

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 and volunteers about 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 and membership fees 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 or become a member, please go to our website www.spcrr.org. Newsletters are distributed six times a year. We also have information on our events at www.facebook.com/spcrrmuseum.

A Revised History of the South Pacific Coast Railroad... James Graham Fair Did Not Build It

John F. Hall, SPC Historian

After the San Francisco & San Jose Railroad was completed in 1864, the citizens of San Jose and Santa Clara began to complain about the railroad's monopolistic freight rates. They talked about building a competing railroad between San Jose and Alviso which would connect with steamers to San Francisco. Numerous attempts at building such a railroad were discussed. Then in October 1875, the Santa Clara Valley Railroad (SCV) was incorporated to operate between Dumbarton Point and Santa Cruz, via Santa Clara and San Jose, with branches to Saratoga and New Almaden. Grading was started and a 3-foot narrow gauge locomotive and rolling stock were ordered.

Not all of the property owners along the right-of-way were willing to sell their property without a fight. Lawsuits were filed and injunctions were requested against building bridges across some of the sloughs.

Winter rains hit hard and the newly graded roadbed began to dissolve. A massive slide on the Santa Cruz & Felton Railroad stopped the shipment of ties for the SCV. None of these incidents would have been fatal if the cash had held out, but an attempt to mortgage the railroad and issue bonds failed.

In February 1876, as bankruptcy was imminent, Alfred E. Davis became the Treasurer of the SCV and personally paid the outstanding bills acquiring most of the assets of the SCV. On March 20, 1876 the South Pacific Coast Railroad (SPC) was incorporated with A. E. Davis as President, holding 99.4% of the 1,000 shares of subscribed stock. Nine thousand shares remained unsold. Fellow directors, each holding the minimum one share required by corporation law, were: Edward Barron a capitalist and President of the Consolidated Virginia Mines who had known A. E. Davis since the 1850s when both were butchers in

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San Francisco; Seth Cook, a capitalist with a mining background; Joseph Clark, an attorney who became the Vice President of the railroad; George W. Kidd, a Stockton banker who participated as a one share director in numerous incorporations; J. Barr Robertson, a Director of the Newark Land Company and the Director of the Californian Land Investment Co. of London; and Cary Peebles, a farmer. Robertson and Peebles were both long-time directors and advocates of the SCVRR and its predecessors.

The SPC was incorporated to build a railroad between Dumbarton Point and Santa Cruz with branches to Saratoga and New Almaden. As it turned out, the Dumbarton Point terminus was probably a ruse to keep the Southern Pacific Railroad in the dark about the SPC's real ambition. In May 1877 the Bay & Coast Railroad (B&C) was incorporated by A. E. Davis, holding the controlling interest, to operate between Alameda Point and Newark; creating on paper a complete railroad between Alameda and Santa Cruz. However the SPC never made it to Santa Cruz—it reached as far as Big Trees where it connected to the Santa Cruz & Felton Railroad (SC&F), incorporated in November 1874. The SC&F was acquired by A. E. Davis through the auction purchase of stock that had delinquent payment of assessments. He also purchased additional stock from current holders. Many of the original stockholders of the SC&F had become disillusioned with the company because of poor dividends and numerous assessments to pay for the repairs of landslides and washouts incurred during the railroad's first years. The threat of the SPC running a parallel railroad down the eastern side of the San Lorenzo River canyon depressed the stock even further.

With A. E. Davis holding the controlling interest in the Santa Cruz & Felton Railroad it became a leased line of the SPC. The other leased lines were: Bay & Coast Railroad, Oakland Township Railroad, San Francisco & Colorado River Railroad, Felton & Pescadero Railroad, and the Almaden Branch Railroad. Except for the Almaden Branch Railroad they were all individually incorporated with A. E. Davis initially holding the controlling interest.

During construction of the SPC up the Los Gatos Creek Canyon it became clear that the cost to build the railroad through the Santa Cruz Mountains was going to significantly exceed the estimates. A. E. Davis needed cash. He obtained the interest of two business



acquaintances—James C. Flood and James G. Fair who were both flush with cash from earnings in the Consolidated Virginia Mines. A. E. Davis increased his holdings in the SPC and then sold Flood and Fair equal amounts. Flood and Fair each held a three-eighths interest in the SPC (3,750 shares) with Davis holding a one-fourth interest (2,500 shares). No one man was in control of the SPC, however Davis had the advantage as he held the controlling interest in the SC&F and the B&C, the two connecting ends of the railroad. The possibility of Fair and Flood combining their shares to take control was remote as they disliked each other.

