



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 to 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 quarterly. For more information on our events check our website or Facebook [spcrrmuseum](https://www.facebook.com/spcrrmuseum).

South Pacific Coast Railroad Narrow Gauge/Standard Gauge Interchanges

John F. Hall, SPC Historian

The South Pacific Coast Railroad was built with a track gauge of three feet between the rails. At the time, standard gauge (four feet eight and one-half inches), was by far the more common track gauge. Freight was being moved all over the country in standard gauge freight cars including freight destined to the SPC for its construction, operations and maintenance. Products originating from and arriving to the businesses along the SPC were sometimes shipped via standard gauge railroads. In order for there to be a smooth flow of merchandise, it was necessary to interchange freight between the two gauges. In the case of the SPC this meant interchanging with the Central Pacific/Southern Pacific railroads. In most locations the interchange consisted of two tracks side-by-side—one narrow gauge and one standard gauge. Two freight cars would be located side-by-side and the freight would be moved across to the opposite car.

The SPC was adjacent to or crossed the CP/SP in four locations: in Oakland on Webster Street at First and Seventh Streets; in Alameda at Pacific Avenue; at a crossing in Santa Clara and then parallel tracks to San Jose; and crossing twice in Santa Cruz. Freight interchange occurred between narrow and standard gauges at all of these locations except Oakland. But the story starts off at Dumbarton Point.

Dumbarton Point

The first example is an interchange between narrow gauge railroads. In April 1876 the North Pacific Coast Railroad car ferry *Tiger* brought SPC locomotive No. 1 and Sausalito-built Carter Brothers rolling stock to Dumbarton Point.

The SPC purchased locomotives from the Baldwin Locomotive Works in Philadelphia, and they were shipped west on standard gauge flat cars. Between 1876 and 1878 locomotive Nos. 2 thru 8 arrived at Dumbarton Point, probably on the CP car ferry

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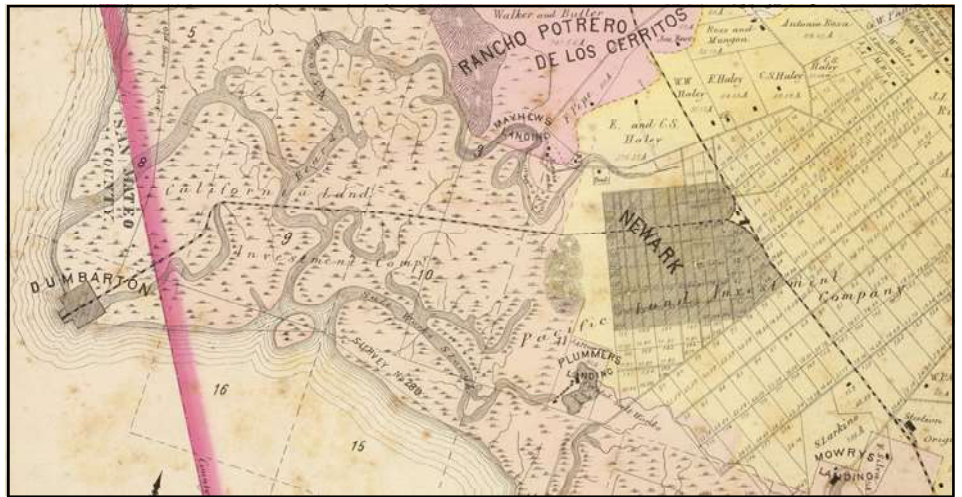
Dumbarton Point Wharf after it was abandoned. - Bruce MacGregor Collection

Transit connecting at the CP freight ferry slip near today's Howard Terminal in Oakland. If so, the actual interchange of gauges would have occurred at Dumbarton Point wharf where the locomotives would have been unloaded from standard gauge flat cars onto narrow gauge tracks.

Santa Clara

In Santa Clara the SPC mainline originally crossed the Southern Pacific just north of the SP Santa Clara Depot. The SPC continued to its own Santa Clara depot, then continued south via a sharp curve, and then paralleled the SP down to San Jose. In March 1880 as the tracks were being removed from Dumbarton Point, a new track was built from the SPC to the SP near the southern end of the SP Santa Clara Depot where the two railroads began to run parallel. This track was first used to transfer locomotive Nos. 9 and 10. The locomotives were then assembled in the San Jose engine house before moving to Newark for final testing.

In July 1880 the Parlor cars *San Francisco* and *Santa Cruz*—built by the Jackson & Sharp Company in Wilmington, Delaware—were transferred from standard gauge trucks to narrow gauge trucks and narrow gauge tracks at this location. Locomotive Nos. 11, 12 and 13—delivered June 1881 and June 1882—may have been transferred at this location as they

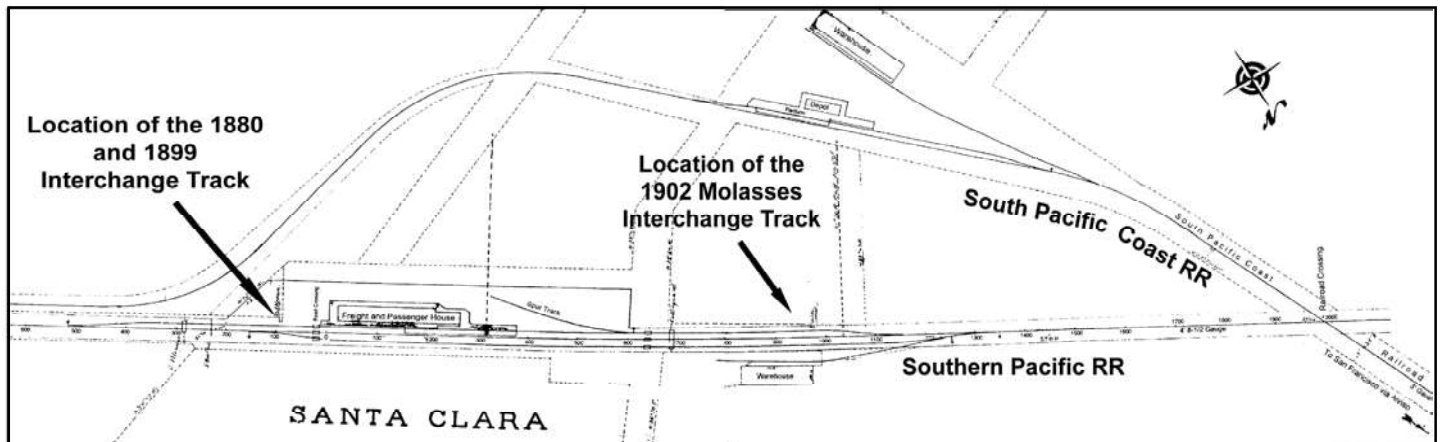


Dumbarton Point and Newark - David Rumsey Historical Map Collection

were destined for the southern end of the railroad. However the track does not show in the track diagram at the top of the next page, which was drawn for a June 1882 lawsuit of a July 1881 incident. But the track does show in the 1899 photo of a wreck at the relocated SPC/SP Santa Clara crossing south of the SP Santa Clara depot.

In October 1902 another interchange track was built in Santa Clara just north of the SP depot at the Santa Clara Water Works. The Lick Paper Mill near Agnews had been converted into a distilling works to convert molasses from the Spreckels Beet Sugar Mill near Salinas into alcohol. The Paper Mill spur was narrow gauge and the molasses was shipped from Salinas in standard gauge tank cars. The new Santa Clara interchange track at the Water Works included storage tanks for molasses. Standard gauge tank cars

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Santa Clara SPC and SP Depots 1882 - South Bay Historical Railroad Society



Santa Clara Combined Depots 1899 - Bruce MacGregor Collection

would unload molasses into the storage tanks which would later fill narrow gauge tank cars. The narrow gauge tank cars would then carry the molasses to the Union Distilling works at the converted Lick Paper Mill until August 1906 when the spur was standard gauged.

