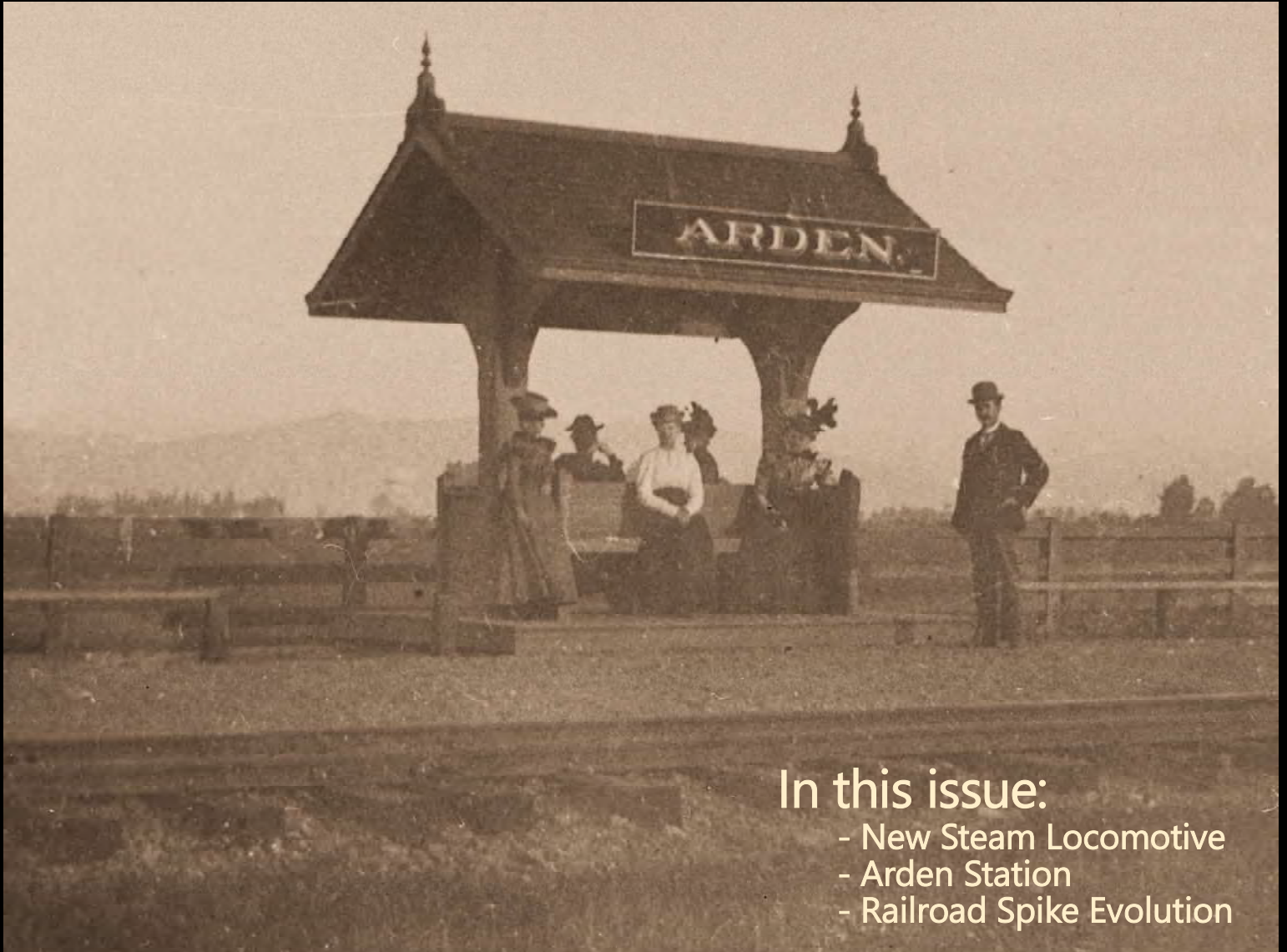


# NARROW GAUGE JOURNAL

SUMMER 2024



## In this issue:

- New Steam Locomotive
- Arden Station
- Railroad Spike Evolution



*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 and donations 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. Our Museum's mission is the preservation, restoration and interpretation of regional narrow gauge railroad history—including Carter Bros., a pioneer railroad car builder in California. We are located at Ardenwood Historic Farm, 34600 Ardenwood Blvd, Fremont, CA. Donations are greatly appreciated through our website, or by mail to SPCRR, PO Box 783, Newark, CA 94560. Trains operate on Thursday, Friday, Sunday; Monday holidays and special events from April to mid-November each year See our Calendar on the last page for upcoming events. To make a donation, become a member, employment opportunities, or for more information please click on the links below.

