

## NGPF A MAJOR DONOR

It all started back in 1978. Caboose #47 originally of the South Pacific Coast Railroad, that improbable Narrow Gauge line that ran from Oakland (Alameda) to Santa Cruz California in the late 19th century (See accompanying article on page 3), had migrated to the Southern Pacific's narrow gauge line in Southern California. After abandonment of that line in 1960, the caboose had become a shed in someone's backyard in Keeler California on the SPNG line. The Society for the Preservation of Carter Railroad Resources or "SPCRR" was formed to obtain and move this historic car from its backyard resting place in Keeler to Newark California, historic home of the Carter Brothers Car Shops, builders of railroad equipment, including Caboose #47, for the SPC Railroad. The Carter Brothers Car Shops had actually begun operations in 1874, predating the SPC by some years. Indeed, the SPC established its main shops at Newark in part due to the proximity of the Carter Brothers shops. These shops built logging disconnect, flatcars, boxcars and coaches.

The Society was formed to raise the capital necessary to both transport and restore #47. By happy coincidence, the County of Alameda had established the Ardenwood Historic Regional Park in Newark to preserve an historic farmstead including the Patterson farmhouse. This 205-acre park contains a working organic farm, the historic farmhouse, displays, vintage farm equipment, a working blacksmith shop, steam tractors, threshing machines and farm animals. Hayrides were offered along with the



## THE ARDENWOOD CAR BARN



chance to see what farming was like in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The County felt properly that the SPCRR group was a good fit to its mission and thus was born the "Railroad Museum at Ardenwood". Shortly after its establishment, in 1984, a mile of narrow gauge track was laid from the main parking lot to a site where the Society stored its rapidly growing collection of California narrow gauge equipment.

That collection includes Caboose #47, SPC boxcars #472 and 444, SPC flatcar #439, San Joaquin and Sierra Nevada combine #1010, Oakland Horse Car #4, North Shore flatcar #1725, Northwest Pacific caboose #5591, a Monterey and Salinas Valley boxcar, Northern Redwood Company caboose/combine #3 (formerly of the Arcata and Mad River Railroad), Pajaro Valley Consolidated Railroad boxcar #215, and Westside Logging railroad flats used in operations as stand-ins for SPC flats. These fragile wooden cars were stored out of necessity in the open air leading to their further deterioration. A covered structure was desperately needed.

The Ardenwood Car Barn project began in 2005 with a budget of over \$500,000 and an initial \$100,000 raised over twenty years of past fireworks sales. Almost \$300,000 was raised from individual members, including a

substantial donation by NGPF Chairman Bob Brown and his wife Irene. The NGPF provided \$30,000, \$20,000 of which was donated as a matching fund. Before the Society could access the money, they had to raise an additional \$20,000 in matching funds. The NGPF believes in encouraging local support and involvement in projects like the Ardenwood car barn. The requirement of matching funds, often used by Public Television stations in their pledge drives encourages both the organization and the donors to support the effort. Organizations must stretch beyond their comfort zone to reach potential donors to secure the funds. Potential donors are more likely to give if they realize their donation will be doubled in effect.

The result was \$82,835 from Society fundraising efforts with an additional \$58,482 from corporate sponsors and outside groups. The final cost bill came in at \$537,714, all met with donations. Thus, while the NGPF was not the biggest donor, we were a major donor and our donation resulted in a significant extra amount raised toward a successful campaign.

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**Mission**

The Narrow Gauge Preservation Foundation will preserve, exhibit and interpret significant prototype and model Narrow Gauge artifacts, as well as educate the public on the importance of Narrow Gauge railroading

**THE BOARD OF DIRECTORS**

**BOB BROWN**

is editor and publisher of the Narrow Gauge and Shortline Gazette, the premier magazine devoted to Narrow Gauge. Since 1975, the Gazette has documented the history of narrow gauge in articles, plans, photos and has acted as a focus for the Narrow Gauge community. Bob Brown, a Master Model Railroader as recognized by the National Model Railroad Association (NMRA), has been building narrow gauge models for over sixty five years and has massed a collection of pioneer narrow gauge models reflecting his own interest in the history of Narrow Gauge. Bob also serves on the Museum Committee of the NMRA. Bob is the chairman of the Board.

