

NARROW GAUGE JOURNAL

FALL 2023



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Where Volunteers and History Come Together

THE RAILROAD MUSEUM AT ARDENWOOD

is operated by the Society for the Preservation of Carter
Railroad Resources (SPCRR), a 501(c)(3) nonprofit corporation.

All donations and memberships are tax deductible

The Narrow Gauge Journal provides historic information on Carter Bros. Builders of Newark, California; 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. If you have any questions or comments, you can reach a staff member by email at info@spcrr.org or call 510-508-8826. Our Museum's mission is the preservation, restoration and interpretation of regional narrow gauge railroad history—including Carter Bros., a pioneer railroad car builder in California. We are located at Ardenwood Historic Farm, 34600 Ardenwood Blvd, Fremont, CA. Donations are greatly appreciated through our website, or by mail to SPCRR, PO Box 783, Newark, CA 94560. Trains operate on Thursday, Friday, Sunday; Monday holidays and special events from April to mid-November each year See our Calendar on the last page for upcoming events. To make a donation, become a member, employment opportunities, or for more information please click on the links below.

SPCRR Contact Information:

info@spcrr.org

www.spcrr.org

[Facebook: /spcrrMuseum](https://www.facebook.com/spcrrMuseum)



2023 SPCRR

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Cover Photo: *South Pacific Coast Railway* caboose No. 47 leads the way to San Jose after picking up narrow gauge rolling stock for the last time between the new standard gauge Elmwood Cutoff at today's Oakland Airport and San Jose. Photographer and Agnew's Station Agent William Fuller took this photo of San Jose based Locomotive 13 moving southbound with a train of flats and caboose probably on Saturday April 17, 1906 just prior to the planned mainline widening to standard gauge on Sunday April 18, 1906. That widening was postponed due to the Great Quake that struck at 5:12 am Sunday morning. Notice that the Agnew's house track has already been widened to standard gauge and the mainline has been prepped by removing ballast from the top of the ties on both sides of the tracks. The mainline widening was completed May 2, 1906.. Bruce MacGregor Collection

After 46 years it finally begins... The Restoration of South Pacific Coast Caboose 47

by John F. Hall, SPC Historian

Illustrations by the Author



The Long Road Home, SPC 47, 1977.

Photo by Bruce MacGregor

A chance email conversation between myself and Jacquie Burgess occurred recently as we discussed the SPCRR projects that needed significant funding. Jacquie mentioned that funds were needed for a Restoration Report for SPC 47. Immediately I took that one off the table by volunteering to write the report. It was one of those impetuous things we sometimes do when we are excited. And boy was I excited! Finally 47 had a chance for restoration. As this article's title says, it has been 46 years since the remains of SPC 47 were returned to the site of its birth at the Carter Brothers shops in Newark, CA.

However 46 years is not a long time in the life of this railroad car. It was born in the Spring of 1882, 141 years ago. After a railroad career that spanned 33 years and four railroads, the caboose became a Southern Pacific support building in Keeler, CA. Later it became an accessory structure for a private party. In the mid-1960s

it was discovered by Richard Datin, Jr. and Bruce MacGregor. Years later, it was acquired in 1977 for \$200 and moved to Fremont into the Patterson's hay barn. It became the iconic artifact and reason for the formation of the Society for the Preservation of Carter Railroad Resources, SPCRR. Unfortunately, because of its severely deteriorated condition, other railroad cars have taken restoration precedent due to being simpler and cheaper to restore. But now it is time to evaluate the car and determine if and how it should be protected or restored.

The Restoration Report will contain a history of the caboose, a discussion of the various different versions of the caboose over the years, a report on its present condition and ability to be restored, a list of items that are missing and need to be reproduced or purchased, a discussion of which version should be the target of restoration, drawings of missing parts to supplement

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SPC 47 at long last protected, inside the new Wissel Car Barn, 2014.

Photo by Bruce MacGregor

the wonderful drawings of Dan McGinty, and a discussion of paint colors. At least that is what I had originally planned. I have added a significant step to the above tasks.

After a thorough reading of Dan McGinty's excellent plans, I decided to recreate the car in 3D using the plans. The purpose was twofold: first to get to know the car better, and second to test the plans accuracy by building the car piece by piece. At the time I am writing this I have built 40%-50% of the car, its framework, and outside sheathing. By the time you read this article, the complete 3D representation hopefully will be finished. Dan McGinty's plans have been very accurate with only minor errors. Very impressive for a 30-foot-long car

where pieces are dimensioned to the nearest 1/8th inch. The pieces fit together perfectly.

The result of this report will be a decision by the Curator and SPCRR Board on how to proceed with the SPC 47 Caboose. Should it be restored? Should it be reproduced? Should it remain as is with an effort to arrest the deterioration of the car? If it is to be restored or reproduced, what time in its history should the restoration represent?