Construction proceeded and the South Pacific Coast Railroad and its leased lines were opened to service on May 15, 1880 between San Francisco, via ferry to Alameda Point, and Santa Cruz. A total of ten tunnels were dug between Los Gatos and Santa Cruz. Eight were dug by the South Pacific Coast Railroad

contractors, and two by Santa Cruz and Felton Railroad contractors. In 1880, when the SPCRR opened between Los Gatos and Santa Cruz, eight tunnels were in use. Of the other two, one collapsed shortly after construction and the other, at the Powder Works, was abandoned after a new lower, straighter, and larger tunnel was dug.

Powered by 3-foot gauge Baldwin locomotives with freight and passenger cars from Carter Bros., Jackson and Sharp, and others, the 80.6 mile railroad served its area well moving people and freight including: forest products; lime; paper; sugar; bricks; oil; beer; gravel; hay; vegetables; leather; bitumen; and explosives. Branch lines were constructed to Centerville, Boulder Creek, New Almaden, and Oakland with a number of short spurs serving various industries.

On March 15, 1884 a new Alameda ferry terminal was opened 2.5 miles out into San Francisco Bay, which shortened the travel time from San Francisco by 15 minutes. This 2.5 mile extension was all that was built of the San Francisco & Colorado River Railroad. The SF&CR was the fourth attempt to extend the SPC out of Oakland and over the East Bay hills to the Central Valley and beyond.

In the fall of 1885 the SPC was attempting to obtain a franchise from the City of Oakland to allow the use of steam power on Telegraph Avenue, which would then allow the SF&CR to tunnel the East Bay hills and continue east. James Fair having just personally purchased the Oakland Railroad—a horse powered street car line along Telegraph Avenue—was extremely frustrated with the progress of the franchise and decided to take control of the SPC. A two-month-long negotiation with James Flood resulted in James Fair becoming the controlling stockholder of the SPC in December 1885. He became President of the railroad, relegating Alfred Davis to Vice President and General Manager, and modifying the executive staff. George H. Waggoner, A. E. Davis' nephew-in-law, was replaced by both Charles S. Neal, James Fair's stockbroker and secretary, and Varney S. Gaskill, the son of politically powerful Rollin C. Gaskill an Oakland-based Wells Fargo & Company executive. The Board of Directors was changed to: James G. Fair, President; Alfred E. Davis, Vice President and General Manager; Charles S. Neal, Secretary; L. B. Bentley, the General Manager of the James Fair-owned Pacific Rolling Mills; Squire V. Mooney, Manager of John A. Roebling Son's Co; James L. Flood, son of James C. Flood; and Seth Cook.

However, after over a year of franchise negotiations with the City of Oakland, steam power was only extended to Fourteenth and Franklin streets in downtown Oakland.

As the frustrations continued, James Fair began negotiations with the officials of the Southern Pacific Company for a possible purchase of the South Pacific Coast Railroad and its leased lines. The SP wanted to remove the competition which by now was carrying significant traffic. C. P. Huntington was willing to pay \$1,500,000 in SP stock, but J. G. Fair wanted \$4,000,000 in cash. Had the SF&CR been able to penetrate the East Bay hills, a ready buyer was standing by—the Atlantic and Pacific Railroad, a subsidiary of the Atchison, Topeka and Santa Fe Railroad, wanted a railroad and ferry terminal near Oakland. But the SPC could not get the franchise from the City of Oakland to build east.

In November 1886 the newspapers announced that the SPC was sold to the SP for \$6,000,000, but the transfer was not complete. An inventory of the SPC assets would need to be completed and the papers drawn up. Prior to the transfer, the South Pacific Coast Railroad and its leased lines were all combined into one corporation, the South Pacific Coast Railway (SPCRwy). Then in June 1887, when the transfer was expected to be completed, a dispute arose over the details of the mortgage.

The purchase of the SPC was to be paid for with 50-year bonds at 4% interest per annum secured by a mortgage of all the assets of the railroad. The mortgage would be paid off out of the future earnings of the South Pacific Coast Railway. In other words, Leland Stanford, C. P. Huntington, and Charles Crocker would pay nothing for the stock of the SPCRwy, and then lease the railroad to the Southern Pacific Railroad who would pay off the mortgage and interest to the broker, The Farmers' Loan and Trust Company. To make it even sweeter, Stanford, Huntington, and Crocker received a total of \$500,000 worth of bonds, leaving \$5,500,000 in bonds for James Fair and the other stockholders of the SPCRwy. The largest original stockholders of the SPCRwy were: James G. Fair (74.7%); Charles S. Neal (16.7%); and Alfred E. Davis (8.2%). James Fair himself would also receive \$2,000,000 in cash for his personally-owned Oakland Street railroads.

However, C. P. Huntington did not initially agree to language in the mortgage. Huntington's idea was

that when the SP obtained the SPCRwy, the Alameda Ferry Terminal would be abandoned and all ferry service would be through the SP's Oakland Mole. James Fair and fellow stockholders felt that this would depress the value of the bonds and make it difficult to sell them at a future date. To prevent this, the mortgage included a clause stating that the SP agreed to maintain all SPCRwy service, including the ferries, at the same level as at the time of execution of the mortgage. If it was not maintained for the full 50 years, the principal sum of the bonds would become immediately due and payable.

