

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](mailto: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](http://www.spcrr.org). Newsletters are distributed six times a year. We also have more information on our events at [www.facebook.com/spcrrmuseum](https://www.facebook.com/spcrrmuseum).

## Argent Lumber Co. 5... Its Journey To Ardenwood

*Brook Rother*



Here's what the Argent No. 5 looked like in December 1987. It was brought west by Ken Carlson of Oregon and stored at the Silverwood Christmas tree farm in Clarksburg, CA. His hope was to build a narrow gauge tourist railroad in central Oregon.

Photo - Don Marenzi

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**T**he Argent Lumber Company 5 was the only narrow gauge 2-6-2 Prairie type locomotive ever built by Lima. One standard gauge version of this engine was built 1907 and still exists in Alaska—that railroad hauled fish from the boats to the canary. There were only two of these Prairies ever made: one narrow gauge and one standard gauge. With the available information the following is a timeline history of this locomotive:

1910 – Locomotive built by Lima Locomotive Works of Ohio. Originally built for Williamson and Brown Log and Lumber Co. in Cerro Gordo, North Carolina as their locomotive #3.

Sold to Butters Lumber Co as #6 in Hub, North Carolina.

1920 - Sold via Southern Iron & Equipment Co. (a resale company) in Atlanta, GA to Garysburg Manufacturing Company in Hardeeville, South Carolina—reportedly numbered the 3. Garysburg Manufacturing was owned by the McNeal family who also co-founded Argent Lumber Company. They later numbered her 5. She was known as number 5 until her retirement in 1957, and the engine was never operated again.

1960 – Argent 5 was sold to Stone Machine Co. in Daisy, Tennessee.

1967 – The locomotive was sold to George Roose and moved to the Cedar Point and Lake Erie tourist rail-road in Sandusky OH. They never used the locomotive in service. However they did keep the tender and used it for many years (it was dismantled in the late 1980s).

1986 – The locomotive was sold to Ken Carlson of Cottage Grove OR. He had the engine moved and stored at Kirtland's Silverbend, a Christmas tree farm and attraction near Clarksburg, CA.

1989 – The locomotive was sold to Roy Ramey. Ramey started restoration of the locomotive in Nevada City, but there were important parts missing. The Ramey family got creative and tried to track down the original missing parts. They found a Hancock Inspiratory injector in New Mexico, and when they cleaned up the dirt and grime they found it stamped “Argent Lumber Company”!

The biggest piece missing was the three-part steam dome casing. The Ramey's had read a magazine article in 1966 showing a photo of the Argent 5 in a warehouse in Ohio. In the picture was a Porter locomotive behind the Argent. It just so happened that when the Ramey's received the Argent's parts, along with it was a Porter locomotive's steam dome casing. Ramey wondered if the dome casings had been mixed up at the warehouse, so they placed a call to Dave Barnhart, the locomotive re-seller mentioned in the article. They asked Barnhart if he could send someone to the old warehouse where the Argent had been stored (which was several hundred miles away). When Barnhart's employee got to the warehouse, he found it totally empty. He did notice a shed behind the warehouse so he looked inside, but no dome casing. Before leaving he decided to take a look behind the shed. Against all odds, there on a pallet behind the shed was the Argent's dome casing!



Loading the locomotive onto the truck in Nevada City, May 22, 2022. Photo - Rich Neilson

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Argent 5 departing Nevada City on its way to Ardenwood, May 22, 2022.  
Photo - Rich Nealson

The Ramey's finished restoring the locomotive in 1992 and operated it at the Northern Queen Inn in Nevada City, CA for just a few years.

In 2022, two SPCRR members purchased and moved the Argent 5 to Ardenwood.

### Current Plans

We have the blueprints and plans for Argent 5 which will be helpful in getting her running again. The next steps include inspecting the boiler and converting her to burn oil. (Air quality issues in the Bay Area will prohibit burning wood.) This will include re-bricking the firebox and replacing the current stack. They also want to build a new wood cab, add a boiler jacket, and, of course, a new paint job. A new tender (very close to the original) has already been located and will be delivered to Ardenwood very soon. We cannot wait to see her restored and ready to operate at Ardenwood!