## SPCRR Contact Information:

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

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

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Cover Photo: *Possibly Clara Patterson, in the white shirtwaist and skirt, poses with relatives and friends in the new Arden passenger shelter along the South Pacific Coast Railroad, circa 1895.*

*Bruce MacGregor Collection*

# Kiso Forest Railway No. 9 Our Newest Locomotive

by Jay Martinez

Photo by the author



**T**he Railroad Museum at Ardenwood is excited to reveal Kiso Forest Railway No. 9! The Kiso Forest Railway No. 9 is a Baldwin 0-4-2RT 6-10 1/3C built in June 1929. Originally numbered 17, it ran on the 30" gauge Kiso Forest Railway in Nagano, Japan. It was later re-numbered to No. 9.

In the 1960s, the locomotive was preserved by Henry Sorensen. Henry brought it back to the United States and modified the locomotive to 36" gauge, where it became the No. 6 on his private railroad the "Humboldt Northern."

In 1999 the locomotive attended Railfair '99 at the California State Railroad Museum and was subsequently donated in 2004.

In May 2024, the locomotive was transferred to The Railroad Museum at Ardenwood, marking the first complete steam locomotive in our collection! The locomotive will be restored to full operating condition. More details and a history of the locomotive will be in an upcoming edition of the *Narrow Gauge Journal*.

Thank you to everyone who made this possible and whom have cared for the locomotive including the Sorensen Family and the California State Railroad Museum. We are excited to have another piece of Henry's legacy. We are also fortunate to have Henry's Arcata & Mad River Smoker 2 caboose, and two Westside Lumber Co. flat cars.

# Arden – A Brief Stop on the SPC

by John F. Hall, SPC Historian

One of the smallest station stops on the South Pacific Coast Railroad was Arden, located at Ardenwood Farm owned by the George W. Patterson family. Built in approximately 1896 by George's widow Clara, the Arden passenger shelter protected the Patterson family and neighbors from the elements while waiting for the train. After the SPC tracks were standard gauged and became pathways for Southern Pacific rolling stock, these small passenger shelters slowly faded away as people flocked to automobiles.

Fast forward 134 years and those passenger trains will morph into streamlined Capital Corridor train sets. By 2030 they will be relocated from the Union Pacific Niles Sub-division west of Mission Boulevard to the old SPC right-of-way, the UP Coast Subdivision, passing the western edge of Ardenwood Historic Farm.

The [Draft Environmental Impact Report](#) just released evaluates the impacts of the train relocation, double-tracking the line, and a “new” Ardenwood station stop just 1,200 feet southwest of the original Arden stop. Should the project be approved, trains will once again stop to pick up and drop off passengers where the Patterson family once stepped aboard the SPC.

The proposed station stop is located adjacent to the current Ardenwood Park-n-Ride lot on Ardenwood Boulevard just south of the entrance to Ardenwood Historic Farm. The Amtrak Coast Starlight is currently the only passenger train passing Ardenwood. Relocation of the Capital Corridor trains to the SPC ROW at the Elmhurst Cutoff, near the San Francisco Bay and Oakland Airport, will reduce the congestion on the UP Niles Subdivision.



*Arden Passenger Shelter looking south, circa 1896. Locomotive 17 is pulling the afternoon express from Santa Cruz at approximately 5:00 pm. The spur to the Brown Family barn is in the foreground.  
Bruce MacGregor Collection*



*Rendering of the Proposed Ardenwood Train Station.*

*South Bay Connect Project Draft EIR*

# President's Telegraph

by John Goldie, President

Photo by the Author

**T**his past spring we had lots of activity going on and it will be challenging to report it all since so much has occurred. Operations have started up and had several challenges regarding the presence of the Bald Eagles and not knowing if the nest was active or not, a large tree fell across our tracks closing the railroad for two weeks, and completing the state certification work to allow our equipment to operate—many volunteers helped in this effort and we got the trains rolling on time. We are running a 4-car consist that is usually full on Sundays. Thank you to everyone involved and to the operations crew for the awesome rider experience they provide on our rolling museum.

