

# NARROW GAUGE JOURNAL

WINTER 2023



## In this issue:

### Feature Articles

- SPC Historian Bill Wulf donates his collection
- Old growth redwood finally arrives
- Restoration projects for 2024



*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. 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. 94560. 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)

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



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Cover Photo: *Locomotive #13 hauling a train of new redwood lumber from the Dougherty Mill on Zyante Creek. Bruce MacGregor Collection.*



# Announcing the wonderful donation of Bill Wulf's amazing South Pacific Coast Railroad collection!

by Jay Shellen, Collections Manager

Photos by Author

**O**n November 6, 2023, I received a call from LIFE member Bill Wulf, who is a longtime South Pacific Coast Railroad collector and historian. Bill told me that he wanted our museum to receive all of his South Pacific Coast Railroad photos, newspaper items, and other paraphernalia belonging to him. Bill began collecting railroad items when he was 15 years old.

We are very grateful that Bill chose SPCRR to receive his South Pacific Coast Railroad collection. Below is a list and photos of some of the treasures in Bill's donation are on pages 2 & 3.

- South Pacific Coast 10" Wheel pattern (pg 3 bottom)
- Smith Commemorative Lantern (pg 3 top)
- South Pacific Coast Link and Pin Coupler (pg 3)
- Santa Cruz and Felton Locomotive Headlamp, *restored by Bill Wulf* (pg 2)
- Carter Bros. Baggage Rack (right)
- South Pacific Coast Waiting Room Sign from Wrights (pg 2 top)
- South Pacific Coast Glenwood Hotel Painted Glass Sign (pg 2)
- 18 Large Binders full of photos, postcards, flyers and news clippings
- Framed Photo - South Pacific Coast Locomotive 16 and crew, south of Los Gatos near at Lexington, CA, circa 1890s
- Framed Photo - First standard gauge Southern Pacific railroad train arrival from San Francisco, Los Gatos, August 30, 1895 (on the cover)
- Wood Cabinet, roll top
- Wood Cabinet with drawers that used to hold a Victrola
- Southern Pacific Inspection Lamp (on pg 3)
- Brass Locomotive Pressure Gauge (on pg 2)

## Books

- *Illustrated Catalogue of the Southern Railway Supply Co*, Richmond VA.
- *Walschaert Locomotive Valve Gear*, W.W. Wood, 1907
- *Science of Railways*, Marshall M. Kirkman
- Annual Report of the Commissioner of Railroads made to the Secretary of the Interior for the year ending June 30, 1881
- Annual Report of the Commissioner of Railroads made to the Secretary of the Interior for the year ending June 30, 1884
- *Air Brake Mechanism*, Robert H. Blackall, 1899
- *Stationary, Marine, Gas, and Locomotive Engines*, N. Hawkins M.E., 1902
- *The Locomotive Up to Date*, Chas. McShane, 1909
- *The Original 1879 Car Builder's Dictionary's Illustrations, Car Plans and Advertisements*, Matthias N. Forney, Mechanical Engineer, 1879
- *Narrow Gauge Locomotives*, Baldwin Locomotive Works, Burnam, Parry, Williams & Co, 1887
- *The Railroad Telegrapher*, Order of Railroad Telegraphers, L.W. Quick Editor, August 1916
- *The 1871 Grant Locomotive Works Catalog*, The Grant Locomotive Works, 1871
- *The Railroad Car Builder's Pictorial Dictionary*, Matthias N. Forney, Mechanical Engineer, 1879

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*Detail of Egret or Heron on the Carter Bros. luggage rack*

**BILL, WE CANNOT THANK YOU ENOUGH!**





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# Update on the "Redwood For Restoration" fundraiser - the redwood has finally arrived!

