

NARROW GAUGE JOURNAL

SPRING 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. 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. 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 other 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.



Contact Information:

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

spcrr.com

info@spcrr.org

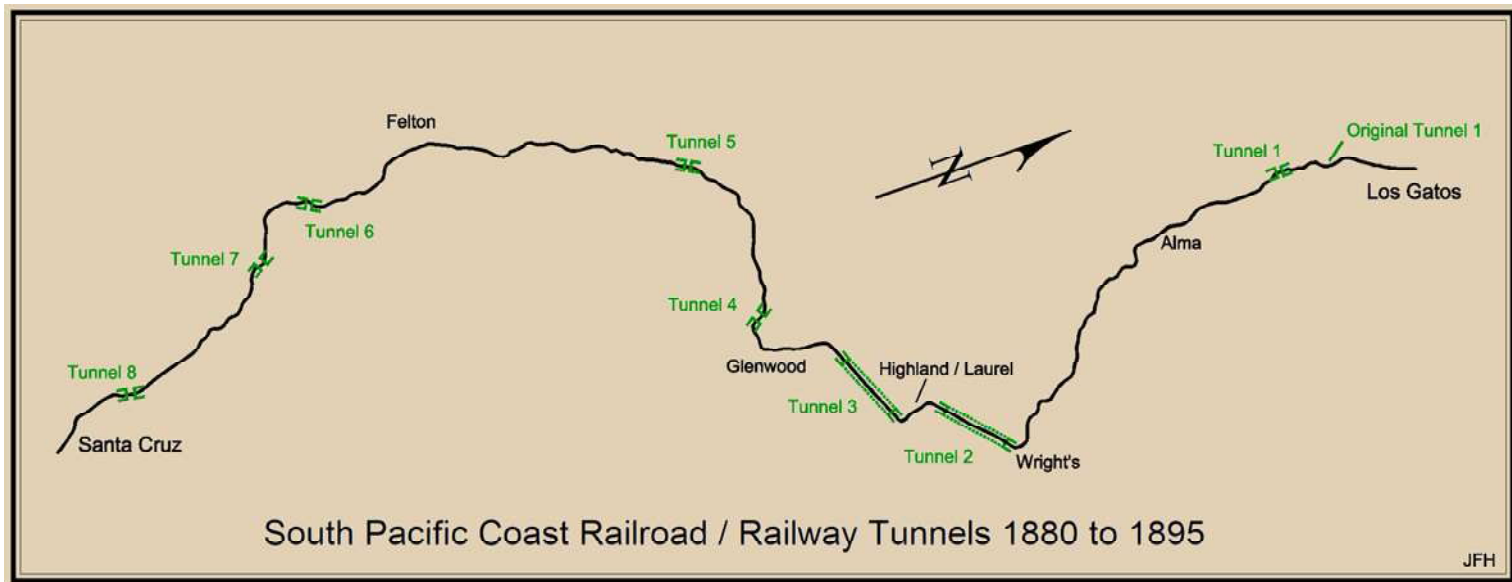
2023 SPCRR Board of Directors and Managers

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Track Manager	John Goldie	mow-mgr@spcrr.org
Collection Manager	Jay Shellen	collection-mgr@spcrr.org
Membership Manager	Julie Boyer	membership@spcrr.org
Newsletter, Publicity and Special Events	Jacque Burgess	info@spcrr.org
Webmasters		webmaster@spcrr.org

Cover Photo: *Inside the SPC locomotive shop in Newark, California. Note belt-driven equipment at the top right of the photo which connected to the Carter Bros. shop building next door. Unfortunately we have never found a photo of the inside of the Carter Bros. shop. Bruce MacGregor Collection*

THE WRIGHT'S TUNNEL

Article by John F. Hall, SPC Historian
drawings by author



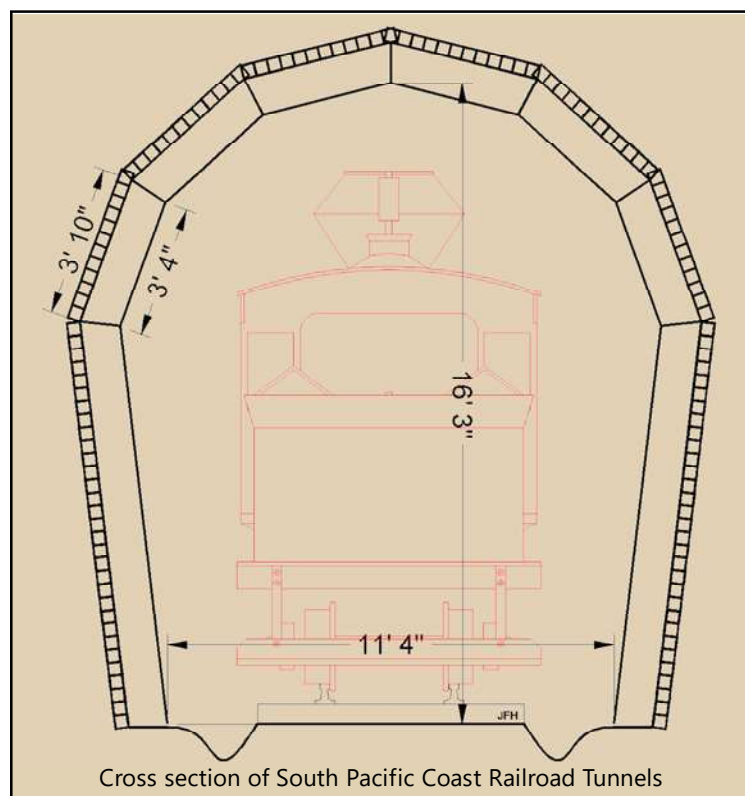
Between 1880 and 1895 the narrow gauge South Pacific Coast Railroad/Railway had eight functioning tunnels through the Santa Cruz Mountains. The most famous tunnel was Number 2, the tunnel between Wright's and Highland (Highland was renamed Laurel in 1887). Why was tunnel No. 2 so famous? Disasters: disasters during construction; disasters in midlife; and disaster at the end of its narrow gauge life.

When the SPC opened through service to Santa Cruz in May 1880 the Wright's tunnel was No. 2—but during construction it was No. 3. The original No. 1, a short tunnel just south of Los Gatos, had collapsed right after it was dug in 1878. That tunnel became a cut and the other tunnels were renumbered when the route was opened for service.

At 6,157 feet tunnel No. 2 was the longest tunnel on the SPC. Its interior was lined with horizontal redwood four by fours held in place by arches of 10" by 12" timbers approximately every four feet. The opening was 16'-3" high and 11'-4" wide. The tunnel passed through the mountain at an elevation of 860 feet above sea level. The floor at the center of the tunnel was 10 feet higher than the ends to provide a grade to drain the water seeping out of the mountain.

Eight regularly scheduled trains rolled through the tunnel between 8 am and 6 pm, Monday through Saturday—four freight and four passenger trains. On Sundays the freight trains did not operate, instead excursion trains to the Santa Cruz Mountains and

seashore took their place sometimes running two or three sections. The early operating rules required the trains to travel no faster than 10 mph through the tunnels and give five short blasts on the whistle when entering. It took seven minutes to travel through tunnel No. 2. Young "gentlemen" traveling with their girls would ask the conductor not to light the passenger car's oil lamps.



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Wright's Tunnel Portal circa 1884.

Bruce MacGregor Collection

In November 1877 Martin & Ferguson was awarded the construction contract for tunnel No. 2 with a bid of \$30 per foot, or approximately \$185,000 (\$5.4 million 2023 dollars). It was expected to be completed in 18 months, however it took 11 additional months due to unforeseen problems.

