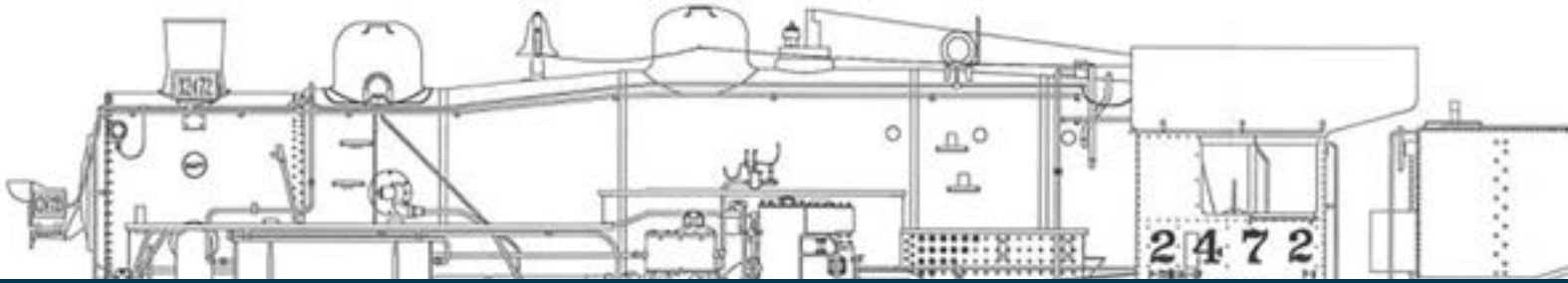

GOLDEN GATE RAILROAD MUSEUM



THE DISPATCHER'S SHEET

**QUARTER 1
2026**



GOLDEN GATE RAILROAD MUSEUM, INC
OPERATIONS: 22725D EIGHTH STREET EAST, SONOMA, CA 95476
BUSINESS: 1001 JUNIPERO AVE., REDWOOD CITY, CA 94061

RUSSIAN RIVER RAILBIKES
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THE SALINAS MOVE

In the first few weeks of 2026, the two econo-bags and singular boxcar began making their way from storage in Salinas to Schellville to join the rest of the collection. What remains is plenty of off-track equipment such as containers housing locomotive parts and an EMD prime mover and generator. California Rail Tours has been a great host to our equipment and a great help as both of us move to vacate the Salinas Valley Wax Paper storage site.



SETH ADAMS PHOTO



MIKE PECHNER PHOTO

The GGRM has quite the collection of Southern Pacific economy baggage cars. The fleet of 4 out numbers the current fleet of suburban coaches and bi-level gallery cars with 3 each. Here are 3 of the bags at our Hunter's Point Facility several decades ago.

M.O.W. DEPARTMENT

Prior to the arrival of the railcars from Salinas, volunteers traded the wrenches from the shop for some gardening tools and uncovered the old mainline to Santa Rosa (aka the “Boxcar Track”) behind the Victory Station yard. GGRM was given permission to reinstall the switch connecting this track with the current transload track (curving to the south). This will give the museum around 3 cars of storage space giving the yard some breathing room.



DAVID WATERMAN PHOTOGRAPHY



Volunteer Ted Davis hacks away at the overgrown brush revealing track once thought to have been torn up decades ago.



The additional 3 cars of storage space are just some of potential new options for storing equipment in the Schellville area.

IN THE BEGINING...