So, how can you help? At this stage the first step in restoration is to recreate the trucks. There is an active project determining the design of the trucks, which are a composite of the Carter Brothers freight and

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passenger trucks. Once the design is completed, the trucks need to be built and that takes money. A previous funding effort for construction of the trucks collected \$9,400 of an estimated total of \$15,000. The previous estimate was developed over 5 years ago, therefore a current estimate is being developed. You can help by donating to the 47's truck fund. Any amount is very welcome!

Stay tuned to the *Narrow Gauge Journal* for updates on the future of the SPC 47.

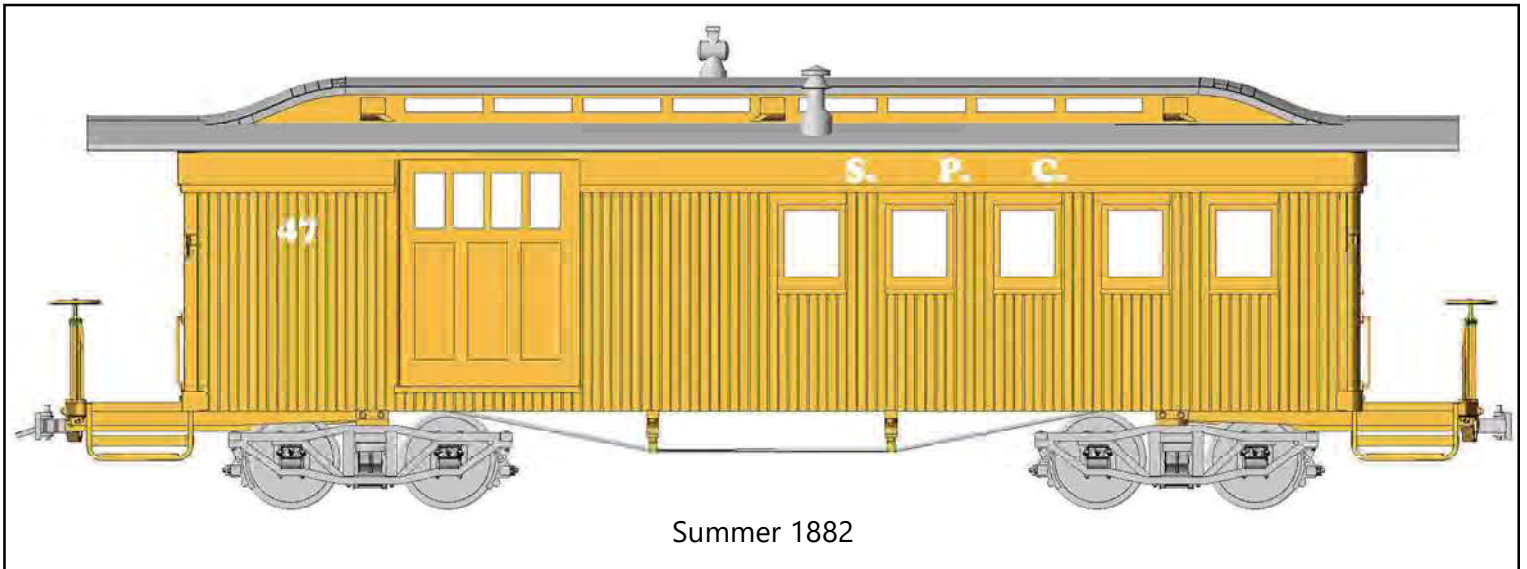
Trivia Question:

Name the four railroad corporations that this caboose operated under (*answer on the last page*).