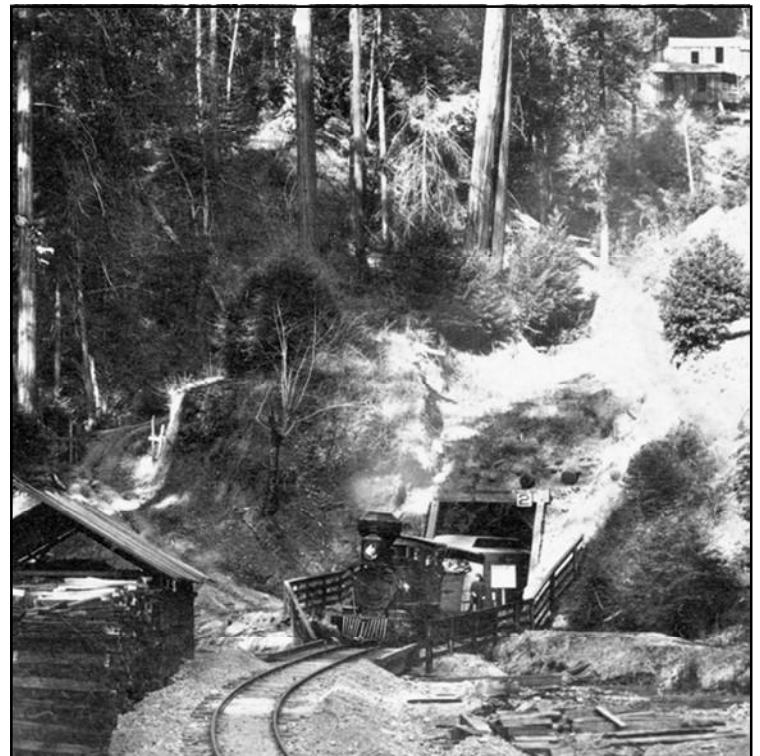
Tunnel construction methods were rather simple. Step one—drill holes in rock facing. Step two—insert explosive. Step three—take cover and explode the charge. Step four—clear rubble. Step five—build a segment of tunnel lining. Then repeat the steps. Temporary sawmills near each opening supplied millions of board feet of redwood lumber for the tunnel lining.

By 1878 drilling methods had improved and hand drills had been replaced by compressed air powered drills. The only thing that would slow a crew down was encountering harder rock. This was back-breaking work in horrible working conditions underground with little light or ventilation. It was difficult to find local labor that would do the job without being drunk and unreliable. The contractors found that Chinese laborers were efficient and would work at a lower wage. The contractors negotiated the wages with the heads of the Chinese companies in San Francisco not with the individual workers.

The tunnel was dug from both ends at the same time to shorten the duration of construction. At the north end, Wright's, construction started out smoothly with the tunnel face advancing as expected. However at the south end starting the tunnel proved to be very difficult. Every forward motion triggered a landslide filling in the work just completed. After some time a solution was found for the landslides and progress increased substantially. About this time workers at the north end were beginning to encounter a natural gas build up in the tunnel.

The Santa Cruz Mountains were pocketed with small amounts of gas and oil. Working oil wells were just to the north of Wright's in a canyon owned by the Moody brothers. The tunnel construction began to hit the pockets releasing gas into the tunnel.

Because of the upward slope of the tunnel the gas would accumulate at the ceiling of the face of the excavation. A new step was added to the construction sequence; burn off the accumulating gas before drilling the holes for



South End Summit Tunnel circa 1882. *Bruce MacGregor Collection*

continued next page

explosives. This was accomplished by a worker approaching the face with a candle or torch on a long pole extending up to the ceiling. Sort of like the lighting of a gas stove when the burner won't light for the first few seconds, then whoosh. This procedure worked as long as the face was still near the tunnel opening. As the excavation got further into the mountain more gas would accumulate. Not only was there a risk of an explosion, but the air was getting toxic. By November 1878 a ventilation system had been installed forcing air through pipes to the excavation face. The gas was now being burned off every five or six minutes. Sometimes just a spark from hammering a nail would, and did, light off the gas.

Then in February 1879, when the tunnel was in 2,300 feet from Wright's, unknown to the crew chief M. C. Hyland and fourteen laborers, a large pocket of gas had seeped into the tunnel. So much so that it overwhelmed the ability of the fresh air being pumped into the tunnel to clear the gas. The crew was performing what they thought was the usual burning off of the gas when an explosion occurred blowing a wall of flame 200 feet in the air at the tunnel opening and toppling the 10 ton air compressor on its side. The blacksmith shop about 70 yards from the tunnel mouth was demolished. Incredibly M. C. Hyland and a few of the laborers were able to crawl out of the tunnel. All fourteen men were brought out of the tunnel alive but all were injured to varying degrees, some severely.

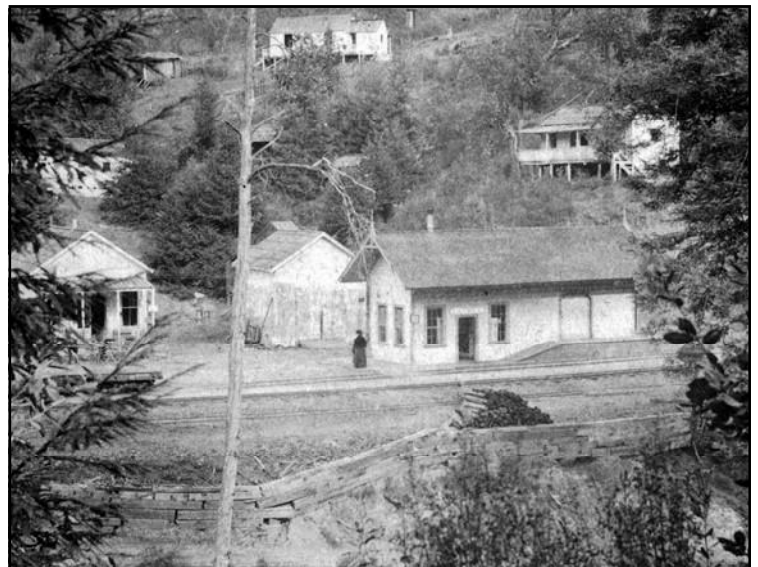
In early March new air pipes were installed and winter rains caused a landslide near the tunnel portal. Meanwhile the track workers had laid track up the Los Gatos Creek canyon from Alma to Wright's. The Chinese workers were too scared to resume work on the tunnel. A crew of white men was hired and digging began again. A month later work was suspended as the new crew proved to be unreliable and worthless. Trains began running to Wright's on May 1, 1879, stopping on the opposite side of Los Gatos Creek from the tunnel construction.

In late May the contractor hired a new Chinese crew and work on the tunnel resumed. On July 19, 1879 a fire broke out in the tunnel igniting the tunnel lining. A bulkhead was constructed 1,800 feet from the Wright's portal in hope of smothering the fire. The bulkhead caught fire and another was built at the mouth. A delay of about three weeks ensued then crews began to work again, only to be stopped by another fire and the need for another bulkhead. A month later water pipes were

installed in the tunnel to pump water onto the smoldering fire. After the fire was put out it was found that portions of the tunnel had caved in requiring additional work to clear it out and rebuild the tunnel lining. Meanwhile crews on the south end continued to work without the seeping gas and explosions but were slowed down by hard rock.

Additional air pipes were installed in the north end of the tunnel in an attempt to clear the foul air. Two months after the second fire broke out, work resumed with 1,200 feet remaining to be dug. In October a third fire caused by burning oil and gas suspended work and another new bulkhead was installed. Work resumed two weeks later with only 850 feet left to dig. Soon a new pocket of oil and gas was breached. It began to permeate the tunnel and on November 18, 1879 the largest explosion yet occurred. At midnight, a crew of 23 men were working 2,700 feet in from portal at Wright's when a tremendous explosion occurred. The noise of the explosion woke the sleeping day crew who immediately grabbed burning torches, instead of safety lamps, and ran into the tunnel hoping to rescue the workers inside. When they had gone inside 1,500 feet, their burning torches encountered more gas and a second even larger explosion occurred and a sheet of flame belched out of the tunnel. The air compressor, stationary steam engine, and blacksmith shop were demolished. Men standing around were struck by debris and fire. Everything was torn to pieces within 100 feet of the tunnel portal. Over 30 construction workers were killed in the blasts.

