

# NARROW GAUGE JOURNAL

SUMMER 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](mailto:info@spcrr.org) or call 510-508-8826. The Museum's mission is the preservation, restoration and interpretation of regional narrow gauge railroad history, including Carter Brothers—a pioneer railroad car builder in California. We are located at Ardenwood Historic Farm, 34600 Ardenwood Blvd, Fremont, CA. 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](http://spcrr.com)

[info@spcrr.org](mailto:info@spcrr.org)

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**Cover Photo:** Chas. Kohler, the forgotten locomotive, has been found and is now in the collection of The Railroad Museum at Ardenwood, operated by SPCRR. *Photo courtesy of California State University, Chico, Meriam Library Special Collections*

# The Chas. Kohler of the Challenge Mill Railroad

Article by John F. Hall, SPC Historian



The Chas. Kohler.

California State University, Chico, Meriam Library Special Collections

**I**n May of this year SPCRR received a donation of the remains of an old narrow gauge locomotive. It is a locomotive with a mysterious past but known in the railroad preservation community due to some excellent photographs taken when the locomotive was new. That locomotive was the Chas. Kohler of the Challenge Mill Railroad in Yuba County.

The diminutive three-foot gauge Baldwin 0-6-0 locomotive moved logs to the Challenge Mill from July 1884 to 1894 when lack of funds to repair the lumber mill's flume-for the third time-caused the owner, Andrew M. Leach, to declare insolvency and abandon the railroad to his creditors.

In 1974, an article in *Pacific News*, a rail fan magazine, described a small dismantled locomotive in the weeds of a San Rafael brickyard on Point San Pedro, San Francisco Bay. The author of the article determined that the locomotive must have been the Chas. Kohler as this locomotive was the only Baldwin locomotive of its small size ever used in California. But how and when it got to San Rafael from Yuba County was a mystery, except that it was brought to Point San Pedro on a barge by the San Francisco Quarries Company probably in 1909-1910. After the article was published, the decaying locomotive was again forgotten and railroad preservationists assumed it was gone for good.

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San Francisco Quarries Company 1914. *State Mineralogist Report XIV*

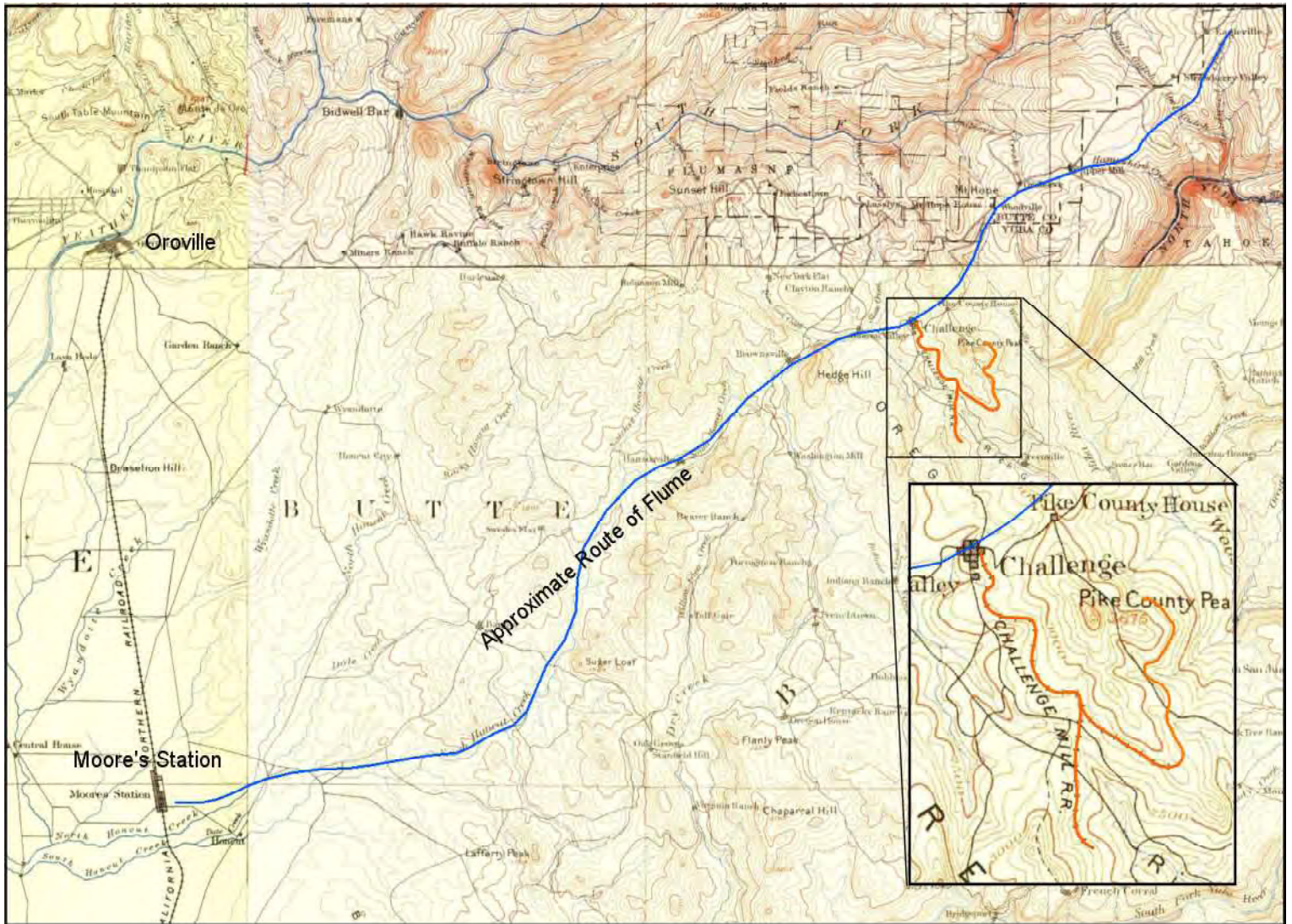
Fast forward to April 2023 when California State Railroad Museum staff, who had been contacted by the owners of McNear Brick & Block Company, contacted the SPCRR to see if our museum wanted to obtain the remaining parts of a small locomotive. The locomotive parts along with some other artifacts had been a small display by their company's office. The news generated a flash of interest across the railroad preservation community, "The Chas. Kohler still exists!" It had remained at Point San Pedro for over 100 years.

What transpired during those years has been lost to time. At some point the locomotive was cut up for scrap or some parts were removed for a restoration effort that did not come to be. All that is left is the boiler with throttle and reverse lever quadrant attached, the cylinder block with attached smokebox, and numerous flue pipes and the dry pipe. The metal is well rusted from its many years of outdoor storage, but there is enough there to recognize it was a locomotive.

### The Locomotive's History

In the early 1880s Andrew M. Leach owned and operated a number of small lumber mills in the Sierra Nevada mountains east of Oroville. The forest consisted of fir, white pine, and sugar pine. Transporting the lumber to market was expensive with 30 miles of horse-drawn wagon travel just to get the lumber to a

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Map of the Challenge Mill Railroad and Flume

Base Map — 1888 USGS Topographic Maps



The Chas. Kohler Taking a Load of Logs to Challenge Mill.

*California State University, Chico, Meriam Library Special Collections*

railhead. The cost of transportation made it prohibitive to sell the lumber anywhere but locally. But Mr. Leach had big plans. He would build a flume from the mills to the railhead. Large, rough cut lumber would be sent down the flume to be cut to size and planed at a mill built next to the California Northern Railroad tracks at Moore's Station, halfway between Oroville and Marysville.