Alameda

SPC locomotive Nos. 11, 12 and 13 mentioned above may have instead been delivered at Alameda

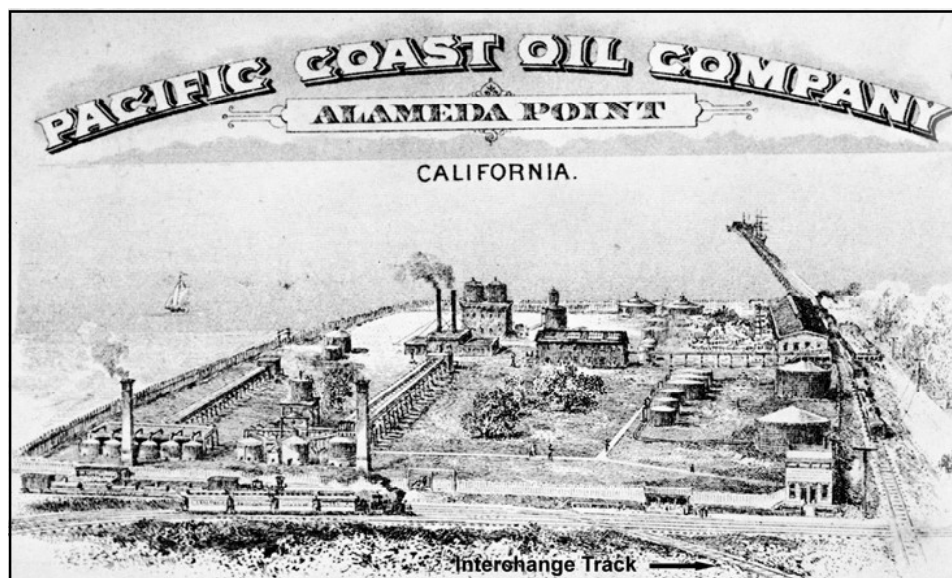
Point via the CP car ferry *Transit* with a 1/3 mile cruise across the Oakland/Alameda Estuary. Notices of the arrival of the locomotives appeared in the Oakland and Alameda newspapers without mentioning a location. Another possible transfer point was at Pacific Avenue.

Just south of Alameda Point the Central Pacific tracks (originally built by the San Francisco and Alameda Railroad) traversed what is today's Pacific Avenue and ended at a wharf on the western end of Alameda. The tracks ran along the north side of the Pacific Coast Oil Works. The SPC tracks perpendicularly crossed the Pacific Avenue tracks on the eastern side of the Oil Works. Both railroads served the Oil Works. In 1880 this crossing was used to transfer 15,000 telegraph poles from the SPC to the Southern Pacific Railroad for use in Arizona. In 1881 the same crossing was used to transfer the ex-Santa Cruz & Felton Porter locomotive *Santa Cruz* onto a Central Pacific flat car for transport to Reno and the Nevada & Oregon Railroad (later the NCO).

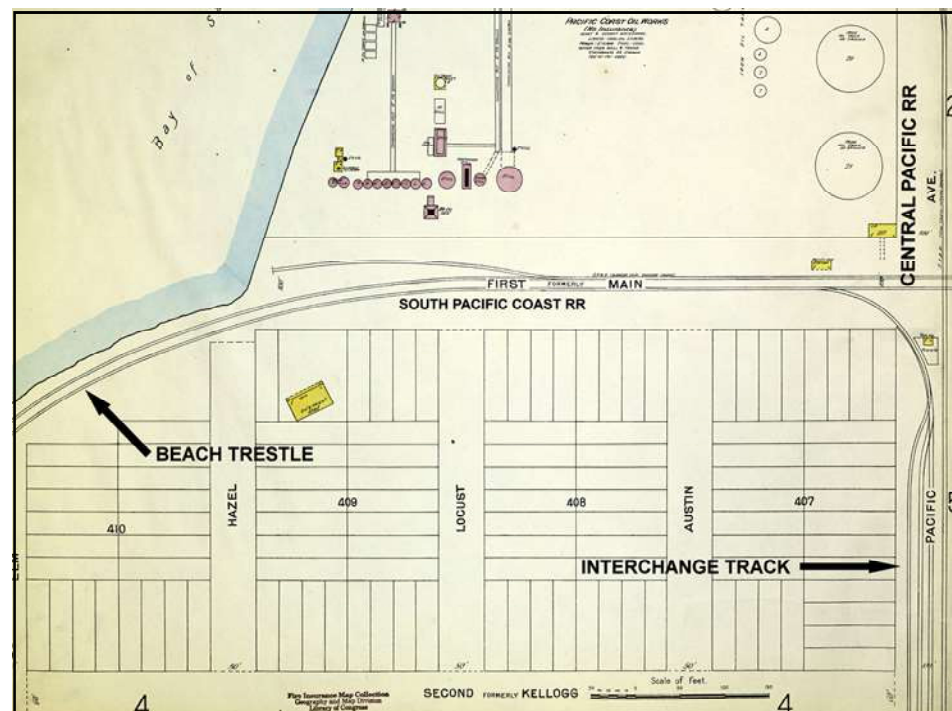
In May 1884 the transfer was made easier by building a spur off the SPC from the southern leg of the SPC/CP crossing curving east to CP yard tracks on Pacific Avenue just east of the crossing. A narrow gauge track was added to the yard and became the interchange track. Locomotive Nos. 14 and 15 soon arrived from the Baldwin Locomotive Works via the Central Pacific and were transferred at this location. Subsequent locomotives and freight car loads were also transferred here. A small freight shed and platform were built to facilitate transfers. This transfer track was probably in use until the SPC was widened to standard gauge.

In September 1893 SP standard gauge carloads of rock from Rocklin were transferred at the Pacific

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Pacific Coast Oil Co. Alameda. SPC tracks across the bottom; Central Pacific tracks on the right.



Sanborn Fire Map of Alameda 1897 - Library of Congress



Beach Trestle in Alameda - Bruce MacGregor Collection

Avenue yard to narrow gauge cars, which were then sent to Wright's where the rock was used in the new concrete tunnel portal and spillway.

In October 1894 the curved track between the railroads was temporarily dual gauged along with an SPC track that ran south to a trestle along the Alameda shore. The trestle was also dual gauged so that the SP rock cars could directly drop their loads filling in the beach trestle with rock.

Carter Brothers

Carter Brothers of Newark built rolling stock for the SPC and other narrow gauge railroads. They also built a significant number of standard gauge cars. If the rolling stock was destined to a railroad along the Pacific Coast, it was often sent up to Alameda Point on narrow gauge trucks where it was loaded onto ships for delivery to the appropriate Pacific Coast port. The cars rode on the deck of the ships, usually stowed perpendicular with the ends overhanging the deck if necessary. An example occurred in 1882 when six standard gauge cars for the California Southern were shipped to San Diego on the steamship *Santa Cruz*.

Sometimes the cars would be sent inland via standard gauge railroads. After May 1884 the transfers regularly occurred at Pacific Avenue in Alameda. In December 1887 the Carter Brothers built six standard gauge cars for the Los Angeles County Railroad. The cars were transferred from narrow gauge to standard gauge at Pacific Avenue and delivered to Los Angeles via the Southern Pacific. In January 1890 the same cars came back to Newark, having never been paid for, again transferring at Pacific Avenue.

Alameda Sugar Company

In July 1895 the Southern Pacific built a standard gauge spur from the SP line east of Alvarado to the Alameda Sugar Company mill in Alvarado, five miles north of Newark. The mill had previously been served only by the SPC narrow gauge. The tracks combined east of the mill with an interchange track next to the standard gauge yard. This location may have been the April 1896 transfer point for standard gauge flat cars built by the Carter Brothers for the AT&SF. The majority of these cars were kits shipped on completed standard gauge flat cars from Newark to a remote Carter

facility in Lathrop, CA for assembly of the car kits.