Finally Huntington capitulated and the South Pacific Coast Railway was transferred to Leland Stanford, C. P. Huntington, and Charles Crocker on July 31, 1887. The irony of all this was that James Fair was unable to sell his SPCRwy bonds during his lifetime and instead used them as collateral for various loans. But, narrow gauge enthusiasts have Mr. Fair to thank for the long life of the narrow gauge South Pacific Coast.

Had Huntington prevailed, the Alameda ferry system would certainly have been abandoned and the remainder of the system either quickly standard gauged or abandoned. Instead there was almost 20 additional years of narrow gauge railroading on the South Pacific Coast Railway. 🚂

A footnoted version of this article will soon be found on the revised PacificNG.org website.

Author's Note: While researching this article it became clear that previous historians who had written that James Graham Fair built the South Pacific Coast Railroad should be forgiven for that assumption. Immediately after the December 1885 takeover of the SPC by Mr. Fair, all of the subsequent newspaper and media reports stated in no uncertain terms that James Graham Fair had built the railroad. However in depth research told a different story.

DONATIONS - February 2022 - March 2022

Donations \$10-\$499

Amazon Smile
Benevity/Intel-John Goldie match*
Mike Collins*
Michael Flaherty
Linda L Clements
Richard Patchin

* MOW fund

** PC box car #20



Donations \$4,000 and more

Benevity/Intel - John Goldie match* **

Donations of Materials

Ralph Domenici - 240V extension cord and a second power distribution box
John Houghton - hand tools for the tool car, lantern and large vise

Thank You from SPCRR!

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.

Change in the restoration workday schedule

NEW! SATURDAY RESTORATION WORKDAYS

Beginning **SATURDAY, MAY 21**, restoration workdays will now include a Saturday workday on the **THIRD Saturday** of every month! Work will start at 10 am and end around 5 pm.

For all of you that work during the week, this is your chance to join in the fun! No experience necessary... we will teach you everything you need to know.

NOTE: The Monday restoration workdays will continue every week as before from 10:30 AM to 4:00 PM.

Use the Siward Gate to enter and exit. Bring your lunch, water, and gloves. A map showing the location of Siward Gate is on the last page of the newsletter. Contact Curator Andy Cary so he can give you more information on entering Siward Gate:

curator@spcrr.org or text/call 510-324-6817.



Our new speeder! April Fools

Photo - AJL Cary

The opening celebration for the new track extension/ reverse loop has been delayed

Jacque Burgess

Photos by author

The Golden Spike and ribbon-cutting ceremonies have been postponed until sometime in July. The reason why is a bit complicated...

If you read the August 2020 edition of *The Hotbox*, you might remember that a pair of Bald Eagles built a nest near our track and successfully raised an eaglet. This happened during the first year that the park was closed due to Covid so it didn't impact the train. In 2021 we began operating the train in August (after the Covid numbers were declining). August is past the time when young eagles fledge (fly on their own). Therefore this is the first year that we will operate the train while the eagles are nesting. In an abundance of caution, the Park District eagle experts came to Ardenwood recently and did sound tests with the train. Unfortunately the sound of the locomotive and our flat car disturbed the mother eagle. The train ran back and forth a couple of times to see if she would get used to the noise, but she did not.

A few days after the train noise test, we found out that the March 27th date of our track extension/loop opening ceremony was during a crucial period of time in which the eaglet is expected to hatch. If we disturb

the parents during that crucial time, they might abandon the nest and the eaglet won't survive. No one wants that to happen, so we decided to postpone our event until sometime in July after the eaglet has fledged.

In the meantime, we will open the regular train season on April 1 as planned, and we will operate as we have in the past between Ardenwood station and Deer Park station so we don't go past the nest. Once the eaglet fledges we will hold our Golden Spike and ribbon-cutting event, then begin operating the train on the entire track extension/loop for the public.

New invitations will sent out in July when we know for sure the eaglet has fledged. There is some good news by waiting until then... we plan to have the Whitcomb locomotive back in service which will add to the fun of the Golden Spike ceremony.

If you have any questions, feel free to email me at info@spcrr.org or text/call 510-508-8826. If you'd like to join us for the Golden Spike and ribbon-cutting events and you aren't a member or volunteer, see page 4 for directions on how to become a member, or come out and volunteer with the Restoration Crew or Track Crew. 📷



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 Saturday of each month from 10 AM - 5 PM. Track Construction/Maintenance workdays are held on Sundays from 10AM - 4 PM.