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Beautiful picture taken by Andrew Cary taken as the truck with the Argent entered Ardenwood, May 22, 2022.





Katie ready to pull the Argent down the temporary ramp, May 23, 2022

Photo - AJL Cary



Argent 5 team group shot taken after unloading the locomotive. From left to right: Jay Martinez, John Goldie, Brook Rother, Bruce Sorel, David Waterman, and Bobby Goldie on May 23, 2022.

Photo - AJL Cary





# Report on the Track Extension/Reverse Loop Gold Spike and Ribbon Cutting Celebrations held July 30, 2022

A celebration was held on Saturday, July 30<sup>th</sup> to celebrate the completion of the new SPCRR track extension and reverse loop at Ardenwood Historic Farm. The event started at 9:30 am with a train ride from the Ardenwood station to the Car Barn area where the new steam locomotive Argent Lumber Co. #5 was on display along with a collection of many of our museum's historic cars. This was the largest turnout of members and volunteers that we've ever had at an event... 52 people came to honor the track crew and see the new loop.

The morning festivities began with John Goldie—Track Manager and leader of the track expansion/loop project—introducing each member of the track crew: Bobby Goldie, Nick Loey, Steve Rusconi, Cal Schwefler, Bruce Sorel, and David Waterman.

Next each of the track crew members took turns driving in silver spikes. The final spike was a gold spike driven in by Bruce Sorel using the spike maul that he found when he was just 8 years old. John Goldie presented a gold spike to each crew member as a remembrance, then President Brook Rother presented John with a commendation for all of his work on the project. SPCRR member John Erdkamp surprised everyone with a beautiful bronze lapel pin that he designed to commemorate this special day.

After lunch, the SPCRR members and volunteers boarded the train for a ride over the new loop track to



Track Manager John Goldie led the festivities. Photo - Don Marenzi

Ardenwood station for the final celebration of the day... the ribbon cutting. This part of the celebration was hosted by Ardenwood Supervising Naturalist Sonja Gomez who introduced City of Fremont's Mayor Lily Mei, Ohlone Elder Ruth Orta, and East Bay Regional Park District Regional Interpretive & Recreation Services Manager Ira Bletz. Each made a short speech to congratulate SPCRR on this massive effort to enhance the visitor experience at Ardenwood. Also in attendance at the ribbon cutting were Vice Mayor Keng, Councilmembers Jones and Salwan, City of Fremont staff, EBRPD Director Lane, and Interim Director of the EBRPD Foundation Anne Kassebaum.

Track Manager John Goldie gave an overview of the project which included the following impressive statistics mentioned in his speech:



Track Crew members (left to right): Bruce Sorel, Steve Rusconi, Nick Loey, David Waterman, John Goldie, Bobby Goldie and Cal Schwefler. Photo - Julie Boyer

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## The Visible

- 850' of new track, also it is built mostly with 50# rail on six-foot ties which is accurate for the original South Pacific Coast Railroad that crossed the farm.
- The 850 feet included:
  - 1,700' feet of rail – that's over 14 tons hand positioned
  - 425 ties placed to 1/4" precision as David was watching
  - 1,700 spikes – all hand driven
  - Over 250 bolts and nuts, so how many wrench turns was that?
  - And over 200 tons of ballast applied, part of this is the first invisible item, working with rock requires lots of shovel work as it is always too much here and not enough there – and that's the easy part. Next is the tamping – getting a solid base under the ties and general compaction. Agh, you would think that is it, but no, now comes the leveling of the track and as we

jack up the track to remove dips and tilts the tamping bars come out again, then more material and more tamping. Maybe this is why broom work is liked so much, since that means the tamping is done!