*by Jack Burgess, Treasurer*

**A**fter six long years we were finally able to get the Old Growth Redwood that our donors funded.

This fundraiser began in March 2017 and was called "Redwood for Restoration." Our generous donors contributed a total of \$12,000 for this purchase. This old growth redwood comes from "ghost trees," which are fallen old growth redwood trees that are recovered on private property. Initially we expected to buy enough to use for the exterior of South Pacific Coast caboose 47, Monterey & Salinas Valley box car 253, and Pajaro Valley box car 444.

However, while we waited for the wood to become available, the prices went up much more than the original quote, plus there was a limited amount of wood available, so we only had enough funds to purchase the wood for SPC caboose 47. This price does include milling the T&G which was not included in the original estimate.

We had to wait for over 6 years until the small lumber mill was finally able to obtain the old growth redwood. During the wait, we discovered that M&SV box car 253 had Douglas Fir siding, not redwood as we originally thought. We talked to the mill and we were able to purchase enough redwood for SPC caboose 47 as well as have it milled with T&G to match the existing siding on M&SV box car 257 (these funds came from our special events).

This redwood has a beautiful, straight, close grain unlike any wood you can purchase now at lumber mills. Thank you to all of the generous donors who contributed to this purchase:

## **Donors of \$1,000 or more**

Eric Bracher, Bob Brown, Brad Hanson, John Houghton; Agbayani Construction

## **Donors of \$500-\$999**

John Hall, Mike Wissler, Bill Wulf

## **Donors of \$100-\$499**

Mitchell Bonner, Jack and Jacque Burgess, Andrew Cary, Mike Collins, Norman Delucchi, Michael Flaherty, Craig Kumler, Bruce and Kathy MacGregor, Andreas Parks, Bruce Sorel, and the late Jim Vail

It is so exciting to see John Hall measuring every inch of caboose 47 as he works on the Restoration Report... and now we have this beautiful old growth redwood siding (just like the original had) waiting for when it is time to install it on the restored caboose!

## **A BIG THANK YOU TO EVERYONE WHO DONATED!**



*The milled old growth redwood is sandwiched in between the Douglas Fir to protect it.*  
*Photo by Don Marenzi*



*Another view of the old growth redwood is sandwiched in between the Douglas Fir.*  
*Photo by Don Marenzi*



# Curator's Report

**H**appy New Year! Restoration Mondays are held on Mondays because it is a closed day in the park and we can drive (carefully) in the park. Even though the park is closed on Mondays, there are frequently 'special needs' groups using the park on Monday mornings so please drive slowly and carefully.

Volunteers should use the Siward Gate to access the Car Barn area. Drop me an email at [curator@spcrr.org](mailto:curator@spcrr.org) if you need instructions on using this gate.

If there is interest,, the monthly "Weekend" Restoration Workdays will be setup for one Sunday a month. If you are interested in a Weekend Workday, send me an email at [curator@spcrr.org](mailto:curator@spcrr.org) and I will schedule a date.

## What we are restoring...

Our focus is still on finishing caboose NWP 6101, but we are also starting to work on Combine SP 1010, flat car WSLCo 205, and flat car NS 1725.

**Caboose NWP 6101** still needs the interior painted, the eaves fascia trim boards replaced, some cupola repair, the cupola window reglazed, the canvas roof installed, the stove installed, the grab rails and ladder installed, final exterior coat painted, and the car lettered.

**Combine SP 1010** needs to have one side's windows and walls rebuilt to repair damage, and the exterior

repainted and lettered. We may try and weatherproof the roof as well. The depth of this work is still being investigated, but will require some additional materials and mill work.

**WSLCo 205** is a complete rebuild of the body using on hand materials purchased some years ago. This car will probably be a near twin of the recent rebuild of WSLCo 222 into a "passenger carrying gondola."