Time: Email or call the managers shown below for each activity

Meet At: Car Barn (**NOTE:** enter park at Siward Gate - see directions on the last page)

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

PROGRESS SINCE THE LAST NEWSLETTER

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

1/31 (Mon) - Volunteers: A. Cary, J. Stutz, D. Waterman (8 hrs); D. Marenzi (2 hrs). Today we worked on three cars:

Caboose NWP 6101 – Work continued filling the nail holes and setting some nails. In addition the small splits and cracks need to be filled. Approximately one-half of the siding has now been filled and sanded. Work continued on repairing the car's letterboards (splits glued and dowelled).

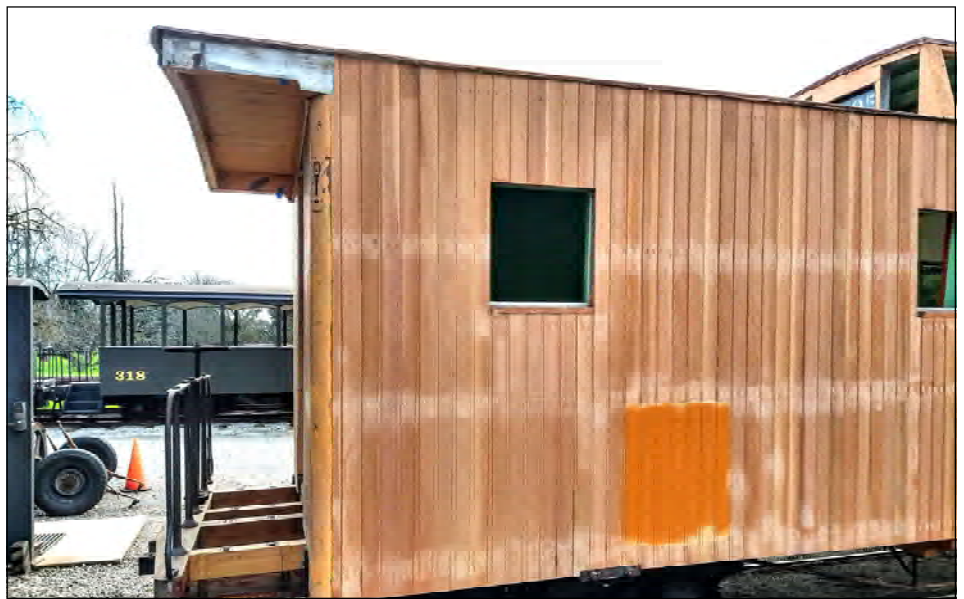
Flatcar NS 1725 – Damaged deck plank areas where the gate slides have been treated with fungicide and insecticide; and treated with penetrating resin.

Combination Car SP 1010 -

Identified incorrectly sized swing motion hanger on truck causing truck to tilt the car body.

2/7 (Mon) - Volunteers: A. Cary, J. Stutz, D. Waterman (6 hrs); D. Marenzi (1 hr). Work continues on caboose NWP 6101 filling the nail holes and setting some, as well as filling small splits and cracks. Today we finishing filing all the siding; and half of the car has been sanded. The car letterboards are still being repaired (splits glued and dowelled) and we removed the canvas tacks. On flat car NS 1725 we treated the damaged area with penetrating resin after treating it with fungicide and insecticide last week.

2/14 (Mon) - Volunteers: A. Cary (8 hrs); J. Stutz (6 hrs); D. Marenzi (1 hr). Work continues on caboose NWP 6101. Work was focused on filling and sanding the siding. Unfortunately the epoxy filler used on the right side of the car on the previous workday did not fully cure. This led to the painful and tedious process of scraping or



Side of NWP caboose 6101 siding after the plugs are sanded. The orange patch is final color sample that has been matched to the restoration report color. (2/14/22)
Photo- AJL Cary

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John Stutz meticulously cleaning out caulk that had shrunk using an Exacto knife pointed blade. You can also see the beautiful final color. (2/21/22)

Photo - JS Burgess

planing the filler down before sanding—a very goopy process. The siding filled spots were 80% sanded by the days end. The paint for the car has been ordered.

2/21 (Mon) - Volunteers: A. Cary (8 hrs); J. Erdkamp, J. Stutz (7 hrs); D. Marenzi (2 hrs). Work today was focused on filling and sanding the siding. Additional patching of nail heads was done with epoxy filler. The nail holes on the A-end had to be cleaned of the acrylic painters caulk used to fill them for the test painting because the material shrunk. Paint was sanded off around the holes to allow them to be filled with epoxy filler. Letterboards were cleaned of remnants of roofing felt and carpet tacks used to hold down the canvas roof. Larger blemishes and voids on one letterboard were filled.