Large mirrors to reflect sunlight and locomotive headlights were setup at the tunnel portal to illuminate



Laurel January 30, 1891

John Hall Collection
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the tunnel during both the rescue operations and the subsequent construction. The contractor brought in new equipment and increased the size of the fresh air pipe used to ventilate the face of the tunnel.

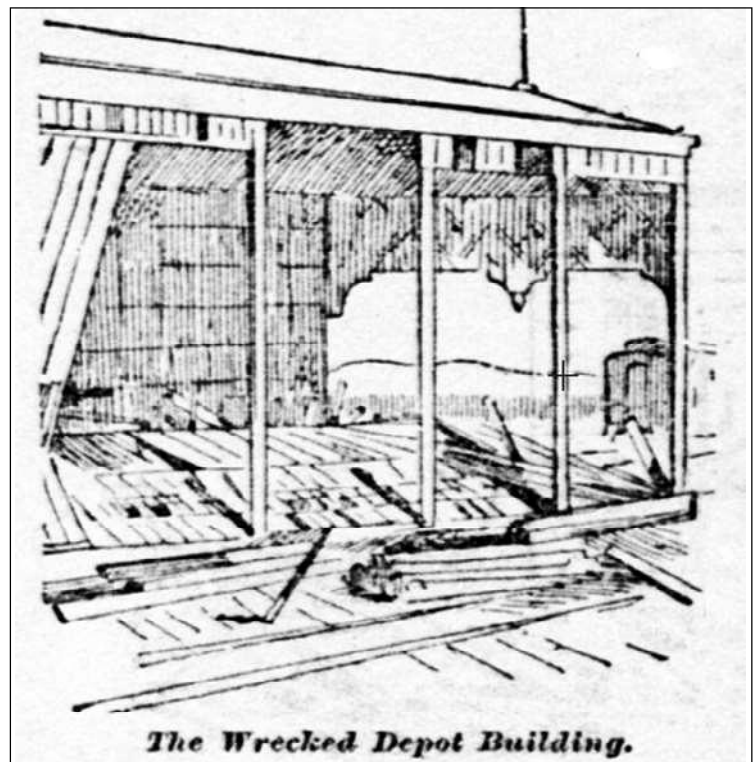
Construction resumed on the south end of the tunnel in late December. To encourage the Chinese workers, their Family Company bosses gave them a raise to \$1.25 per day (\$37 in 2023). Work was yet to resume on the Wright's side. Meanwhile the other tunnels were completed and the grade from Highland to Felton was being prepared for track laying. In January the work on the Wright's side resumed.

Track was laid through the Highland-Glenwood tunnel, and the tracks were complete from Alameda to Santa Cruz except for the Wright's tunnel. By February regular trains were running on both sides of the mountain with a stagecoach ride between Wright's and Highland.

The remainder of the construction continued without significant incident. On March 20, 1879 a *Santa Cruz Sentinel* reporter accompanied R. M. Garret, SPC Superintendent of the Felton to Santa Cruz line; Edward Mix, SPC Civil Engineer; and C. B. Younger, a Santa Cruz attorney, on a train ride up to the south portal of the Wright's tunnel. The gentlemen then walked through the tunnel along the muddy and ungraded floor. Upon reaching Wright's they completed their business and were about to return through the tunnel when another Santa Cruz attorney, F. Adams arrived on the train from Alameda. Mr. Adams, rather than take the stage over the hill, accompanied the others on their walk back through the tunnel and then by train to Santa Cruz—thereby becoming the first non-railroad person to make the complete trip along the right-of-way between Alameda and Santa Cruz.

The tunnel and track were soon completed and the South Pacific Coast Railroad opened service between San Francisco and Santa Cruz on May 15, 1880. Although the actual construction cost of the tunnel has not been discovered, newspapers estimated a cost overrun of \$41,000 (\$1.2 million 2023 dollars).

Even after construction, gas was still seeping into the tunnel. There was often a breeze through the tunnel but the chance of a gas accumulation was significant. To eliminate this hazard the gas pocket near the center of



SPC Alameda Ferry Building. *San Francisco Call*, November 29, 1892

the tunnel was sealed with a pipe attached to a gas light. This light was kept lit at all times burning the escaping gas. The lamp was relit when the wind through the tunnel blew out the flame.

In July 1887 the Southern Pacific Railroad took over the newly consolidated South Pacific Coast Railway. Operations continued much the same, but in December the Highland Station was



Wright's Portal, Tunnel No. 2. *Santa Cruz Evening Sentinel*, January 20, 1893

continued next page

renamed to Laurel and a depot was constructed to replace the simple passenger shelter.

During the winter the railroad was often blocked for a day or two to remove minor landslides across the tracks. This occurred a few times just outside of the Wright's tunnel. As the years went on and wet winters saturated the soil, the mountain just above the Wright's tunnel portal began to move. The early morning of November 28, 1892 was a day that people all over the Bay Area remembered for many years. A fierce storm from the Pacific Ocean bore down on the coast with torrential rains and howling winds. Damage to structures was significant throughout the Bay Area. One such place was the SPC Alameda Ferry building where a 40-foot-high wall of the structure was blown out.

The unsteady soil above the Wright's tunnel portal became oversaturated by the heavy rains. The hillside began to slowly ooze downward towards the portal pushing against the east side of the timbered tunnel. New timbers were installed within the tunnel to counteract the pressure of the shifting hillside above. Trains were periodically delayed. The soil sliding towards the portal and tracks was initially removed by crews loading mud onto flat cars pulled by the Santa Cruz and Felton Railroad locomotive *Felton*. All of this was being preformed while intermittent rains continued to fall.

On December 29, 1892, a slide overcame the new timbering in the tunnel and squeezed it so that it was too narrow for train travel. Superintendent Luther Fillmore put 250 men to work digging out the tunnel. The job was hindered by the continuing rains and the sliding hillside filling in the tracks right after they were exposed by the workers. The tracks were finally exposed and opened to travel again on April 18, 1893.

The work of constructing a new tunnel portal began. Standard gauge sized tunnel falsework was constructed over the track for a distance of 200 feet from the mouth of the original tunnel northward to the location of the new tunnel portal. Large pieces of rock from the SP quarry at Rocklin were transported to Wright's via a



Wright's Portal, Tunnel 2, December 1893.

Bruce MacGregor Collection



Wright's Tunnel Portal, March 1893. *Bruce MacGregor Collection*



Wright's Tunnel Portal with falsework, Fall 1893.

Bruce MacGregor Collection

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transfer from standard gauge cars to narrow gauge cars in Alameda. The rock was used in the tunnel and portal foundations. A shell of concrete was poured over the falsework creating a tube for the tracks. The new portal was both a dam for the sliding earth and a spillway for the creek waters. The tube and dam/portal were constructed between April and October 1893 with the sliding hillside coming to rest against the new portal.

Narrow gauge trains traveled through the falsework eight times a day during the six months the tunnel portal was under construction. The falsework remained in place for an additional year after completion of the portal.

Mother nature was not yet through with the Wright's tunnel. The next disaster to tunnel No. 2 hit at 5:12 am on April 18, 1906, just before it was to be enlarged for standard gauge rolling stock. The great earthquake cracked the tunnel into two pieces, one piece sliding a few feet past the other. With the tunnel unusable it was shut down until it could be enlarged and relined for standard gauge rolling stock. After a multiple year reconstruction period the tunnel reopened on May 29, 1909 for standard gauge trains.

The SPC had carried narrow gauge trains through the tunnel for 26 years. The newly enlarged tunnel carried standard gauge trains through the mountains for 30 more years. In February 1940 a massive storm, similar to the one that caused the December 1892 closure, washed out major portions of the railroad along the Los Gatos Creek and other locations. In November 1940 the Interstate Commerce Commission officially authorized the Southern Pacific Railroad to abandon the track between Los Gatos and Olympia, just north of Felton. Tunnels 2 through 5 were abandoned. Tunnel No. 1 had been daylighted in 1903 when dual gauge track was installed up to Wright's from Los Gatos.