## In the wings

- John Hall continues his work on the restoration plan for Combine/Caboose SPC 47. (Thank You John!) This is an enormous task that John has been working on behind the scenes.
- A restoration plan for Flat Car D&C 64 is in the works. This car is currently out of service due to extensive sill rot. It will probably need a complete rebuild.
- NS 1725 has been taken out of service and her picnic-car top (gently) removed for the cars evaluation and deck replacement. We repaired some sill rot a few years ago and more has shown up. We will remove the deck to evaluate the damage.
- Oakland Railroad Horse Car No. 2 needs some minor repair and exterior paint.



John Stutz works on one of the cupola windows for NWP caboose 6101.  
Photo by Jacque Burgess



David Waterman and Damian Stellabott installing the controls located in the cab of the Whitcomb.  
Photo by Jacque Burgess

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After three decades of service NS flat car 1725 needs some necessary repairs. Here David Waterman is moving the tractor forks into position to lift the roof off as Tom Sturm and Tony Peters watch.



After the roof has been removed and David is now setting it down.



The inside of NWP caboose 6101. The conductor's desk has been installed and the desk and walls painted.



The inside of NWP caboose 6101. This photo shows the cabinetry and steps for the cupola seats (not installed yet). Beyond is the bench seats.



## Update on SPCRR's Finances

by Jack Burgess, Treasurer

I would like to thank all of the donors who saved the day in December! We covered half of our annual expenses that get paid out of the General Fund. We still had to dip into reserves for the balance, so we hope that you will consider making a donation and continue to support our museum. We use the money made at our special fundraisers (Rail Fair and Haunted Train) for restoration projects as well as track projects. Our collection is unique and we will continue to protect and restore our historic, narrow-gauge wooden cars. John Hall's Restoration Report on South Pacific Coast Caboose 47 will be completed in a few months, so stay tuned for more information on how you can help this long awaited project.

It has been my honor to serve as the SPCRR Treasurer for the past 5 years, and I look forward to volunteering on special events and other jobs in the future.

### DONATIONS: October-December 2023

#### Donations \$50-\$500

Alice Evarts\*  
Benevity/Intel - John Goldie match\*\*  
George Koerner  
Jay Shellen

#### Donations \$1000-\$2000

Bob Brown\*  
Barbara Culp  
David Rutherford  
Bruce Sorel  
John Stutz

#### Donations \$4000-\$5000

John Houghton\*

\* SPC Caboose 47 fund

\*\* General Fund

\*\*\* MOW fund

#### Donations of Tools/Equipment/Materials

**Mark & Lynann Pizarek:** From Amazon Wish List: Prazi USA PR-7000 Beam Cutter Blade; Paper Towels; SKILSAW Circular Saw; Klein Tools Hacksaw; FOXBC Hacksaw blade; MaxTool 29 Piece Drill Set; Olympia Tools 18" Adjustable Wrench; Concentrated Vinegar; Contractor's First Aid Kit.

**Anna Maya Simmons** - DR PRO Power self-propelled walk-behind leaf vacuum and wood-chipper with accessories: Hose Kit, Maintenance Meter Kit, Oil Extractor Pump/ Vacuum, Folding Aluminum Ramps (for transport), 2 New Gas Cans

**Anonymous** - 6" jointer/planer & stand

**Anonymous** - Dewalt Heavy Duty Grinder

**Anonymous** - Large Bench; Large Cabinets; 8+ Wall Cabinets

### HOW YOU CAN HELP OUR MUSEUM

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.

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)

**SPCRR REALLY APPRECIATES YOUR SUPPORT!**

# Membership News

by Julie Boyer, Membership Manager

## Welcome New Members!

Damian Stellabott, Martinez CA - LIFE Member

David Hale, Petaluma CA - Contributing Member

Dr. Joerg-Haiko Peters, Germany - Contributing Member

Richard Sobel, Oakland 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 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.

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.