2/28 (Mon) - Volunteers: A. Cary (5 hrs); J. Stutz (4 hrs); D. Marenzi (2 hrs); T. Peters (1 hr). Today's focus was on NWP 6101 and NS 1725:

Caboose NWP 6101 - Work continued on filling and sanding the siding. About 9/10s of the nail holes are sanded, although some nail holes have required additional filling and sanding. Additional patching of nail heads was done with epoxy filler on the sides and A-End. The letterboards were worked on to repair blemishes, as well as fill tack holes with epoxy resin.

Flat Car NS 1725 - The picnic car railings and posts were repainted to 'toasted' bagel. Black and white photographs of this color closely resemble the colors of historic images. Work has started on reinstalling the benches.

3/7 (Mon) - Volunteers: A. Cary (8 hrs), T. Sturm, J. Stutz (7 hrs), D. Marenzi (2 hrs) J. Burgess, JS Burgess (2 hrs); D. Waterman (2 hrs as volunteer). We worked on preparation for opening day, NWP caboose 6101, and NS flat car 1725 today. John S continued on filling and sanding the siding. Andy repaired the fence at Ardenwood station with David. David worked on the portable fences at the station loading area. Jack and Jacque matched and purchased paint for the fence. Tom finished painting NS 1725. Don assisted everyone.

3/14 (Mon) - Volunteers: A. Cary (8 hrs); J. Stutz (7 hrs); T. Sturm (6 hrs); J. Burgess, JS Burgess, D. Marenzi, D. Waterman (2 hrs as a volunteer). Most of us worked on opening day preparation today. John S continued on NWP caboose 6101 filling and sanding the siding—work is now 9/10s complete. On NS flat car 1725 all benches have been installed and

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John Erdkamp repairing blemishes and filling tack holes with epoxy resin. (2/21/22)

Photo - JS Burgess

bolted to the side rails; Tom painted the car. Andy repaired the fence up at Ardenwood Station with David. David worked on the portable fences at the station loading area. Jack and Jacque matched and purchased paint for the fence. Don assisted everyone. **3/20 & 21** (Sun/Mon) - - Volunteers: A. Cary (15 hrs); J. Stutz (12 hrs); T. Sturm (6 hrs), D. Marenzi (4 hrs), J. Abatecola, C. Abatecola, J. Burgess, JS Burgess (4 hrs); D. Waterman (7 hrs as volunteer). On Sunday, John S and Andy modified the portable fences at Ardenwood station by adding diagonal braces and stake holders to connect the spans. On Monday Andy, Don, Jack, and Jacque participated in a video interview being made by John and Cydney Abatecola of TSG Multimedia for upcoming video publicity about the loop opening ceremony, restoration, and history of SPCRR. John S continued on filling and sanding the siding on NWP caboose 6101. Andy and David painted the portable fences Ardenwood station using a sprayer powered by Katie's air compressor. Tom touched up the paint on NS flat car 1725; and he painted the grab irons black on NS 1725 and WSLCo 5. In the late afternoon we finished sanding the unpainted end of NWP 6101 and put a coat of primer on it.



Don Marenzi (left) takes a quick break during the filming of a segment on our group by John and Cydney Abatecola from TSG Multimedia. (3/21/22)
Photo – JS Burgess

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

Week of 1/25-1/30 - Volunteers: J. Goldie (18 hrs); D. Waterman (10 hrs); B. Goldie, B. Norden, B. Sorel (8 hrs); N. Loey, S. Rusconi (6 hrs). Lots happening with weekday activity, as well as Saturday and Sunday. We are focused on our 2022 season opening punch list to prepare for our state inspection: tree work for car clearance; 3 on hand switch locks modified to open with our SPCRR key; USA/811 visits to the work site for post hole location inspection—received the all clear; painted seven 10' posts for crossing signs; 1.5 hours of grinding for adjusting the point closure on spring switch on one point; cut off a scrap rail bit for the bar support to prevent bar dipping; grinding to free up the switch stand movement /oiling, rust removal, target de-rusting; poison oak control work around a dead snag and cut off all shoots. And the big one a full day of ballast and tamping hard work by the



Looking west from the farm switch towards Crossing #2. This was the main area where lifting and leveling was done. (1/30/22)
Photo - Bobby Goldie

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crew: used 6 track jacks to remove any tilt and dips; corrected four locations; jacked and leveled track; tamped rock under ties; added rock then tamped, tamped and tamped; added rock and profiled; swept track; removed excess and filled any holes. Also thank you to Brian Norden—he visited OERM and sent us up reference pictures for our spring switch hardware reference library.