The final disaster to the Wright's Laurel tunnel occurred after the rails were removed. According to the *Santa Cruz Sentinel* the Wright's tunnel portal was demolished in April 1942 as practice for Army demolition teams. The tunnel portal crumbled leaving a broken concrete tube poking out of the mountain. The spillway still stands, covered in vegetation, holding up only the air that blows down the canyon. Tunnel No. 2 between Wright's and Laurel truly had a disastrous life.

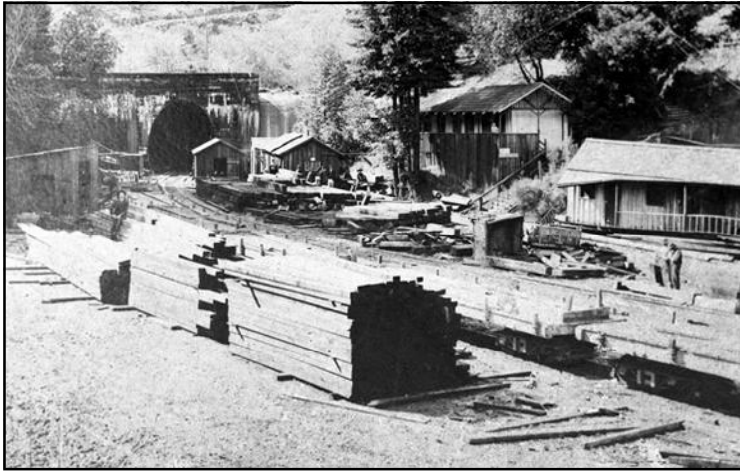


San Andreas Fault offset in tunnel No. 2, 1906. Wright's tunnel portal in the distance. *John Hall Collection*



Wright's Portal, Tunnel No. 2, 1967.

*Photo by Bruce MacGregor
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Wright's Portal, Tunnel No. 2, 1906-1909. Bruce MacGregor Collection



Wright's Portal during standard gauge era. Bruce MacGregor Collection

if you've noticed in articles about Wright's, sometimes it is referred to with an apostrophe and sometimes without. So is it Wright's or Wrights? See article in the *The Hotbox*, May/June 2020.

Membership News

by Julie Boyer, Membership Manager

Welcome New 2023 Contributing Member!

STANLEY KEISER, Newark 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: <http://www.spcrr.org/joining.htm>

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.

REMINDER... If you have not paid your 2023 Contributing member dues yet...

Renew today so you don't miss the next issue of the *Narrow Gauge Journal*, as well as access to special member events and news.

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, Rail Fair will back on Labor Day weekend, and the Haunted Railroad will return in October.

Membership is just \$20 per year. To renew (or give someone else the gift of membership!) click here: <http://www.spcrr.org/joining.htm> or mail a check to SPCRR, PO Box 783, Newark, CA 94560. Thank you!

DONATIONS: December 2022-March 2023

Donations \$2,000+

Bob Brown***
Barbara Culp***
John Houghton**
Bruce Sorel*

Donations under\$500

Julie Elam - in Honor of Ken Underhill***
Tau Rho Alpha*
Don Breitbarth*
Michael Collins*
John Hall*
Curtis Jones*
George Koerner & Pria Graves*
Ed Lindgren*
Steve Paluso*
Amazon Smile*

Donations of Materials

Mark & Lynann Pizarek - Truper 5 lb Pick-Mattock;
6 metal grinding wheels.
Anonymous - Landscape Rake for branch cleanup
Jack and Jacque Burgess - Solar Outdoor Lights
with Motion Sensor
Bruce Sorel - 15 railroad ties & paid transportation
Bob Jensen - 8 handmade handrails for excursion cars

* Spring Switch Fund Raiser

** Storage Shed for the Gator

*** Historic Car Restoration: D&C Flat Car 64

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 purchase of \$100 or more). For donations under \$100 you can use your PayPal receipt, cancelled check, or your Amazon receipt.

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 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 GENEROSITY!

See our newest fundraiser on page 21 for more ways you can help

President's Telegraph

by John Goldie
President & Track Manager

First, a huge thank you to our volunteers, donors, and the train crew for a strong SPCRR 2022. We carried over 65,000 passengers, held our annual 3-day Rail Fair event, Halloween train for special needs children, a number of interpretation events, extended our public trackage, cleaned up the accumulated large tie debris piles, and made outstanding progress on our current restoration project - NWP Caboose 6101.

Safety First! There is a reason this is a common Railroad term. It must be first and always in mind whether we are working on a project, operating equipment, assisting passengers on and off the train, or picking up a heavy object. When you visit the park, if you see anyone or an activity that does not appear to be safe, please speak up and review the issue and best practice with the others doing the task. This is also reflected with our operating equipment which is required to meet the standards of the State of California Permanent Amusement Ride (PAR) regulations.

To meet our goals and mission, our group mainly operates on volunteerism. We have restoration and conservation projects, facilities maintenance, track maintenance, event support, plus other critical off-site work such as research, article writing, and group administration. If you are looking for something to do that will be rewarding and fun, please contact the manager of the project(s) you are interested in for details (shown in this newsletter under the Workdays Reports). Official workdays for the Restoration Crew are Mondays plus the 3rd Sunday of each month. The Track Crew works on projects and maintenance every Sunday. We also have an open position for the "Building Manager" who coordinates inspections such as the fire alarm system and fire extinguisher annual checks—please let us know if someone local would like to take this needed role on (email general-mgr@spcrr.org)

The year 2023 is off to a great start! We have many projects that can benefit from more hands, we are running our annual fundraiser—this year's fund raiser is to cover the costs of the spring switch upgrades currently being installed. We also have dedicated funds for your favorite car which we will use for that car when it's turn for restoration comes around. Perhaps the biggest thing that all of us can do is to share the word about our group and help us attract more members and volunteers. We have a large number of potential projects in our backlog. Let's get more things done faster, so come out to the park. **Where Volunteers and History Come Together!**

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John Goldie at the 2022 Track Extension/Reverse Loop Grand Opening.
Photo by Don Marenzi

New Hand Railings for SPCRR's Excursion Cars

by Tom Sturm, Operations Manager

Some passengers have had trouble getting up and down the steps of our excursion cars. To improve the safety of passengers entering and exiting our train we wanted to come up with a design that would provide hand rails that were reachable by children and adults of short stature. We had an old railing in the Car Barn that looked promising but it was not quite the right length, so we used this as a model for a set of new railings that could be mounted on the cars.

I approached Bob Jensen, Ardenwood's Blacksmith, about the possibility of making new hand rails. He agreed to do so if we provided the materials, and he finished the first four railings at the end of February. After I did some finishing work on the railings, Tony Peters and I mounted them on the cars on Monday, March 6.

The newly installed railings are positioned to allow safer entry and exit to and from the excursion cars. Bob recently finished the final four hand rails and they will be installed as time allows. **Thank you Bob!**



Tom Sturm tries out one of the new inside hand rails made by Bob Jensen. *Photo by David Waterman*

Current Job Openings

Paid Employee Positions

SPCRR is looking for part-time crew members to operate the train on Thursdays, Fridays and Sundays between April and November; as well as on park special events and some holidays. We are looking for additional crew members to fill the positions of **Brakeperson, Conductor, and Engineer**. Crewmembers work one or two days a week when needed to provide more train crew flexibility (you can even work as little as 1 day a month). Work hours are 9:00 am to 3:30 on Thursday and Fridays, and 9:00 to 4:00 on Sundays, special events and holidays. The starting wage is \$18 per hour. No experience is necessary and training will be provided. If you are interested in being a crewmember, please email Operations Manager Tom Sturm at operations-mgr@spcrr.org. Tom will send you a job description, job application form, and answer any questions you might have.

Volunteer Positions

SPCRR is looking for volunteers to fill the two positions below. If you are interested, email General Manager Don Marenzi at general-mgr@spcrr.org

Interpretation Coordinator

The Interpretation Coordinator is responsible for arranging SPCRR's monthly interpretation event (6 total for the year; each lasts approximately 45-60 minutes), as well as one short video that will be posted on the Ardenwood Facebook page.