Fredericksburg Brewery – San Jose

In San Jose the Fredericksburg Brewery received a franchise from Santa Clara County to build a narrow gauge spur along Cinnabar Street from the Brewery to the SPC which was in operation by early 1884. The brewery spur curved to the north where it connected to the SPC mainline. Fredericksburg Beer was shipped to points on the SPC as well as on the Southern Pacific, including locations as far as Nevada and Arizona. The interchange track was near Polhemus Street (today's West Taylor Street). This was an interchange location for freight coming from or going to the SPC between Santa Cruz and San Jose, including such items as lumber, fruit, lime, powder, and beer.

In December 1891 the Brewery expanded for the fourth time and relocated the tracks off Cinnabar Street to the backside of the Brewery, then curving to the north where it connected to the SPC mainline. The spur and mainline tracks were dual gauged until they reached the connection to the SP near the interchange track at Polhemus Street. The Brewery's new fleet of ten standard gauge Tiffany reefers were switched by SPC locomotives—SPC No. 9 is shown in the photo below. This was the first use of revenue-generating dual gauge track on the South Pacific Coast Railway.

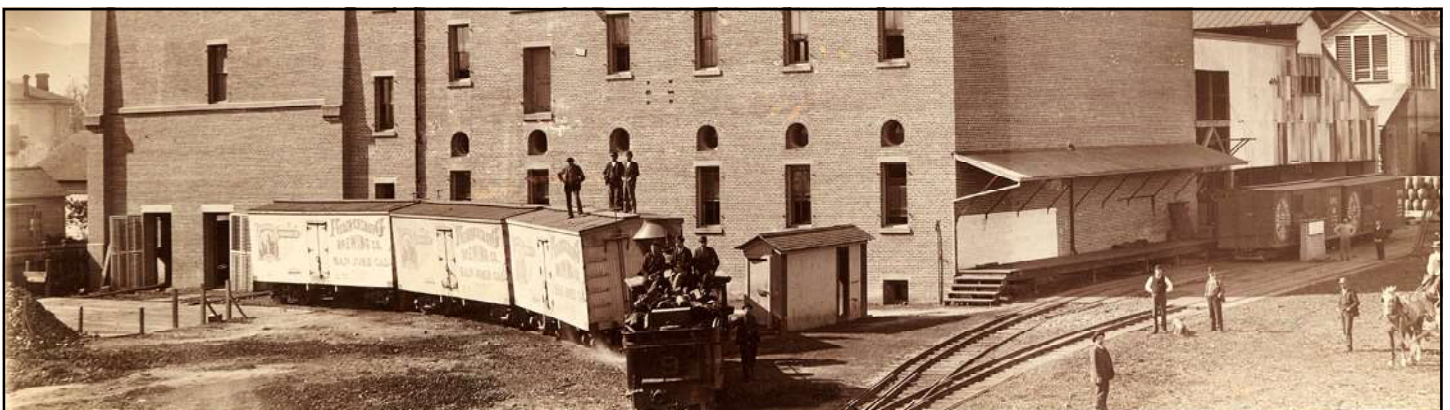


Alameda Sugar Company Interchange (behind the camera) - Bruce MacGregor Collection

Note the SPC narrow gauge Carter Brothers ventilated box cars on the right side of the image below used to daily move 150 sacks of barley from the grain warehouse at the San Jose Depot to the brewery; as well as moving beer north and south along the route of the SPC.

Santa Cruz

In November 1883 after the Southern Pacific Railroad took over the Santa Cruz Railroad from Santa Cruz to Pajaro and converted it to standard gauge, there was a fierce competition for Santa Cruz business. The SPC and the SP did not interchange



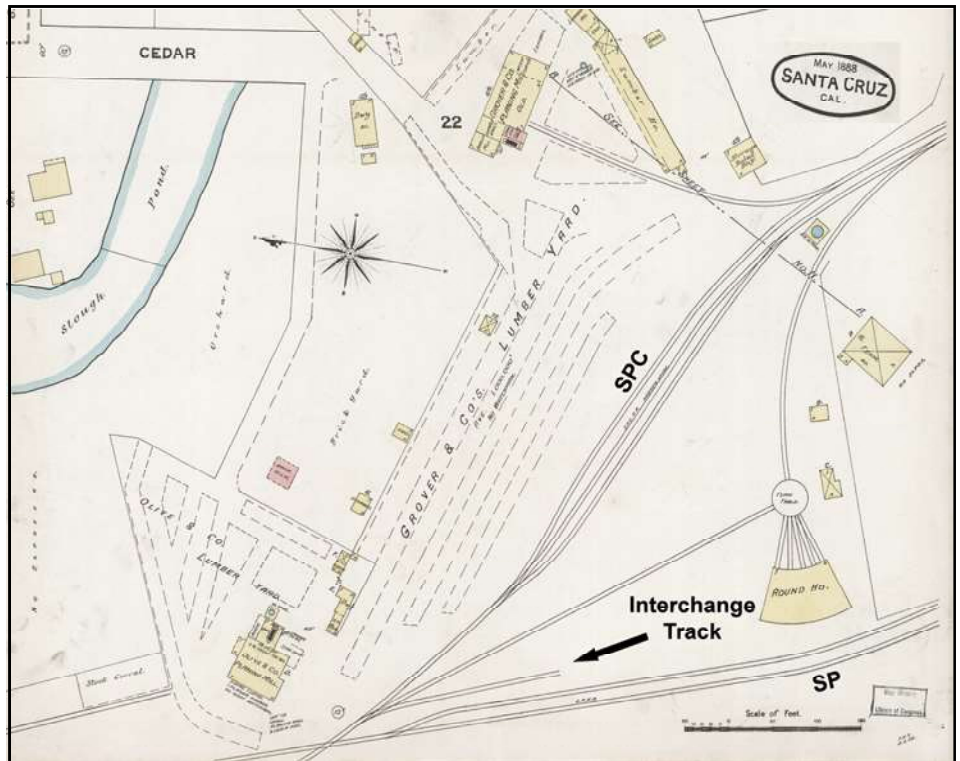
Fredericksburg Brewery San Jose January 1892

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freight in the city. However once the SP obtained control of the SPC in 1887, an interchange track was installed at the northern end of the SPC yard near the northern crossing of the two railroads. The SPC/SP Union depot was opened near this location in 1893 along with dual gauge tracks and freight yard.

Dual Gauge

In 1895 the track between the Fredericksburg Brewery and Los Gatos was dual gauged. Then in 1902 the dual gauge was extended to Wrights. At the same time the Alameda local tracks between the ferry terminal and High Street were dual gauged. In 1904 the tracks between Polhemus Street (W. Taylor Street) in San Jose and the crossing at Santa Clara were converted to dual gauge. It wasn't long before the entire railroad was standard gauge and the interchange tracks were no longer needed. 🚂



Sanborn Fire Map of Santa Cruz 1888 - Library of Congress

Board Meeting Summaries

May 14, 2022 (meeting held via Zoom)

- Operations Supervisor reports operations is fully staffed.
- Bald Eagle nest continues to restrict operations.
- Accepted donation of funds to build a storage shed for the 'Gator' ATV.
- Moved to cast 6 harp stands: 3 are for sale and 3 are for our use.
- Moved to purchase a steel bander to bundle ties for transport.
- Moved to lease steam locomotive Argent 5 from Brook Rother and Bruce Sorel.

June 11, 2022 (meeting held via Zoom)

- Bald Eagle nest continues to restrict operations to travel between Ardenwood station to Deer Park. EBRPD is evaluating the nest and may remove restrictions soon.
- Authorized purchase of replacement hydraulic hoses for the tractor.
- Contracted with Ferma Greenbox to remove waste ties and other creosote waste. They provide bins and remove hazardous waste. This solution is less expensive than other alternatives. Two bins were authorized (maximum allowed).
- Authorized MOW manager to pickup free relay ties donated by Richmond Pacific RR.
- Cancelled the Haunted Railroad for 2022. A lone day event for special needs children will be scheduled.