Well, that's good on the "new track" but the crew also did more:

- Four wood crossings were constructed – not only was this putting in around 320 8" bridge nails, but also entailed road work for a safe and smooth crossing for people and vehicles as well as the trains.
- General area cleanup was completed, pruning back bushes and trees where needed and removal of dead and/or fallen branches which had accumulated.
- To complete the balloon track we opened the existing mainline and inserted a new #7 spring switch. This was also a major project in itself with rebuilding around 75' of mainline and installing the new switch components that included what I believe



Cutting the red ribbon! From left to right are: John Goldie, Nick Loey, EBRPD Regional Interpretive & Recreation Services Manager Ira Bletz, Councilmember Shao, Councilmember Jones, Vice Mayor Keng, Ohlone Elder Ruth Orta, Mayor Lily Mei, Councilmember Salwan, Fremont Community Services Director Wolf, Ardenwood's Supervising Naturalist Sonja Gomez, and David Waterman.  
Photo - Don Marenzi

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is the oldest rail on the railroad – a frog from 1879!

- Who can stop there? The crew also inserted a midway switch that will allow for a future expansion to reach the farmyard, one day accomplishing another of the major goals set forth in the Park's Land Use Plan and providing our passengers with a destination.

### The Invisible

The behind-the-scenes tasks were also huge and are rarely heard about.

- Lots of after hours planning, meetings, and reports keeping everyone informed of our project's status
- Acquiring the needed supplies and tools
- And a very big one - Locating, acquiring, loading, transporting, off-loading, and storing the acquired rails and ties – many volunteer hours and donations made all this happen. Several in attendance here today also helped out on those tasks, and I thank you all for your help.

### Not to be Invisible are the Enablers

- Thank you to our financial donors with large donations that allowed us to purchase the ties, rails,

rock, wood, and switch points:

- Major Run Around Track donors: George and Karen Thagard, Eric Bracher, Bob Brown, Barbara Culp, Bruce Sorel, and John Houghton. John also donated the Generator and the Gator ATV which was a big help with this project.

John also thanked the members and supporters who provided items from the Track Crew's Amazon Wish List including flashlights, power cords, tools, shovels, chain binder, a first aid kit and more.

The big red ribbon was held across the track in front of our locomotive Katie by SPCRR track crew members David Waterman and Nick Loey, then Mayor Mei proceeded to cut the ribbon. Everyone then boarded the train a ride over the entire new route with commentary by Ardenwood Supervising Naturalist Sonja Gomez during the train ride, and a overview of our group and historic cars by Curator Andrew Cary at a brief stop near the Car Barn.

It was a great day with wonderful weather and a wonderful way to celebrate the completion of this new track/loop!

**More photos on the following pages...**



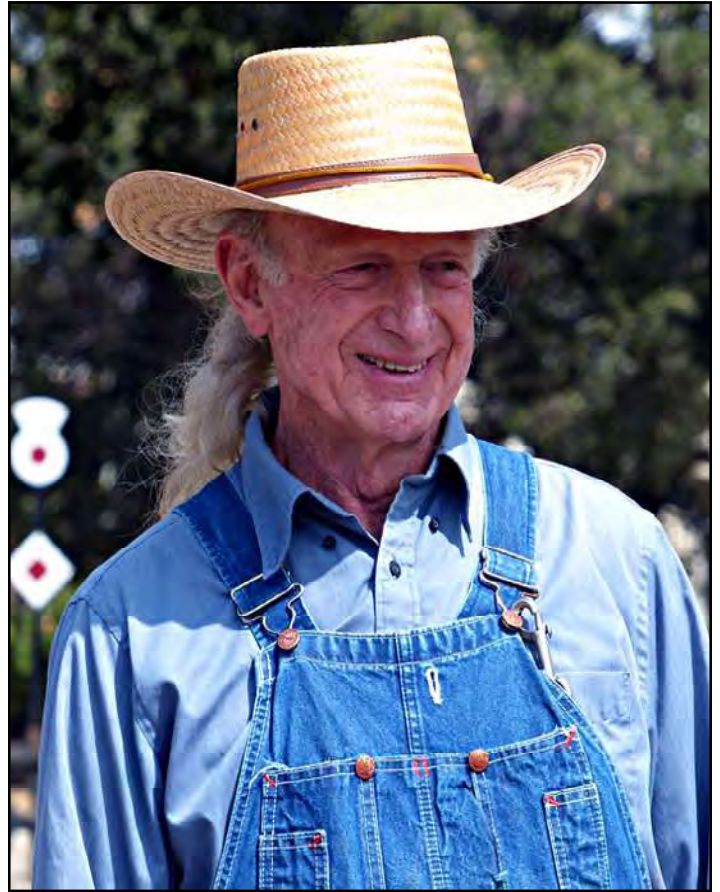
Some of our historic cars were on display. It was fun to see them out in the daylight. On the far right is the very front of steam locomotive Argent 5 (1910). Then left to right you can see Oakland Railroad 2 horse car (1887); newly restored NWP caboose 6101 (c1890); SPC box car 472 (1880); and SP 1010 (1882). Come see them close up at Rail Fair on Labor Day weekend.  
Photo - Beth Cary