BY MIKE PECHNER

In late 1974, the story in the Chronicle said that the Bicentennial Committee in Washington D.C. has announced that as part of the Nationwide celebration of the US 200th anniversary, a special steam locomotive would pull a train across the USA with a display train of American History artifacts. The steam part really caught my eye. My encounters with S.P. steam were brief but memorable. I had two uncles, one lived in Watsonville and the other lived in the hills above Belmont on the Peninsula. My Dad took us to see my Mothers brothers Family in Watsonville and my Father's Family in Belmont on weekends. In the mid 1950's we would follow 101 or El Camino Real to get to both locations. I remember seeing the Daylight engines on commuters and cab-forwards on the freight trains but I really didn't have an idea that I was watching steam's last stand. In late 1957 and early 1958, I did read excursion announcements in Railroad and Trains magazine about "The last of Steam trips on the SP..." I didn't have the money to go on them or even asking the folks if I could go. So, fast forward to 1974 when I read that a steam engine might be coming to California really excited me. One Saturday afternoon in late 1974 was going down the Peninsula and from the 101 freeway, I could see a steam engine in the County Fairgrounds in San Mateo. I pulled off the 101 to investigate. The smoke box door was open and several men in work clothes were working on the engine. I stood near the engine looking at what the guys were doing and I was approached by Mike Mangini. Well the rest is history. He told me they were going to restore the engine to service and asked if I wanted to help. I immediately said yes. The other thing I learned from Mike is the American Freedom Train group was looking for volunteers. Since I had already read about this group, he told me the best contact was Doyle McCormack who was in the process of locating a big enough locomotive to pull the train. In the meantime, I paid my dues to the group called "project 2472" the forerunner of the Golden Gate Railroad Museum. At that time, there may have been a dozen or two dozen members. I soon met Don Michelitti, John Teshara, Doug Debbs, Errol Ohman, Neil Vodden and Jim Pretyleaf. In subsequent trips down to San Mateo to work on the engine, the first task was to go down through the steam dome and needle chip inside the boiler. Margret Monroe and myself were THE only two people small enough to fit the opening. Chapter 2 to follow in the next publication of the Dispatchers sheet.

DIESEL DEPARTMENT



MIKE PECHNER PHOTO • CORDELIA, CA

Letting equipment run and keeping up on both big and small maintenance tasks are simple ways to ensure it lasts for generations. That has been the mindset of our diesel department this quarter, specifically for working on GP9 #3194. A fresh set of batteries were recently installed whose benefits are seen every time the engine is started. Prior to the removal of the old set, some parasitic grounds were discovered, i.e., the batteries were being drained very slowly. They were traced back to the front gyalight and are in the process of being remedied. This will keep the new set of batteries healthy for many years. Additionally on the 3194, the pre-lubrication pump was repaired after a period of inoperability and various components are being cleaned and adjusted.

Fairbanks Morse H-12-44 #1487 has been receiving some major paint polishing work. The 20+ year old paint job has shown its age in some places but the efforts have given the colors a much deserved refresh. Now that #3194 is just waking up from its winter hibernation, the plan is to temporarily take #1487 out of service to ship out its brake valves for renewal. Upon their return, we will once again have 2 fully operational diesel locomotives.



DAVID WATERMAN PHOTO

THE OAKLAND



SETH ADAMS PHOTOGRAPHY

Business car #141, the “Oakland” is still at the forefront of the passenger car department’s work. While waiting for warmer weather to arrive, the interior has been receiving the last few needed items. The largest and most important being new ceiling paint in the dinning room and bathroom. This work was performed by a professional painter and looks as if it is fresh out of the Pullman factory. This car was also enjoyed by several dignitaries from the city of Sonoma who received a tour of the museum and are excited about family friendly excursion trains coming to the region.

The next steps inside are the reinstallation of some light fixtures, speakers and restoration of the bathroom sink. Then, its time to move outside and apply a fresh coat of two tone gray paint. The estimated cost to finish the car is around \$15,000.



RUSSIAN RIVER RAILBIKES



JOSEPH MULLER PHOTO

The 2026 Operating Season for Russian River Railbikes is just around the corner! Weather depending, RRR will be running regularly scheduled trips every weekend through October. Its been a busy off season, building a much-needed extension to the platform at the River Turnaround and an access ramp to make it easier and safer to access the boarding platform at Asti Rd.

VOLUNTEERS WANTED!

A very warm March has led to the local flora springing to life around the tracks - you can help us keep the tracks clear in as little as 30 minutes - we'll provide the tools! If you would like to help, please email railbike supervisor Joe Muller at joseph.muller@ggrm.org or call him at **(707) 694-6380**. Free lunches from West Coast Sourdough available for all volunteers. Crew Call is at 10:30am.

Russian River Railbikes is located at 425 Asti Road in Cloverdale, CA.



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Board of Officers and Directors

President : David Waterman

Vice President: Nico Dacong

Treasurer: Barbara Miron

Manly Hyde

Joseph Muller

Seth Adams

Staff & Project Managers

Secretary: Seth Adams

Membership Services: Barbara Miron

Accounting/Bookkeeping: Barbara Miron

Steam Mechanical Supervisor: David Waterman

Passenger Car Mechanical Supervisor: Seth Adams

Cloverdale Rail Bike Operations Supervisors: Joe Muller and Manly Hyde

Librarian: Manly Hyde

Webmaster : Jay Jacobs

Dispatcher's Sheet: Nico Dacong

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QUARTER 1 • 2026