Summaries for July-December will appear in the next newsletter



REPORT ON SPECIAL EVENTS

Rail Fair 2022

It was so great to have Rail Fair once again after Covid caused us to cancel in 2020 and 2021. All of our wonderful former exhibitors returned: Bay Area Garden Railroad Society's Live Steam Layout, California Central Coast On30 Modelers, and Diablo Pacific Shortline and their huge G-scale layout. We were fortunate to add a new exhibitor this year too! The Golden State Toy Trains Operators have a fantastic Lionel modular layout, which reminded me of the Lionel trains that I played with as a kid. Rail Fair visitors loved it also, and one lucky little boy was so in love with it that he was allowed to help the operators operate a train all day on Saturday. The



This little boy helped operate the toy train layout each day.

world now has one more rail fan... the boy's parents brought him back every day of Rail Fair so he could operate the train. The Golden Gate group had so much fun at our event that they already told me that they will be back next year.

Our favorite musicians also returned: the California State Old-Time Fiddlers played on Saturday, The Applebutter Brothers played on Sunday, and a new group joined us this year on Monday called "Against the Grain." They all play incredible blue grass music!

When we hold a special event, we usually run the train as a one-way ride between the Ardenwood and

Jacque Burgess, Event Coordinator

Photos by author unless otherwise noted

Deer Park stations. But this year we tried something new... we ran the train from Deer Park station (instead of Ardenwood station) and took riders around the new Goldie Loop then back to the Deer Park. Operations Manager Tom Sturm and the train crew were able to make enough runs so that the line didn't get too long so we did it again at Harvest Festival in October.

Work for the event began in earnest on Friday as volunteers David Waterman and Jay Martinez moved some of our historic cars out of the Car Barn so they could be displayed along with Argent Lumber Co. #5 for people to see as they rode by on the train. Other

volunteers spread out in the farmyard at 4 pm to block off the area where the model exhibitors brought in their big trailers in to unload and setup. Helping with crowd control were Mary and Gene Bobik, Jack Burgess, Dave Rutherford and Tom Sturm—they also helped haul chairs and tables from our container and set everything up for all of the SPCRR displays. It was also discovered that our locomotive "Katie" was having an air brake problem, so David Waterman stayed late into the night making a new part to fix the issue.

On Saturday at the park entry gate... Mary Bobik (all 3 days) and Kristi Erdkamp (Saturday and Sunday) greeted visitors with a handout/map. They explained to everyone that the train would be departing from the Deer Park

station, then gave people directions on how to get there. At the information table Gene Bobik handled various visitor questions on Saturday and Sunday.

Curator Andy Cary brought NWP caboose 6101 to Ardenwood station and worked on the restoration all 3 days—visitors were fascinated with the process, and were especially interested in learning how paint research was done. Beth Cary answered visitor questions at the restoration exhibit on Sunday. SPC box car 472 (the Museum Car) was stationed at the Ardenwood boarding ramp and John Erdkamp gave tours on Saturday and Sunday, and he was joined by

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friend Diana Romo on Sunday. In addition, John and Diane gave handcar demonstrations. John Stutz and Don Marenzi also gave tours of the Museum Car all 3 days, and Tony Peters spent all 3 days explaining to visitors how the track crew utilize track tools to build and maintain our track. Rola Goldie helped run errands and also helped at the track tool display on Sunday, and John Goldie helped at the tool display on Sunday and Monday. John Goldie also saved the day on Monday when the heat caused the Deer Park stub switch to seize up, but John got it working again in short order.

At Deer Park station, Damian Stellabott and Tom Sturm were Station Agents and handled the loading and unloading of the crowds of passengers as fast as they could go to keep the train moving. Back at the Car Barn, Brook Rother and Bruce Sorel worked on rebuilding the Whitcomb diesel locomotive. However they were often interrupted by park visitors who saw #5 parked in front of the Car Barn while on the train ride and quite a few of them walked back to the Car Barn to get a close up look. Steve Rusconi also worked on some track punch list items at the Car Barn and assisted Brook and Bruce. Our great train crew that weekend was made up of David Acosta, Bobby Goldie, Stan Keiser, Mike McDonald, Nick Loey, and Isaac Sattler.

Special thanks to Jack Burgess and John Stutz who helped all 3 days, and Lauren Locey who helped on Saturday. Where ever there was a need, they filled in



Isaac Sattler tries to pry open the stuck switch.

without complaint. They also covered other volunteers' duties so they were able to take lunch breaks. In addition, John Stutz also got up early each day to get ice and drinks and place them in coolers for the volunteers, and he also helped at the Museum car. Jack was my right-hand man throughout the entire event and the week before.

This year I badly sprained my ankle just 2 days before Rail Fair began and I could barely walk. Jack helped with everything behind the scenes such as staying overnight to keep an eye on the train layouts, taking lunch tickets to the exhibitors, making numerous trips to Dale Hardware, helping hand out flyers at the front gate, and so much more. I also want to thank John Goldie who suggested I use the "Gator" (the track crew's maintenance vehicle) which allowed me to drive around and make sure everything was running smoothly each day. He also cleaned the vehicle and topped off the gas tank for me.

Last of all I want to mention that we are so fortunate to have a wonderful relationship with the Park employees at Ardenwood. Park supervisors Sonja and Lynne are so great to work with! Lynne had the fantastic idea to set up a mist tent at Deer Park station so that visitors, volunteers, and the train crew could cool down; and Lynne also thought to set up bleachers shaded by pop-up tents so that people had a place to sit in the shade while they waited for the train.



Tony Peters demonstrates track tools.

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Curator Andy Cary rang the historic horse car's bell for visitors, and explained the restoration of the caboose which is nearing completion.

Only one thing marred the event... unfortunately Bay Area newspapers and radio stations reported that all East Bay Regional Parks would be closed all 3 days on Labor Day weekend, when in fact several EBRPD parks were open including Ardenwood. This really impacted our attendance numbers, and the hot weather that weekend also didn't help. We ended up with 2,500 people total for the 3 days, when it should have been 1,800-2,500 each day based on past Rail Fair numbers. On the bright side, it was a great event and fun for our exhibitors, volunteers, crew and visitors alike.

Next year we plan to move the event to a cooler time of year (probably May or June). This will likely mean that Rail Fair will become a 2-day event (there is only one 3-day weekend but that is not available). The new date will be listed in the Calendar on the last page of the next newsletter. If you weren't able to join us this year I really hope you will come out for this wonderful event in the future.

Children with Special Needs Halloween Event

On October 29 the Park held a special evening event for children with special needs. This was our 2nd year that we participated and we ran a mini-version of the Haunted Railroad. We had a great turnout of volunteers who showed up at Noon that day to setup. Bill and Janne Wissel came prepared with inflatable and plastic pumpkins in every conceivable pose, and even a 12 foot tall skeleton which was a big hit with the kids. Helping to set up were: Jack Burgess, Jacque Burgess, Andy Cary, John Goldie, Stuart Guedon, John Stutz, and Bill Wissel and Janne Wissel. Helping

to load passengers that night were Mary Bobik, the joke-telling Frog played by Janne Wissel, Jack Burgess and Jacque Burgess.

The stars of the ride were:: the Witch of Ardenwood played by Beth Cary; the Ghost Bride played by Kennedy; the Ghost of the Forest played by

story continues on the bottom of page 12



Mary Bobik greeted guests at both Rail Fair and the Children with Special Needs event.



At Rail Fair, Tony Peters explains how the track tools work.
Photo - Jacque Burgess



Janne Wissel, aka The Frog, greeted passengers on the Children with Special Needs Haunted Train.
Photo - Bill Wissel



It's not easy assembling 12' skeleton with only a 6' ladder! Left to right: Andy Cary, Janne Wissel, Bill Wissel, Jack Burgess.