Facilities Manager

The Facilities Manager takes care of scheduling our annual fire sprinkler inspections and arranges for maintenance if needed, schedules the annual fire extinguisher inspection, and responds to any other building issues that might arise.

Board Meeting Summary

by Andrew Cary, Secretary

January 9, 2023 (meeting held via Zoom)

- The newly elected Board of Directors were installed:
President John Goldie
Vice President Jay Shellen
Treasurer Jack Burgess
Secretary Andrew Cary
Director Brook ROther
Director John Stutz
- The Board appointed Don Marenzi as General Manager for 2023.
- The impact of the Bald Eagle nest in the north woods could have on operations was discussed.
- Lines of credit are being established at various local stores for use by the managers and curator.
- Director Rother is locating a source for high quality redwood siding for SPC 47 and NC 253.
- A committee was established to focus on making Rail Fair more comfortable for attendees.



February 13, 2023 (meeting held via Zoom)

- The continued impact of the Bald Eagle Nest on operations was discussed.
- The Operations Manager is getting donated hand rails made and installed on the excursion cars.
- The Park District is working on providing ADA compliant loading and unloading at our two stations, including a proposed new station near the Car Barn.
- Storm damage is heavy in the park with 5 down trees blocking the track and another just missing the Car Barn. The Park District will clear the trees.
- The editor presented the new format for the Narrow Gauge Journal.
- It was decided that our existing equipment leases need to be updated.
- Centralizing our document records was discussed.
- Appointed Jay Martinez as a special contact with the California State Railroad Museum.

Restoration weekend workdays are held the 3rd Sunday of each month

(please contact Andy in advance in case a workday has changed)

UPCOMING SUNDAY RESTORATION WORKDAYS:

APRIL 16 - MAY 21 - JUNE 18

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 Seward Gate (see directions on page 20). **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 Seward Gate: curator@spcrr.org or text/call 510-324-6817.

Gauge Bar Restoration

by John Goldie, Track Manager
photos by author

A gauge bar is a metal round rod that clips under the rail on one side and has a nut, lock washer, and bracket on the other. It prevents the rails from spreading and are commonly used on curves to help hold the gauge. We received a donation of 50 gauge bars, but they had been used for 25 years and stored for another 25 years so the nuts were frozen in place. We have restored 25 already and have another 25 to go.



The steps we took to make them like new included:

- The threads are wire wheeled to clean rust off.
- Penetrating oil was added.
- A 1" die is run down to the nut to clean the surface.
- More penetrating oil is added.
- A sledge is used to pound each nut to help break it loose.
- The rod is clipped to the track, and a large base with a pipe vise was made to hold and prevent the rod from bending.
- A 24" adjustable wrench is used along with a 4' cheater bar to break the nut free. That took a lot of strength and sometimes two people were needed.
- The nut is removed after many turns.
- In the shop, the threads are cleaned up again with a die.
- The end is ground to a taper if needed.
- The nut is cleaned up with a tap.
- The hydraulic press is used to straighten the bar.
- The threads are oiled. The nut will now spin with ease.



Steve Rusconi



Bruce Sorel



David Waterman

WEEKLY WORKDAYS

UPDATE ON RESTORATION, TRACK, & EVENTS

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.

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.

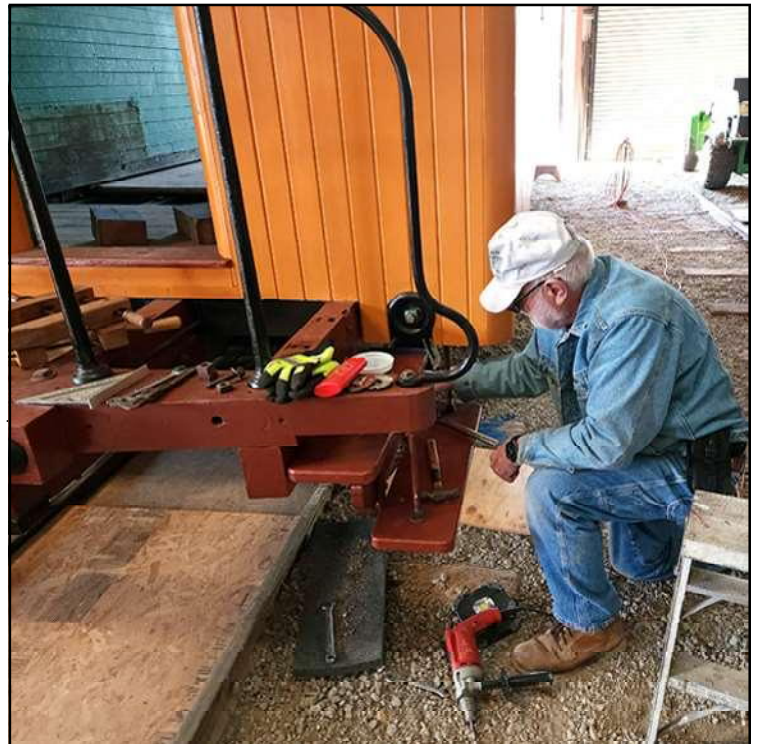
CAR RESTORATION

Curator Andrew Cary (email curator@spcrr.org or call 510-324-6817). Workdays are held on Mondays, and the 3rd Sunday of each month, from 10-5. Contact Andy ahead of time to verify the dates for upcoming workdays. Enter and exit through Siward gate (directions are on the last page of the Workdays Reports).

1/9 through 1/16 – Volunteers: A. Cary, T. Peters, D Waterman (16 hrs); D. Stellabott (8 hrs); J. Stutz (5 hrs); D. Marenzi, T. Sturm (4 hrs). Work on the caboose continues on the B-end platform and brake system. We worked on the platform steps, installed the brake cylinder and partially installed the brake rigging. Between last workday and this one, David Waterman and some of the MOW crew cleaned the interior of the car; moved the stove to the baggage compartment; and repaired, tested, and test installed the brake cylinder. In addition, the last platform steps were disassembled. Tasks that were completed on these two work days: Brake cylinder was bolted on and then unbolted when it was determined that an existing car bolt needed to be ground down to allow the cylinder to seat properly on the car; an adapter for a new transmission jack was fabricated to securely move the very heavy brake cylinder up to the bottom of the car; the dados across the platform sills had to be widened to allow the step irons to fit. The step irons are recessed into the platform sills to fit properly—the dados then had to be repainted; the last set of platform steps were scraped, sanded, and painted; the step irons were cleaned and painted and rethreaded by Andy; the steps were installed by Tony on one side; brake rods and irons were measured, cleaned, and painted; the between-sill spacers on top of the A-end bolster have been cut and fit.

1/22 through 2/20 - Attendees: A. Cary (72 hrs); D Waterman (36 hrs); T. Peters (33 hrs); J. Stutz (28 hrs); D. Marenzi (17 hrs); T. Sturm (4 hrs). There has been a lot of work done on NWP 6101 during the past month:

A. The air brake system is installed and is functional. Some minor work remains to be done to install the manual air releases.