Building a 30 mile flume was a big expensive task. Construction started at Woodville some 25 miles north east of Moore's Station. By December 1882 seven miles of flume had been constructed downhill to Sharon Valley passing, and connecting to the Challenge Mill where Mr. Leach owned a significant amount of forest land. The Challenge Mill was destined to become one of his largest mills. By April 1883 the flume had been continued to a point south of Bangor with about 8 miles to go to Moore's Station. Finally in October 1883 the flume reached Moore's Station.

In order to fund the finishing mill at Moore's Station, Andrew Leach formed a partnership with George Wolters of Gibsonville, 25 miles above Challenge. George moved to Moore's Station where he operated the finishing mill. At the same time, a winery was

being built in Moore's Station supervised by William Greenleaf. A still for making brandy was included.

Now that the flume and finishing mill were completed, the mills began sending accumulated rough cut lumber down the flume. Planks of lumber reached speeds as high as 35 miles per hour on the trip down the mountain. Once the accumulated lumber had been sent down the flume it became clear that the finishing mill had more capacity than the lumber mills along the flume. Expansion of the Challenge Mill and the addition of a railroad were needed to speed the cut logs to the mill.

It is not completely clear, but a man named R. E. Woodward probably surveyed and built the Challenge Mill Railroad. In a September 1884 issue of the *Downieville Messenger*, Mr. Woodward claimed that the Challenge Mill Railroad was the first part of a railroad from Moore's Station to iron deposits north of Downieville. The railroad was to be funded by Boston interests. That may have been the vision, but the railroad never got there or even came close. The Chas. Kohler spent its life hauling lumber, and the occasional excursion train, in and around Challenge Mill.

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By 1888 the railroad was about 4.5 miles long on the south western flank of Pike County Peak. A three mile extension took the railroad around the peak to Bean Creek, where the small logging camp was named Beanville. Logs cut above the railroad were sent down on skidways. Logs cut below the railroad were hoisted up to the rails by donkey engines. The logs were loaded onto disconnects and the Chas. Kohler hauled them to Challenge Mill.

**The Locomotive**

The locomotive was ordered from Baldwin Locomotive Works of Philadelphia, PA on April 7, 1884. It was ordered by R. E. Woodward at Moore's Station. The order does not list a railroad. This has always been part of the mystery. Moore's Station only existed as a substantial community during the time the flume and finishing mill were in operation. Another part of the mystery was the name Mr. Woodard had asked Baldwin to paint on the cab—Chas. Kohler.

The locomotive was a wood-fueled three-foot gauge 0-6-0 locomotive with a 500 gallon four-wheel tender. The drivers were 28 inches in diameter with a steam powered brake behind the rear driver. The cylinders were 8 by 12 inches. It was built for freight work with painted iron fixtures. The majority of the locomotive was painted olive green. The boiler jacket was planished iron. The wooden cab was made of painted ash. The only shiny brasses were the boiler bands, the upper chamber of the water pump, and the bell. The locomotive had no pilot; just a bumper block and drawhead. Possibly the oddest thing about the locomotive was that a headlight shelf was ordered, but photos of the locomotive never included a headlight. The Chas. Kohler was completed in June 1884 carrying construction number 7362 on its builder's plates.



Daily Alta Californian January 4, 1884.

74 Memorandum Spec No 382  
 Specification for Engines, Class 6-10 D Nos. 2  
 For R. E. Woodward, Moore's Station, Battle Bay Cal. 4/7 1884, Drawing No. 2

Gauge of Road	3 Ft 0 In. Pay 7/8	Pumps, Kind	1 Brass, Position B
Boiler Material	Iron, Thick 7/16, Riv 10/16	Chambers	Top Brass, Bottom Iron
Diam.	24, Pan straight, Fire Box 17 x 14	Feed Cock	4, Feed Pipes Iron
Dome Dia.	18, Position Central, None	Check	3 Brass, Check 2 Coffee
Casing	Iron riveted, Bands None	Heater	None
Jacket Iron	Planished, Bands Brass, Style 3	Injectors	1 Bellows, No. 3, Position B
Fire Box, Length	28 1/2, Width 25 1/2, Depth 33	Pipes, Steam	4, Check Coffee, Feed Iron
Material	Steel, Crown 7/8, Tube 3/4, Sides 7/8, Back 7/8	Check	6 L.W., Position A
Water Space, Front	2, Sides 2, Back 2		
Crown Bars	None Placed above Crown.	Sand Box, Diam.	15, Pipes Iron
Boots	Riveted stays 7/8 diam	Body	Iron painted, Bands None
Combustion Cham.	None, Hollow Stays None	Cab, Material	Ash painted
Tubes, Material	Iron, Ends Joggled for cop, rings fire box rad	Pilot	None
No.	37, Dia. 1 1/2, Length 8 1/2	Drawhead, (2, 3, 4)	None
Heating Surface	Tubes 77, 98, Fire Box 28, 18, Total 140.87	Pushing Shoes	Iron, Steps 2, Bump. Plate None
Safety Valves	2, B.L.W. Lock up both with relief lev.	Bumper Blocks	None
Gauge Cocks	2, Back, Surface Valve None	Truck	None Wheeled
Water Gauge	None, Blow off Cock Back	Rad. Bar	None, Wheel Cover
Dry Pipe	Hot iron	Wheels, Dia.	None, Tread, Plate
Cleaning Plug.	Fire Box Corrosion, Fire Bricks None	Journals	None, Length
	Waist Under, front	Tires, Kind	None, Cen. Diam., Size, Held by
Grate	Plan bars + dead plate	Tender	4 Wheeled, Frame Oak, Drawing No. 233
Ash Pan, Dumpers	Sand shed Depth 6"	Tank	500 Gallons, Bill 556
		Trucks	None, Springs Coil (6.10)
Wheel Base	Rigid 5'5", Driving 5'5", Total 5'5"	Wheels, Dia.	20, Tread N, Plate
Weight	On Drivers Lbs. Total Lbs.	Journals	None, Length 5
		Tires, Kind	None, Cen. Diam., Size, Held by
Cylinders, Diam.	8", Stroke 12", Oiler Oil Steam Chest	Tool Boxes	None, Safety Chains None
Steam Ports, Length	8", Width 7/8, Bridges 7/8	Drawhead (2, 3, 4)	18, Safety Chains None
Exhaust	None, O.S. Lap 1/8, U.S. Lap 1/2, Lead 1/2"	Brakes, on	None, 4 Steps track
Valves, Travel	None, Exhaust Nozzles Single	Bumper Blocks	None, 4 Steps track
Eccentric Throw	Iron painted, Head Covers Iron painted	Cocking Shoes	None
Cyl. Casings	Iron painted, Beads Iron painted		
St. Chest			
Frame	Solid, Braces Welded	Painting Boards	Wood, Noing Iron
Guides	Iron Cashead, Oil Caps B.L.W.	Lamp Shelf	Iron, Noing Iron
Crossheads	Cast iron, Rod On Caps B.L.W.	Headlight	None, Reflector, to burn, Paint'g
Wrist Pins	Steel, Stub Brasses Top of	Handrail	Iron, Bell placed on cab, Clock None
Pistons	Cast iron, rings of iron into port back	Bell Stand	Iron, Bell Medium size
Throttle	Galvanic, Position Dome	Steam Gauge Stand	Iron Gauge Iron 6"
Drivers, Diam.	28", Cen. Dia. 24"	Flag Fixtures	None, 2 1/2 segment By sail
Tires, Kind	Steel, Held by Shrinkage	Junior Laws to	133, Engine Olive Green + Gold
Flanged	Position Front of Back, Size 2' x 4'	Painting Style	None
Pain	None, Main 2' x 4 1/2"	Mark on Tank	None
Journals, Diam.	5", Length 6", Spring Staples Hot iron	Class No. Road No.	None
Wood Covers	Iron, held by	Name	CHAS. KOHLER
Boiler, Kind	Steam, Position Gear of Back driver		
Shank, Kind	Iron, Dia. 8"		
Held above Rail			

Baldwin Locomotive Works Specifications for Chas. Kohler. DeGolyer Library, Southern Methodist University

**Who was Chas. Kohler?**

Chas. is an abbreviation for Charles. A search for Charles Kohler in 1880s California only brings up two possibilities. The first is a farmhand from Marysville named Charles Kohler who was victim of an 1883 robbery in San Francisco. However the strongest candidate was a very successful San Francisco wine merchant with the firm of Kohler & Frohling.