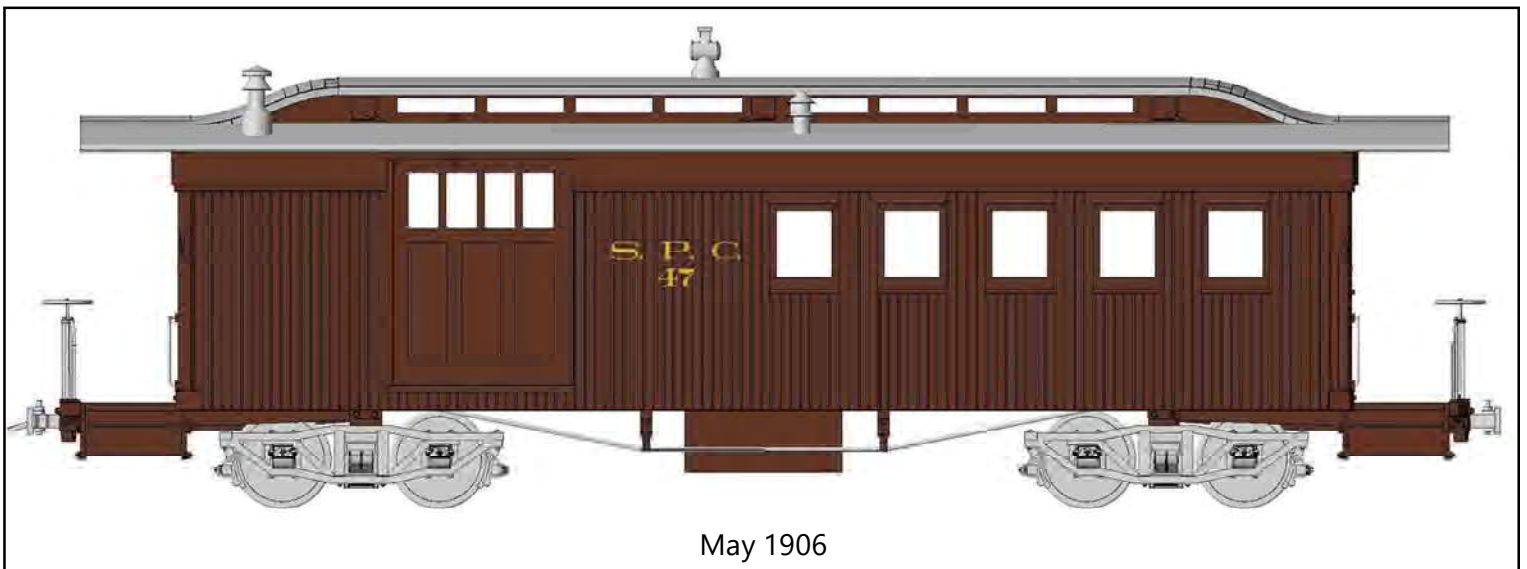


Incomplete 3D model of SPC 47.

by John Hall



Summer 1882



May 1906

Current Job Openings:

Paid Positions

SPCRR is looking for part-time crew members to operate the train next season on Thursdays, Fridays and Sundays between April and November. Positions open include Engineer, Brakeman, and Conductor.

We are hiring additional crew members to work one or more days each month to provide more train crew flexibility. Work hours are 9 am-3:15 pm on Thursdays and Fridays; and 9 am-4:30 pm on Sundays, special events and holidays. Minimum age is 18; no experience is necessary; and training will be provided.

If you are interested, email info@spcrr.org and we will send you a job description, job application form, and answer any questions you might have.

Volunteer Positions

We are also looking for volunteers to fill the following positions. If you are interested, please email Don Marenzi, General Manager at general-mgr@spcrr.org.

Interpretation Coordinator

The Interpretation Coordinator is responsible for arranging for a volunteer to do each of SPCRR's monthly interpretation events, as well as one short video for the Park's Facebook page.

Facilities Manager

The Facilities Manager takes care of scheduling our annual fire sprinkler inspection and arranging for maintenance if needed, and responds to any other building issues that might arise. Generally this requires just a few hours per year.

Membership News

by Julie Boyer, Membership Manager

Welcome New Member!

David Hale, Petaluma CA - Contributing Member

Dues for Contributing Members are **only \$20** annually, or you can become a LIFE Member for a one-time donation of \$250 and you never 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, click on the link in the box to the right.

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 any donations over \$100. For Contributing memberships (and for donations under \$100), you 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 how to become a new member, feel free to contact me at membership@spcrr.org, or call/text 510-508-8826.

IF YOU AREN'T A MEMBER YET...

Join today so you don't miss future editions of the *Narrow Gauge Journal*, as well as access to special member events and news. Our annual membership is just \$20 and you will receive a year's subscription to the *NGJ*. That costs less than one lunch at a fast food restaurant!

Support a great cause and help us preserve our museum's amazing 19th century narrow gauge railroad collection.

Your dues support our museum's restoration projects planned by Curator Andy Cary, and track projects planned by Track Manager John Goldie.

To become a new member or to renew (or give someone else the gift of membership) click here: www.spcrr.org/joining.htm, or mail a check to SPCRR, PO Box 783, Newark, CA 94560.

President's Telegraph

Article by John Goldie, President & Track Manager

Photos by the Author

Rail Fair was a grand success - **THANK YOU to all the volunteers that made it happen!** It is a major task of planning, set up, the actual 3 event days, and also the clean up afterward. Events like this enable our restoration and infrastructure projects. It was great to have the caboose rolling for the enjoyment of members and special guests, and also the debut of WSL 222 to passenger service with its gondola transformation.

Next Stop is our Haunted Train event. We can use more hands! If you are available please volunteer... we still need more cowboys to hold-up the train.

2024 is quickly coming and we have a number of open positions, please consider one if this is something you would like to volunteer for. A few positions are listed in this NGJ edition and more will be posted soon. If the role seems larger than you can take on, lets discuss... perhaps it can be split into two roles instead. Lastly, our group is always in need of new members and volunteers.

If you know of someone who likes history, narrow gauge, woodworking, metal working, or gardening please tell them about SPCRR and our mission at Ardenwood! More hands means we can complete more projects!



The passenger train passes by the new picnic spot under the trees near the Car Barn.



You don't see this every day! After Rail Fair, David Waterman pushes all of the historic cars back to the Car Barn with the Oakland Railroad Horsecar on the point.