**SAM FURUKAWA**

is a recognized photographer of Narrow Gauge, author and modeler. Retired from a long career at Microsoft Corporation, Sam is now a professor at Keio University in Tokyo, Japan. He is an author of three books on Colorado's preserved narrow gauge railroads. He has extensively photographed the operations of the surviving narrow gauge lines of Colorado and New Mexico and some of his videos have recently been released to the public by the NGPF.

**FRED HAMILTON**

was a long time employee for Kalmbach Publishing serving on the sales staff of both Trains and Model Railroader Magazines. Fred is also an avid On3 modeler and remains close to the model railroad industry. In the past, he has served as President and Executive Director of the industry's trade association and currently serves as the Treasurer of the NGPF.

**BOB HAYDEN**

is the author of numerous articles and books on narrow gauge topics and also was a long time employee at Kalmbach Publishing working on Model Railroader, Trains, Classic Toy Trains, Garden Railways and Fine Scale Modeler Magazines. Bob has also built narrow gauge models for over fifty years and currently works in the publication field. Bob serves as Secretary of the NGPF.

**FRED HILL**

is the owner of two hobby shops in Southern California, the original Whistle Stop in Pasadena and Allied Hobbies in West Los Angeles. He has long been active in railroad preservations for both narrow and standard gauges and is involved with two model companies, The Coach Yard and Thin Film Decals. He has served with distinction for many years as an officer and board member on several hobby trade associations.

**JIMMY BOOTH**

comes from a distinguished career as a principal at P-B-L or Peter Built Locomotives, a major supplier and importer of Sn3 locomotives and equipment. Jimmy also created Hi-Tech models, creating exquisite parts and details for model railroaders.

**CHARLES GETZ**

serves as Executive Director for the NGPF. Since 1975, he has written a column for the Narrow Gauge and Shortline Gazette and has been active in the NMRA, currently serving as its President.

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Although the project began in 2005, it was not until 2006 that fundraising efforts took off and not until 2009 that all necessary permits, plan approvals and reviews were received. In 2010, construction began with the building completed shortly thereafter. But of course, that was not the end of the story. A sprinkler system was required at the last minute and utilities had to be extended to service the system. Then a fire access road had to be completed. It was not until June 2013 that the final permit sign-off was received and Winter 2013-14 that most of the Society's collection could be stored under cover for the first time.



This was a very long process but illustrates the pitfalls and challenges faced by Preservation groups even with County support. Open year round, from spring to fall, Ardenwood Park offers horse-drawn car rides over part of its railroad line. This replicates the service once offered on SPC's Centerville branch. In the late 19<sup>th</sup> century, this branch did not generate heavy traffic. Rather than devote an expensive steam engine and crew to its modest operations, a horse was utilized to pull the one or two cars to the interchange track from on-line suppliers. But each Labor Day Weekend, Ardenwood celebrates the "Washington Township Railroad Fair" with steam power often in the form of little 0-4-0T's, to pull its operable equipment. Using the ex-WestSide Lumber Co flatcars fitted with seats and a canopy, the engines pull the cars from the newly erected station at the parking lot through the farm area and a Eucalyptus grove to a picnic area.

The NGPF was invited to the Car Barn's dedication on August 29<sup>th</sup>. Chairman Bob Brown was unable to attend but ED Charlie Getz and his wife Margaret were. Riding behind twin Porter 0-4-0T's and accepting the gratitude of the Society for the NGPF's assistance made for a memorable occasion. The 50 by 140 foot structure with three tracks now allows cars to be preserved and restored in comfort and safety. Additional improvements are planned including a recreation of SPC's distinctive arcade station and the Carter Brothers Car Shops. What role the NGPF may play in these plans remains to be seen. For now, the Ardenwood Car Barn is a reality thanks in part to the efforts of your Foundation.



