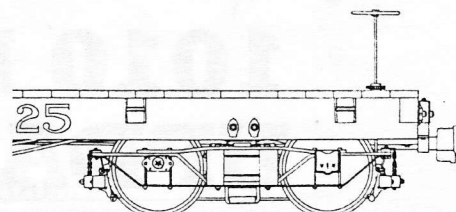


# CARTER

## NARROW GAUGE

### CHRONICLES



A Quarterly Newsletter for SPCRR

September 1996

## GENERAL MEETING

FRIDAY, SEPTEMBER 20, 1996 AT 7:30 P.M.

In The Granary at Ardenwood Park  
UPDATE ON WHAT IS GOING ON!

**T**here has been a lot of "behind-the-scenes" work going on at Ardenwood, both regarding our plans for a new Corporation Yard in the "Apple Orchard" and with the efforts by the Park District to develop a "Business Plan." President Jacque Burgess will team up with Boardmember Randy Hees to bring everyone up-to-date on all of this recent activity! (See the "teaser" below for a preview of the information on the new railroad shop complex.) Don't miss this meeting!

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## THE APPLE ORCHARD YARD!

There have been a series of sites proposed within Ardenwood for our new railroad shop complex. Previously, the project had been slated to be in the Eastern field between the Eastern Eucalyptus grove and the eastern boundary of the park near the Nimitz Freeway. We now we plan to put it in the "Apple Orchard" area between the William Patterson site and the Eastern Eucalyptus grove.

The facility, as envisioned, will have a variety of functions. These will include:

- 1) Protected inside storage for our collection of equipment.
- 2) Maintenance area for our railroad equipment (both historic and non-historic).
- 3) Storage for the historic material held by our group.
- 4) Storage of non-historic equipment and materials used by our group to build and maintain our railroad.



*Continued on Page 4*

# 1010 RESTORATION UPDATE

Bruce MacGregor

In July, I offered to pitch in for a few months to give our Curator, Randy Hees, a breather. It was wonderful to be back at Ardenwood, even if it meant commuting to workdays from Portland, Oregon! I'll be in the role of Interim Curator through the end of the year. In the six-month stint, I want to concentrate on the "basics"—pushing restoration projects along, trying to better protect our collection—and, most important, keeping up the high level of contribution our volunteers have tenaciously shown over the last fifteen years. That focus quickly came to rest on a car affectionately referred to as 1010—pronounced ten-ten.

The biggest challenge we now face stems from a lack of covered workspace and storage. That challenge is clearly preserving the most exposed, endangered, and valuable parts of the collection against weather. Combine 1010, for example, is an ongoing experiment in how weather affects freshly-restored wood and metal. The answers are well known: a lot, and quickly. New paint, passing through a winter, loses its luster, and then its ability to grip a surface. Water seepage through the roof discolored, and then distorted the board-and-batten ceiling. The original tin-solder roof badly needs to be cleaned, patched, and re-surfaced in order to keep the winter's rain out—rain which penetrated the walls and threatened internal dry rot.

The roof—a patchwork of over one hundred tinplate panels carefully soldered together along folded seams—had some of the car's most colorful history recorded in its rusting, tar-spattered arch. Take, for example, a 1904 collision at Reno, Nevada, when a standard gauge V&T car broadsided the 1010 (being transferred from the Bay Area on standard gauge trucks to Mina, Nevada for use on the Carson & Colorado). Like the Titanic ramming an iceberg, the concussion breached about twelve feet of 1010's wall at mid-ships. Since Nevada is notoriously dry, 1010 didn't sink, but the roof bears the very clear, twelve by three-foot patch

work that inserted new tin plates where the old tin had been shredded like bales of metallic hay.

At any rate, the extant roof forms a document of 1010's long years in service, and the priority (like the rest of 1010's restoration) was to conserve as much of the original roof construction as possible. We sought, therefore, to resolder the many cracked joints using original soldering techniques—heavy copper irons heated over a gas flame. We got coaching from Chris Dewitt, Master Mechanic of Nevada State's Railroad Museum, in the use of exotic acids, fluxes, and cleaning agents, all intended to remove (after an initial assault of sandblasting) residue tars, paint, rust, and desert debris layered on the old roof during its 114-year lifespan. Chris warned us of the difficulty of resoldering the old roofing: frequently too contaminated (even after these treatments) to allow for the smooth, "wet" consolidation of molten solder into solid joints.

And, in fact, that's what happened. It proved extremely difficult to clean the old joints adequately to get the solder to reflow, and, after a spirited but unsuccessful attempt on July 20, we had to adopt a fallback strategy. Only a few critical areas would be resoldered—for example, a patch over an area abraded thin by rust. Cracked or open seals, in other areas of the roof, would be caulked using a rubberized roofing caulk, and then carefully sealed with roof primer and tar-based paint. In this way, the original roofing material (and the 1904 patch) can be conserved. We also added one additional layer of protection—a metal treatment called conversion primer—to literally convert rust into a stable metallic undercoat resistant to future rusting. This "high tech" approach to metal conservation promises a longer life for old materials, a critical advantage we badly need.