The track crew has been very busy with tie changes on our original track built in 1985, and also heavy vegetation work. The vegetation work is key for three reasons: it opens up visibility down the track for the crew to see the track ahead, it reduces the fuel load to lower any fire danger, and it also beautifies the sights that our passengers see from the train. The area at Mustang Curve was the most recent clean up focus and is looking great.

We held Rail Fair on our new date of Memorial Day weekend which worked well and the event was well attended. Everyone enjoyed the nice weather instead of the hot Labor Day weekends. A highlight this year: George and Karen Thagard brought up their steam locomotive. The "Deanna" pulled some passenger trains, and also ran a Car Barn to Deer Park shuttle train. Thank you to George and Karen for sharing this beautiful locomotive with us and the public.

Hats off to all of the volunteers that made this event a success! When we moved the date, we were not sure if the attendance would drop, but thanks to a lot of effort put into the publicity, the attendance was very close to what we used to have on Labor Day weekend. We had very long lines for the train ride, so a

priority this year will be to get more cars into service, and ideally a second locomotive. Two Trains??

**THANK YOU** to the volunteers who made this happen. The revenue we receive from Rail Fair and the Haunted Train provides the funds for our restoration and track activities.

Lastly, we are very thankful for the transfer of the Kiso Forest Railway steam locomotive from CSRM to SPCRR for restoration and eventual operation. Over our 46-year history a number of proposals and attempts were made to acquire and base a steam locomotive here—and now it has finally happened! This is an exciting time for SPCRR and will add period appropriate motive power to our rolling museum presentation to the public.

Happy Summer everyone!

If you have not been out to the park lately, come on down to see the progress. Join a restoration or support a project, or even better bring a friend along that has an interest in tools, woodworking, metal work, locomotives, track, trains, or just general area history!



Jay Martinez in the cab, and David Waterman giving him hand signals as they unload the Kiso onto SPCRR tracks. Photo by Jacque Burgess

# Restoration Update

AJL Cary, Restoration Manager  
 Photos by the author

**R**estoration efforts are winding down on caboose NWP 6101. All that is left to do is roofing the car and some painting. More work can and will be done in the future (stove, crew berths, grab irons, and ladders).

Restoration priorities have changed to increasing our passenger capacity. This year's Rail Fair made that need abundantly clear because we had up to a 2 hour wait for the train ride every day. Last year, our state-certified train consisted of the two excursion cars (WSLCo 5 and WSLCo 318), the picnic car (NS 1725), and WSLCo 222 made into a gondola. This train carried around 90 passengers in total.

This spring we modified the doors on WSLCo 222 and we made some safety changes to caboose NWP 6101. Those cars provide a modest increase in passenger capacity of 18-20 seats. Unfortunately we had to pull NS 1725 out of service because of the condition of the deck and canvas roof.



New accessories to NWP caboose 6101.

## Restoration Focus Priority

Primary	Secondary	Tertiary
NS 1725	WSLCo 205 SPC 472	NWP 6101 SP 1010 OR 2 D&C 64
WSLCo 205	NWP 6101 SPC 472	SP 1010 OR 2 D&C 64 AMR 2
SP 1010	SPC 472	D&C 64 OR 2 AMR 2 SPC 47

**Key:**  
 Primary is major focus  
 Secondary is available time  
 Tertiary means cars of interest



New canvas roof being fitted for NWP caboose 6101's cupola.

continued next page



*John Stutz inspects the wood on NS 1725.*

A decision was made to add another car to the train by rebuilding WSLCo 205 using new lumber that we had on hand. Work started on 205 during Rail Fair by fabricating the end beams.

An alternative is to repair NS 1725 and bring it back to operation. This entails repairing or replacing any below-deck damage, re-decking the car, and using the existing picnic car sides or building new 'gondola' sides. The brakes should be reworked while the deck is off as well.

We pulled the deck off of NS 1725 to evaluate the car's sills and were pleasantly surprised by the condition of the sills, needle beams, and bolsters. Overall the car is structurally sound. The car just needs to be treated for a small area of termite infestation and make repairs to the minor surface dry rot damage to the sills.

The amount of work to get 1725 up and running is less than that of rebuilding 205. For this reason restoration will now focus on NS 1725 with the goal of having the car ready for the Haunted Train in October. Work will commence on WSLCo 205 after NS 1725 is back in service.