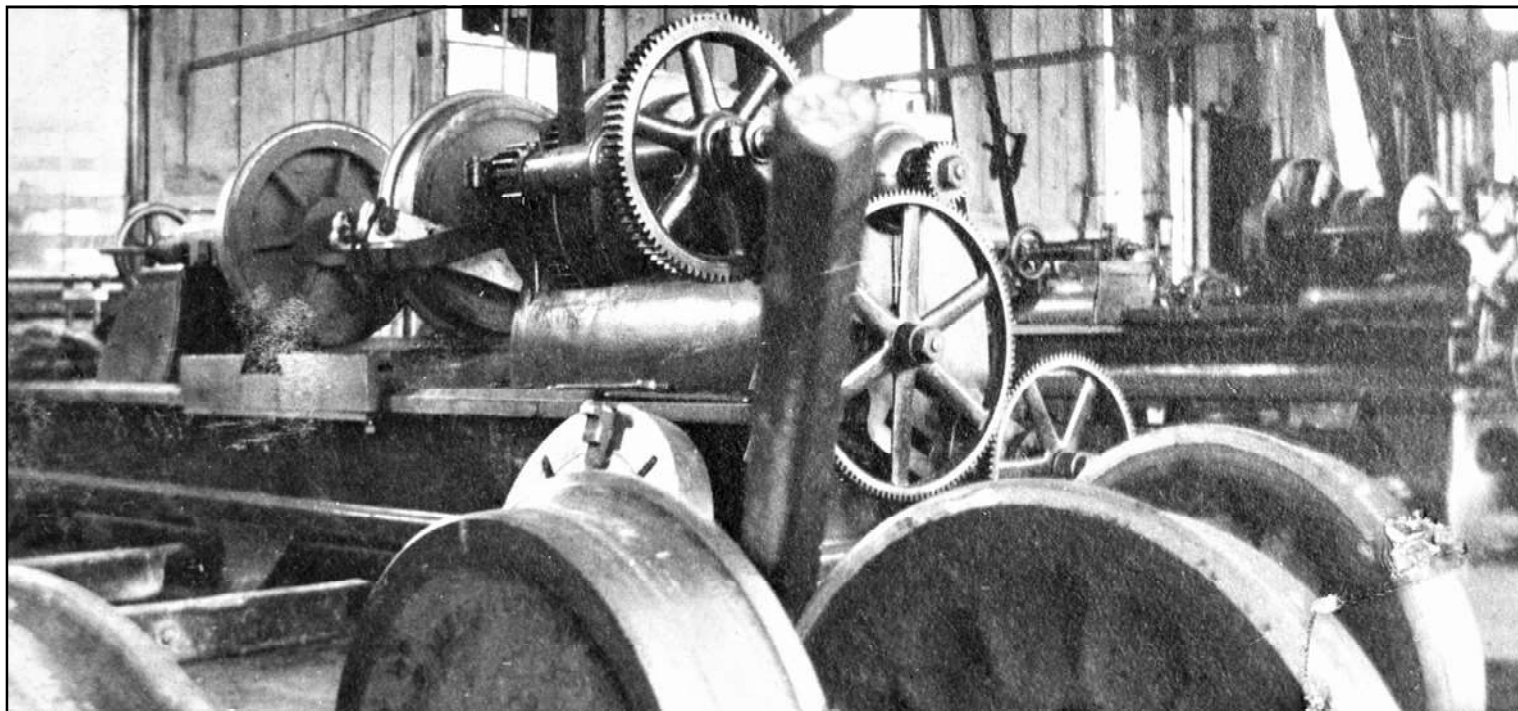
### IF YOU AREN'T A MEMBER YET...

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

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

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

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



South Pacific Coast Railroad shop in Newark - Bruce MacGregor Collection



# Special Events - HAUNTED TRAIN 2023

by Jacque Burgess, Special Events Coordinator

Photos by Don Marenzi

This year's Haunted Train was a big success! This was the first time we have operated since 2019 due to the Covid-19 crisis and fear of crowding people on the train. I worked hard for months on publicity for both this event and Rail Fair because I was worried people might have forgotten about the events. The hard work paid off because we exceeded attendance records on both events.