Unique view of the right-of-way through the door of the Oakland Horse Car.

Update on SPCRR's Finances

by Jack Burgess, Treasurer

Cash donations have continued to take a huge nose dive. This past quarter we received cash donations totaling just \$300, whereas the normal quarterly donation amount would be \$8,000-\$10,000. This drop is a direct result of the new increased federal income tax standard deduction, which in turn has taken away most taxpayers' deductions. The fact that people do not get a write-off on their federal taxes for donations any longer has resulted in a huge loss of important revenue for all nonprofits, including SPCRR.

What you may not know is that you can still write off these deductions on your California state income tax!

All of us at SPCRR hope that you will continue to support our museum so we can keep the doors open and the lights on, as well as continue to acquire, protect and restore our unique collection of historic, narrow-gauge railroad cars.

DONATIONS: July-September 2023

Donations under \$100

Steve Ferrari
Jim Fetchero
David Hale
Tom and Sharon Sharratt

Donations of Tools/Equipment/Materials

Nathan Phillips - Professional photography services and donation of 200 photos for the SPC Caboose 47 Restoration Report.
Terry Hurley - 50, 6-1/2' pieces of old growth redwood 6" wide T&G planks for car restoration.
Brian Norden - 3 heavy-duty narrow pointed shovels (from Amazon Wish List)
Steve Rusconi - Corner braces for WSLCo 222.
Anonymous - Loading ramps for trailer.
Anonymous - Leaf Vacuum.

HOW YOU CAN HELP OUR MUSEUM

SPCRR is a 501(c)(3) nonprofit organization. You can donate on our website at www.spcrr.org by clicking 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's Amazon Wish List purchases of \$100 or more). For donations under \$100, you can use your PayPal receipt, Amazon receipt, or your cancelled check.

If you would like to donate in someone's honor or memory, please email us and let us know. If you have any questions, please send an email to info@spcrr.org or call/text 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 sends us wish list items). **IMPORTANT:** choose the shipping address called "**SPCRR's Gift Registry Address**" https://www.amazon.com/hz/wishlist/ls/3UEP6ICIB5BUK?ref=wl_share

OUR MUSEUM REALLY APPRECIATES YOUR SUPPORT!

RAIL FAIR 2023

This year's Rail Fair was a big success! With more publicity this year came more people. We beat our previous attendance records on Sunday and Monday, and for the event overall. A total of 6,227 people came out to have fun! The weather was in the 70s so it was perfect... sure beats the 112 degrees we had in 2017!

The theme this year was "Trains, Trains, and More Trains"! People had such a good time with their kids that they came back a second day, and some even came all 3 days! Our favorite model railroad exhibitors were back this year: BAGRS Live Steam, Diablo Pacific Shortline, Central Coast On30 Modelers, and the Golden State Toy Train Enthusiasts.

Park staff brought out all of our wooden train tables and wooden trains for the little kids to play with, and they also set up all 50+ books in our Train Book Library. These were set out in multiple locations so people could have a little down time with their children in a quiet spot to read stories or look at the pictures. The staff also put out stilts for all ages to try... talk about hilarious! Every time I went by I stopped and watched and had a good laugh. Thank you to all of the Park employees who were so helpful with all of the unexpected things that came up, directed traffic, helped at the cash registers to speed people through and so much more.

My biggest thanks goes to all of our volunteers and train crew members! This event wouldn't be possible without their help. We had volunteers who entertained the public, explained track construction and wooden



President John Goldie and the NBC TV news reporter.

by Jacque Burgess, Special Events Coordinator

Photos by the Author



This lucky young man got to help with the BAGRS Live Steam locomotive.

car construction, and the hardest job of all... wrangling all of the people onto the train and squeezing them together to make sure that everyone was able to get a ride.

Things would not have run so smoothly without the wonderful, patient volunteers who put up with me sending them on different errands and to fill in for people taking lunches, even after they had originally planned to oversee just once task. Thank you all for being so accommodating: Julie Boyer, Kennedy Boyer, Jack Burgess, Andy Cary, John Goldie, Mike McDonald, Tony Peters, and John Stutz.

Mary Bobik, Julie Boyer, Jack Burgess, Kristi Erdkamp, and Mike McDonald handled the front entry and tried to talk to everyone to explain that the train was boarding at Deer Park and how to get there. They did a great job and we didn't get one complaint. I only heard great things about how nice our volunteers were. Luckily all of our volunteers still had their voices at the end of the weekend. Thank you all!

The interpretive displays had many visitors who were interested in railroad history, the restoration of our cars, and how our track was constructed. These volunteers also switched roles throughout the day as needed to cover each other for lunch breaks. Overseeing the Museum Car was John Erdkamp and

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Don Marenzi, Andrew Cary discussed wooden car restoration, and John Stutz and John Goldie had a booth and shared a bunch of track tools and equipment. Tony Peters also helped in these areas (I had poor Tony bouncing all over the park helping to cover multiple areas). I was surprised at how interested the kids were with the tools. Last year a little girl around 8 years old came up to the table and proceeded to name every tool and what it was used for! Thank you guys for the great job you did!