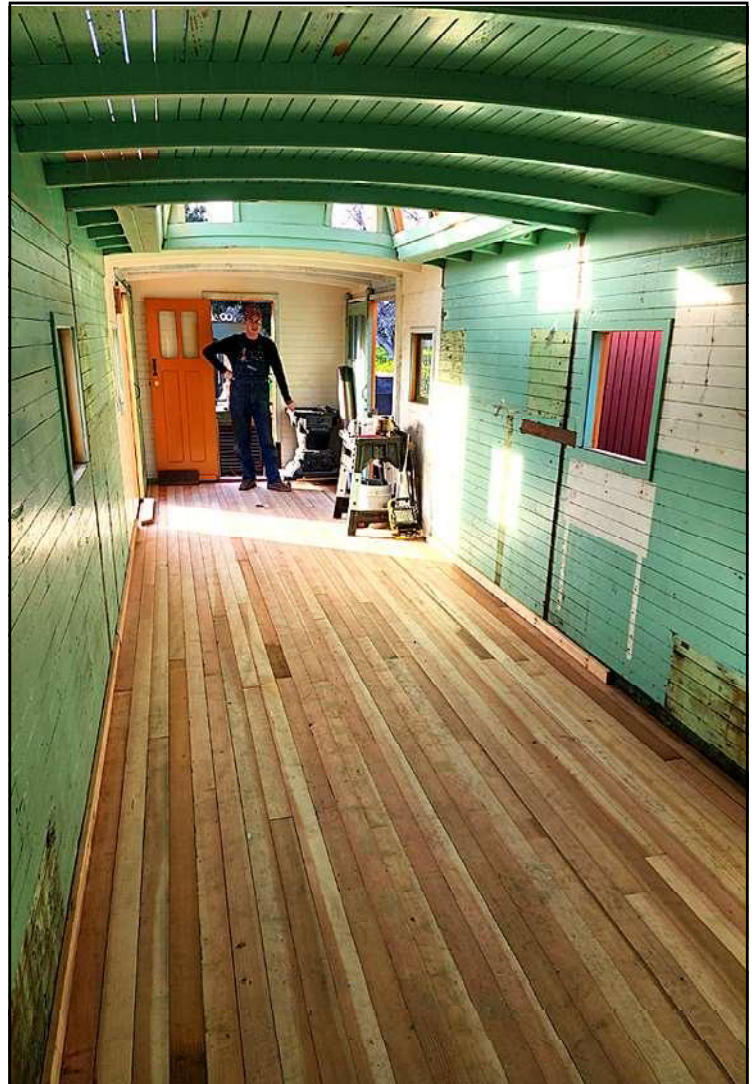
Tony Peters nearing completion of the end platform (1/13/23).
Photo by AJL Cary
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- B. Both end platforms are completed with steps, handbrake wheels, and staffs. There are a couple of planks left to screw down.
- C. The roof has been cleaned and prepared for canvas.
- D. The bolster sill spacers have been fabricated and installed.
- E. The sub floor, mid floor and finish floor have been installed.
- F. The exterior baggage door trim has been installed.
- G. The remnants of the false cabinet have been demolished. With minor work left, the car is ready for the State of California PAR inspection scheduled in late March as a non-passenger car.

2/26-3/23 – Volunteers: A. Cary (48 hrs); D. Waterman (27 hrs); T. Peters (25 hrs); J. Stutz (7 hrs). NWP caboose 6101 now has fully functioning air brakes, link-and-pin couplers, platforms, end railings, steps, and is completely floored (except for the center pin hole covers). All of the missing door jambs have been installed and cabin windows installed. The interior walls have received a couple of coats of Moss green (more are needed). A couple of interior paint decisions were made... the overhead to the interior fascia on each side will be painted white. We do not know what the overhead was originally painted since none of the original wood survived. However a light color will lighten the space and is shown in several period photos of caboose interiors. The floor will be painted mineral red using a 'satin' polymer deck paint. This is very resistant to walking damage. The mineral red works surprisingly well with the green walls. No decision has been made as to the color of other furnishings (benches, cabinets); or any built-in furnishings (benches and cupola bases). Any upholstery will probably be black Naugahyde. The caboose is almost ready for the state inspection as a non-passenger carrying car that can be included in a passenger train consist.



John Stutz trimming a deck plank to fit around a lateral bolster truss rod (2/13/23).
Photo by AJL Cary



David Waterman admiring the beautiful new floor (2/20/23).
Photo by AJL Cary



The bolster being decked over showing how the planks have to be relieved for the truss rods (2/13/23).
Photo by AJL Cary

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TRACK WORK

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.



Spring switch at Deer Park east. David Waterman lifts out the swing rails as Bruce Sorel and Steve Rusconi direct (01/22/23).

Photo by John Goldie

1/1 (Sun) – Volunteers: J. Goldie, B. Sorel, D. Waterman (6 hrs). After all of the rain it was still too soggy for track work so we did some projects in the Car Barn. In the last big storm two more large trees were down but were out in the open area and did not cross the tracks. A number of small projects were addressed: some vegetation work on the RoW; cut the wood for a couple more new crossing signs; worked on the Whitcomb brake components.

1/8 (Sun) – Volunteers: D. Waterman (8 hrs); J. Goldie (7 hrs); S. Rusconi, B. Sorel (6 hrs). There was a break in the rain today but the ground remains too muddy and there is also tree falling hazard which prevented track work. Instead we were able to enjoy a “barn” day and accomplished a lot of tasks: the access road next to the Car Barn had a tree blocking the road so we did a few quick cuts to open the road; on caboose 6101, a new transmission jack was used to bolt the large brake cylinder into place - it worked GREAT; a long bolt was fabricated for one of the holes that required a special length; a small project was completed on Katie; we restored another 8 gauge bars (*see page 12*); reviewed the next steps on the Whitcomb reassembly. Jay Martinez also stopped by for a visit.

1/15 (Sun) – Volunteers: B. Sorel, D. Stellabott, D. Waterman (8 hrs); J. Goldie, S. Rusconi (7 hrs). It was another damp day with some showers and lots of mud, so the crew focused on “Barn” projects to stay dry: inspected the newly arrived Harmer switch parts - all look good; worked on more gauge rod restorations—now we have 16 restored bars on hand; a number of Whitcomb reassembly tasks were completed; worked on brake hardware for the NWP caboose 6101 project; Barn clean up; reviewed the current trees along the eastern side of the building.

1/22 (Sun) – Volunteers: J. Goldie, S. Rusconi, B. Sorel, D. Stellabott, D. Waterman (8 hrs). Due to the recent rains, falling trees and mud we are behind on our spring switch upgrade work. The mainline is now closed due to the open track at Deer Park until further notice. The crew made great progress today as you will see: unbolted the swing rails - 8 rusty track bolts - lots of squeaking even with oil; pulled out all of the spikes on the 30' rail section (60 spikes); lifted out the swing rails for disassembly of the transit clips and bars (18 more rusty bolts); removed the harp switchstand from its tie and unbolted the connection bar - moved it to the Car Barn for painting and throw adjustment; removed the 16' head block that was found to have a large break in it, also unbolted the stand sister tie for reuse; removed the head blocks - all stub switch parts will be reused on a new yard stub switch in the future;

removed the 6 ties under the swinging section of the rails; graded this area for more level ties and to accommodate the new ties and plates height. (Excellent tractor work by David!) One of the remaining ties was found to be in need of change out, and a reusable swing rail tie was inserted while the rails were out; another tie (of the 6) was left for another needed tie replacement closer to the crossing; the other 4 ties



The swing rails will become the stock rails and the 6 new solid ties are in place. (1/22/23).

Photo by John Goldie

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of the 6 were not reusable and were moved to our disposal pile; dug out ~40' of buried track with high ballast between the switch and the crossing (that is where the other bad tie was found noted above) and made a large material pile for reuse; set in 6, new 8' ties on 22" centers to be under the points -- we need a strong and solid base for the moving parts; selected and set in an on-hand 14' head tie for the switchstand; set the rails back to their new position. THANK YOU to the crew for a hard day's work with tremendous progress.

1/29 (Sun) – Volunteers: J. Goldie, B. Sorel, D. Stellabott, D. Waterman (8 hrs); S. Rusconi (7 hrs). Today was a crisp day with some lite sprinkles but an overall good day for track work. The crew concentrated on the switch enhancements at Deer Park East and made great progress: bolted in the straight stock rail on both ends and added a key rail to fill the short gap; lifted and tamped the ties under the switch to grade; spiked in the switch plates and rail braces on the straight stock rail to the gauge plate; spiked the rest of the straight rail spikes; temporarily fitted the siding point rail and we are very happy with the tapper and fit; flipped around the curved stock rail for better fit; test fit the switch plates and noted small adjustments needed for the rail braces (shop work); test fit the #2 bar and prepped the #1 and #2 bars for installation; reviewed the clearance on the transit clip bolts—we are likely to have an issue here with deep flange wheels—mitigation discussion and wheel (flange) turning under review; replaced a very rotten tie between the switch and the crossing. A few other tasks were done also: got the rake tires reseated and inflated, reinstalled on the rake and bearings lubed up; we inspected the remaining items in the volunteer lot that the park is cleaning up—we have recovery work to complete (some rails, metals parts, car parts, building supplies and lots of unusable wood left to sort and clean up).