It would not have been a success without all of the volunteers who worked tirelessly for 6 nights over two weekends. Before the event starts, we have to setup the displays and lights which takes 8-10 hours... a big Thank You to Jack Burgess, Andy Cary, Scott and Scotty Ekstrom, John Goldie, Stuart Guedon and John Stutz for doing that each year. Andy, Stuart, and John also have to re-set all of the displays each night which begins at 4 pm (the first train departs at 7:00); plus each night we have to take the displays down until the next night. Jack and Jacque Burgess also start at 4 pm at the entrance to ask people to depart the park, rope off the boarding area (otherwise people wander into the park), and hang decorations. Then after the event each night it is necessary to clean up the bathrooms and front area, and dump the trash cans.

Designing, carving and transporting the amazing giant pumpkins on both weekends was done by Ruth Tyson with the help of Henry Tyson. This year their son, Chris, also carved some of the pumpkins too. Ruth carves 10-12 giant pumpkins each week, then she and Henry delivered them late each Friday afternoon and set them up. They are the most amazing pumpkins you've ever seen!

The narrator is a huge part of the ride, and Andy Cary took over the narrator position this year and did a great job! That is, until the second weekend on Saturday when he came down with laryngitis. New volunteer

Bob let us twist his arm into taking over as Narrator on the last Saturday and Sunday night. He saved the event the last weekend because Andy's voice was at a whisper by that point. We ganged up on Bob and the poor guy didn't know what to do... he looked like a deer caught in the headlights. Bob turned out to be a wonderful Narrator who has a great sense of humor and we really hope he will come back in 2024!

This event depends on so many people to make it work, but the volunteers at the front have an especially difficult time, which was compounded this year by adding a fourth car to the train. This allowed us to sell more tickets, but the resulting 33% more passengers made it doubly difficult to manage—both getting them on and off the train which took more time than previous years. The train runs every 30 minutes and in



*The Witch of Ardenwood played by Beth Cary.  
continued next page*

this short amount of time they ride the train and we have to get people off the train, board new passengers, go on the 20 minute ride, and get passengers off and a new group of 120 passengers on board—it's no easy feat! A new volunteer this year, Rola Goldie, joined the team at the boarding area and she made a big difference. Rola along with Mary Bobik wrangled all of the passengers in the boarding area, while Jack Burgess and Tony Peters were stationed outside the gate to only allow those passengers on the next scheduled train, coordinate the following ticketed train, and answer questions from the public as well as watch so that people didn't sneak in. I call Rola and Mary "the dynamic duo", and with Jack and Tony's help they sorted out the ticket lines, checked each person's ticket and issued color arm bands so we could see at a glance if people were boarding the correct train. They also kept people and their children orderly (definitely a challenge). Not only that, by the second weekend Rola and Mary were also helping me get passengers on and off the train which made my job so much easier and it gave me time to walk each line and tell people about our group. People could not believe that volunteers built the track and restore the cars, and I heard numerous thank yous for what we do.

Special thank you to Rola and John Goldie for ordering and picking up pizza for everyone each night. We never have time to get dinner, so it was really appreciated.

The characters in the woods were made up of former and new volunteers. Starting at the entrance to the woods, I would like to thank John Goldie and his gang of train robbers: Bob (a new volunteer, and later he helped as narrator), Rosanna (new), Matt Conrad (new), Stuart Guedon, Tony Peters, Damian Stellabott, and John Stutz. The Pirate Family made up of the Ekstrom Family: Scott, Scotty (plus a few of his friends), Holly, and Bill. Julie Boyer became a Forest Nymph this year; and Kennedy played the spooky Ghost Bride again. Some passengers thought she was an animatronic! Our incomparable Witch of Ardenwood was again played by Beth Cary who had help every night from new witch volunteers Sarah and Mayela; and on the last Saturday former park supervisor Sonya Gomez and her daughter Ellie became witches to help. Please forgive me if I forgot anyone.