Mr. Kohler owned wineries and vineyards up and down the state of California. Fine brandies were a specialty of the firm. In addition, Mr. Kohler invested in numerous railroad ventures including the San Francisco & Ocean Shore Railroad in 1881, the United States Central Railroad Company in 1883, the Telegraph Hill Railroad in San Francisco in 1884, and

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the Sierra Valley and Mohawk Railroad in 1885. There are two clues that may be related to Mr. Kohler: the winery built at Moore's Station in 1883; and Mr. Woodward's rumored Challenge Mill Railroad extension to iron deposits near Downieville.

Furthermore, Mr. Kohler was heavy into politics being a Republican Presidential Elector for California in 1880 and a Democratic Presidential Elector for California in 1884. One could speculate that Andrew Leach was praising Kohler for converting to the Democratic Party, or razzing him for converting by putting his name on a locomotive that only hauled logs all day long. However there is no direct evidence that this Charles Kohler was involved in Andrew Leach's lumber projects. This Charles Kohler died unexpectedly in April 1887.

### What's Next for the Locomotive?

Now that the Society for the Preservation of Carter Railroad Resources has acquired the remnants of the Chas. Kohler, discussion is needed to determine what to do with the remaining parts.

But first, why should the museum keep these broken

rusty pieces of iron?

- This locomotive was the smallest narrow gauge Baldwin steam locomotive used in California.
- It is 139 years old. Very few locomotives of that age still exist in any form.
- It has a known history of use in the Sierra lumber business; a major industry in early California.
- It is a good size for an accessible static display of a steam locomotive.
- It can be used to interpret how a steam locomotive operates. The usually hidden internal parts are visible due to the boiler damage.

What should the museum do with the locomotive parts? Some possibilities are:

- Restore as a static display of a complete locomotive.
- Used as a static display of a locomotive boiler's inner workings.
- Store in the SPCRR artifact collection.

Thought and time will be devoted to the plan for conserving the locomotive and its possible display for park visitors to discover and enjoy. One idea for a display is shown on the following page.

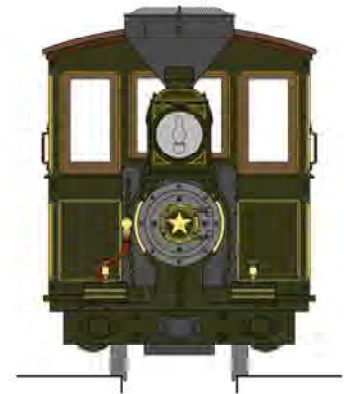


The Chas. Kohler at Ardenwood.

Photo - David Waterman

SPCRR wishes to thank the McNear Brick & Block Company for donating the locomotive remnants to The Railroad Museum at Ardenwood, for their foresight in retaining what was left of the Chas. Kohler for all those years, and for finding it a home where it can be displayed to the public to help explain 1880s locomotive technology.

SPCRR would also like to thank David Fletcher for the beautiful drawings he made of the Chas. Kohler shown on the following pages...



**R.E. WOODWARD, MOOR'S STATON, BUTTE Co. CAL. 'CHAS. KOHLER'**  
BALDWIN LOCOMOTIVE WORKS CLASS 6-10D2, DRAWING 2 CONSTRUCTION No 7362, 1884  
36" GAUGE  
PAINTING STYLE - OLIVE GREEN & COLOR, STYLE 133  
LOCOMOTIVE PRESERVED IN PARTS AT THE RAILROAD MUSEUM AT ARDENWOOD, CA