Janne couldn't resist goosing Andy with the skeleton's hand. Stuart Guedon (in orange) and Bill Wissel in the back. Photo - Don Marenzi



Beth Cary, the world-famous Witch of Ardenwood.
Photo - Don Marenzi



The 'No Goods' train robbers taking a break between trains. Note the "marshmallows" and the 'fire' with 'dynamite' next to it.
Photo - Don Marenzi



Kennedy plays the Ghost Bride still looking for her long-lost husband after 150 years.
Photo - Jacquie Burgess



Julie Boyer the Ghost of the Forest.
Photo - Don Marenzi

Julie Boyer; and the 'No Goods' gang of train robbers played by Andy Cary, John Goldie, Stuart Guedon, John Stutz and Bill Wissel. The train robbers were sitting around a campfire (the fire was created from cardboard by John Goldie) and the gang was roasting "marshmallows" (made of pvc caps by John

Goldie, and mushrooms found in the woods by Stuart Guedon). When the train was on its way back to the station, the robbers held up the train. They tossed 'sticks of dynamite' (also made of pvc pipe painted red). Everyone thought it was hilarious!

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Special Events - continued from page 12

We ran 3 trains to carry everyone on the Haunted Train ride, then the families made their way to the farmyard where they were served dinner by the Ardenwood Café and there were various crafts for the children to make. This was followed by music played by a wonderful band made up of special needs teenagers.

When Ruth Tyson learned about the event (she has carved the fabulous pumpkins for all 27 years of the Haunted Railroad), she decided to carve 15 pumpkins for the enjoyment of the kids and their families. To surprise the guests, we lined the dark path from the Granary to the front gate with the lighted pumpkins. These were not your everyday pumpkins—they were gigantic and she carved everything from cats, to witches, to dragons and more. The families were so surprised and spent time taking pictures with the pumpkins.

A great time was had by all of the families, and we ended the evening with our hearts full by being able to give them a holiday event which some had never experienced before because their children cannot deal with crowds or loud noises. 📷



Henry and Ruth Tyson on the Haunted Train. Ruth is also known as The Pumpkin Lady and she designed and carved the 15 pumpkins which lined the path after dark. Unfortunately my night photos did not turn out.

Thank you to our Train Crew for a great season!

Our Train Crew has done a fantastic job this year, and the park staff have received many compliments about how professional, courteous, and friendly the train crewmembers are. We also did not have a single safety incident in 2022. The crew is made up of the following people: SPCRR Operations Manager Tom Sturm, David Acosta (in the photo below wearing the white shirt sitting next to Stan Keiser in the coveralls), Bobby Goldie, James Link, Stan Keiser, Mike McDonald, Nick Loey, Isaac Sattler (in the photo below standing next to Fremont Mayor Lily Mei), and David Waterman.



Membership News

Julie Boyer, Membership Manager

Welcome New 2023 Contributing Members!

Colin Houghton, Roseville CA

Lester Mendaros, Newark CA

Damian Stellabott, Martinez 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, 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, or call 510-508-8826.

NOTICE TO SPCRR CONTRIBUTING MEMBERS

It is now time to renew your membership for 2023

Renew your membership by January 31 to get another year of SPCRR’s awesome newsletter, as well as access to special member events and news. 2023 will be another big year for SPCRR!

There are ongoing and new restoration projects planned by Curator Andy Cary, track projects planned by Track Manager John Goldie, opportunities to volunteer on new projects, our beloved Haunted Railroad will return in October, and Rail Fair will change to a new month earlier in the year (hopefully with cooler weather!).

Membership is still only \$20 per year. To renew (or give someone else the gift of membership!) go to www.spcrr.org, click on “SPCRR” on the menu bar, then choose “Become a Member.”

THANK YOU!!!

UPCOMING SUNDAY RESTORATION WORKDAYS:

January 15, February 19, March 19

**Restoration workdays are held
the 3rd Sunday of each month (no workday in December)
Monday workdays will continue each week
(please contact Andy in advance in case a workday has changed)**

This is your chance to join in the fun! All skill levels are needed, and no experience is necessary... we will teach you everything you need to know. Work ranges from painting to carpentry and metal working, and everything in between. Workdays begin 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.** Bring your lunch, water, and gloves. **Contact Curator Andy Cary before each workday** to make sure the time or date has not changed. Andy will also give you more information on entering Siward Gate: curator@spcrr.org or text/call 510-324-6817.

Summary of Train Ridership for 2022

Tom Sturm, Operations Manager

Our largest monthly ridership this year occurred in October (12,817 passengers). A combination of a Harvest Festival weekend and pumpkin sales on the other Sundays kept the train crew busy for the month. On Harvest Festival weekend we used our new abbreviated ride giving roundtrips from Deer Park around our new loop of track—we managed to haul 2,086 passengers on that Sunday! It was our largest single day passenger count for the year. On that day we made 22 runs around the new Goldie Loop.

The largest passenger count on a normal Sunday was 1,630 passengers on October 30. This was also the last day of pumpkin sales at Ardenwood. 1,630 comes close to the maximum we can pack on the train (lots of kids on laps and no personal space allowed). Fortunately the visitors are understanding.

Our first experiment with running the event schedule on just the Deer Park/Goldie Loop (so we can do quick runs and haul the most passengers) occurred on Rail Fair weekend, but the newspapers had a front page article saying that East Bay Regional Parks were closed due to fire danger which kept visitors away. It was also very hot and our busiest day was the coolest day on Saturday. Unfortunately the attendance that day was equivalent to an average Sunday.

Thursday and Friday operations tend to be calm

and sometimes very quiet. Our peak months were June and July which corresponds to when we had daily camp groups. The Patterson House day camp had three groups ride the train every Thursday. Scout camps and others were also regulars.

School groups gradually came back as we headed into fall. In addition to our Children with Special



Photo - David Waterman

Needs Haunted Train in October, we also had a large (about 150 people) group of families with special needs children that came out to ride the train. All together we carried **65,067** passengers this year (park attendance was 77,789--this number also includes the 3 days a week when the train does not operate). 🚂

ANNOUNCEMENT

Beginning in 2023 the newsletter will become a quarterly publication with a new name, new look, and new format. The first edition will be sent out at the end of March.

DONATIONS: September/October/November 2022

Donations \$10-\$499

Amazon Smile
Damian Stellabott
Texas Instruments - John Goldie IV

Donations \$500-\$999

Jeff Lowe

Donations \$1,000+

Brian Norden**
David Rutherford**

**Track Maintenance*

***Historic Car Restoration*



A Thank You from Track Manager John Goldie...

Track Manager John Goldie always gets questions about how the Track Crew is getting so much work done. John tells them, "It is really three-fold. The progress is driven by: (1) The great support members and friends who provide us with needed tools and supplies off the Amazon "SPCRR Track Crew Wish List" (see info on how you can help on the Train Order Board page at the back of the newsletter), and also monetary donations. (2) Our dedicated Track Crew volunteers who devote days to the effort, some are there every week! (3) Encouragement from SPCRR members on our progress and also the smiles we see from the passengers on the train! The Wish List has been great and I am excited to share that we received a gift of 7 items recently from members Mark and Lynann Pizrek. We've already put some of these items to use! We received: 36" pry bar for the tool car, 2 cans of signal horn (tractor signaling), 8 lb Hammer, 1/2" Impact Socket Set; Dewalt Impact Wrench/air powered, Craftsman 3/4" large socket driver, and a large Grinding Wheel to smooth out step joints once the rains return. **THANK YOU Mr. and Mrs. Pizrek**—this allows us to have the tools we need, where we need them, and when we need them."

Donations of Materials

Jay Martinez - 5 short-handle shovels

Mark & Lynann Pizrek - Craftsman

3/4" Drive Quick Release Ratchet; SeaSense Large Air Horn; Dewalt Impact Wrench with Hog Ring; Dewalt Grinding Wheel for Metal 7"; Craftsman Pry Bar, 36" Steel Wrecking Bar; ATD Tools Sledge Hammer, 8lb, Handle 12"; Tough 23 Piece 1/2" Drive Impact Socket Set; Houggen RotaMagic Cutting Fluid 12-pk; Milwaukee Bandsaw Blades BI-MET 3-pk.

Goldie Family - 12 large box wrenches in the 1" to 2" range; 3/4" large torque digital driver; heavy duty transmission jack (to lift couplers and brake cylinders); drill bit sharpening bit holder; spare grinding wheel; air powered paint shaker; parts cleaner electric tank; large collection of cable ties; dual flood light work lamp and tripod.