We also couldn't do this event without our hard-working Train Crew. Some of the guys even worked double shifts on some days (from 9 am-10 pm). We greatly appreciate their dedication, so a big thank you to: David Acosta, Matthew Conrad, Bobby Goldie, Stanley Keiser, Mike McDonald, Isaac Sattler, Damian Stellabott, Tom Sturm, and David Waterman.



*3 generations of Haunted Train volunteers - Jacque, Kennedy and Julie.*



*The Chance Gang: Bob, Damian Stellabott, John Goldie, Tony Peters, Stuart Guedon (left to right). Note the rubber chicken on the spit.*

The funds from this event are used towards our restoration projects, and we appreciate everyone's work to make this such a success! We have a lot of fun doing this too. If you'd like to volunteer in 2024, please email me at [info@spcrr.org](mailto:info@spcrr.org) or call/text me at 510-508-8826.

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## Special Needs Halloween Event

This year the Park, SPCRR, and the Ardenwood Café held the Special Needs Halloween Event for the third year. More families were added this year since we could carry more passengers now with the 4<sup>th</sup> car on the train. Because the regular Haunted Train was also held this year, we planned the event on Saturday, October 28 from 4-6 pm prior to the Haunted Train gate opening at 6:30.

The families had a great time and loved seeing the whole Haunted Train setup (in past years we only set up a part of it, and we did not have all of the actors in the woods). There were lots of smiles and laughs thanks to Andy Cary narrating and all of the volunteer actors playing various parts in the woods. Luckily this was just before Andy's voice gave out that night!



*Damian Stellabott keeps watch over the train full of families.*



*Narrator Andy Cary spinning yarns on the train at the Special Needs Event.*



*Happy family and their two children that were so excited to ride the train!*

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*It was impossible to move when one train was unloading and loading at the same area. The line of 130+ people wrapped all of the way around the station.*



*Bob takes over as narrator on Saturday night.*



*The Pirates: Holly, Scotty and pirate friends pose for photos with passengers..*



*New volunteer Roseanna became a member of the Chance Gang train robbers.*



*The amazing giant pumpkins carved by Ruth Tyson.*



*The Forest Nymph puts a spell on the train to make it invisible to the witches.*





A group witch photo. Mayela, Beth, Sarah (left to right) and a little passenger dressed as a witch.



Grave digger John Stutz dug deep holes, filled them up, and dug them again--over and over and over.



John Goldie showing his "dynamite."



The Dynamic Duo: Mary Bobik and Rola Goldie (left to right).



# October-December 2023 Track Report

*by John Goldie, Track Manager*

*Photos by Author*

**F**or this quarter we focused on two major projects for track. After last quarter's focus on tree and vegetation work, it was good to get back to a major track project.

The road crossing at the Corp Yard just east of Deer Park was our large track project and we jumped on it during Thanksgiving week as soon as train operations wrapped up for the year. We pulled the rails and dug out the ties which were in need of replacement. We rebuilt 30 feet of track with newer, solid ties and shifted one rail to move a rail joint out of the crossing. Next we planked it with ground contact timbers, then regraded and compacted the road surface. Some tree work was done here also to provide the crew with good line-of-sight at the road crossing. As typical, the scope increased and we replaced a few ties on both sides of the crossing also which were in need of replacement.

Our next big project was the construction of the donated shed for the Gator and additional track tools. Our plan is to construct it to look like a speeder shed to enhance the yard's atmosphere and view from the train. We will place a false door on the track side along with a set out track, which we will use for one of the push cars. We also reworked the foundation to provide more points of contact. The entire shed was constructed over the holiday week, and the shingles are now being installed. Additional work on the ramp in and the set out track will be next followed by some tool hangers, shelves, and paint on the inside.