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John and Cydney Abatecola from TSG Multimedia recorded the entire days festivities, and also interviewed SPCRR members and volunteers. Here they were videoing Bruce Sorel tell the story of his spike maul. When the video has been edited, we will let everyone the link on how to view it. Photo - Don Marenzi

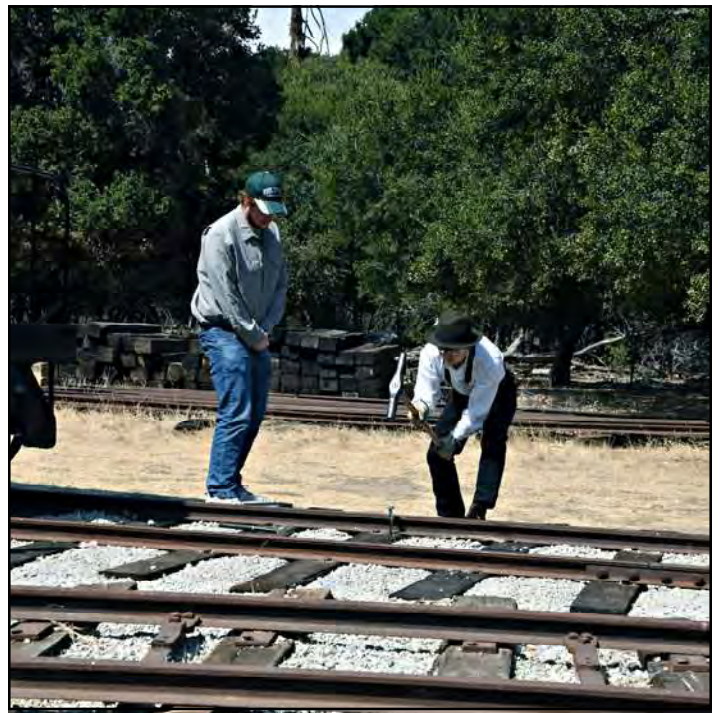


Lead spiker and mentor Bruce Sorel.

Photo - Julie Boyer



Nick Loey wait his turn as Cal Schwefler spikes a silver spike. All track crew members took turns spiking in three silver spikes, then Bruce Sorel spiked in the golden spike. Photo - Julie Boyer



Next it was Nick Loey's turn.

Photo - Julie Boyer





David Waterman shows off his technique as Steve Rusconi watches.  
Photo - Julie Boyer



But first John Goldie has to give Steve a little ribbing before he has his turn at spiking the silver spike.  
Photo - Julie Boyer



Bobby Goldie spikes a silver spike half way in as John Goldie waits his turn.  
Photo - Julie Boyer



John Goldie shows them how it's done as he finishes spiking the last silver spike as Bobby Goldie watches.  
Photo - Julie Boyer





The grand finale was watching the master, Bruce Sorel, spike in the Golden Spike with the spike maul he found when he was 8 years old!

Photo - Julie Boyer



Bruce Sorel takes a bow as everyone applauded.