DAVID FLETCHER 2019

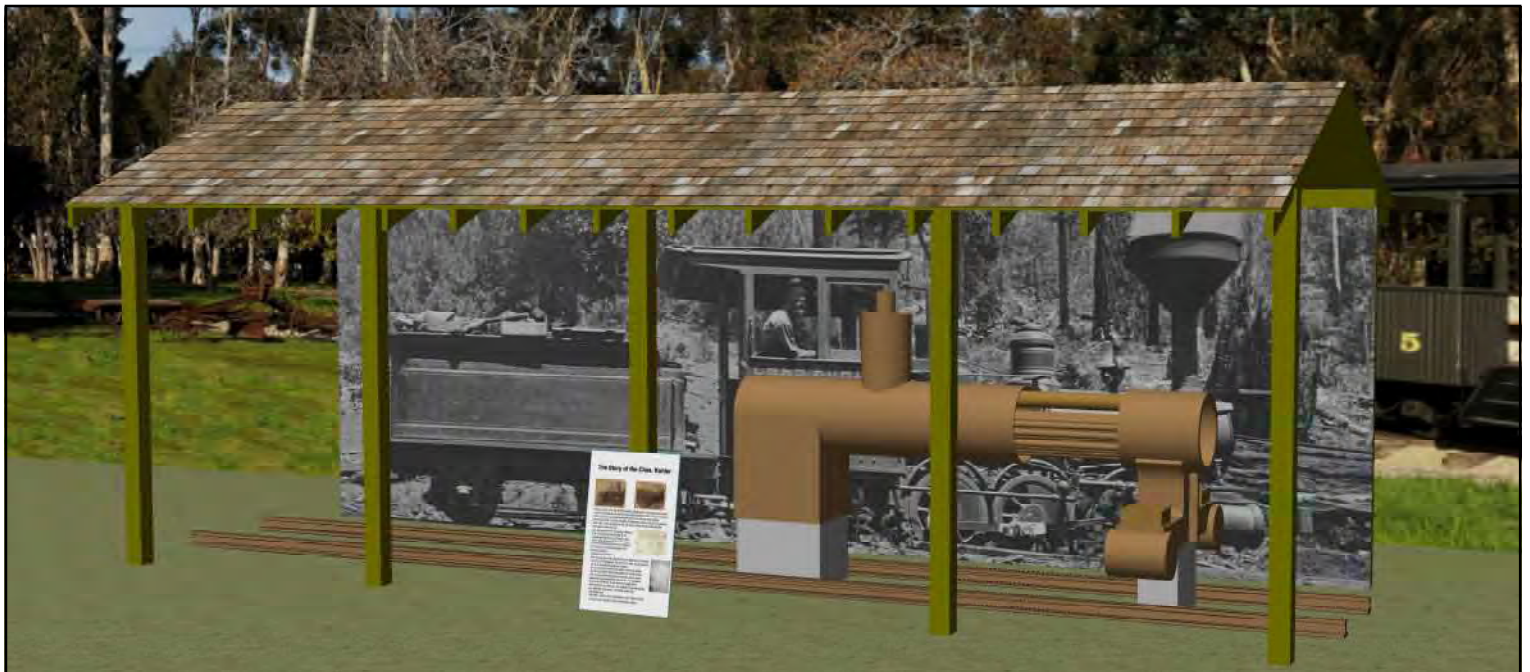
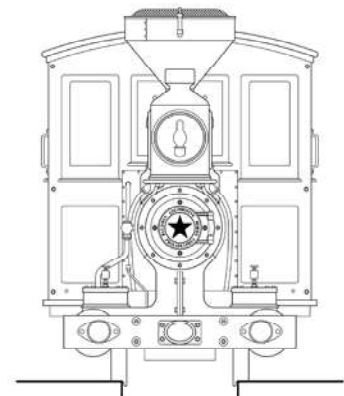
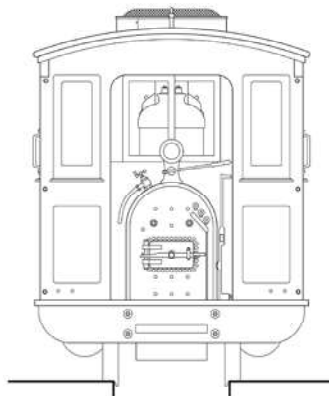
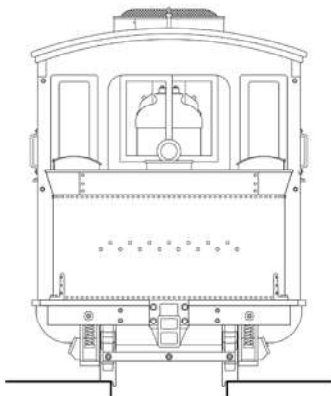
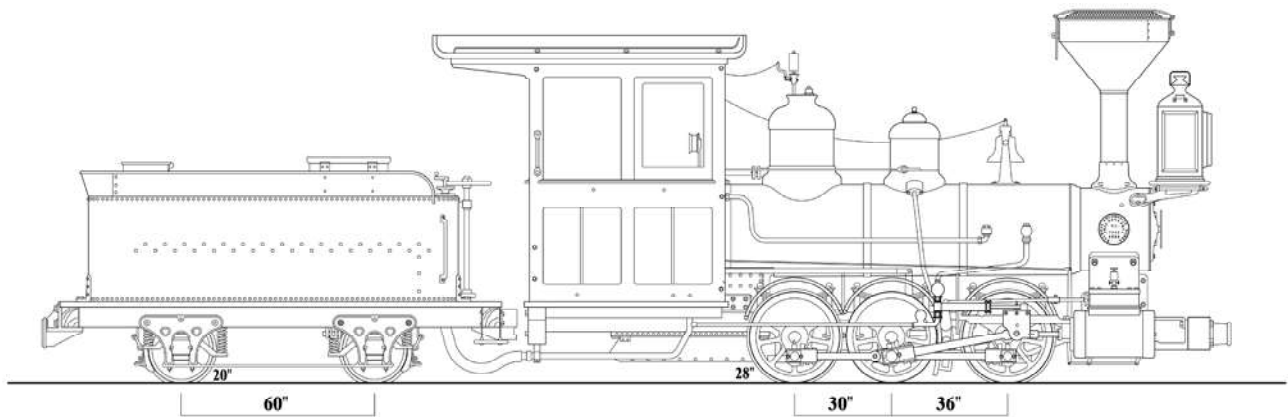
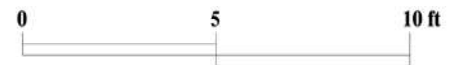


Exhibit 3D concept by John Hall with full size photo behind and Chas. Kohler locomotive boiler placed in appropriate spot in front.





**R.E. WOODWARD, MOOR'S STATON, BUTTE Co. CAL. 'CHAS. KOHLER'**  
BALDWIN LOCOMOTIVE WORKS CLASS 6-10D2, DRAWING 2 CONSTRUCTION No 7362, 1884  
36" GAUGE  
PAINTING STYLE - OLIVE GREEN & COLOR, STYLE 133  
LOCOMOTIVE PRESERVED IN PARTS AT THE RAILROAD MUSEUM AT ARDENWOOD, CA



DAVID FLETCHER 2019

## Current Job Openings:

### Volunteer Positions

SPCRR is looking for volunteers to fill the following two positions. If you are interested, please email General Manager Don Marenzi at: [general-mgr@spcrr.org](mailto: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.

# President's Telegraph

Article by John Goldie  
President & Track Manager

Welcome to the SPCRR summer season! There are many activities coming up to enjoy. July, August and September feature the following activities and events:

- Our regular train operation happens on Thursdays, Fridays, Sundays. Monday holidays, and some special events.
- Track Work continues on most **Sundays**
- Wooden Car Restoration continues on most **Mondays**
- We are trying out special Saturday train operation days on the first Saturday of each month this summer. The final Saturday we are open is **August 5**
- Interpretation Event: "Wooden Railroad Car Restoration" on Sunday, **July 16** at 12:30pm
- Interpretation Event: "From Push to Pump to Motor" on Sunday, **August 20** at 12:30pm
- Our annual **RAIL FAIR** will be held on Labor Day weekend **September 2, 3, 4** (in 2024, this event will switch to the Memorial Day weekend)

We have had some awesome donations over the past 3 months...

**A huge thank you to Lynann & Mark Pizarek** who purchased every item on the track crew's Amazon Wish List. Many of the tools have already been used on the track and also on restoration work, and include: a garden auger for large hole drilling; a support roller for the table saw (used on cabooses NWP cabooses 6101 already), a powerful impact driver for those rusted track bolts (also used on the train to repair the brake system), and even more tools.

**We then added a few more items to the Wish List, and right away Ed Lindgren purchased those. Thank you Ed** for sending us the large cutting wheels which help us get to the track bolts when we have to cut them off; a first aid kit for the Gator; and an elbow adapter for the impact driver. Ed also sent a nice donation to the Spring Switch fund.

Besides Tools, we are always in need of ties to replace our old ties as they wear out. **A super thank you**

**to John Erdkamp** for spotting, following up on, and obtaining a major donation of 300 ties removed from the current-day Centerville branch. John topped off the donation by working with the local contractor to deliver them to Ardenwood for free. This will keep us going for a while, and may get used on the planned rebuild of SeaBee Curve this winter.

**Speaking of the Gator...** another member (who wishes to remain anonymous) located, purchased and transported a 10cf trailer for the Gator. It also has a swing gate and can tilt dump. It came with a bonus tank and sprayer rig as well. This is handy to bring tools to the job site when we don't have the tool car with us. **Also thank you to Don Marenzi** for donating 3 Shade Pop-up Tents for SPCRR events.

**Also from anonymous donors** we received a large 60 gallon air compressor (with a 5HP, 240V single-phase motor on it); John Deere 10cf Dump Trailer with spraying rig plus cost of transportation to bring it to Ardenwood; Milwaukee Battery-powered Die Grinder; two 10-ton track jacks; and a long handle garden lopper (used on blackberries) and two hand-clippers.

In addition, we also received some donations for the Spring Switch Fund. The train crew reports the switches are working GREAT and really speed up the run-around at Ardenwood station. It also means the brakeman can help the conductor board passengers.



Contractor delivering the UP ties and stacking them next to the Car Barn. On the right, SPCRR member John Erdkamp thanks the contractor for donating the delivery costs and stacking them.

*Photos by Don Marenzi*

Come out to the park to experience the train ride, help out on a restoration or track project, or enjoy one of our special events.