Thank you to our track volunteers for their many hours (this includes their time volunteering for the Haunted Train as well as the Special Needs Halloween Event: John Goldie (156), David Waterman (90+), Steve Rusconi (86), Bruce Sorel (70), Damian Stellabott (14), Bobby Goldie (8), and Nick Loey (6). Volunteer time for the offsite second shed component construction and gate building: Ralph (60). The grand total this quarter was 490 hours! A big Thank You also to all of our tool and equipment donors!

The year 2023 was a good year for the track crew with the majority of our goals met including three spring switch conversions!



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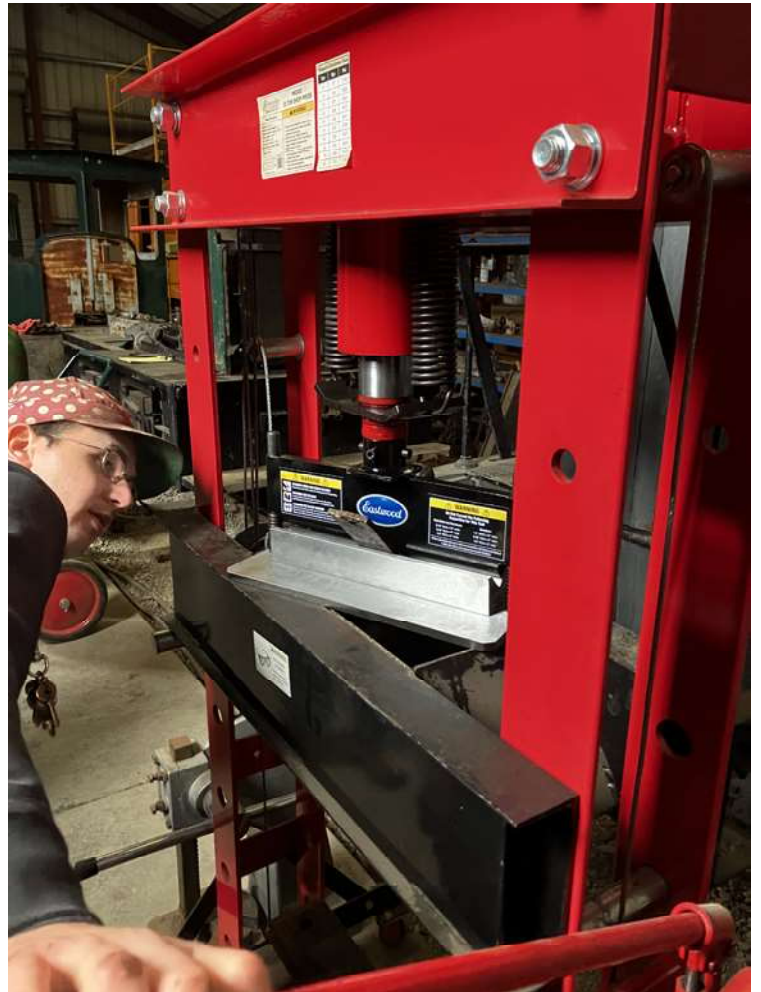
Steve Rusconi spots David Waterman in the tractor working on the rebuilt crossing. Next step is to install the new planks.



Steve Rusconi, David Waterman, Bruce Sorel (left to right) putting the rail back on the replacement ties.



Bruce Sorel, David Waterman, Steve Rusconi (left to right) taking a well deserved break after finishing the crossing.



David inspects the new press brake adapter for the press to make bends in metal





Steve Rusconi bolting a joint bar after the crew replaced the tie at this location.



The rains brought back the beautiful green grass.



The Track Crew's new favorite place to have lunch in the shade.

## Current Job Openings

### Paid Positions: TRAIN CREW

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

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

If you are interested in finding out more, or if you want to apply, please email Operations Manager Tom Sturm at [operations-mgr@spcrr.org](mailto:operations-mgr@spcrr.org) and he will send you a job description, job application form, and answer any questions you might have.