Anonymous - Milwaukee M18 Portable Grinder Kit

Anonymous - Cutting Fluid Concentrate (for the rail drill); replacement portaband blades (for rail cutting)

Steve Rusconi - 1" Die to clean threads of gauge bars

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 the Track Crew Amazon Wish List items of \$100 or more). For donations under \$100 you can use your PayPal receipt; cancelled check; or your Amazon receipt for wish list items.

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.

To order from the Track Crew's Amazon Wish List, click on the following link. Please be sure to check the box that the item is a gift, and fill out your name on the gift message so we know who donated the item (there is no other way for us to find out who sent a wish list item). **IMPORTANT:** choose the shipping address called "SPCRR's Gift Registry Address":

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

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).

10/3, 10, 17, 24 - Volunteers: D Waterman (24 hrs); A Cary (21 hrs), T Peters (18 hrs), J Stutz (18 hrs), D Marenzi (9 hrs). Work was performed this month on NWP caboose 6101 and the Harp Stand patterns. John Stutz finished the repair and refurbishment of the harp stand patterns preparing them for the foundry... this involved repairing surface blemishes and filling cracks using a variety of fillers. He also applied new paint.

Andy Cary, Tony Peters, and David Waterman worked on the caboose. This included making and installing the buffer block on the A-end, cleaning and installing the

platform truss rods, and finalizing the platform deck. The A-end deck is nearly complete, only needing a coat of paint or two on the deck, and the installation of grab irons and the roof ladder. Installing the platform truss rods was a bit of a challenge as drilling the holes through the buffer block involved jacking the car up and rolling the truck out of the way to make room for the drill. David describe this well: We were able to drill the holes for two of the end platform truss rods that required some delicate angle finding work. Shown in the picture below, the rods pass from the very end of the car all the way through the body bolsters and are secured with large nuts and washers on the side of the bolster facing the car center. This is intended to help support the end platform itself and to help distribute the force of pulling on the car through the coupler.



Harp Switch Stand Pattern Refurbishment.

Photo - AJL Cary



Platform truss rods at bolster.

Photo - David Waterman

continued next page

We also started repairs on the cupola, starting by removing the lead flashing at the base of the cupola. The flashing overlays a beveled trim around the cupola base and is tacked down. This flashing is not prototypical and was probably installed by the shipyard restoration in 1968.



NWP 6101 - Removing lead flashing at base of cupola. Photo -AJL Cary



NWP 6101 Roof at 1968 Restoration" from Restoration Report by Kevin Bunker

10/31 and 11/7 -Volunteers: A Cary,T Peters,J Stutz (12 hrs); D.Waterman (6 hrs); D Marenzi (3 hrs).Work was on NWP Caboose 6101 and General Maintenance.Work on the caboose switched to the B-end platform. Tony and David milled and drilled a buffer block out of 4x6 fir and bolted together the platform sills and end beams.Andy cut down some existing bolts and re-threaded the stubs and spent time removing lead flashing on the cupola.Tony had to adjust some of the locking bars on the bolt heads had to be widened and resealed.The new buffer block has a couple of coats of paint (we also painted the A-end

platform deck and some window frames).The sticking middle window was freed by removing the top molding—it was thought to be caused by a finishing nail into the window frame, but turned out that it was just the top molding interfering with the window.



Rethreading bolts for the platform draft sills.Andy got to use the newly donated angle grinder. Photo -AJL Cary

Now that the harp stand patterns are off to the foundry (thanks to Jay Shellan!) John Stutz has returned to his crusade against the blackberry vines at SeaBee Curve. **11/14 –Volunteers:**A Cary (12 hrs); Colin Houghton, Lisa Brandon,Andrew Brandon, D Waterman; (8 hrs); D Marenzi (3 hrs).Work today was on NWP caboose 6101. **Welcome to new-to-restoration volunteers Colin Houghton, Lisa Brandon and Andrew Brandon who came from Roseville and Grass Valley respectively to volunteer!** Work on the caboose continues on the B-end platform, the roof and cupola. David, Colin and Andrew focused on getting the B-end coupler ready for installation.This included more paint on the buffer block, cleaning and painting the carry-irons, and installing them on the draft sills.

Andy spent his time removing the last of the lead flashing on the cupola.All the lead flashing is now removed and just one end of the canvas that was under the lead remains to be removed. Once the last bit of canvas is removed, the cupola is ready for repair and window installation. In addition, the stove pipe and cap were removed.

Lisa took on the cleaning and scraping of the B-end steps and finished Tony's prior hard work on one set of steps.The new buffer block has a couple of coats of paint (we also painted the A-end platform deck and some window frames).



Andrew Brandon and Lisa Brandon scraping. Photo - AJL Cary



Colin Houghton and David Waterman installing carry-irons. Photo - AJL Cary

The new volunteers took the small handcar out for a tour of the track at the end of day, using Colin's trumpet to signal crossings.
11/20 –Volunteers: A Cary (8 hrs), D Stellabott (5 hrs). Work continued on NWP caboose 6101. The Sunday Train Crew moved the caboose out of the Car Barn before daily operations, and returned it around 5 pm (thanks guys!). We continued work on the B-end platform and the roof and cupola. Andy finished removing the lead flashing on the

cupola and cleaned the area. He also found a simple solution to repairing the existing stove pipe hole in the roof. Damian painted the platform steps (with a broken hand) that were scraped on Monday. Andy painted the interior of a window frame and one end door with the mossy green interior paint. The B-end railing was fit onto the platform end-beam and measured for cutting down. The smokejack was cleaned in preparation for repainting.



Damian after painting platform steps one-handed.-Note the railing being tested for fit. Photo - AJL Cary



Tony Peters using our newly donated grinder to grind the railing. Photo - AJL Cary

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11/28 –Volunteers:T Peters, D Stellabott, DWaterman (8 hrs); A Cary (6.5 hrs); D Marenzi (2 hrs).Work on NWP caboose 6101 continues on the B-end platform. We worked on the platform railings and the coupler today.Andy and Tony resized the B-End platform railings to match the A-end (they were too long which made it difficult to pass between them.They had to be cut down to make the railing match the 1910 pictures.This involved measuring and cutting the 2" x 5/8" steel railing down by grinding a radius and drilling a 5/8" hole.We used the new battery powered 4-1/2" grinder to polish the ends (**thank you anonymous donor!**).We then set the railings on and drilled the platform end beam for the new locations.All that is left is for the railings to be painted, the brake wheel and pawl added, and the whole thing bolted down. David, Damian and Tony then mounted the coupler.This involved fitting the spring and plates into the coupler and then using the "Waterman Patented Sliding Coupler Jack" to position the coupler on the coupler irons and bolt the carry plates on. Don Marenzi came by and provided updates and advice. It was a very productive day!