2/6 (Sun) - Volunteers: B. Goldie, J. Goldie, N. Loey, B. Sorel, D. Waterman (8 hrs); C. Schwefler (6 hrs); R. Goldie, S. Rusconi (4 hrs). Making progress on the 2022 Punch List and we had activity on several fronts today: Ballast and Tamping - The crew put in another exhausting day on the track. They worked on 200+ feet of track to

correct for tilt and leveling around crossing #1. Two ballast cars of rock were used up, which provides an indication of the amount of tamping done. The crew is particular about the final rock placement and everyone enjoys the final sweep to tidy up the track. These are long, hard days and lots of repetitive and exhausting work plus it was a warm day. Thank you to the crew for that hard work! Tie change-outs: we ran the train up to the front and reviewed the track. We confirmed the area west of farmers crossing is in need of multiple tie

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This great photo by David Waterman really gives you an idea of what the new ride looks like. This was taken looking east from the farm switch where a large dip was that was filled and tamped. (1/30/22)



Bruce Sorel sighting down the rail head to check the level of the track. (2/6/22) Bruce and Steve working on the Shop Switch. (2/20/22)
Photos – John Goldie

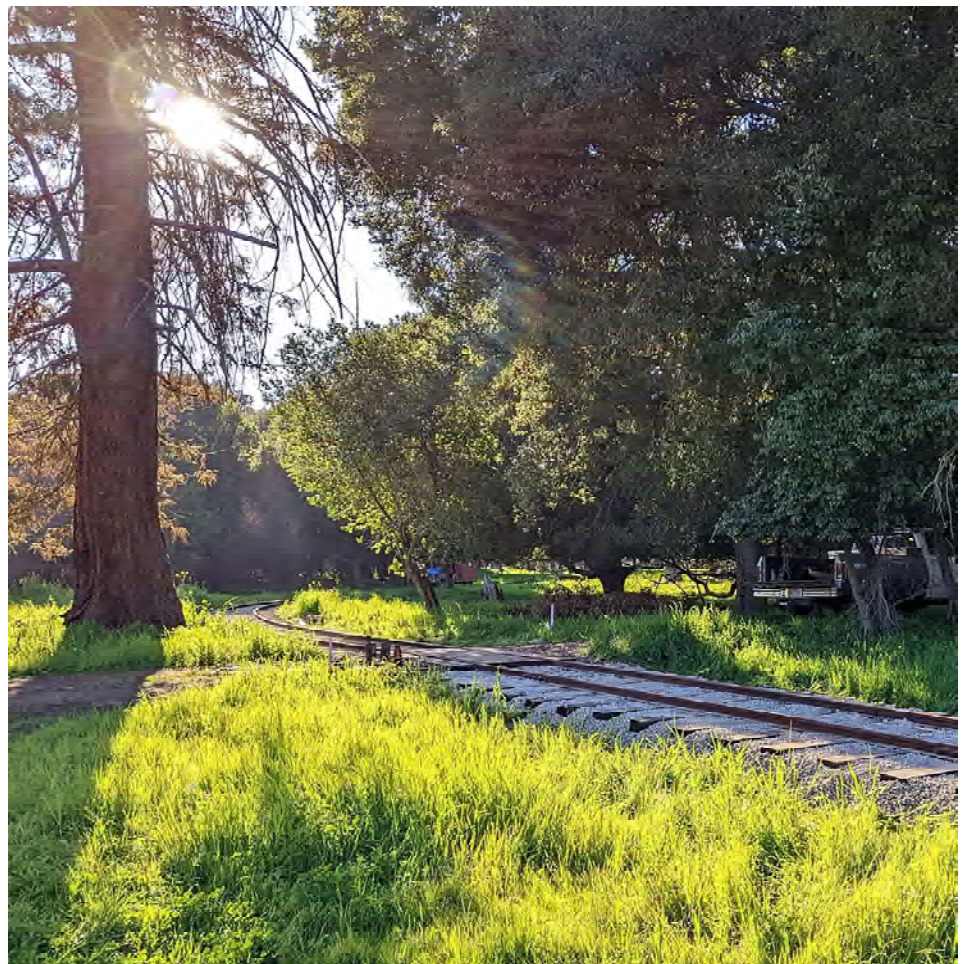
replacements, which will be our next focus. Eight to ten ties are needed now, so we dropped off 3 ties there for staging and will be bringing in more. Offsite work: painting work was done to prep the last three crossing signs before stenciling occurs later this week.

2/11 – J. Goldie (8 hrs); D. Waterman (4 hrs). Received our final rock delivery. A number of items were completed: the crossing signs (painted and lettered); and a switch stand was painted in prep of deployment.

2/13 (Sun) - Volunteers: B. Sorel, D. Waterman (8 hrs); S. Rusconi (7 hrs); B. Goldie, J. Goldie, C. Schwefler (6 hrs); R. Goldie, S. Rusconi (4 hrs). With only 3 Sunday workdays until the state inspection, we needed to be on task and focused on the high priority items. We filled the ballast car two times today. We were able to add the missing rock from the Car Barn switch to about 200 feet out into the curve on the new mainline. This was then

shoveled, raked, and swept into place—the new street broom work well for this task. Additional weed removal was also done prior to dumping the rock. After lunch we took the train up to the front and worked the section of track from Farmer's Crossing towards SeaBee Curve. Ties in these areas are very worn from the horses and we removed and changed out 8 of the ties. We also look at the joints to make sure there is a strong tie there for support. We also gave some of the new tools a work out today - the trench shovels worked very well in digging out the tie slots, the tie puller was also used, and the home-built pry bar tie ladder was used also.