Thank you to Restoration Crew members John Stutz, David Waterman, Andy Cary, Jay Shellen, and Don Marenzi.



*After the recent theft of all of our power tools we weren't sure how we were going to keep working on the cars. A huge THANK YOU to Mark and Lynann Pizarek for donating all of the tools, batteries and chargers shown above which enabled the Restoration Crew to get back to work.*

*Photo by Jacque Burgess*

# Railroad Spike Evolution

by John Goldie, Track Manager

Photo by the author

**R**ailroad spikes, while seemingly plain and simple, have an interesting past. They evolved from more common nail-like spikes that held the iron straps to the wood stringers on the earliest tracks. As rails developed into full iron, the spike was optimized with its offset head to hold down the rail to the ties, and to also hold the track to gauge.

The spike has three basic parts: the head, the square shaft, and the tip. The head has the striking surface for installing it, while the head underside is a complimentary angle to align with the angle on the rail base when fully installed. The shaft tends to be square and is the holding power of the spike. The wood fibers press against the shaft to hold it into the tie. The tip is for cutting the wood of the tie as the spike is driven in. The length of the spike depends on a number of factors: the rail size, if tie plates are used or not, and the thickness of the ties. For 50 pound rail, a 9/16" x 5" spike is typically used. On soft wood ties an extra 1/2" of length was commonly added.

Spikes today tend to look the same from all the manufacturers, but that was not always the case. Between the 1830s and the 1920s spikes were manufactured specific, or in some cases railroad-specific, and they greatly varied in design. A number of U.S. Patents were issued protecting many of these special spike attributes. In reviewing early documentation, advertising, and patents we see that there were Stevens Spikes, Burden Spikes, Calvert Spikes, Corydon Winch Spikes, and one of great interest to me was the "Goldie" spike. William Goldie had a number of railroad-related patents for track material and also for their manufacture. U.S. Patent 413,342 was issued in 1889 and was for a spike to use in soft wood ties with a special chisel tip. The tip caused less damage when driven into the soft wood ties which were common by then since many of the hardwood tie stocks had been exhausted. This spike was used by the Maine Central, The Boston & Maine, the Virginian, the New York Central and other railroads. For the first 100 years there was a great variety of spikes.

In 1918 the American Railway Engineers Association (A.R.E.A.) came up with a "standard" spike which was refined a few times, and by the late 1930 this spike was truly standardized and commoditized. This spike still remains the spike used by North American railroads for wood ties nearly 100 years later.



*Dilworth Porter & Co. Ltd was located in Pittsburg, PA and produced "Goldie" spikes. This polished sample (note the chisel tip) is engraved with the company name, and also 5 1/2 x 9/16 N.Y.C. GOLDIE.*

Today ties have evolved from wood to plastic, concrete, and steel; and new fasteners are emerging in the form of screws and clips. Time will tell if they also enjoy the longevity of the traditional offset head spike.

For those wondering, there are 10,560 spikes per mile of track when the ties have 4 spikes per tie on 2-foot centers. The SPCRR has about 2 miles of track, thus around 21,000 spikes. If you'd like to research spikes some more, the track supply catalogs are a great resource along with advertising from the period. There is also a great short read in a booklet called "Railroad Spikes - A Collector's Guide" available on Amazon. I also need to research some family history to figure out if William Goldie and I are related, perhaps this is where my interest in track work originated.



# SPCRR Track Report - 2nd Quarter *by John Goldie, Track Manager*

Photos by the author

The track crew has mainly been focused on three tasks this quarter. We prioritized changing out worn out ties up in Jack's Curve and also on Shirley's Siding. Many of these have lost their centers due to years of horse operations. It's flat ground there so extra digging is required to change them out. Then a slot has to be dug to the side of the track to drop in the new tie and then slide it into position under the rails. Early spring was better for digging in the softer wet ground. Due to the high clay content in the soil and the recent heat, the ground has hardened up making the digging part more difficult with extra effort required.

We also focused on the rampant blackberries at SeaBee Curve. The wet winter and spring have given them a boost and they require constant cutting back to keep the growth away from the passing train cars.

With Rail Fair moved to Memorial Day weekend the track crew also raked and cleaned the mainline including cleaning up from the recent downed tree which fell on the track. During Rail Fair the track crew gave a talk to the passenger line in front of Ardenwood station while they waited for the next train to arrive. We had an assortment of track tools on the push car and explained what they are and how we use them. We also worked in some history about railroad tools and tracks as well as our museum. In the background we were changing out ties on the siding so the waiting passengers could see the tools in action. I lost count but I estimate we did 30 talks and changed 7 ties entertaining the people in line. The track crew also helped at the Car Barn monitoring of the equipment which was on display to the public.