Kevin Hecteman from the California State Railroad Foundation brought goodies to hand out.

We gave train rides out of Deer Park so we could give as many train rides as possible. My goal was to give everyone a ride, which was not an easy task with over 6,000 people! The Train Crew and Station Agents were phenomenal. Tom Sturm is the undisputed master at loading the most people on the train. I want to give Tom an extra big thank you because his job was the most stressful of all. It isn't easy talking to thousands of people every day for 3 days. Helping Tom as Station Agents were Stanley Keiser, Mike McDonald, and Tony Peters. The Train Crew was made up of Matt Conrad, Bobby Goldie, John Karas, Stan Keiser, Nick Loey, Isaac Sattler, Damian Stellabott, and David Waterman. Thank you for the hard work everyone!

A special shout out to Tony Peters and David Waterman and the rest of the Restoration Crew for their fast work in converting flat car 222 into a gondola with seats in record time! It made a huge difference in the number of passengers we could haul, and it's allowed us to sell 120 more tickets this year for the Haunted Train.

For the first time we added NWP Caboose 6101 onto the train consist (only members and special guests were

allowed to ride inside since it is not finished yet). On my very first time riding in the caboose, I was sitting by the open baggage door looking forward. The train started around the loop and I could see the entire 5-car train... this is the first time I've ever viewed the train in this way (it used to be too short with just 3 cars). It was so exciting I was practically jumping up and down. The caboose is beautiful both inside and out and I highly recommend you come out to see it. The Restoration Crew still has some work left to do on the cupola and other tasks, but it is nearing completion. Thank you Colin Houghton for being a Car Host on the caboose. I know that the Restoration Crew worked hard to finish the caboose before Rail Fair, so a big thank you to everyone for your beautiful work!

At the Car Barn, Brook Rother, Steve Rusconi, Bruce Sorel, and David Waterman worked on the Whitcomb locomotive (it is almost ready to start up!) and explained what they were working on to the visitors who walked all the way out to take a closer look. Between talking to visitors and waving at the trains that went past, they didn't get as much work done as they had hoped but they had a fun time. When I checked, there was a constant line of people walking out to see the steam engine, Whitcomb, and other historic cars on display.

If I left anyone out of my report, please forgive me and I thank you also for helping out. Next year we are moving Rail Fair to Memorial Day Weekend. With the spring date we hope to run steam again. The past 5 years there were spare the air alerts, plus the Eucalyptus Grove was dry as a bone, so we couldn't run steam safely. I am super excited to see a steam engine running around the track again, plus the new loop adds more possibilities for operation. Maybe two trains will appear in the future!!!



The kids were very interested in the BAGRS Live Steam layout.

Current Restoration Projects *by Andrew Cary, Restoration Manager*

The main restoration focus continues on Caboose NWP 6101. In addition work is being done to determine the repair the damaged sides of Combine SP-1010, and of the Oakland RR Horsecar. Other projects under review are Combine SPC 47 (in John Hall's excellent hands), Flatcar D&C 64, and WSLCo 205 (for potential revenue service). Each of these cars are discussed below:

CABOOSE NWP 6101

This car has been restored to operational status but has some remaining work. The following list is not comprehensive.

A. Cupola

1. Add grab irons on seats
2. Repair dry rot in cupola base
3. Rebuild cupola window frames
4. Glaze broken and replacement cupola windows
5. Mount windows
6. Repair and install second letter board
7. Paint interior and exterior
8. Paint walls as needed.
9. Replace roof trim to edge of cupola
10. Install grab rails on cupola roof
11. Optional: install brake air pressure gauge and conductors brake valve (dummy?)
12. Optional: make interior letter board lamps.

B Roof

1. Apply roofing felt to roof, overlap edge 2"
2. Prepare canvas (cut to length (roof+12")), soak and rinse to remove sizing
3. Chalk center line of roof
4. Tack canvas (while still wet), using overlapping double felled seam (1") using 3/8" copper tacks 1" centers
5. Weight edges of canvas using stretchers and joint bars
6. Once dry (5 days), tack long edges using copper tacks. Tack to edge fascia board (not roof); trim edges 3" from edge
7. Install geotape on cupola flashing
8. Paint with liquid rubber, including edge on edge fascia board
9. Install 1x4 roof trim (paint 4 sides of trim before installing)
10. Install stove and pipe seal with liquid rubber and geotape
11. Apply second and third coat of liquid rubber (include roof trim)