Photo - Julie Boyer



John Goldie handed out gold spikes to all of the track crew members.

Photo - Don Marenzi



President Brook Rother presents a commendation to John Goldie for his work on the track extension/loop, and officially names the track "Goldie Loop."

Photo - Don Marenzi

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Life member John Erdkamp made up beautiful pins for everyone who attended the Golden Spike Ceremony and Ribbon Cutting to mark this great accomplishment. Photo - Don Marenzi



Closeup of the pin.

Photo - JS Burgess



John Stutz had some fun presenting John Goldie with a snowman holding a ballast shovel as Bobby Goldie watches.

Photo - Don Marenzi



Gene and Mary Bobik picked up the lunch goodies. Gene, Mary, Julie Boyer and Kennedy handed out sandwiches, chips, drinks and cookies.

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Track crew members pose in front of Argent 5. Left to right is Cal, Bruce, Bobby, John, David and Steve  
Photo - Julie Boyer



Supervising Naturalist Sonja Gomez introduces Ohlone Elder Ruth Orta.  
Photo - Beth Cary



Ira Bletz talked about our decades long great relationship with East Bay Regional Park District.  
Photo - Julie Boyer

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After the speeches and ribbon cutting, it was time for a train ride! Supervising Naturalist Sonja Gomez hands over the mic to Mayor Lily Mei.. Photo - Don Marenzi



SPCRR Curator Andrew Cary talked about our historic cars on display. Photo - Don Marenzi



Beautiful trip through Ardenwood's mixed forest. .

Photo - Julie Boyer

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Mayor Lily Mei and SPCRR Conductor Isaac Sattler.  
Photo - Don Marenzi



Mayor Mei chats with SPCRR Curator Andrew Cary.  
Photo - Don Marenzi



Everyone loves the new train ride, and if you are lucky you get to see foxes, deer, and Bald Eagles!  
Photo - AJL Cary





# Rail Fair Returns to Ardenwood on Labor Day Weekend !

**When:** Labor Day Weekend, Saturday, Sunday, Monday: September 3-5, 2022

**Where:** Ardenwood Historic Farm, 34600 Ardenwood Blvd., Fremont, CA

**Hours:** 10am–4pm (children activities close at 3:30)

**Admission:** \$12/Adults (18+); \$10/Seniors (62+); \$9/Children (4–17); 3 and under free

**Contact:** Ardenwood Historic Farm (510) 544-2797, or email [info@spcrr.org](mailto:info@spcrr.org)

**More information:** <https://www.facebook.com/spcrrMuseum> and [www.spcrr.org](http://www.spcrr.org)

Come out to Ardenwood Historic Farm on Labor Day weekend for our 22nd annual Rail Fair! There will be train rides all three days pulled by “Katie” our diesel locomotive. Our railroad museum will have some of our collection of historic railroad equipment on display, and we are excited to show everyone our museum’s first steam locomotive “Argent 5” built in 1910.

The farmyard will be full of model trains of all sizes! The Bay Area Garden Railway Society (BAGRS) will bring a variety of scale live steam locomotives to operate (Saturday and Sunday only). Diablo Pacific Shortline’s large modular railroad has both freight and passenger trains running on this huge layout (all days). The California Central Coast On30 Railroad will also be back with their wonderful HO scale layout (all days). We are excited to announce the Golden State Toy Train Operators will be joining us this year! They will be bringing their large three-rail toy train layout (all days).

There will also be other activities for the children such as stilts and tabletop games (11-12; 1-2pm). For toddlers, we have an area set aside with multiple wooden trains that they can play with; and read stories from our Train Book Library (10-3:30).

There will be great music too! We welcome back two music groups who have been performing at Rail Fair for over a decade. The California State Old-Time Fiddlers will play traditional American string band music, including many rare old fiddle tunes and lots of Appalachian-style music (Saturday from 11-3). The Apple Butter Brothers will play American folk music with an emphasis on train songs (Sunday from 11-3). We are excited to welcome the music group “Against the Grain” (Monday from 11-3). And the beautiful Patterson House will be open for tours (all 3 days). Signup for house tours on the Patterson House porch. Don’t forget your hats and sunscreen! Activities are spread out throughout the farm. Food will be available for purchase at the Farmyard Café (or bring a picnic). The Farmyard Café also has ice cream, treats and cold drinks.