We are happy to have received two donated flat cars from the Pacific Coast Railway. One is planned for MoW service and is very desirable due to its low deck height. It will be used to move rail, ties, and vegetation cuttings from along the line. Repair to the car will be a long-term effort as time allows. It will be a welcome addition to our MoW train which now consists of just the tool car and ballast car.

Thank you to the track crew: Bruce Sorel, David Waterman, Steve Rusconi, Damian Stellabott, John Goldie. And to Andy Cary for assistance on the flat car. Combined they logged more than 399 hours on track projects this quarter.



*The two donated flat cars from the Pacific Coast Railway.*



*The downed tree is all cleaned up and ready for Rail Fair.*

# Donations Received April-June 2024

by Jacque Burgess, Treasurer

## Donations Received April-June 2024

### \$5-\$999

Anthony Rahme

\*Car Barn Security System

### \$1,000-\$2,000

Don Marenzi\*

John Stutz\*

### Material Donations

**John Hall** - Milwaukee Redlithium 5.0Ah Battery Pack from the Restoration Amazon wish list

**Lynann & Mark Pizarek** - Skilsaw 15-amp 7-1/4-inch circular saw; Dewalt Power Tool Combo Kit (3 tools) with battery and charger; Dewalt 20V MAX XR Lithium ion Battery 5.0Ah; Dewalt 20V MAX Cordless Drill and Impact Driver Power Tool Combo Kit with 2 batteries and charger; Dewalt 20V MAX 6-1/2-inch Cordless Circular Saw; Dewalt 20V MAX Cordless Brushless Router; Dewalt 20V MAX Angle Grinder Tool; and Aquascape 22003 PRO Grade EPDM Liner Seam Tape 6-inch x 25 feet. All from the Restoration Amazon wish list.

**Anonymous** - Two First Aid Kits from the Track Crew Amazon wish list

### Become a Supporter!

SPCRR is a 501(c)(3) nonprofit organization. You can donate on our website at:

<http://www.spcrr.org/donations.htm>

You can use any major credit card (you do not need a PayPal account). If you prefer to mail a check, please make it payable to SPCRR and send it to: SPCRR, PO Box 783, Newark, CA 94560.

All donations of \$100 or more will receive a letter from SPCRR confirming your donation for tax purposes (this includes the Track Crew's Amazon Wish List purchases of \$100 or more). For donations under \$100, you can use your PayPal receipt, Amazon receipt, or your cancelled check.

If you would like to donate in someone's honor or memory, please email us and let us know. If you have any questions, please send an email to [info@spcrr.org](mailto:info@spcrr.org) or call/text 510-508-8826.

# Membership News

by Julie Boyer, Membership Manager

## Welcome New Members!

### LIFE Member

John Roth, Livermore

### Contributing Members

Michael Nelson, Newark

Melissa Everitt, Napa

### NMRA Pacific Coast Region Tour new members:

Rick Anderson

James Atkins

Bob Bartlett

Cliff Baumer

Mark Beasley

Larry Champlin

John Cogle

Lawrence Domansky

Greg Duncan

Jaclyn Duncan

Mearl Eismeier

David Fryman

Steven Lane

Bruce Morden

Dee Murphy

Jerry Murri

Matthew Petach

Edward Powell

Malcolm Robinson

Robert Rosenbauer

Bill Scott

## To become a member or renew your dues...

Join today so you don't miss future editions of the *Narrow Gauge Journal*, as well as access to special events and news about our museum. Our annual membership is **just \$20** and you will receive a year's subscription to the *NGJ*.

Support a great cause and help us preserve and restore our museum's amazing 19th century narrow gauge railroad collection. Your dues and donations support our museum's restoration and track projects.

To become a new member, or to renew your membership (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.

Annual dues for Contributing Members are **just \$20**, or you can become a LIFE Member for a one-time donation of \$250 and you never pay dues again.

All dues and donations are tax deductible. SPCRR will send a letter for tax purposes for all Life Member payments, and for any donations over \$100. For Contributing memberships (and for donations under \$100), you can use your PayPal receipt or cancelled check for tax purposes. SPCRR is a registered 501(c)(3) nonprofit organization.