Our thanks go to Ken Underhill and Bruce MacGregor for photos and much of the information in this article. More information on Ardenwood and its Car Barn can be found in the following issues of the *Narrow Gauge and Shortline Gazette*, July 2008, January 2010, January and September 2012.



# THE SOUTH PACIFIC COAST RAILROAD: A SHORT HISTORY

This article discusses the South Pacific Coast Railroad, the inspiration for the railroad activities at Ardenwood Historic Regional Park, described on page 1 of this newsletter. The South Pacific Coast, or "SPC" was a narrow gauge line running from its terminus in Alameda



California some 90 miles south to Santa Cruz California. Built by mining mogul James G Fair, who made his millions in the Nevada's Comstock silver mines, the SPC was an improbable investment. It ran through a sparsely settled and remote section of the San Francisco Bay area through a difficult and wild mountain range to a coastal town of dubious commercial value. Yet Fair's gamble turned out to be a wise investment opening up resources largely untapped until then.

The Central Pacific Railroad operated a number of short line railroads in the Bay Area enabling it to reach Alameda, near Oakland, and its port. Local farmers in the Santa Clara valley longed for a rail connection that the CP seemed uninterested in providing. A local farmer proposed a narrow gauge line from Dumbarton Point to Santa Clara. "Narrow Gauge" was proposed as two other existing narrow gauge lines, the Monterey & Salinas

Valley and the North Pacific Coast had proven cost effective. After fits and starts, the nascent railroad seemed doomed until James Fair envisioned a grander scheme from Alameda through Washington Township (now Newark) to Santa Cruz. The SPC was incorporated in 1876 and despite wildly unrealistic survey estimates; construction was completed as far as San Jose in 1877. There the SPC crossed the Central Pacific's standard gauge Peninsula line and San Jose eventually became a major source of agricultural products shipped to Alameda or Dumbarton where they could be offloaded onto ships.

The line continued through 22 miles of mountain construction and numerous tunnels to Felton in the Santa Cruz Mountains where it joined the Santa Cruz and Felton Railroad, assuming control of that short line and providing an entry into Santa Cruz itself. The Felton area was rich in timber resources as well as home to the California Powder Works, an explosive industry.

Horse-drawn railroad cars served the Powder Works, to lessen the danger of fires, but also served a number of other SPC branch lines. Such unusual motive power handled the few cars required admirably and was cost effective. Another unusual industry in the Santa Cruz area was a cinnabar mine which ore was used in production of quicksilver.

By 1886, the Southern Pacific recognized the value of the SPC and obtained operating rights, modernizing of the narrow gauge lines and providing ferry service to San Francisco. It was not until the 1906 San Francisco earthquake that



the entire line was standard gauged as part of the reconstruction process, a job not completed until 1908. Eventually, the cost of maintaining the mountain route was untenable and whole sections of the old SPC were abandoned. Yet even today, a large portion of the SP, now the Union Pacific East Bay route, is the old SPC line.

The SPC facilities at Newark, near the Carter Brothers Car Shops were near the site of the Ardenwood Park and a fitting location to the modern narrow gauge line that recreates a bit of the old SPC. Much more about the SPC's fascinating history can be found in the articles and works listed in the bibliography. Our thanks go to leading SPC historian Bruce MacGregor for his permission to cite from his books and the photos used.

## A Partial SPC Bibliography

### Books

*South Pacific Coast* by Bruce A. MacGregor

1968, Howell-North Books, Berkeley, CA

*Narrow Gauge Portrait: South Pacific Coast*

by Bruce A MacGregor

1975, Glenwood Publishers, Felton CA

*A Centennial: South Pacific Coast*

by Bruce MacGregor and Richard Truesdale

1982, Pruett Publishing Co, Boulder CO

### Articles

*SP's Picnic line:* July 1946 Trains magazine.

*An Album of Rare Photos SPC:* Various issues 1996-

1998, Outdoor Railroader/Finescale Railroader

### Plans

Agnew Freight house - May 2001 Gazette

Depots - March, 1984, March 2001, March 2003,

July 2003, September 2003 Gazettes

A Frame Turntable - November 2003 Gazette

Water Tanks -

January 2004, March 2004 Gazettes

Boxcar - May 2005 Gazette

Locomotives - July 1989, November 1998,

May 2006, July 2006, January 2007,

January 2010 Gazettes.