12. Install ladder grab irons on ends
13. Install roof ladders

C. Interior

1. Fabricate and install baggage door cages
2. Install stove
3. Trim baggage doors to allow free movement
4. Install baggage door latches
5. Fabricate and install baggage door cages
6. Move conductor's desk to partition from wall
7. Paint overhead white to interior fascia
8. Paint walls and deck
9. Install new lock on passenger end door
10. Optional: Fabricate and install emigrant berths (4)
11. Optional: Fabricate and install folding table
12. Optional: fabricate and install water cooler

D. Exterior

1. Repaint exterior with additional base coat
2. Letter car NWP 6101
3. Clean and install grab irons

COMBINE SP 1010

1. Assess dry rot damage to car. Determine scope of repair
2. Repair dry rot damage
3. Replace damaged windows and sills
4. Paint damaged area and reletter as needed
5. Look for noninvasive way to waterproof rusted out portions of roof

OAKLAND RAILROAD HORSECAR

1. Repair damaged side post
2. Repair or replace damaged side post moldings and window stops
3. Document paint scheme
4. Repaint car
5. Optional: reroof car
6. Build undercarriage

CABOOSE SPC 47

1. Prepare restoration report (John Hall)

FLATCAR D&C 64

1. Prepare restoration report
2. Source lumber

FLATCAR WSLCo 205

1. Demolish existing wood on car
2. Rebuild car using wood on hand
3. Convert to passenger Gondola

WEEKLY WORKDAYS

UPDATE ON RESTORATION, TRACK, & EVENTS

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

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. Directions to the park are shown on the last page of the newsletter.

CAR RESTORATION

Curator Andrew Cary (email curator@spcrr.org or call 510-324-6817. If you can't reach Andy call 510-508-8826). Workdays are held on most Mondays, and usually the 3rd Sunday of each month, from 10-5. Contact Andy ahead of time to verify the dates for upcoming workdays. Please enter and exit the park through the Siward gate (directions are on the last page of the Workdays Reports).

07/03 - Volunteers: A. Cary, D. Waterman (8 hrs); T. Peters, J. Stutz (6 hrs); D Marenzi (2 hrs). Primary focus today: WSLCo flat car 222 and NWP caboose 610. It was a hot day and the crew spent most of the day in shade and relative cool of the Car Barn, although 6101 was moved out to make more room to work on WSLCo 222. The group helped load up the replica handcar and other artifacts to take to a model train event. Good progress was made on both cars:

NWP 6101: Work continued on the cupola base. The base deck is installed and one of the four cabinet doors has been assembled and hung as a prototype (note the temporary latch). The rest of the doors and some trim and we can start on the cupola benches and grab irons, repair, glaze and reinstall the cupola windows, reinstall the stove, baggage door bases and conductors desk. In addition, David fabricated a prototype emigrant berth steel wall hinge from off-the-shelf parts and exactly matched the existing wall scars.

WSLCo 222: The conversion to a 'gondola' is moving rapidly. The notches and holes in the deck to allow the 4x4 posts to bolt to the sills and end beams were cleaned and treated with anti-fungal solution--once that dries they will be treated (as will the whole deck) with Thompsons Seal. Paint for the car has been purchased and most of the worst of the checks (surface cracks) on the right hand sill have been filled. The vertical posts have been cut and pre-drilled and tested. Fully fabricated sheet metal corner braces have been donated (thanks Steve Rusconi!). If there is enough time before Rail Fair and the

required inspection, new benches will be built and used rather than reusing the park benches. Mechanically the car is in fair shape... the air brakes work (Dave wants to overhaul them.) and the trucks are being worked on. The Curator has a Sketchup 3D rendering of what the car should look like. Keep in mind that this is not a particular WSLCo car-but is representative of similar conversions. It is designed to provide additional passenger capacity with minimal impact on the existing car.

7/16-17 (Sun/Mon) - Volunteers: A. Cary (18 hrs); D. Waterman (11 hrs); J. Stutz (6 hrs); C. Houghton (4 hrs); D Marenzi (2 hrs). Work continued on NWP Caboose 6101 and WSLCo 222 - It was a warm day so we worked in the shade. The restoration days for the rest of July and August will be led by David and or Tony.



John Stutz is cutting off bolt ends, while David Waterman fits side planks. Photo by AJL Cary

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NWP Caboose 6101: Andy spent all day Sunday working on the some issues with the newly built cupola cabinets. One slightly crooked cabinet door was rebuilt and another reinforced to prevent racking. T&G siding was added to the bottom of the ladders and trimmed. 1/4 round trim was added to the top of the right side cabinet to conceal the gap between the wall and the top. Filling and sanding nail holes and gaps was done and 1/4 round trim was applied to the base of the main benches of the main cabin. With the exception of two pieces of trim, the cabinets are done and ready for painting.

WSLCo 222 Conversion: David and John spent the day working on the siding of the car. This involved several hours of using wood filler to fix some cosmetic (but large) gouges in the sill that resulting from a forklift collision; cutting and bolting on side planks and corner brackets; cutting off long bolts, and painting the new work. The gondola body is just under 3/4 complete. This conversion has used a lot of bolts, washers, and nuts (over 150 of each). The result is looking worth it. Notice the missing truck? Thanks to some work Colin Houghton did before Sunday's restoration demo, the planks were all painted and ready to cut and bolt on Monday.