Do you know of a friend who enjoys woodworking, mechanical projects, or railroading as a special interest? If so, tell them about SPCRR and our activities and bring them to the park for a tour! We can benefit from more hands (no experience necessary) to help us complete our projects faster and take on more. We are still in need to fill some volunteer positions: a facility manager and an Interpretation event coordinator to name two. Please contact General Manager Don Marenzi at [general-mgr@spcrr.org](mailto:general-mgr@spcrr.org) to learn more. I am likely leaving something out, so apologies in advance on any omissions.

I also have some good news to report! Prior to the railroad's season opening, we completed our annual inspection by the State. This included our equipment, track, process, and documentation. Caboose NWP 6101 was also certified for operation! Congrats to the track crew, restoration crew, operating crew, and Chief Mechanical Officer David Waterman for being fully prepared and passing without any findings. The very next day we opened the train ride, and already had school groups ride along with park visitors.

Come out to Ardenwood... **Where Volunteers and History Come Together!**



## Membership News

Article by Julie Boyer, Membership Manager

### Welcome New Members!

Bob Poli, Campbell CA - Life Member  
Rob Teates, Escondido CA - Contributing Member  
Spencer Ferrington, Oakdale 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. 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 how to become a new member, feel free to contact me at [membership@spcrr.org](mailto: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. A year's membership is just \$20 and entitles you to a year's subscription to the *Narrow Gauge Journal*. 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 supports our museum's new 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](http://www.spcrr.org/joining.htm), or mail a check to SPCRR, PO Box 783, Newark, CA 94560.

**URGENT REQUEST:** We have seen cash donations drop by over 50% this year, which we think is a result of the new tax laws that affect what you can claim on your taxes. Even if you are unable to deduct your donations to SPCRR, we hope that you will continue to support our museum so we can continue restoring our collection of historic wooden railroad cars and keep our collection safe. *Thank you from all of us at SPCRR!*

## DONATIONS: April-June 2023

### Donations \$5,000+

Benevity/Intel - John Goldie match\* \*\*

### Donations \$1,000+

Texas Instruments - John Goldie match\*

### Donations under \$500

Anonymous  
 Tau Rho Alpha  
 John Goldie\*  
 Ed Lindgren  
 Eve Little for Cub Scouts  
 Morgan Stanley  
 Texas Instruments - John Goldie match\*\*

\* Spring Switch Fund Raiser

\*\* General Fund

### Donations of Tools/Equipment/Materials

**Mark & Lynann Pizarek** - Milwaukee Impact Wrench, 120VAC, 7.0 amps, 1/2"; Ares 60135 2-piece, 1/2-inch drive metric socket keeper socket organizer tray set; Jackchen 4" Auger Bit for Earth Auger; Replacement Earth Digger Planting Drill Bit; WorkPro folding roller stand, height adjustable, 250 LB load capacity; 9 piece jumbo screw extractor set; bolt stud pipe remover 5/64-1 1/16"; 1 Case of Georgia-Pacific blue recycled paper towels - *from Amazon Wish List.*

**Ed Lindgren** - Mini First Aid Kit, Sunex 2300 1/2" drive universal impact joint, Prview 10-pack 7" cut off cutting disks - *rom the Amazon Wish List.*

**Tom Sturm** - Hand rails for the excursion cars.

**Don Marenzi** - 3 Shade Tents for SPCRR events

**Anonymous** - John Deer 10cf Dump Trailer with spraying rig, plus cost of transportation to bring it to Ardenwood.

**Anonymous** - 300 good quality used railroad ties.

**Anonymous** - Large air compressor

**Anonymous** - Milwaukee 2784-20 M18, 1/4" Battery-powered Die Grinder

**Anonymous** - 2 10-ton track jacks

**Anonymous** - long handle garden lopper (used on blackberries), and two hand-clippers!

## HOW YOU CAN HELP OUR MUSEUM

SPCRR is a 501(c)(3) nonprofit organization. You can donate on our website at [www.spcrr.org](http://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 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](mailto: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](https://www.amazon.com/hz/wishlist/ls/3UEP6ICIB5BUK?ref=wl_share)

**OUR MUSEUM GREATLY APPRECIATES YOUR GENEROSITY!**

# 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](mailto: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).

**3/20-4/3** – Volunteers: A. Cary (46 hrs), D. Waterman (16 hrs); T. Peters, J. Stutz (12 hrs); T. Sturm (8 hrs); D. Marenzi (2 hrs). Work continues on the caboose 6101: center pin hole covers have been fabricated; the floor painted (2 coats) of mineral red; the walls have received the first coat of warm green; replacement windows for the cupola have been fabricated and painted; all cabin windows are installed; interior walls have had holes patched and sanded; straight grained hemlock and douglas fir lumber have arrived for the caboose interior furnishings; canvas has been purchased and has arrived for the new roof; the top of caboose roof has received a coat of paint to seal it; intercar ramp plate installed; new airbrake hoses installed (thanks David!); plans have been drawn up for the caboose interior furnishings. (Thanks Andy!)  
Work on other cars: replacement wheelsets for NS 1725 have been located and have had the bearing areas derusted by wire brushing and polished. (Thanks Tony!) Additional passenger step grab irons were made by the park's blacksmith and have been installed on the excursion cars. (Thanks Tom!)

In other areas: our sole remaining wheelbarrow has received new "no-flat" tires and wheel. (Thanks John Stutz!). The main drill press has a new chuck; a bit brace was repaired; a box of useful table saw accessories from the Menlo Park Donation was located (including a much needed 8" dado set and miter gauge); 5 gallons of evapo-rust solution has been purchased (Evapo-rust is a re-useable and environmentally safe deruster exhibiting pretty good effectiveness); some weed whacking was done to clear the area around SPC 472 and the fire hydrant and valve. (Thanks Andy!)

**4/13-17** – Volunteers: A. Cary (40 hrs); T. Peters, D. Waterman (12 hrs); C. Houghton (8 hrs). Made a lot of progress on the interior of caboose 6101: the bench bases are assembled, primed, and had their first coat of paint.

- Base frames - Half lap joints glued and screwed together. Wood is straight grained hemlock and Douglas fir.
- Applied the sheathing. David sheathed it in 48 17-1/4" sections.
- Assembled bench bases; primed and initial finish coats.



Cabinets and stairs to cupola are framed and partially sheathed.

Photo by AJL Cary

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4/18-6/30 - The Restoration Crew has been chugging along on Mondays and some Sundays. Over 232 volunteer hours have been spent on restoration since April 17. Thanks to the volunteers: Andy Cary, David Waterman, Tony Peters, John Stutz, Damian Stellabott, Colin Houghton, and everyone else who helped!

### NWP Caboose 6101

Last year we sided the body, finished the platforms, steps, floors, decks, and painted the car inside and out. This year we have been focused on the inside of the caboose and getting it ready for its first state inspection by the Permanent Amusement Rides (PAR) division. (In case you are wondering... our train is considered an permanent amusement park ride by the state, the same as a roller coaster or tilt-a-whirl ride.)

Getting the car ready for a PAR inspection means getting the car's air brakes working; and making the car safe for riders by installing bench seating, fixing the doors, and getting the passenger area windows installed. As a result of this work, the caboose passed its PAR inspection in April and can now be used in operation at some special events.

Since the PAR inspection, we have continued to work on the interior of the caboose and have fabricated and installed partitions on each end of the cupola. We are also building the cabinetry in the cupola. Once that is finished and painted, the cupola seat will go in.



Benches complete and partitions going in.

*Photo by AJL Cary*



First bench almost in. Left to right: Tony Peters, Andy Cary, and Colin Houghton (4/17/23).

*Photo by David Waterman*



David in 'air seat' testing for how high to make cupola seats.