## From The Executive Director

Welcome to our new members. Due to the success of signing up charter members, we are happy to announce we will extend the \$35 annual rate through the end of the year, so tell your friends!

Many of you have requested information about NGPF projects. We will be covering them in future articles in detail but here are examples of what we have done. We have assisted in: providing a turntable for the Colorado Railroad Museum; rebuilding D&RGW engines 315 and 463; purchasing ballast hoppers for the C&TS Railroad; restoring a Silverton Northern caboose; restoring SP Narrow Gauge engine #18; funding the purchase of trucks for Tweetsie equipment in North Carolina and helping preserve some beautiful narrow gauge models. Just a partial list! See you next time --

Charlie Getz

## UPCOMING ISSUES

- Rebuilding #463 on the C&TS
- The K-27 Class Locomotives on the Rio Grande
- Turntables On The Narrow Gauge
- EBT Hoppers - A Long Way From Home
- Preserving Southern Pacific Narrow Gauge



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### WHO WE ARE - WHAT WE DO AND HOW YOU CAN HELP

The Narrow Gauge Preservation Foundation (NGPF) was first established as the Narrow Gauge Trust in 2000. It was the dream of one of our board members to help preserve Narrow Gauge in both its prototype and model form. In 2002, the Narrow Gauge Trust Fund was incorporated as the Narrow Gauge Preservation Foundation, and acquired non-profit status both within the State of California and as recognized by the Federal government. As a non-profit public benefit corporation, our mission is to establish interactive exhibits where the public can learn of the significant history of Narrow Gauge railroading as well as to support preservation activities and projects wherever possible.

The foundation is administered by a board of directors, which does not receive compensation. The NGPF is proud that less than five percent of its funds are spent on administrative costs. Thus, ninety five percent of the funds raised go toward preservation efforts.

Our primary function is the creation of interactive exhibits where the public can be told the story of Narrow Gauge, such as the one at Chama. As with the Chama exhibit, each exhibit will include interactive video presentations and models as well as dioramas, photographs and other graphics to explain the significance of the Narrow Gauge railroading experience. As a secondary function, the NGPF assists Narrow Gauge preservation efforts across North America. These efforts to date have exceeded over one million dollars and in some cases have made the difference between preservation and loss of significant artifacts.

The foundation is also unique in supporting the efforts of Narrow Gauge Preservation projects throughout the United States rather than concentrating on one area or one particular project. To date, the organization has supported projects on the Cumbres and Toltec Scenic Railroad, Ardenwood Park in California, Friends of Denver and Rio Grande Engine #169, the Southern Pacific Narrow Gauge Railroad Foundation, The Colorado Railroad Museum, the Southeast Narrow Gauge and Shortline Museum in North Carolina and the Durango Railroad Historical Society, among others. In addition, we have preserved the collections of prominent narrow gauge modelers, extensive libraries of books as well as important art pieces depicting narrow gauge scenes.

One of the unique aspects of the NGPF is the use of matching grants to encourage the receiving parties to reach out to the public for support. Many of our grants require that the receiving agency establish within a set time frame, an equal number of individual new donations from members of the public, which not only shows support for the particular project, but also provides new sources of funding for the organization. As a result of this policy, organizations receiving our grants have reported increased donations. Thus, the NGPF not only supports Narrow Gauge preservation but also encourages those who share our interest to broaden their base of support. In granting that support, we also utilize the expertise of our Board in evaluating the requesting organization and its ability to accomplish its stated goal.

Donations to the foundation are tax deductible and can be either recognized or kept anonymous. All donations are acknowledged and donations in any amount are greatly appreciated. These donations, as well as sales of books published by the Narrow Gauge Preservation Foundation help us to continue our work. By donating, you do more than support one particular Narrow Gauge operation or project; you support a variety of worthwhile projects and can make an enhanced contribution to the preservation of Narrow Gauge.