2/20 (Sun) - Volunteers: B. Goldie, J. Goldie, N. Loey, B. Sorel, D. Waterman (8 hrs). The cool weather returned and we were able to complete the work on the spring switch and also level ~50' of track out of the switch. We are working hard to be ready for the first inspection of the new track during the first week of March:



Another beautiful photo by Bobby Goldie approaching crossing #1. It was leveled to align with the road crossing. (2/6/22)



Work Crew on March 6 (left to right): Nick Loey, Bruce Sorel, David Waterman, Bobby Goldie. Photo - John Goldie

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Spring switch: added the rail block to prevent the bar from pushing down; adjusted the nuts to the cotter pins. David made and installed the #2 bar during the week.

Heel Joints: adjusted a heel joint bar/ground the top and bottom for a better fit; tightened the bolts on the closure rails and double nutted the point bolts; greased and oiled up the moving parts; jacked and leveled the new track off the switch, tamped under the ties, added rock and profiled.

Farm switch: #1 bar was set up, cut to length, welded up, and a bend installed; a connection bar was also worked on for fit and in this case a bend was removed; calculations were done to set up the throw distance and to be compatible with the Harp Stand/

Clean up: we used the new tractor debris rake and cleaned up 3 large brush piles—it worked really great and saves a ton of loading time and “pick up sticks.” We cleaned around the Car Barn to tidy up that area as well. Packed up tools, organized the tool car and tied it down.

2/21 (Mon) – Volunteers: J. Goldie (4 hrs). Assembled the 7 needed crossbucks, and restocked tool car.

2/27 (Sun) - Volunteers: B. Goldie, J. Goldie, S. Rusconi, B. Sorel, D. Waterman (8 hrs). Today was the tale of two turnouts:

On the **Farm Switch** we were able to complete the hardware and install our last on hand Harp Stand: bolted in a sister tie for the base, cut to 4' by hand; drilled threaded rod holes and bolted the two ties together; the connecting rod we made turned out to be too short, so we made a new one, 62"; brought over the Harp Stand and bolted up the rods - the hole for 3-1/2" throw was perfect in the shaft; spiked the stand in place; added fines material to make a nice pad around the switch stand (lots of poison oak in the area); bolted in the #1 rod—nothing is easy—had to ream two holes to 3/4", double nutted; one transit clip had a flame cut hole, it was welded close and drilled to correct size (round now); inspected switch function, verified gauge, and made some test runs.

On the **Shop Switch:** it had tight gauge so we adjusted the inside rail to its optimal position and set the braces; pulled out the braces and plates; swapped out the braces which had to be modified in length and also spike holes; spread the rails using the long jacks and spiked them in the correct position; this switch

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The Farm Switch harp switch stand. The crew got the throw perfect. (2/20/22)
Photo - Bobby Goldie



Completed cross-buck signs ready to install. Photo - JS Burgess



How we pull in the gauge. (3/13/22)

Photo - John Goldie

has a point that should be replaced at some point in time - it needs a longer taper.

The new track is ready for mechanical inspection this week. Lots of finicky work but these two switches are ready for main line use.

3/6 (Sun) - Volunteers: B. Goldie, J. Goldie, N. Loey, S. Rusconi, B. Sorel, D. Waterman (8 hrs), A very pleasant work weather day in the park with three major items taken care of to report:

Ties at Ardenwood Station - during cleanup work we uncovered a rather large gap in ties, so today we dug there to insert two ties. This being flat ground required a 16' channel to be dug to drop in the tie and slide it

over under the rails. Then we lift it, tamp under it, and set the spikes. We also focused on another spot with some well-worn ties and dug out two more ties. In this case there was some wood left so that opens up the void and required less digging. But once again hard, flat ground required lots of pick and shovel work and extended trenches. The new trench shovels work very well for tie replacement. There was a tree in that area so that limited the use of the tractor.

These 4 ties consumed all the pre-lunch hours.