Inserting the coupler spring. David Waterman and Tony Peters pound while Damian Stellabott holds down the coupler (with a broken hand!). Photo - AJL Cary

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

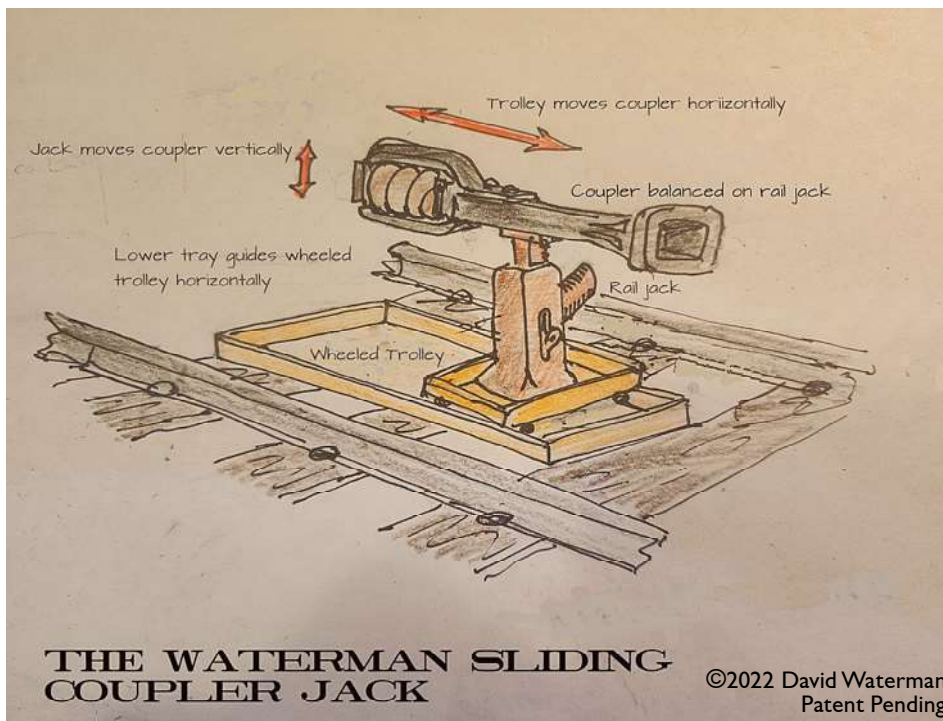
9/1-5 – Rail Fair setup and event.Volunteers: J Burgess, JS Burgess (38 hrs);A Cary,T Sturm (31 hrs); M Bobik, D Marenzi,T Peters, B Rother, B Sorel, D. Stellabott, J Stutz (25 hrs); G Bobik, J Erdkamp, K Erdkamp, J Goldie, D Waterman (14 hrs); B Cary, R Goldie, Lauren L, J Martinez, D Romo (7 hrs); D Rutherford (1.5 hrs).

10/7,8 - Harvest Festival Park Event. Volunteers:T. Sturm (14 hrs);J. Burgess, JS Burgess (12 hrs); J. Stutz (10 hrs); K. Boyer, D. Marenzi, D. Stellabott (7 hrs).

10/15-28 –Special Needs Event Haunted Train Preparation.Volunteers: H.Tyson, R.Tyson (28 hrs);JS Burgess (15 hrs); J Burgess, B Wissel, J Wissel (5 hrs)

10/29 – 10/29 – Special Needs Event Haunted Train.Volunteers: J Burgess, JS Burgess, B Wissel, J Wissel (11 hrs); A Cary J Goldie, S Guedon, J Stutz (8 hrs); M Bobik, J Boyer, K Boyer, B Cary, T Sturm, H Tyson, R Tyson (4 hrs).

11/7 – Special Needs Event Park District after event meeting. Volunteers:JS Burgess, D. Marenzi, T. Sturm (1 hr).



The Waterman Sliding Coupler Jack.

by David Waterman

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.

8/29-9/2 – The Rail Fair volunteer hours are shown under the “Events” heading on the previous page. Lots of final track related items were completed in preparation of Rail Fair. Thank you to Andy Cary and David Waterman who ran the tallest car (the caboose!) along the line to clear branches. John Stutz also worked on cutting back more track berries and that section is looking great. On Friday I was out to cut up and remove the large brush piles by the station and, after several hours and 4 tractor loads, it was cleaned up. The Gator got a wash and cleaned up as it turned out to be a critical support item during the event that helped Jacque get around after she sprained her ankle, and also for some track work. We pumped the hand car up to the front (thanks Jay Martinez!)—this is a great platform to test the ride also as you can feel the track more. The tool car, ballast car and display cars were taken up front on Friday night before Rail Fair. At Rail Fair we displayed track components and also the track tools and had great interaction with the visitors. The morning hours were very popular and some people dropped by to talk more on their way out also. Thank you to Tony Peters who manned the demo all three days, and I was able to do a day and a half too. During the hottest day our rails expanded and we had to do some quick adjustment to the Deer Park east stub switch. I had to cut off two thin slices of rail to allow the swing rails to swing (it was pinching into the head block). We also walked the active track on Sunday to check it after the 16 trains of Saturday, and I’m happy to report no issues. Steve Rusconi supported the Car Barn volunteers on Sunday and completed some punch list job items.

9/11 –Volunteers: J Goldie, S Rusconi, B Sorel (8 hrs). We were able to get a number of items done on this hot day and focused our work in the shade. Track vegetation work: applied 1 gallon of agricultural vinegar; picked up spare ballast from the RoVV and applied it along 30’ of fire road crossing curve; changed out 4 ties just west of Siward gate that were starting to allow some rail shifting—3 came out in 1 piece but the spiking area had rotted out and spikes came out by hand. This was a tricky tie extraction due to flat hard ground and the fence close by—one tie was an old redwood tie, common on the SP from the 1920s. We also did heavy tree branch work just east of Siward gate; put away the tools and did our track paper work; and loaded up the Gator with the shade tents and folding chairs used at Rail Fair to be put back into the event container. We also received lumber for the Argent’s walkways and stacked it for flat drying with some rails for weight.

9/18 –Volunteers: J Goldie, S Rusconi (6 hrs). A wet and shorter day but that did not stop forward progress: identified 5 ties that need replacement and we trenched around them for easy pull out on the next workday; uncovered about 30’ of track with high ballast over the

ties and also burring of the rail; inspected 150’ of track. At this point the rain started so we headed back to the Car Barn where we sorted MOW supplies; rounded up miscellaneous joint bars; restocked tool car (spikes & wood plugs); restored 5 more gauge bars for service and wire-wheeled the exposed threads; worked the nuts loose with large pry bars then wire-wheeled the threads some more, then worked the nuts back and forth to get it to hand spin. Then we stored them in the Gator for installation next workday.



John Goldie working on gauge bars.

Photo - Don Marenzi



Steve Rusconi working on gauge bars.

Photo - Don Marenzi
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10/2 –Volunteers: B Sorel, D Stellabott (8 hrs); J Goldie (6 hrs). Great news also to share... the Park's crew did the major tree work along the RoW. They also chipped and did stump removal as well. We have a number of branch piles to clean up once a green box is available. All in all the work is awesome and clearance is much improved. A huge thank you to the Park crew.

Today's focus was additional branch and vegetation work by the Siward gate; changed 4 ties near the Wm Patterson site—2 were on a berm and were easily pulled and changed while 2 others were in flat ground and required 8' side trenches be dug to slide out the old ties and slide the new ties in. This area has extra ballast that we will load up and reuse on an area where it is needed for the curve at Siward gate. We also lowered the high ballast in this area to expose the spikes for track inspection; did some leaf and branch removal from the tracks; cleaned up the work areas/put away the tools/completed track work paper work.

10/5,6 (Tues, Weds) –Volunteers: J Goldie (12 hrs); D Waterman (10 hrs). With fall leaves falling and the extensive park tree work done, the RoW is pretty covered in twigs, leaves and small branches so we worked extra days this week. On Tuesday we leaf blew the reverse loop trackage; hand picked up the large stuff; and did some stencil work. On Wednesday we gave the tractor a spa day: cleaned up the tractor; fluid checks; changed out 4 out of 4 hydraulic hoses; installed the four gauge bars that we had prepped spots for (Thanks Steve!); dug out 30' of buried track near Wm Patterson site; moved the remaining 8' ties to the grove for needed tie replacement there; used vinegar treatment for the poison oak patch (we are slowly winning); researched a ATV rake to help clean the RoW.



Bruce and Damian spiking in a new tie. Photo - John Goldie

10/9 (Sun) –Volunteers: J Goldie, B Sorel (8 hrs); S Rusconi (6 hrs). Sorted out an issue on the tractor then headed to the grove for tie replacement—this section is in need of a number of ties: replaced 7 ties, then stacked up the dead “hollow” ties.