For more details, see Current Restoration Projects on page 9.



The completed interior of flat car 222. *Photo by David Waterman*



Tony Peters (left) and David Waterman (right) work on the roof of caboose 6101. *Photo by Don Marenzi*

TRACK WORK

Track.Manager: John Goldie (email mow-mgr@spcrr.org or call 408-784-1611). Workdays are held on Sundays from 10-4. Contact John ahead of time to verify the dates for upcoming workdays. Please enter and exit the park through the Seward gate (directions are on the last page of the Workdays Reports).

7/9 (Sun) - Volunteers: J. Goldie, B. Sorel (8 hrs); N. Loey, S. Rusconi (6 hrs). A number of tasks were completed to keep our railroad in shape and looking good: a large branch had fallen from the walnut tree by the 3way switch - it was cut up and removed; a number of branches were left over from last week's work and those were cut up and removed; the Car Barn yard area was weeded in the track and access areas in the front; 5 large branch piles from the recent pruning work were removed; we replaced two ties up in SeaBee curve; added a tie in a gap that exceeded our standards on tie spacing in the curve; did a quick trim on the ever-growing blackberry shoots to keep them away from the train **; removed the old ties to TWW pile; unloaded the handcar from the trailer.

7/16 (Sun) - Volunteers: B. Sorel (8 hrs); S. Rusconi (6 hrs). Steve and Bruce focused on additional tree work for clean up as well as track visibility and clearance. This continues our work to enhance the yard area and reduce fire danger/fuels. Eventually the track supplies will be rounded up and relocated to open up the inside of the curve even more.

7/23 (Sun) - Volunteers: J. Goldie, B. Sorel (8 hrs); S. Rusconi (6 hrs). We continued the Car Barn yard area cleanup work and fire prevention by removing dead wood: removed the large wood pile near tracks 4 & 5; pruned 3 trees and removed dead branches and all the ground fall; poison oak suppression by the farm switch; track weed suppression in the main curve; moved a picnic table to the oak tree area; moved the foundation blocks for the gator shed to the pad.

7/30 (Sun) - Volunteers: J. Goldie, B. Sorel (8 hrs); S. Rusconi (6 hrs). Work continues out at the car barn to clean up the surrounding area and to reduce fuels from around our infrastructure. A number of tasks were completed: multiple trees trimmed; downed wood collected and removed; switch points moved from inside the curve to near the tie pile; clean up along the parking side of the car barn; additional parking spots available now; moved some spare rails to the rail pile; moved the shed kit to the pad for later assembly; planning for the compressor hook up.

8/6 (Sun) - Volunteers: J. Goldie, B. Sorel, D. Waterman (8 hrs); S. Rusconi (7 hrs). Another warm day so we continued our focus on the grounds project by the Car Barn to prep this area for Rail Fair: serviced the yard switch for switch throw and regreased; moved of the rail pile away from the main line and sorted the sticks; cleaned up of a number of grass piles and large weeds; cleaned up along the back side of the car barn; removed storage items from line-of-sight from the train; relocated the museum and boarding ramps to the pad for some maintenance work; more clean up on the east side of the car barn; moved the gas equipment storage shed out of view; moved the gantry lift; trimmed another 3 trees; general

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Bruce Sorel taking a short break in the shade on a hot day on 8/13/23. Photo by John Goldie

maintenance; aired up the tractor tires; debris rake maintenance; restored a power cord with bad contacts; garbage run.

8/13 (Sun) - Volunteers: J. Goldie (9 hrs); B. Sorel (8 hrs); S. Rusconi (7 hrs); D. Waterman (4 hrs). Great cleanup day today on the RR to report: all the cuttings were removed from Shirley's Siding Switch to SeaBee Curve-the view from the train is much improved to see the fields; the mid fence gate needed some adjustments and we rehung it; major tree work done at the pocket switch and cross over-lots of old cuttings left there were also removed;

Tree work done on the mainline that was close to the caboose clearance; a stock pile was picked up at corp yard crossing that has been there for a long time; about 16 tractor loads with the debris rake were removed from the RoW; work was done on the control boxes for the air compressor and mounting hardware installed.

The track crew puts a lot of effort into the RoW clean up to make the rider experience as best as it can be. It is also about removing dead branches and cuttings to reduce the fuel load for fire abatement. We have also put in about 3 months of work at the car barn complex to clean and present that area for the public.