Ties in the Grove - after lunch we focused on bad ties under joints and removed 6 more ties in the grove. Because the track is raised in that area, that facilitates a dig-out with less trenching, and we are able to pull them out using a chain method with the tractor. One tie was very stubborn and took consider-

continued next page



Tie replacement.. (3/13/22)

Photo - John Goldie



How we used to pull out bad ties. Our Curator, Andy Cary, came across this photo recently (photographer unknown). That is Mary Jane Gendreau holding the reins behind Spike the Railroad Horse, with John Theberge in front of Spike. They were using a purposely-bent set of tie tongs to grab onto the tie. Spike was one amazing horse! He was always willing to try anything, but he wasn't happy if it made a lot of noise. One time we used him to pull a couple of pieces of rail--using a chain. This took place just east of Deer Park. When the rail hit the gravel and made noise, Spike freaked out and took off running for his corral. The rail was swinging side-to-side behind him. Thank goodness there weren't any visitors in the way! The rail went one way around a tree, and the horse went the other way, which cause the harness to break. Good thing it did because a minute later Spike jumped right over the corral fence. I didn't know it was possible for a huge draft horse to jump that high! That same corral is still in use today where the 4H kids raise their goats.



John Goldie, Steve Rusconi and David Waterman. John posted a while back that if the tie comes out in two pieces, you've got the wrong tie. Well this one may change that statement.

Photo - Bobby Goldie

able effort to remove it. Once out, we confirmed the center was rotten. One tie we removed turned out to be two short ties inserted sometime in the past—that seems to be an oddball replacement and hopefully we will not find more of these.

Track Cleanup - from the back to almost Farmer's crossing, major branches and wood bark were removed. A pass by with a rake is still needed. This is an area that would be good to mechanize to help with this labor-intensive task.

3/13 (Sun) - Volunteers: B. Goldie, J. Goldie, S. Rusconi, B. Sorel, D. Waterman (8 hrs), A busy day on the railroad with work in the Grove and SeaBee curve focused on: we cut the ballast car out of the train and also took our lunches with us to minimize passing by the Eagle's nest in compliance with the current park recommendations. we expected to do 4 ties today, but in walking the track we found more bad ties that were in need of change out, we did 10 today! We experimented with the tractor and came up with a good procedure to pull back the large buildup next to the tracks—the entire grove was cleaned. We were not happy with a joint in SeaBee curve so removed a flat joint bar and replaced it with a toe bar which got rid of the kink in the rails (flat bars should not be used on curves). Gauge was wide in this area so we used the ratchet and chain to pull it into gauge in a number of spots, and re-spiked where we could. We did tool pick up and general cleanup but a later pass is needed to pick up the dead tie bits.

THANK YOU to our Track Crew Wish List item providers - we used the generator, power cords, trench shovels, and ratchet today!

MISCELLANEOUS

Feb/Mar - A. Cary (14 hrs). Webmaster duties, misc restoration tasks, meeting minutes.

Feb/Mar - T. Sturm (140 hrs). Operations Manager duties (Feb-60, Mar-80)

Feb/Mar - D. Marenzi (260 hrs). General Manager duties

Feb/Mar - J. Boyer (2.5 hrs). Membership duties.

Feb/Mar - Volunteer: JS Burgess (8 hrs Feb; 36 hrs Mar) - Mar/Apr Hotbox newsletter.

Feb/Mar - Volunteer: A. Cary (4 hrs). Board meeting minutes.

Feb/Mar - Volunteer: J. Burgess (2 hrs). Compiled donations received and sent thank you letters.

Feb/Mar - Volunteer: J. Burgess (160 hrs). Worked on vents, meetings with park staff, donations, and miscellaneous projects.

3/20 - Volunteers: A. Cary, J. Burgess, JS Burgess, J. Stutz (2.5 hrs); T. Sturm (3.5 hrs). Training for paid train crew and volunteer train crew members; payroll instruction. 🚂

TRAIN ORDER BOARD

**The train is now open Thursday,
Friday, Sunday, special event Saturdays,
& Monday holidays through November 20**

Park hours are 10-4 on Tuesdays through Sundays (closed Monday)

**The grand opening of the new track
extension/reverse loop has been delayed
until late July. See article on page 6
for more information.**

The 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
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	

2022 SPCRR EVENTS CALENDAR

The train is now **OPEN**. 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

May 7	SPCRR Interpretive Day - Track Laying
May 21	Saturday Restoration Workday
June 4	SPCRR Interpretive Day - Train Crew Communication Before Radios & Phones
July 2	SPCRR Interpretive Day
July - date unknown	New Track Extension/Loop Golden Spike & ribbon-cutting ceremonies
August 6	SPCRR Interpretive Day
Sept 3-5 - Tentative	RAIL FAIR
October 1	SPCRR Interpretive Day
Oct. 21-23, 28-30 - Tentative	HAUNTED RAILROAD
Nov 20	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 just 1-2 posts a week. All you need to do is email webmaster@spcrr.org and someone will set you up.

DIRECTIONS FOR WORKDAYS

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

To reach the Car Barn, enter the park through the Siward Gate (at the intersection of Siward Dr. and Ridgewood Dr). Be sure you first sign up on the SPCRR_Members group to get up-to-date info about all workdays. See how to join above.

