site visit with Ardenwood and EBRPD staff; (2) site visit by the EBRPD Arborist; and (3) site visit by the EBRPD Wildlife Biologist.

The new trackage running toward the William Patterson road from the Carbarn was already approved as part of the current Land

Use Plan, so that track was built right away. The rest of the new track plan is shown in yellow on the sketch on page 1. The loop provides the same goal of being able to run-around the train and end up with the locomotive at the front of the train. But even better we will be able to turn the entire train end for end. This will prevent wear on just one side of the wheels. And that is not the only benefit... the new loop-along with the track between Deer Park and the Carbarn not previously approved for passenger service- will more than double the length of the train ride! Trains will not stop at the Deer Park station on the way east and will travel around the loop in a counter-clockwise direction. Instead of the current 1/2 mile ride from Ardenwood station to Deer Park station (which takes just six minutes), the ride around the new loop to the Carbarn and then stopping at Deer Park will now be 1-1/4 miles long ride! Hopefully the new route, more than twice the current ride, will eliminate passengers asking "why is the ride so short"?

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This panorama view facing north shows the new track crossing the road leading to the William Patterson mansion site. The track to the right of the crossing was built last year and was part of the Carbarn phase. The crossing and the track to the left is the new main line expansion that forms the reverse loop. The Carbarn is out of view on the far right.

Photo: JS Burgess

The new trackage from the turnout on the existing track east of the Deer Park station will cross the dirt road and around the new loop by passing through a portion of the fenced cattle pasture (the Park is moving the fencing for us). The train will then pass through a mixed forest of oaks and other beautiful trees before continuing past the William Patterson house site. The new route will take passengers through a beautiful, natural area of the park where riders will have the chance to see Bald Eagles, Gray Foxes, and White-Tailed Deer as well as other wildlife.

Having this new track will also give us the opportunity to schedule special trains that will stop at the Car barn and back into the Car barn for an onboard tour of our collection of historic narrow gauge wooden cars. We will also provide a rotating exhibit of some of our historic cars on the storage tracks in the

Car barn yard for the public to view.

After we received EBRPD approval, we contacted the previous donors of the Run-Around Track project and they all unanimously agreed to transfer their donations to the new Track Expansion/Loop project. A big thank you for allowing us to use those funds for this new project!

Can you picture a future Rail Fair with two or more visiting steam engines operating on the new extension/loop? Imagine the trains passing each other at Deer Park as one train heads out to the Car barn, while the other train takes on passengers at Deer Park station. What fun!!!

If anyone would like to come out and help build or learn about track building, we welcome all levels of experience on the track crew. We are looking forward to first public operation over the new track next season!

See photos of the project on pages 4-8



This photo was taken facing south. Shown is the new switch with the new track heading west. Photo: JS Burgess

Project completion goal: December 31, 2021

Progress to date:

- **270 feet of track constructed to date out of 800 feet total.**
- **One wooden road crossing built.**
- **Next 60 feet of subgrade work in progress.**
- **All supplies obtained for new track.**



The first switch on the new track for a new storage track (looking west).

Photo: JS Burgess



Looking back (east) at the switch shown in the top photo. This track was previously approved in the Car barn phase and was laid in 2020 while we waited for EBRPD approval on mainline extension/loop. The rail in the foreground was acquired years ago from the SF Muni and is 50#. Most of our railroad is 40# rail, so this section of 50# mirrors the original SPCRR that also used 50# rail.

Photo: John Goldie



Once we received approval for the track extension/loop from EBRPD, the track crew installed the first crossing at the William Patterson road, then started laying track headed west. The wood crossings offer a solid flat crossing with less maintenance than a gravel crossing. Photo: JS Burgess



Looking west from the William Patterson road crossing. Bobby Goldie spikes the first section of rail. Photo: John Goldie



Continuing west, the Track Crew is laying track every Sunday. In this photo you can see the Tool Car in the distance. The Tool Car has been invaluable having all of the track tools on hand along with our generator and water supply. It eliminates the countless trips to the Car barn for a forgotten tool. Photo: Bobby Goldie



This photo was taken last weekend. You can see they have made it to the trees shown in the distance in the previous photo. Bobby Goldie on the tractor moves the next piece of rail as Steve Rusconi directs him where to place it. A plastic tarp was placed under the ballast as this area was prone to poison oak sprouts. Photo: JS Burgess



In this photo taken last weekend, you can see John Goldie directing Bobby on the tractor. In the background is Steve Rusconi (left) and Bruce Sorel.
Photo: JS Burgess



This is our stock of 6-foot relay ties that we acquired last year. The mainline extension from the road west to the spring switch will utilize them. The rest of our railroad has 8-foot standard gauge ties, but the 6-foot ties give our railroad a trim, narrow look.
Photo: JS Burgess



Here we see the next 60 feet of ballasted subbase and ties awaiting rails and spikes.
Photo: John Goldie

If you would like to help the track crew, their Amazon Wish List has new items that they can really use...

You can purchase some important items that the track crew can really use such as a long-handled ratchet, ratchet chain binder, buckets, trenching shovel, and power cord. 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” (write “Track Projects” on the memo line on your check) and mail to: SPCRR, PO Box 783, Newark, CA 94560. **THANK YOU!**