2/5 (Sun) – Volunteers: J. Goldie, D. Stellabott (8 hrs); D. Waterman (7 hrs). The weather held off in the afternoon and allowed us to make more progress on the Deer Park east switch. We were able to: install the heel joints - these allow the points to swing; 2 flat bars had a small bends put into them with our press; thimble pipes were cut to allow the point rails to travel between open and closed positions; we had to make point holes larger to allow them to float; greased and installed on both points (8 bolts); installed two other rail joints (8 bolts); installed the #1 and #2 bars and the points have the targeted 3-1/2" throw; installed the south side switch plates and rail braces; raised and tamped the ties into place; installed the gauge plate and tamped in the long head tie. Other work: cleaned up the counter area in the



Spring Switch Deer Park East-David Waterman (front) and Bruce Sorel put the bend into the curved stock rail just ahead of the point tip (1/29/23).
Photo by John Goldie



Spring Switch Deer Park East-Damian Stellabott tightens the track bolts (1/29/23).
Photo by John Goldie

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2/12/23 Spring Switch Track Crew: Damian Stellabott, David Waterman, Bruce Sorel, Steve Rusconi (left to right).

Photo by John Goldie

Car Barn. In the volunteer parking lot we removed 4 heavy sticks of rail and 4 light sticks; removed 3 large metal beams; recovered a number of cable car sheet metal fragments.

2/12 (Sun) – Volunteers: J. Goldie, B. Sorel, D. Stellabott (8 hrs); S. Rusconi, D. Waterman (7 hrs). Today the weather was sunny and warm. We continued the work on Deer Park East spring switch: spiked in the track between the switch and the crossing; inserted one new tie, spiked, tamped just east of the switch; completed the last rail joint that entailed; cut and inserted a 1-1/2" rail key; used 5-7-5 bars; drilled one new hole; added 4 bolts; added two tractor buckets of ballast to fill up the cribs of the switch and tamped; added subbase material around the switch stand for a base;



Rail joint with key rail (2/12/23).

Photo by John Goldie

modified the points transit clip mounting to provide more flange clearance; adjusted the thimbles and bolted in the points; bolted in the #1 and #2 bars; tested the points movement and we are very happy with the switch operation.

With more day-light, we headed up front to disassemble the swing rails of the Shirley switch: un-spiked 30' of track; removed the swing rail plates; removed the bridal bars; removed the head blocks; removed 15 ties (most cannot be re-used); unbolted two rail joints (8 very rusted track bolts); slid the rails off to the side; brought up 10 new ties.

2/19 (Sun) – Volunteers: B. Goldie, J. Goldie, D. Waterman (8 hrs); S. Rusconi (7 hrs); N. Loey (4 hrs). Today we focused on the switch up front and got some bonus items done as well off our work list: awesome leveling of subbase by Bobby and David with the tractor; plugged the ties and set in 15 new ones here (Thanks Bruce for the ties!); we turned the rails around for wear and also to put some base holes to the outside; drilled 8 holes with the rail drill; used the rail saw to cut off the torch-cut ends; bolted in the straight stock rail on one end; test fit



Bobby Goldie (right) and David Waterman (left) work on the new spring switch at Shirley's Siding (2/19/23). Photo by John Goldie

the right point; prepared the other end for a short rail that will need to be added to close the gap; cut the curved stock rail to length; brought up a good 14' tie for the harp switch stand then dug down and leveled it into place (it was a beast!). While the leveling was occurring we attacked the massive blackberry growth along the fence: 45' was cleared back to the fence line; 14 large root balls were removed with the pick axe (*the Amazon Wish List pick ax worked great and was sharp enough to cut them*); made a pile in the track about 12' long to take to the

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Impressive pile of blackberry vines that Steve Rusconi and John Stutz cut today (2/19/23). *Photo by John Goldie*

green bin (we still have another 20' to clear). We were also able to clear away brush from the front access gate that has long been overgrown—we would like to restore that gate so that we can access the track from the park service road versus driving around the field edge. On the way back from lunch break we brought up a bucket load of ballast for Deer Park east to complete the filling of rock; and we stacked the remaining six 8' ties up front



Successful workday! The spring switch at Shirley's Siding is 95% done. The crew who helped today: Steve Rusconi, David Waterman, Damian Stellabot, and Bobby Goldie (left to right) (3/5/23). *Photo by John Goldie*

along with a few 6' ties—more ties are needed for this area of the mainline soon.

2/26 (Sun) – Volunteers: J. Goldie (11 hrs); B. Goldie, N. Loey, S. Rusconi, D. Stellabott, D. Waterman (7 hrs); (7 hrs); Paul (4 hrs). It was a cold and wet day but the track crew only has 3 weeks to complete the switch work before the state track inspection, so we were out in force today to make head way until the rain curtailed our activities. During the week we machined the 8 plates to fit the wider rail base used on this switch and also made two small adjustments to the gauge plate; located a 3-5/8" rail short that was about 3' in length to fill the gap on the straight rail; cut the straight stock rail to fit then drilled 4 holes and installed the joint bars on both ends; spiked the 15' of straight track up to the switch head tie; installed 4 switch plates and rail braces on the straight stock rail; backfilled the subbase material and tamped the ties for support; used the rail bender to bend the curved stock rail to align with the siding's outer rail; bolted in a temp flat bar to hold it in place; reamed out the 4 holes to 1-1/8" in the two points with the new reamer we got this week; picked up the tools fast when the rain started up. It remains a challenge to work without the tool car which required making a few trips to the Car Barn to fetch needed items.



Fabricating the extension rod (3/12/23). *Photo by John Goldie*

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Completed spring switch at Shirley's Siding with Harp switch stand (3/13/23).
Photo by David Waterman



Spring Switch Deer Park East-Track inspector(2/12/23).
Photo by John Goldie

3/5 (Sun) – Volunteers: B. Goldie, J. Goldie, S. Rusconi, D. Stellabott, D. Waterman (8 hrs). Today we made great progress on track work: installed the #2 bars on the Farm switch and the Shop switch; dug out and replaced two very worn ties in the mainline just past the switch; installed a new CLEAR post for the siding marker; made a fuel run, picked up 10 gallon gas, and filled up the Gator. On the new spring switch, the crew made great progress and the switch is now 95% complete: in the shop we cut the 4 thimbles for the heel joints at 7/8" and 1-1/8"; installed the points; installed the heel joints with their special flat bars with bends and 8 bolts; drilled two holes on the curved stock rail and installed toe bars and 4 bolts; installed the 4 switch plates and the rail braces; added ballast and tamped in under the ties for a firm footing; spiked in the lead tie under the heel joint; installed the #2 bar, nuts up and cotter pinned; installed the #1 bar, nuts up and cotter pinned; test fit the spring; added more ballast and tamped (still very wet material); checked gauge and throw – it is spot on; cut off a salvageable tie end for the sister tie; drilled and installed rods to bolt the ties together; built up a pad around the Harp stand with material and installed the Harp switch stand; removed four 9' worn ties that came out of the switch.

3/12 (Sun) – Volunteers: J. Goldie, D. Waterman (9 hrs); S. Rusconi, D. Stellabott (7 hrs). Another wet morning and very soggy ground in the park. The track crew was able to get a few items taken care of once the rain stopped about 1pm, and we focused on completing the Deer Park east switch and now have it 99% complete: drilled holes and inserted threaded rod to bolt together two ties for the Harp switch stand base; profiled the ballast and cleaned up the rock work; spiked in the switch stand; built-up the crew pad around the switch with our 'fines' material; test-fit the spring and measured the length of the bar needed. Back at the Car Barn we: located 1" rod on hand; cut it to length; cut in threads with the die; removed the clevis from the spring and coupled in the rod for a rigid connection; moved the clevis to the stand end of the extension rod. We took care of a pending task on the Whitcomb by removing a stuck pipe.