*Photo by AJL Cary*

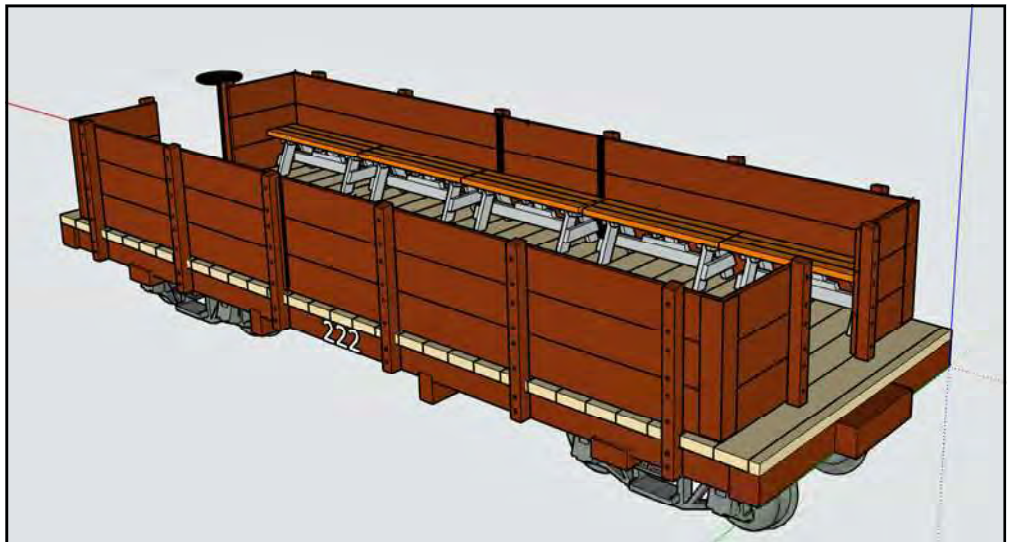
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## WSLCo Flat Car 222

We have an immediate need to increase our passenger carrying capacity before the upcoming Rail Fair and Haunted Train. We were going to rebuild Diamond & Caldor Flat Car 64 and return it to passenger service, but we determined the scope of work to return that car to service would require much more time than we have before the two events begin- D&C 64 pretty much needs a complete rebuild.

Luckily we also have another flat car that has airbrakes and is structurally sound--WSLCo 222. So D&C 64 went onto the back burner, and WSLCo 222 came to the front. The air brakes need a little work, the knuckle couplers have to be removed and replaced with link and pin, and we will swap out the trucks for a different set. There is some light restoration work needed on the deck and sills then the car will be structurally ready for a PAR inspection.

So how do we turn a flat car into a passenger car? WSLCo 222 was used as a revenue car for a couple of



Drawing of WSLCo 222 with gondola sides and bench seating. Side doors can open to provide wheelchair access. *Drawing by AJL Cary*

years after its last rebuild, by using plank railings and picnic benches. These were unsatisfactory and do not meet the current state safety standards, so we decided to set the car up to look like a gondola with post and plank sides. Once finished, while not a specific WSLCo car, it will be “representative” of common flat car gondola conversions of that period of time. The car will be primarily loaded from the ends of our other passenger cars, but it can easily be converted to a side loader to support ADA requirements.



WSLCo 222.

*Photo by AJL Cary*

## 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 him an email at [curator@spcrr.org](mailto:curator@spcrr.org).



Trucks undergoing restoration.

*Photo by David Waterman*

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## TRACK WORK

**Manager: John Goldie (email [mow-mgr@spcrr.org](mailto: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.**

**4/2 (Sun) - Volunteers:** J. Goldie, S. Rusconi, B. Sorel, D. Waterman (8 hrs). Good news today! The park has cleared the line of fallen trees in the groves from last spring's high winds, and we were able to operate the locomotive and use the work car. The day's work was a variety of projects gearing up for our state inspection and season opening. We tackled the following: with 1725's truck removed from the car, we inspected it using the shop switch to investigate an interaction there which confirmed a wheel swap out is needed. At the reverse loop spring switch we: removed plants from the ROW and adjacent areas that were blocking visibility of the track for the crew; checked the operation of the switch, cleaned it and greased it, and monitored the transit clip bolts.

**Deer Park East Spring Switch:** cleared plants in that area; completed ballast work, tamped and profiled; checked operation and greased it (all is good) in both switch settings. **Grove:** cleared small branches and debris from the track area from past storms (more to do); raked the track center so that we can inspect it; and raked back the build-up from the sides. **Farmer's Crossing:** major storm damage in his area with many downed trees on the sides of the track and one cross-buck destroyed by a fallen tree. Cleaned out the flangeways in the crossing with the pick; cut back large branches encroaching the ROW and access areas; rough cleared around 300' of track from the deep debris.

**Shirley's Siding Spring Switch:** completed the ballast work and tamped; removed a small fallen tree from the ROW and cut it up in to manageable pieces to clean up later; inspected the new switch, greased and checked throw, additional tweaking is needed still for proper gauge specifications; cleaned up the remaining stub switch parts for reuse in a new yard stub switch; removed some new blackberry sprouts.

**Shirley Siding:** completed bolt tightening on two joints left from the last work session; cleaned up the tie bits from the prior tie work; inspected the four remaining joints with flat bars that need toe bar conversion to de-kink the curve. **General Items:** cleaned up work areas; replenished paper towel supply in the Car Barn. Steve Rusconi dropped off a donated pipe stand/vise for the barn-thanks Steve!

**4/5 (Wed) - Volunteer:** D. Waterman (8 hrs). More weekday track progress to report: track leveled at the first crossing on loop to remove a dip; second pass grove clean up completed for 1/2 of the grove with the leaf blower & repair work on the unit.

**4/9 (Sun) - Volunteers:** J. Goldie, S. Rusconi, D. Waterman (8 hrs). Great weather today and the park was very busy. We had an audience (interpretation event) at Shirley siding with lots of people watching the work and asking questions. A number of tasks were also completed today: hunted around for 5-7-5 toe bars and cleaned some up with the grinder in the shop; pulled the gauge plate from Shirley's Switch and modified it



Lots of debris to cleanup after all of the storms. *Photo by John Goldie*



Testing the switch - no more joint kinks

*Photo by John Goldie*



Work train with new donations put to use

*Photo by John Goldie*  
continued next page



slightly for better gauge fit; reset the heel joint, pulled the spikes, plates and braces on one side and made an adjustment to it, added some bend to the curved stock rail to enlarge the radius a tad more since a few of the large trees which fell in the storms and resulted in more room for the curve; minor grinding on the point tip closure point; plugged and re-spiked in the field side; ran a number of tests for the Main straight, Main Spring, Siding straight, and Siding springs; made one small adjustment on throw; replaced 3 flat bar joint bars with toe bars to smooth out a curve; cut off the rusted extra long bolts which were very stubborn--one took more than 30 minutes of work; cleaned up the rails, applied bio grease to prevent rust lock up and to allow for thermal expansion; used the rail bender to align the ends; tightened the bolts up and spiked to gauge; added a gauge bar in one spot to back up the ties; cleaned up the work site; and also cleaned up some weeds growing in the yard area. This week we also received a truck load of subbase material for our Gator shed project.



The grove after cleanup.