8/20 (Sun) - Volunteers: B. Sorel (9 hrs); J. Goldie (8 hrs); S. Rusconi (7 hrs). A number of work list items were completed and some assistance to the operating crew provided: moved two more dead trees from the lunch area under the shade of the oak trees; filled up the fuel cube and also serviced Katie with fuel; serviced the Loop spring switch, cleaned and removed caked grease and re-lubed, checked operation; removed some sprouts along the line for better visibility; cleaned flangeways at the Corp Yard crossing - the boards here are near end of service, and this will be an off-season rebuild project; serviced Deer Park East switch, cleaned and removed caked grease, washed Harp stand and re-lubed,

checked operation; serviced Deer Park West switch, cleaned and removed caked grease, relubed, washed Harp stand, checked operation; did tree work up front on the mainline (one tree west of the station, and two trees in front of the station); removed 5 loads of clippings to the green chip pile; serviced the Shirley's Siding Spring switch, cleaned and removed caked grease, relubed, washed Harp stand, checked operation; inspected Jack's Curve - tie work is needed here this off season; weeded portions the passing track and raked the mainline in the station area - more spray needed in this area next year; assembled and mounted the hardware for the compressor's control boxes. Thank you to Steve Rusconi for a large donation of hardware, some of which was used today on our projects and also to John Goldie for refilling the ear plug supply. Next time you ride the train, take note of the tree work, awesome views and good clearances (blackberries are the

exception-they continue to grow feet per week).

8/27 (Sun) - Volunteers: B. Sorel (8 hrs); S. Rusconi (7 hrs); J. Goldie (6 hrs); D. Waterman (MANY HOURS!). Our track crew was out last weekend and worked on additional tree work and track side clean up. David also used the blower to clear the track along the fence line west of the gate. A second platform was set up at Deer Park to allow for multi-point boarding. Some last minute work today was packing in the access path to the new platform; maintenance on the ground throw and some line side clean up. The tractor was also put inside out of sight, and the historic display cars were spotted up front for the big Rail Fair weekend.



After the orchard cleanup.

Photo by John Goldie

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Public Outreach - National Garden Railway Convention

by Jacque Burgess

Photos by the Author

Bill Wissel plus Jack and Jacque Burgess brought the handcar and displays to the National Garden Railway Convention held in San Jose on the first week of July. Jack also gave a clinic on SPCRR's museum and train operation. A special thank you to Brandon Miner and John Stutz for coming to help load the handcar at the end of the convention.



Left to right - Brandon Miner, Jack Burgess and John Stutz ready to load up the handcar and booth display for the return trip to Ardenwood.

Weekly Workdays - continued

9/17 (Sun) - Volunteers: B. Sorel (8 hrs); S. Rusconi (6 hrs). Bruce and Steve continued to work on the Orchard cleanup. A few have asked about this work, and there are multiple reasons for it: we are reducing the extensive fuel load on the ground to protect the car barn area from fire, we are also cleaning up this area so that we can relocate all the track material to an open area here, and also to improve the view from the train. The work is extensive as the trees were not maintained for years. As the park has incurred some downed power lines in the storms and a couple small grass fires, the urgency and importance of this has greatly increased.

9/24 (Sun) - Volunteers: B. Sorel (8 hrs); J. Goldie (7 hrs). Bruce and John focused on the downed-branch and cutting clean up in the area just west of the car barn and cleared the area of last week's work in the morning. After lunch we headed up to the front to continue the work on the medium patch of blackberries by the switch. We were able to complete the full

cutting of the vines from the track side of the fence and dug out many root balls which can be quite large. Next we focused on the access gate... while many boards need to be replaced, we were able to remove the hinge and re-pin the gate so that it can be opened. This is key because we can now reach this area from the service road versus skirting the field. We also headed down the line to the smaller patch of blackberries and did a quick snip to pull back the vines from any errant hands outside the cars. The "large" blackberry bushes have returned in SeaBee curve and will need attention again. We need to get these under control before we can get back to tie and shed construction tasks.

ADMINISTRATION

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

Will be reported in the next issue.

2023/2024 SPCRR CALENDAR

For updates on activities and workdays join the **SPCRR_Members group** at www.groups.io. Also check our website and Facebook page for more information:

www.spcrr.org www.facebook.com/spcrrMuseum

OCTOBER

20, 21, 22 - HAUNTED TRAIN

27, 28, 29 - HAUNTED TRAIN

NOVEMBER

19 - Last day of train operation for the season.

APRIL 2024

4 - First day of of operation in new season

MAY 2024

25 - RAIL FAIR - **NEW DATE!**

26 - RAIL FAIR

27 - RAIL FAIR

IMPORTANT NOTICE: Seward Gate was hit by a car and will likely be closed until next year. Contact the Track Manager or Restoration Manager for information on how to enter the park (their info is shown on the inside cover of this newsletter, as well as in the Weekly Workdays section. For further updates, join the **SPCRR_Members group** at www.groups.io

WE NEED RESTORATION VOLUNTEERS!

If you are interested (no previous experience is required), give the Curator a call or text at 510-324-6017, or send Andy an email at curator@spcrr.org.



Photo by John Goldie

Answer to trivia question on page 3: South Pacific Coast Railroad, South Pacific Coast Railway, Nevada & California Railway, and Central Pacific Railway.