10/17,18 (Mon, Tues) –Volunteers: J Goldie (16 hrs); S Rusconi, B Sorel, D Stellabott, D. Waterman (8 hrs). Lots of activity to report on this week and also ideal track work weather. On Sunday: inspected the shop switch—advise the CMO about a deep flange; inspected Deer Park east switch and adjusted the #1 bar for better alignment of the throw; replaced the damaged switch lock at Deer Park east. The main work done was tie work in the grove: replaced 9 ties; raked the RoW; removed old ties; general cleanup of large branches. On Monday: cleaned up the redwood crossing area; cut up large branch pile into short lengths for binning; removed excess ballast from Wm Patterson station site; added ballast to Siward curve where it was needed; inspected the 3 switches targeted for spring switch conversion; walked the rest of the grove—an additional 30 ties (marked) are needed to be



Steve, Bruce and Damian spiking in a new tie. Photo - John Goldie

changed out; inspected trackage by Shirley's Switch—tie work is needed; inspected Shirley's Siding—additional joint work needed and a few ties. Also completed during last week was work on: moving large trees and branches into piles for park clean up; parking area gravel spreading—Park has requested we park cars out of view of the riders on the train; completed gravel/fill work on Car Barn yard.

10/23 –Volunteers: J Goldie, S Rusconi, B Sorel, D Stellabott, D. Waterman (8 hrs). Track progress to report: a minor muffler issue was fixed on the tractor; cleaned up debris in the grove; changed out another 7 ties; raked a few hundred feet of RoW; cleaned up the work area and removed the old tie bits. This area has been hard to work

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Redwood crossing all cleaned up.

Photo - John Goldie



Old spike holes are plugged.

Photo - John Goldie

on as the ballast (and dirt) between the rails is rock hard from years of draft horse compaction and "watering." We used prior wish list items including the generator, power cords, and electric hammer with the chisel bit to break up that ground so that the pick work was easier on us.

10/30, 11/5 (Sun) –Volunteers: S Rusconi (10 hrs); J Goldie, B Sorel, D Stellabott, D. Waterman (8 hrs). Great track work weather today overall with no rain, and the recent rain is bringing back the green to the park. On 10/30 Steve walked some of the line and found two ties in need of change out and dug them out; and he plugged and re-spiked a few other spots. On 11/6 with the larger crew we tackled 10 ties: 8 in the grove and 2 in the back. We are past the mid-way mark with about 10 more ties marked for change out in the grove.

Today we also got to use some of the new tools... the grinder was used to cut off some rebar sticking out of a salvaged tie that is now installed in the track. The new square shovels were also used to trench out the dirt after the old tie was pulled out. We cleaned up the RoW work area and stacked up the worn out ties in the back.

11/13 –Volunteers: J Goldie, S Rusconi, B Sorel (8 hrs). The crew completed the task of replacing every 5th tie or so and under joints across the entire grove section. Yahoo! This was the oldest section since the Deer Park main track and siding were rebuilt several years ago. Seven ties were changed out. The next area we will work on is the Shirley's Siding switch which is in need of refurbishment. Thank you to John Stutz for his continuing work on the track blackberry cut back. The park had their tree crew come out again and they removed a number of downed trees and branch piles along the RoW.

11/20 –Volunteers: J Goldie, S Rusconi, B Sorel (9 hrs). We completed a number of tasks today: near Siward Gate we replaced 2 ties; jacked and tamped 4 other ties that needed support; plugged and re-spiked a number of ties; added a gauge bar next to the west gate fence road crossing; removed excess ballast between the rails, swept the ties and profiled the banks; raked away leaf pile ups. At Shirley's Switch we: replaced 2 worn switch ties under the frog (tough to dig out!); brought up a number of 6' ties for the main just past the switch; filled in a number of holes. Other items: pulled out and trashed an old 12' umbrella that was left in the woods next to the track; picked up all the dead ties and stacked them for eventual disposal; checked the tractor's fluids; picked up trash along the line; and logged the track work into our records.

As this was the last run of the season, the track crew had a ride on the last train. Usually we get the waves and see the smiles, but this was a nice season finale to have a ride and chat with passengers.

Hats off to the operating crew for a great season, efficient operations, and also being safety alert!

11/23 (Weds) - Volunteers: D Waterman (6 hrs); J Goldie (5 hrs). Bonus track day! Today we were able to address a few items on the track: 5 rail joints were adjusted for smoother transition between rail sizes; one low spot was jacked and tamped to take out the slight dip; 2 branch piles were made; did some poison oak abatement; cleaned up around the Car Barn.

11/26 (Sat) - Volunteers: J Goldie, S Rusconi, B Sorel, D Waterman (8 hrs). The weather was nice and cool for a change and the work site was in the shade too. We focused on Shirley's Switch and replaced two 9'4" rail ties; inserted a 8' tie closer to the head block and two 6' ties in



Now have 8 new ties in the switch.

Photo - John Goldie

the tails; tamped the ballast and profiled the sides. The older ties had some random lengths, so we cut off a bad end on one of extra-long ties. The tie bits were removed to the dead tie stack, and the area was cleaned up. We are also working on a wood box for a winter generator cover on the tool car. It was great to use so many of the Amazon Wish List tools. **A big thank you to the donors!** On the past two track days we used the generator, Gator, power cables, grinders, grinder wheels, trench shovels, and square shovels! We also enjoyed the use of a special pick that Steve brought—it has a wide flat head (sort of like a hammerhead shark) and is extra long. When tunneling over the extra rails in a switch, that head is able to open up the dirt along the ties under the two close-by rails really well, and it was a time saver. This area of the track is well compacted from the horse days and it is a tough job to change out ties.

MISCELLANEOUS - Jacque Burgess

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

Sep/Oct/Nov - A. Cary (6 hrs). Webmaster duties.
Sep/Oct/Nov - A. Cary (30 hrs). Board meeting minutes.
Sep/Oct/Nov - T. Sturm (145 hrs). Operations Manager duties
Sep/Oct/Nov - D. Marenzi (110 hrs). General Manager duties
Sep/Oct/Nov - J. Shellen (6 hrs). Artifacts collection.
Sep/Oct/Nov - J. Boyer (3 hrs). Membership duties.
Sept - JS Burgess (16 hrs). Researched employee payroll records at request of the State of California Unemployment Dept.
Nov - JS Burgess (16 hrs); J Hall (4 hrs). Began work on new format for the 2023 newsletter.
Nov - A. Cary, JS Burgess, S. Guedon (1.5 hr). Nominations Committee meeting on Zoom regarding 2023 election.
11/8 - J. Burgess, JS Burgess, D. Marenzi, T. Sturm (1.5 hrs). Planning meeting for 2023.
11/22 - J. Burgess, JS Burgess, K. Boyer (2 hrs). Prepare and mail out election ballots and letters.
11/29 - D. Marenzi, J. Shellen, T. Sturm (3 hrs); - j. Burgess, JS Burgess (1.5 hrs). Park concessionaire and partners meeting to discuss 2022 and 2023.
12/29 - JS Burgess (8 hrs). Calculated the 2022 volunteer hours.
Nov/Dec - JS Burgess (44 hrs). Nov/Dec newsletter.



MoW train headed to the Car Barn in the evening light.

Photo - John Goldie

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TRAIN ORDER BOARD

NEWS FLASH

In 2023 the newsletter will become a quarterly publication with a new name, look and format. Issues will be sent at the end of March, June, September and December.



Contributing Members:

Your yearly membership dues are payable **no later than January 31**. If you haven't renewed yet, to pay online go to: www.spcrr.org, click on "SPCRR" at the top left side of the page, then choose "Become a Member." If you would prefer to send a check, please make your check payable to "SPCRR" and mail to: SPCRR, P.O. Box 783, Newark, CA 94560. Thank you!

We really appreciate your support

CHECK OUT THE NEW ITEMS ON THE TRACK CREW'S AMAZON WISH LIST

If you'd like to help please click on the following link. Please be sure to: (1) choose this shipping address: "**SPCRR's Gift Registry Address**," (2) check the "gift" checkbox, and (3) include your name on the gift slip so we know who sent it and we can send you a thank you.

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	

2023 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

Train Operations begin: Sunday, April 2, 2023

Rail Fair - new date earlier in the year to be announced

Haunted Railroad - October 20, 21, 22 and October 27, 28, 29

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 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>