*Photo by John Goldie*

**4/16** (Sun) - Volunteers: B. Sorel, D. Stellabott (8 hrs); J. Goldie, S. Rusconi, D. Waterman (7 hrs). A HUGE thank you to the crew for getting the work done in time for the state inspection despite the challenges this year. The switch parts arrived a month late due to storms; we had many washout weekends; mud and trees down all over the place, and we completed the work in spite of bald eagle area restrictions, limited work site access, and no tool car at the job site! Today we were able to: perfect the throw on the new Shirley Siding spring switch; install the missing cross buck that was a victim of a tree falling at Farmer's Crossing; completed the lining and tamping that removed a dip in the track at the first crossing on the loop; completed the grove cleanup work to clean off the storm debris; cut back more vegetation for proper visibility; run a test train

**4/30** (Sun) - Volunteers: J. Goldie, B. Sorel (8 hrs). Today we focused on some vegetation work needed along the right of way to give the crew more line-of-sight: cleared about 45' off the S curve just before Corp Yard Crossing and made two

large cutting piles, also pick axed out the root balls; cleared section between that area and the reverse loop switch; used pickax to remove the many thorn root balls between the first two crossings on the reverse loop.

**5/7** (Sun) - Volunteers: J. Goldie, D. Waterman (9 hrs); B. Sorel (8 hrs); S. Rusconi (7 hrs). We did a variety of projects near the car barn today: reviewed sites for the Gator Shed; worked on the shop lead switch stand; added a sister tie and bolted them together; swapped out the mast; fabricated and installed a new handle; re-spiked the stand; prepped for the connection rod fabrication, located suitable material; restacked and lowered some of the donated ties; and weeded the yard.

**5/14** (Sun) - Volunteers: J. Goldie, B. Sorel (7 hrs); D. Waterman (2 hrs). Today we were able to tackle some afternoon projects: track 4 bumper maintenance completed; reviewed sites for consolidated track material storage; blackberry and shrub pruning at SeaBee Curve (more help needed on slowing the blackberries!); and rounded up supplies for the track building demo next Sunday. The goats are also at work on the abundant weeds.



Goats hard at work cleaning up rail yard

*Photo by John Goldie*

**5/21** (Sun) - Volunteers: J. Goldie, S. Rusconi, B. Sorel, D. Waterman (6 hrs). This was a special Sunday for the track crew as it was a track day and we also hosted the first of our summer series of interpretation events demonstrating track building along with a tool talk (see section on Interpretation). Before the show did some yard projects: raked out huge piles of leaves from both switches; cleaned out the frogs and guard rails; cleaned the switch stands; oiled the locks; cleaned the swing rail plates and re-greased. We also did some general vegetation and visibility clean up tasks too.

**5/28-29** (Sun/Mon) - Volunteers: B. Sorel (16 hrs); J. Goldie, S. Rusconi, J. Stutz (8 hrs). Today we focused on fire prevention at the car barn area. The goats did a good job on the green leaves but left much of the tall brown grass in the fields. We focused on making the tie pile more safe by cutting a dirt fire break around the pile, as well as raking and removing the cut grass. We also cut paths along track 5 and the main line. In addition Bruce trimmed and picked up many down branches

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Completed set out track for work car display. Photo by John Goldie

under the large tree. John S ran the new string mower and cut around the tile pile up close, along track 5 and all around the back side of the Car Barn. Steve and Bruce worked on moving the ties. We removed every other tie stack to spread them apart. We also cut all the long thistle stalks the goats did not eat along the east side of the yard tracks. A dusty day, but with great results in making the area more safe.

**6/4** (Sun) - Volunteers: J. Goldie, B. Sorel, D. Waterman (8 hrs); S. Rusconi (7 hrs). Many different tasks were accomplished today: I filled the diesel tank and assisted the train crew with the fill; attacked the explosive growth of blackberries at SeaBee Curve requiring a chain saw, hedge trimmer, pick ax, shovel, and loppers. Next we did some clean up on the north perimeter fence road: removed all large branches from the road, picked up some trash, recovered the lost Deer Park trash can; cut back low branches and lifted a large dead branch off the fence. Next we worked on the area next to the 3-way switch: removed dead snags from the trees; removed many large thorn stalks and raked out 4 buckets of cut grass; leveled the dirt for the gator shed and built up a pad for it with the subbase material; and cleaned up more downed branches to help reduce the fuel ladder for fire prevention.

**6/11** (Sun) - Volunteers: J. Goldie, B. Sorel (8 hrs); S. Rusconi (7 hrs); D. Waterman (6 hrs). Today we focused on: more blackberry work. The ties are now clear (for now) of the sprouts; the height of the bushes was taken down to fence level and a large path along the tracks opened up. The Covid non-running years allowed them to get out of control and we are slowly winning again. We were able to find some of the large trunks and cut them off to slow the reemergence; additional branch work done along the track and roadbed clean up near Shirley Spring Switch. We built up a 7' panel track out

of 12# rail and threaded rod to be used at an upcoming handcar display event. We located the parts for the Deer Park west spring switch upgrade project; we did more tree work near the car barn to improve the look and reduce dead wood on the ground. A special Thank You to one of our track crew supporters who donated two track jacks!



Donated track jacks. Photo by John Goldie

**6/18-19** (Sun/Mon) - Volunteers: Sunday: B. Sorel (8 hrs.), S. Rusconi (7 hrs.). Monday: D. Waterman (9 hrs); J. Goldie, D. Stellabott (8 hrs), J. Stutz (4 hrs). Sunday: A second walnut tree was pruned to clean up its appearance and also to reduce the dead wood fuel pile up; wood was stacked for removal by Park staff. More work was done on the blackberries with a larger branch pile made and line-of-sight improvements for the operating crew on this stretch of track

Deer Park West Switch - we inserted an additional tie in the point area, added the plate and braces, and spiked it into place (using our new track jack!); recentered two existing ties for better tie spacing; removed the existing switch bars; adjusted



New panel track for displaying the handcar at events.

Photo by John Goldie  
continued next page

the new bars for 3-1/2" throw and installed them... nuts up with cotter pins; added the sister tie to the head tie and bolted it together with threaded rod; remounted the Harp switch stand; profiled and tamped ballast; raked 150' of track; clamped the point into the siding position. We need to fabricate the spring-to-Harp connecting bar to finish the job. Shop Air: drilled the 4 mounting holes for the new shop air supply and installed the concrete anchors; lifted the unit into place; bolted it to the floor. Poison Oak control near the Farm Switch.



Blackberries gone from roadbed and cut back to fence.  
*Photo by John Goldie*



Old Farmers Gate is accessible again after we cleared out years of overgrowth.  
*Photo by John Goldie*

**6/25** (Sun) - Volunteers: J. Goldie, B. Sorel, D. Waterman (8 hrs); S. Rusconi (7 hrs). Today the crew worked on a number of items: refilled the diesel tank and Katie for operations; weeded 60% of the Ardenwood yard tracks; cut back branches from the "old" farmers crossing north 75'; cut back blackberries from the "old" farmers crossing south 75'; substantial root removal and stump removal to allow the "old" framers crossing gate to open; filled a number of holes in the track bed; removed a large load of branches. A key project is to restore that gate to operation as it allows us access to the tracks up front from the service road, so we don't need to move equipment along the fields as much nor through the middle of the park.

**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 3-way switch and 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; and unloaded the handcar from the trailer.



David Waterman working on the Deer Park west spring switch.  
*Photo by John Goldie*

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## INTERPRETATION EVENTS

**Don Marenzi** (email [general-mgr@spcrr.org](mailto:general-mgr@spcrr.org) or call 510-456-8840).

**5/21 (Sun) - TOOL TALK AND TRACK DEMO.**

Volunteers: John Goldie, Steve Rusconi, Bruce Sorel and David Waterman (2 hrs). For the tool talk & track demo, we set up a display area with a variety of special tools and hardware (tie tongs, rail tongs, gauge bar, claw, tamping bar, jack, rail bender, spike maul). We used a push car as our table surface and two of us held up tools and talked about them with the visitors. While we talked about the tools, behind us two 12' panel tracks were constructed by the other two crew members. Passengers boarding the train were also able to see the display/demo as the train went by. Afterward we cleaned up the site and the track crew brought back the work train to the Car Barn. We now have a nice display upfront again of maintenance of way set out tracks with a push car on display. All-in-all it was a great day and we also got to wave to the full trains and the train crew. Thank you to Bruce, Steve, David and John G!