If you need any information about your membership or how to become a new member, feel free to contact me at [membership@spcrr.org](mailto:membership@spcrr.org), or call/text 510-508-8826.

# Rail Fair 2024 Report

by Jacque Burgess, Special Event Coordinator

Changing the event this year from Labor Day to Memorial Day weekend was very concerning. The biggest issue was how to get the word out to all of our previous attendees. So my emphasis was publicity, publicity, and even more publicity, and it worked! This year's total attendance was only down a few hundred people. I was jumping up and down when the park filled up. A total of 5,785 people (last year was 6,351) showed up to have fun! The weather was in the high 70s/low 80s, so it was perfect. Sure does beat the heat of those miserable Labor Day weekends!

The theme this year was "Little Trains, Medium Trains, and Large Trains! People had such a good time with their kids that some families came back on the other days of the event also!

**A VERY SPECIAL THANK YOU** to George and Karen Thagard who brought their beautiful steam locomotive, Sandstone Crag No. 4, to Ardenwood for all to enjoy.

**ANOTHER SPECIAL THANK YOU** goes to the model railroad exhibitors that make this event so special: Bay Area Garden Railroaders-Live Steam, Central Coast On30 Modelers, Diablo Pacific Shortline, and Golden State Toy Train Enthusiasts.



Antelope Valley No. 4 bringing passengers from Deer Park to the Car Barn exhibit at Rail Fair. Photo by Don Marenzi



Kiso Forest Railway No. 9 arrives at Ardenwood. Our youngest members taking pictures on the day it arrived. Left to right is David Waterman, Jay Martinez, Colin Houghton. Photo by Don Marenzi

And to the musical groups that have been with us for many years: California State Old Time Fiddlers, and The Apple Butter Brothers.

**A BIG THANK YOU** to all of our volunteers and train crew members! This event wouldn't be possible without all of you! We had volunteers who entertained the public waiting in line at Ardenwood station by explaining track construction and what tools are used; volunteers at the Car Barn who explained wooden car construction and how steam locomotives work; and to the station agents who had the difficult job of handling the thousands of people waiting in line for the train each day: Gene Bobik, Mary Bobik, Julie Boyer, Kennedy Boyer, Jack Burgess, Jacque Burgess,

*continued next page*



Children had so much fun following the trains around the huge layout.  
Photo by Jacque Burgess

Andy Cary, Matt Conrad, John Erdkamp, Kristi Erdkamp, Bobby Goldie, John Goldie, Rola Goldie, Colin Houghton, Vivek Kaluskar, Stanley Keiser, Don Marenzi, Jay Martinez, Mike McDonald, Brian Norden, Tony Peters, Brook Rother, Steve Rusconi, Bruce Sorel, Tom Sturm, John Stutz, David Waterman, Bill Wissel, and Janne Wissel. The Train Crew members over the weekend were Matt Conrad, Nick Loey, Mike McDonald, Isaac Sattler, and Damian Stellabott. **Thank you for the hard work everyone!**

**THANK YOU** to the Park staff who brought out SPCRR's special wood tables built by Gene Arrillaga (toddler height) along with the wooden trains for little kids to play with, as well as our Train Book Library. Park staff also had games out for kids to play, as well as stilts... every time I stopped by to watch I had a good laugh.

This year was challenging because the station at Deer Park was still under construction so it was out of order. That meant double the people in line at Ardenwood station, with some people having to wait up to 2 hours for a train ride. We also had to turn people away after 2 pm each day because the line was already 2 hours long. There is nothing I hate more than to disappoint little kids who want to ride the train, so I'm looking forward to that project being finished so we can get back to our regular special event operation.

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Conductor Nick Loey giving hand signals to engineer Isaac Sattler.  
Photo by Jacque Burgess



People really enjoyed seeing our collection at the Car Barn. We pulled out some of the cars and locomotives...  
Photo by Don Marenzi



The three steam locomotives lined up: Argent Lumber, Antelope Valley, and Kiso Forest Railway. Won't it be fantastic when they are all working at Rail Fair! Photo by Don Marenzi

If you haven't volunteered with us, I encourage you to give it a try. It's a lot of fun and you would really be helping us out a great deal. Being a station agent gives you a chance to talk to a lot of interesting people, plus you would be helping the Train Crew by making sure people park their strollers in the right spot, show them where to line up, and keep the line so it doesn't block the main path. There are just 8 days a year that require a station agent to be present. Please come on out on July 4<sup>th</sup> or on Labor Day and talk to Tom or me and see what we do. It's not difficult at all and if we have more people, then we can split up the event days among more of us (right now there is just two of us).