On August 17's workday, much of the above gameplan came together. Rich and Kim Hill organized materials. Sandblasting was organized by Jacque Burgess and completed by Bill Wissel, Bob Greene, Andy Cary, Craig Robinson, and myself.

Brook Rother provided soldering tools. On Saturday, Gene Arrillaga and John Stutz completed the difficult job of soldering the patch onto the roof, as well as sealing the smokejack. Inside 1010, interior ceiling finish was nailed into place by Mal Evett, Randy Hees, Dan DellaChiesa and his son Jarrod. Nate Shugars provided carpentry support and advance planning on installation of a special roof eave molding piece. Maryellen and Leo Burn, Andy Fahrenwald, and Lora Chonge helped out, and also provided a nucleus for advance planning on another restoration project.

Thanks to these folks, 1010's roof is moving steadily towards completion. With this sensitive and crucial weather barrier in place, the project team can turn back to the car's siding, inching towards final painting and lettering. 1010 has, in the past three years, evolved from a derelict combine into a stable, structurally-sound, sealed carbody. Final phases of the restoration are well into the planning stages. Accurate trucks, for example, now have patterns under construction. The most expensive single parts of the project, trucks and couplers, will complete the car and render it fully operational.

1010 bears a special significance for this group. We have restored freight cars, and even built freight cars from scratch. But 1010 is our "high end" product, a testimonial to cabinetry skills and finish carpentry that characterized 19th century passenger equipment. No other currently completed restoration carries with it the same flavor of 19th century American railroading, and no other car in our current display allows a visitor the ability to feel – from a human perspective – the way train travel felt more than a century ago. Through 1010, we're developing a special approach to restoration through "conservation," and we're developing an interpretive approach through public awareness of (and sometimes participation in) the restoration process. 1010 has been the focus of the group's effort for so long it deserves to be recognized as a kind of proving ground for the group's quality standards, and has helped us prove, to ourselves and others, that those standards are high. Let's finish this baby (and figure out how to get her indoors)! ☺

### WORKDAY SCHEDULE

Just in case the news hasn't made it out yet (or if you filed it on a heap somewhere and forgot about it):

Workdays in the upcoming months are scheduled for:

September 21  
October 19  
November 16  
December 14

Basically, workdays are scheduled for the third Saturday of the month, except for December. Hours are typically 9-5 or whenever you can help.

Hope you can make it,

Rich Hill

### 1996 BOARD OF DIRECTORS

President - Jacque Burgess	(510/797-9557)
Vice President - Bill Wissel	(415/969-4728)
Secretary - Andy Cary	(510/794-8536)
Treasurer - Trudy Frank	(408/739-9633)
Director's at Large:	
Eric Clarke	(510/713-8905)
John Theberge	(209/833-7169)
Randy Hees	(415/347-5055)

Newsletter Editor-Jack Burgess (510/797-9557)



*Continued from Page 1*

- 5) A restoration site open to the public.
- 6) A space for museum exhibits.
- 7) Office space for the SPCRR.
- 8) Additional indoor public space for park functions (similar to the Park's existing granary).
- 9) A library or reading room for researchers.
- 10) An additional interest/interpretive area in Ardenwood Park.
- 11) This will be a focus point for our programs and activities within Ardenwood.

This mix of uses presents design challenges. Historically, a railroad shop complex was not a public facility, nor was it a storage facility. We need to carefully blend these functions within the facility, while maintaining its logical, historical appearance. Come to the meeting to find out more.....! ☺

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## A NOTE FROM THE PRESIDENT.../JACQUE BURGESS



Since the last general meeting, we've had some significant changes: Bruce MacGregor was appointed Interim Curator, Bob Greene retired as General Manager and took on Project Manager of the diesel, and Randy Hees was appointed as a Director at Large for the remainder of 1996. I am looking forward to working with everyone in this shift of roles/duties. The Board has chosen not to fill the General Manager's position for the balance of the 1996 year. Therefore, I will be doing the best that I can to coordinate things during this transitional phase. However, the Board also realized that we need to fill the vacant spot on the Board; therefore, we appointed Randy Hees as a Director at Large to fill the Board vacancy. Bob has been a great General Manager, and I will sorely miss having him as my "right hand." On the flip side of the coin, Bob is having a great deal of fun working on the diesel and has done wonders with the little blue growler. (In case you haven't heard, Great America donated a 14-ton diesel locomotive to us!)

Things have been really busy for me with all of the meetings on the Ardenwood Business Plan. Speaking of which, I am hoping to have a draft to hand out at the meeting on September 20. The meeting that night will be of special interest to all of you and I am especially looking forward to Randy's presentation on the railroad shops complex for the Apple Orchard. My portion of the presentation will be to update all of you on the status of the Business Plan and the part SPCRR will play in Ardenwood's future. See you on the 20th!!! ☺

**SPCRR is participating in POINTS FOR PROFIT. Please bring your Lucky's and Longs Drugs' receipts to the General Meeting and turn them in to Trudy. SPCRR receives points for every receipt turned in!**

**SPCRR**

P. O. Box 783

Newark, CA 94560

**FIRST CLASS**