3/13 (Mon) – Volunteer: D. Waterman (8 hrs). David installed his new linkage approach and we have good interaction of the harp and the spring!

3/17 (Sun) - Volunteers: J. Goldie, S. Rusconi, D. Waterman (6 hrs). Today started out damp so some Car Barn projects were done until the sun came out: restocked the water supply; finished restoring another 3 gauge rods; cleaned up our tools and restocked supplies; sorted two buckets of mainline spikes from the smaller spikes that

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we use; headed to Ardenwood station for some yard track work; pruned the main tree for better tractor access; some dirt work on the pocket track where the ties were sticking out; focused on the rail joints on the siding since most have just 2 or 3 bolts, missing holes, and/or broken washers; replaced 5 sets of bars with new bolts, drilled holes as needed; inserted a rail key on one with a large rail gap and used 5-7-5 bars; unbolted another 4 or 5 sets for upgrades-in the corners we are using toe bars vs. flat bars which tend to kink over time.

EQUIPMENT MAINTENANCE

David Waterman (email master-mechanic@spcrr.org or call 415-602-7377.

- 3/6 (Mon) – Volunteer: D. Waterman (8 hrs). Worked on the Whitcomb locomotive.
- 3/6 (Mon – Volunteer: T. Sturm (4 hrs). Installed half of the new hand rails on the excursion cars made by Bob Jensen
- Volunteer: D. Waterman (8 hrs). Worked on the Whitcomb locomotive.
- 3/6 (Mon) – Volunteer: T. Sturm (4 hrs). Installed half of the new hand rails on excursion cars.

ADMINISTRATION

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

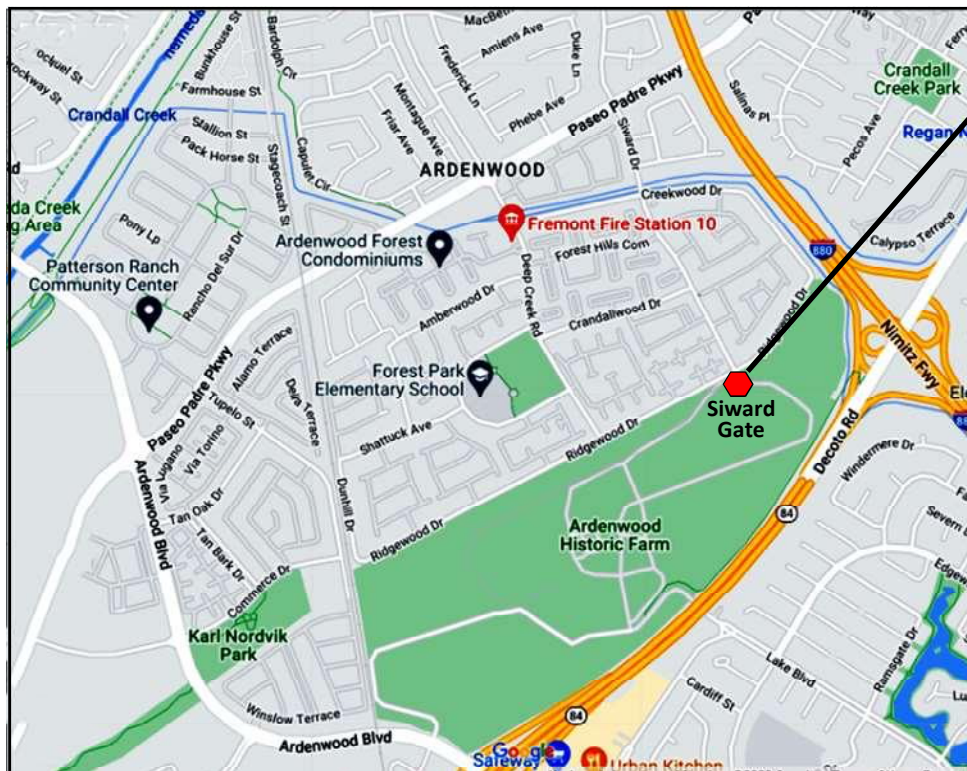
- Jan/Feb/Mar - A. Cary (28 hrs). Webmaster duties.
- Jan/Feb/Mar - A. Cary (16 hrs). Board agenda/minutes.
- Jan/Feb/Mar - JS Burgess (18 hrs). Onboarding employees for new season.
- Jan/Feb/Mar - J Burgess (32 hrs). Complete State of California annual forms.
- Jan/Feb/Mar - Board Meetings: J. Goldie (6.5); J. Shellen (6.5); A. Cary (7.5); J. Burgess (6.5 hrs); B. Rother (4.5 hrs); J. Stutz (4.5 hrs); D. Marenzi (6.5 hrs); JS Burgess (4 hrs); T. Sturm (6 hrs.).
- Jan/Feb/Mar - T. Sturm (80 hrs). Operations Manager duties
- Jan/Feb/Mar - D. Marenzi (32 hrs). General Manager duties
- Jan/Feb/Mar - J. Shellen (8 hrs). Artifacts collection.
- Jan/Feb/Mar - J. Boyer (6 hrs). Membership duties, make and send out membership cards.
- Jan/Feb/Mar - JS Burgess (123 hrs); J Hall (60 hrs). Research and work on new format for the 2023 newsletter.

DIRECTIONS FOR WORKDAYS

Please use the Siward Dr. gate entrance (*do not drive through the park*)

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>



GATE at the corner of Siward Dr and Ridgewood Dr

Our 2023 Spring Fundraiser - The "SPRING SWITCH FUND"

Our 2023 spring fundraiser is the "Spring Switch Fund." This project will upgrade 3 of our switches to ease operations. We have purchased new switch parts from Harmer Steel. Our goal is to raise \$8,000 to cover those costs. To date we have raised \$2,431.13 (30% of the cost). Thank you to all of those donors listed on page 8.

The spring switches enable safer operations, less physical exertion, and require less on and off boarding for the train crew. We have purchased point rails, switch plates, rail braces, gauge plates and also the #1 and #2 bars.

Please consider a donation to the project to help cover the balance of the cost. All donations large and small will help us complete this critical project.

To donate please go to our website 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 make it out to "SPCRR" and send it to: SPCRR, PO Box 783, Newark, CA 94560. THANK YOU!

John Goldie, SPCRR Track Manager



Spring switch at Shirley's Siding is almost complete.

Photo by John Goldie

TRAIN ORDER BOARD

NEWS FLASH - TRAIN OPENING DELAYED

The Railroad Museum at Ardenwood is delaying the start of operations in 2023 to protect Bald Eagles that are nesting in the Eucalyptus grove next to our track. We are working with the East Bay Regional Park District to determine when we can commence operations in 2023 without endangering these federally protected birds. We will publish our new start date for the train when it has been established. We appreciate everyone's patience.

GET THE LATEST NEWS join the SPCRR_Members group

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 get you set up.

CHECK OUT THE TRACK CREW'S NEW WISH LIST ITEMS

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

2023 SPCRR QUARTERLY CALENDAR

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

www.spcrr.org

www.facebook.com/spcrrMuseum

APRIL

16 - Sunday Restoration Day, 10-5 (see page 11 for details)

NOTE: Train Operations on hold until further notice due to Bald Eagles nesting

MAY

2 - SPCRR Interpretation Event - Track Building

21 - Sunday Restoration Day, 10-5 (see page 11 for details)

29 - Memorial Day Train Rides

JUNE

3 - Saturday Train Rides

18 - SPCRR Interpretation Event - Castings

18 - Sunday Restoration Day, 10-5 (see page 11 for details)

19 - Juneteeth Train Rides

JULY

1 - Saturday Train Rides

4 - Independence Day Train Rides

16 - SPCRR Interpretation Event - Restoration

SPCRR SPECIAL EVENTS LATER THIS YEAR

Rail Fair - Labor Day Weekend: September 2, 3, 4

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

REMINDERS

Track workdays are held every Sunday from 10-5

Restoration workdays are held every Monday from 10-5