*The Track Crew has the floor installed on the new Gator shed, and now it's time to start the walls. That is Steve Rusconi, Bruce Sorel, and David Waterman (left to right).*



*David Waterman and Nick Loey working on the Gator shed. You can tell the Gator is very happy about his new home.*



*Damian Stellabott, Bruce Sorel, David Waterman and Steve Rusconi (left to right) posing in front of the completed shed and set-out track.*



*View of the new Gator shed from the track.*



## 2024 SPCRR 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)

### APRIL

4 - First day of operation in new season

### MAY

25, 26, 27 - RAIL FAIR

**NEW DATE!**  
**MEMORIAL DAY WEEKEND**

### OCTOBER

18, 19, 20 - HAUNTED TRAIN

25, 26, 27 - HAUNTED TRAIN

### NOVEMBER

24 - Last day of operation

*Track Workdays are every Sunday*  
*email first: [president@spcrr.org](mailto:president@spcrr.org)*

*Restoration Workdays are every Monday*  
*email first: [curator@spcrr.org](mailto:curator@spcrr.org)*

## NEW ITEMS ON THE TRACK CREW'S WISH LIST

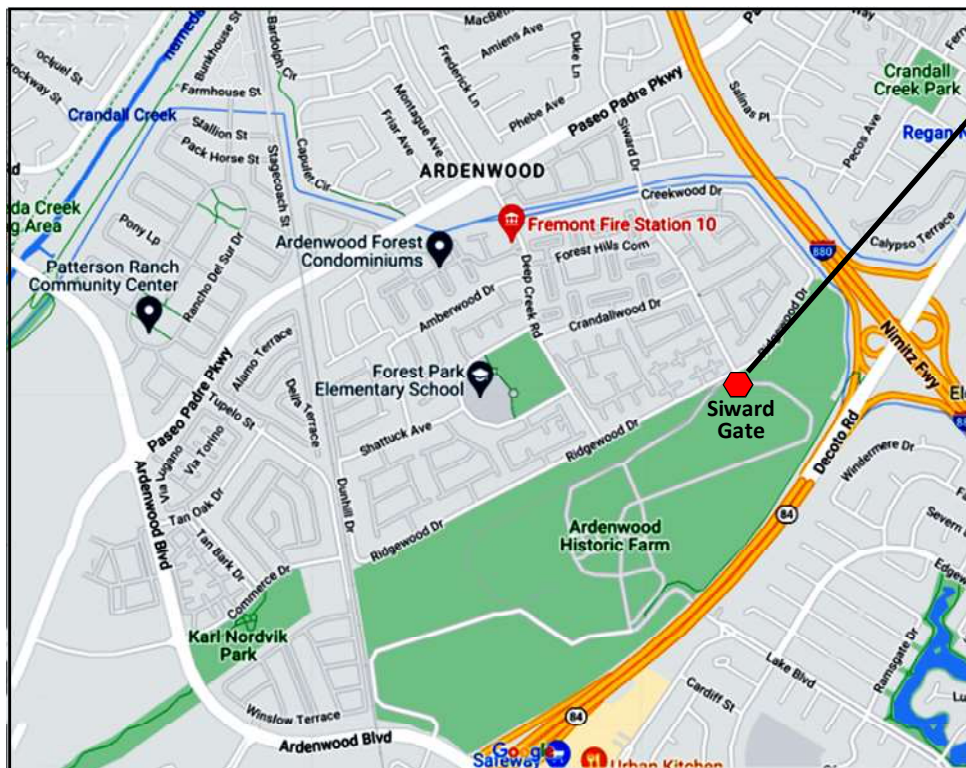
To order from the Track Crew's Amazon Wish List, click on the following link. **IMPORTANT:** choose the shipping address called "**SPCRR's Gift Registry Address**": [https://www.amazon.com/hz/wishlist/ls/3UEP6ICIB5BUK?ref=wl\\_share](https://www.amazon.com/hz/wishlist/ls/3UEP6ICIB5BUK?ref=wl_share)

## 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