**NEW THIS YEAR!** Tickets will be sold in advance online, and also at the gate (cash and credit cards accepted). Parking is free. NOTE: You must purchase the online tickets in advance (you cannot purchase online tickets while you are waiting in line). The line can get long, so we suggest purchasing tickets in advance: [http://apm.activecommunities.com/ebparks/Activity\\_Search/45890](http://apm.activecommunities.com/ebparks/Activity_Search/45890)



BAGRS Live Steam layout.

Photo - Bruce MacGregor



# Train Talk Interpretation Days in June and August

For June's "Train Talk," Jack Burgess and Kennedy presented a talk and demonstrated how hand signals and lantern signals were used before there were radios and phones. Our train crews still use hand signals to communicate to use historic methods of communication, however we also have radios for emergencies.

July's "Train Talk" was presented by Andrew Cary about car construction with assistance from David Waterman. Andy interpreted SPC box car 472, our museum car, and showed visitors the mortise and tenon construction on the inside of the car, and also explained how the car was assembled using the door post and its associated tension rod.

The August "Train Talk" was presented by David Waterman about train power with assistance from Bobby and John Goldie and Bruce Sorel. David talked about SPCRR's locomotive history beginning with horse power, the diesel engines Katie and the Whitcomb, and the Argent steam engine. 🚂



Jack Burgess and Kennedy demonstrated hand signals and lantern signals.  
Photos - JS Burgess



David Waterman covered the topics of horses, gasoline and diesels, and steam.

Photo - Don Marenzi



# Membership News

*Julie Boyer, Membership Manager*

## Welcome 5 New Members!

### LIFE MEMBERS:

Dave Adams, San Jose CA  
Donald Ray, Belmont CA

### CONTRIBUTING MEMBERS:

Vivek Kaluskar, Fremont CA  
Craig Kumler, San Jose CA  
F. John LaBarba, Santa Cruz CA

Dues for Contributing Members are only \$20 annually. Become a LIFE Member for a one-time donation of \$250 and you never need to pay dues again! Online renewals and new memberships are available on our website, and now you can also make a donation at the same time if you wish. To join SPCRR or to renew your membership visit [www.spcrr.org](http://www.spcrr.org), click on “**SPCRR**” at the top of the page, then choose “**Become a Member**.” If you would prefer to mail in a check, please make your check payable to “SPCRR” and mail to: SPCRR, PO Box 783, Newark, CA 94560.

All dues and donations are tax deductible. SPCRR will send a letter for tax purposes for all Life Member payments, and for all donations over \$100. Contributing Members (and for donations under \$100) can use your PayPal receipt or cancelled check for tax purposes. SPCRR is a registered 501(c)(3) nonprofit organization. If you need any information about your membership or on becoming a new member, feel free to contact me at [membership@spcrr.org](mailto:membership@spcrr.org), or call 510-508-8826.

## DONATIONS: JUNE/JULY/AUGUST 2022

### Donations \$10-\$499

Amazon Smile  
Jack and Jacque Burgess  
John Erdkamp\*  
Lily Mei  
Texas Instruments-John Goldie match\*

### Donations \$1,000+

Texas Instruments-John Goldie match\*



### Donations of Materials

Jay Shellen - 40" monitor

### 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](http://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](mailto:info@spcrr.org) or call 510-508-8826.



# **Don't forget our next SATURDAY RESTORATION WORKDAY**

**on SEPTEMBER 17** (3rd Saturday of each month)

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.*

Use the Siward Gate to enter and exit (see directions on the last page of the newsletter). Bring your lunch, water, and gloves. Contact Curator Andy Cary so he can give you more information on entering Siward Gate: [curator@spcrr.org](mailto:curator@spcrr.org) or text/call 510-324-6817.