The live steam locomotives were a big hit with both adults and kids. Photo by Jacque Burgess



The line stretched all the way to the end of track. Out of sight on the top left is the big crowd in the station area. Photo by Don Marenzi

# 2024 SPECIAL EVENT CALENDAR

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

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

## OCTOBER

18, 19, 20; 25, 26, 27 - HAUNTED TRAIN: Tickets on sale SEPT. 15 at [www.Eventbrite.com](http://www.Eventbrite.com)

# JOB OPENINGS ON THE TRAIN CREW!

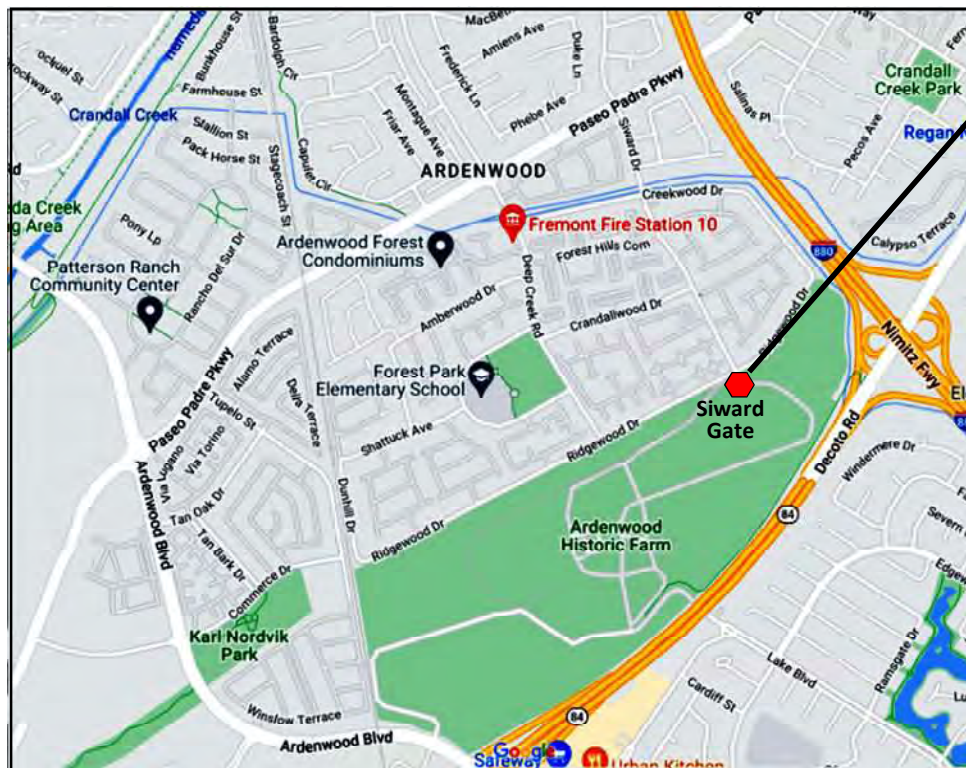
Employees work a part-time, seasonal schedule. **VERY** flexible days. The train operates on Thursdays, Fridays, Sundays, and some holidays/special events. For more information contact Operations Manager Tom Sturm at [operations-mgr@spcrr.org](mailto:operations-mgr@spcrr.org)

## TRACK CREW'S WISH LIST

To order from the Track Crew's Amazon Wish List, click on the following link. **IMPORTANT:** choose the shipping address called "**SPCRR's Gift Registry Address**": [https://www.amazon.com/hz/wishlist/ls/3UEP6CIB5BUK?ref=wl\\_share](https://www.amazon.com/hz/wishlist/ls/3UEP6CIB5BUK?ref=wl_share)

## DIRECTIONS FOR WORKDAYS

If you are a new volunteer, the gate is locked so you must call/text the project manager (info on the inside of the newsletter cover page) before the workday to get instructions on how to enter. Always use the Seward Dr. gate entrance (*never drive through the park*). Click on the map below for directions on Google Maps.



GATE at the corner of Seward Dr and Ridgewood Dr