!



Visitors enjoyed watching the track demo. From left to right is David Waterman, Bruce Sorel, and Steve Rusconi In bottom photo is John Goldie talking to the crowd.  
*Phoros by Don Marenzi*

## ADMINISTRATION

**Jacque Burgess** (email [info@spcrr.org](mailto:info@spcrr.org) or call 510-508-8826).

**April/May/June** - A. Cary (28 hrs). Webmaster duties.

**April/May/June** - A. Cary (16 hrs). Board agenda/minutes.

**April/May/June** - JS Burgess (18 hrs). Onboarding employees for new season. Onboarding is the current term for completing the necessary forms to add new employees.

**April/May/June** - J Burgess (32 hrs). Complete State of California annual forms.

**April/May/June**- 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.).

**April/May/June** - T. Sturm (80 hrs). Operations Manager duties

**April/May/June** - D. Marenzi (32 hrs). General Manager duties

**April/May/June** - J. Shellen (8 hrs). Artifacts collection.

**April/May/June** - J. Boyer (4 hrs). Membership duties, make

and send out membership cards.

**April/May/June** - J. Hall (50 hrs). Research and work on Chas. Kohler locomotive newsletter article.

**April/May/June** - JS Burgess (50 hrs); Summer edition of the newsletter.

# TRAIN ORDER BOARD

## Contributing members - do you want to become a voting member of SPCRR?

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

### GET THE LATEST NEWS

#### join the SPCRR\_Members group

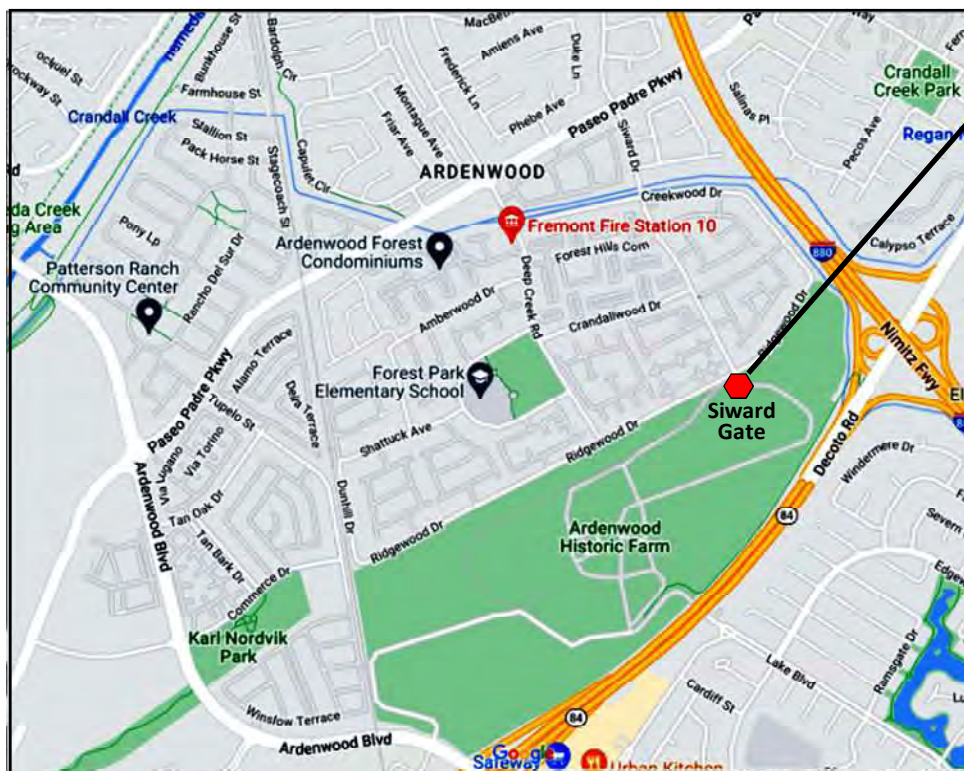
Join the SPCRR\_Members group at [www.groups.io](http://www.groups.io) to receive up-to-date information, workdays and announcements. We promise that your In Box will not be filled up with trash, we average just 1-2 posts a week. All you need to do is email [webmaster@spcrr.org](mailto:webmaster@spcrr.org) and they will get you set up.

## 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!1s0x808f8e360a1d1cf9:0xb604bb0a15a8c31b!8m2!3d37.5626093!4d-122.043997>



GATE at the corner of Siward Dr and Ridgewood Dr

## 2023 SPCRR CALENDAR

For updates on activities and workdays join the **SPCRR\_Members group** at [www.groups.io](http://www.groups.io) (see instructions on the previous page). Also check our website and Facebook page for more information:

[www.spcrr.org](http://www.spcrr.org)

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

### JULY

16 - SPCRR Interpretation Event - Wooden Car Restoration 1:30

### AUGUST

1 - Saturday Train Rides

### SEPTEMBER

2, 3, 4 - **RAIL FAIR** 10-4

**15, 8am** - Tickets go on sale for the Haunted Train at [www.eventbrite.com](http://www.eventbrite.com)  
Tickets sell out fast, so get yours asap!

### OCTOBER

20, 21, 22 - **HAUNTED TRAIN** 7pm-close

27, 28, 29 - **HAUNTED TRAIN** 7pm-close

### NOVEMBER

19 - Last day of train operation for the season. Restoration and Track continue yearround

### REMINDERS

Track workdays are held on Sundays from 10-5

Restoration workdays are held on Mondays from 10-5

THE RAILROAD MUSEUM AT ARDENWOOD &  
EAST BAY REGIONAL PARK DISTRICT PRESENT

LABOR DAY WEEKEND  
SEPTEMBER 2, 3, 4  
10am-4pm

# RAIL FAIR

TRAINS, TRAINS, &  
MORE TRAINS!



**ARDENWOOD HISTORIC FARM**  
34600 ARDENWOOD BLVD, FREMONT CA 510-544-2797

ALL ACTIVITIES INCLUDED WITH PRICE OF ADMISSION  
\$15 (18+); \$13 (62+); \$12 (4-17); FREE (0-3)

## EXHIBITORS

Diablo Pacific Shortline Railroad, Bay Area Garden Railroad Society Live Steam  
Railroad, Golden State Toy Train Operators, California Central Coast On30, Train Rides,  
Live Music, toddler trains, train book library, and narrow gauge historic railroad cars

FACEBOOK.COM/SPCRRMUSEUM  
WWW.SPCRR.ORG

**A SPOOKY, NOT SCARY, AFTER DARK  
TRAIN RIDE - FUN FOR ALL AGES**



**THE  
HAUNTED  
TRAIN**

**OCTOBER 20, 21, 22  
OCTOBER 27, 28, 29**

Ardenwood Farm, 34600 Ardenwood Blvd.  
Fremont, California - for more info: [www.spcrr.org](http://www.spcrr.org)

Tickets go on sale at [Eventbrite.com](https://www.eventbrite.com)

beginning September 15 at 8 am

A fundraiser for The Railroad Museum at Ardenwood

Tickets: are \$15 each for ages 3 and up