The next steps 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).
- Make new side window and two large cupola windows and glaze and paint.
- Install window molding on missing side window.
- Install window moldings and windows on cupola.
- 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.
- Install eaves fascia board molding on body and cupola (paint mineral red)
- Fill, prime, and paint eaves fascia board. Paint molding to match windows.
- Clean, prime, and paint platform steps.
- Mount platform steps.
- 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.

**NOTICE: The Board Summaries and Working Days reports will be included in the September October edition of *The Hotbox*.**



# TRAIN ORDER BOARD

## Want to become a voting member of SPCRR?

If you are already a Contributing member, and have been active for at least one year in SPCRR, you can request to become an "Active" voting member. That also makes you eligible to run for office as a Board Director. Contributing members must send a letter to the Board of Directors requesting "Active" (voting) status. The Board will consider these applications at their September meeting each year. Send in your letter requesting Active Membership **no later than August 31** to SPCRR, PO Box 783, Newark, CA 94560. *NOTE: Under the current SPCRR bylaws, LIFE members automatically become voting members and can hold office.*

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

## 2022 SPCRR Board of Directors and Managers

President - Brook Rother	<a href="mailto:president@spcrr.org">president@spcrr.org</a>	530-559-4249
Vice President - John Goldie	<a href="mailto:vice-president@spcrr.org">vice-president@spcrr.org</a>	408-784-1611
Secretary - Andrew Cary	<a href="mailto:secretary@spcrr.org">secretary@spcrr.org</a>	510-324-6817
Treasurer - Jack Burgess	<a href="mailto:treasurer@spcrr.org">treasurer@spcrr.org</a>	510-928-4117
Director at Large - Jay Shellen	<a href="mailto:director-at-large1@spcrr.org">director-at-large1@spcrr.org</a>	510-754-5311
Director at Large - John Stutz	<a href="mailto:director-at-large2@spcrr.org">director-at-large2@spcrr.org</a>	650-933-0086
Director/General Manager - Don Marenzi	<a href="mailto:general-mgr@spcrr.org">general-mgr@spcrr.org</a>	510-456-8840
Curator - Andrew Cary	<a href="mailto:curator@spcrr.org">curator@spcrr.org</a>	510-324-6817
Safety Manager - Bruce Sorel		510-582-2004
Operations Manager - Tom Sturm	<a href="mailto:operations-mgr@spcrr.org">operations-mgr@spcrr.org</a>	510-676-9066
Chief Mechanical Officer - David Waterman	<a href="mailto:master-mechanic@spcrr.org">master-mechanic@spcrr.org</a>	415-602-7377
Track Manager - John Goldie	<a href="mailto:mow-mgr@spcrr.org">mow-mgr@spcrr.org</a>	408-784-1611
Collection Manager - Jay Shellen	<a href="mailto:collection-mgr@spcrr.org">collection-mgr@spcrr.org</a>	510-754-5311
Membership Manager - Julie Boyer	<a href="mailto:membership@spcrr.org">membership@spcrr.org</a>	510-378-3469
Newsletter, Publicity and Special Events - JS Burgess	<a href="mailto:info@spcrr.org">info@spcrr.org</a>	510-508-8826
Webmaster	<a href="mailto:webmaster@spcrr.org">webmaster@spcrr.org</a>	



## 2022 SPCRR EVENTS CALENDAR

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

Sept 3-5: 10:00-4:00

October 1: 10:30 & 1:00

October 29: 4:30-6:30

**CANCELLED**

November 5: 10:30 & 1:00

Nov 20

**RAIL FAIR** all 3 days of Labor Day Weekend

**SPCRR Interpretive Day**

**Private haunted train for children with special needs**

**HAUNTED RAILROAD**

**SPCRR Interpretive Day**

Last day of operating season

**JOIN the SPCRR\_Members group** at [www.groups.io](http://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](mailto: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!1s0x808fbc360a1d1cf9:0xb604bb0a15a8c31b!8m2!3d37.5626093!4d-122.043997>

