



SPCRR's Hotbox

Monthly

activities and work events

The Railroad Museum
at
Ardenwood

February, 2014 Edition.

Hotbox is a monthly publication of The Railroad Museum at Ardenwood, designed to update members and the general public about **activities, work events, and volunteer opportunities** at the museum. Editorial comments or input can be directed to Bruce MacGregor, editor, at bruce.macgregor@comcast.net.

The Museum's mission is the preservation, restoration and interpretation of regional narrow gauge railroad history, including Carter Brothers, a pioneer railroad car builder of California. The Museum is operated by SPCRR, a non-profit, 501 (c)(3) corporation of the State of California.

The Railroad Museum at Ardenwood is located at Ardenwood Historic Farm, in Fremont, California.

General Manager. Barbara Culp

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EBRPD is trying to update records and have asked me to contact members for the original date you started volunteering at Ardenwood. I think some of the dates were changed for some of us that wear more than one hat, for example when we started with another group or were not active for a period of time. If you would be so kind to let me know (contact information above) I will compile it and send to District. Please also keep track of your volunteer hours for 2014, and as soon as I know if it is once a month or yearly reporting, I will let you know. Thank you!

UPCOMING DATES TO REMEMBER

SPCRR Work Days	Saturdays	February 8, March 15, & April 12, 2014
General Meetings	Saturdays	March 15, & July 12, 2014.
Park Opens	Thursday	April 3, 2014 and Tartan Day April 5, 2014
Rail Adventure(train rides)	Saturday	April 19, 2014

I will publish more dates later when they are verified. / Barbara

President's Box. John Stutz

January has been a very active month, with work going on at the car barn every Saturday, and a few people coming in on Thursdays. I expect to maintain this pace through the next couple of months, with both interior arrangements and outside track extensions ongoing. Car restoration is now also active, and Randy is looking for help on caboose repairs on second Saturdays, and some Thursdays, so check out his schedule, under "Car Restoration", below.

As the month opened, we had a break in at the Pajaro Valley box car, sitting on ties east of Deer-park. So on the 4'th we made preparations to move it into the car barn. With the aid of Randy's winch, we got the pair of trucks, that were standing in the field, back onto the tracks. Ken and I cleaned the asphalt out of the axle boxes, and greased the bearings. On the 11'th we had a large crew in, filled the trailer with blocking, and took Katie with the trucks and a couple rails down to the car. We raised the box car enough to get the top ties out, ran our rails in from over the track, and supported them on the level with four cribs of blocking. Moving the car was harder than expected: we needed a pair of come-alongs, pulling against the end of each rail, even after oiling the rail head. But we got the box car roughly centered over the track, jacked it high enough to clear the trucks, and after further effort to center it, landed it on the trucks. So now the PV box car, containing much of our Halloween supplies, is inside the car barn.

Interior fittings for the car barn are coming along. **Gary Smith** donated about a dozen steel shelf or cabinet units, and **Ken, Randy and Bruce** made two trips with our trailer to Gary's shop to pick them up. Some will need cutting down to fit in, but we are well on our way to getting tools and materials out of our box cars and off of the floor. That will give us access to the cars, and a chance to fix the roofs. We are still working out how to arrange things, and Ken will probably welcome any ideas on this. Part of the problem is that we have a large stock of patterns and parts stored in the SG refrigerator car in the corp yard, that needs to be moved.

Bruce Sorel was determined to get the inside grade up to the tie tops, and finished the job mid month, one wheelbarrow at a time!

We had used up our shorter (wider angle) frogs with the switches already constructed, and the outside sidings needed a very short one. **Bruce MacGregor** took on the task of purchasing a suitable one from a northwest track supply house, and with **Randy's** help this has now been delivered. I expect to resume track laying on the outside sidings as other tasks permit. These are very much needed, as our barn tracks are now full, and we still have two bodies in the corp yard and three cars under cover off site, left to secure.

John Erdkamp took the small push car home for rebuilding, and did an excellent job, replacing most of the wood, which was sadly deteriorated from years of exposure to wet walnut leaves and debris. On February 1'st we will jack the horse car up and set it on the push car, which will make it much easier to move the horse car in and out as needed. We had been rolling it on its road wheels, which just straddle the rails. It was easy enough to get it out, with the steerable wheels leading, but a bear of a job to put it back in.

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Ken Underhill has rebuilt one of the old small stair sets, so we now have good access to box car 10, which is still full of tools.

Dave and Scott, our two young volunteers from Railfair, have begun repainting boxcar 472.

We have pretty thoroughly cleaned up the Ardenwood station area, getting almost all of the wood blocking removed to the car barn. We still need to decide what to do with the iron piled near the old forge site. We also have a great deal of material in the corp yard that needs to be sorted for scrap and moved to the barn area.

In our concentration on the car barn, we have neglected the horse paddocks, and never finished off the fence repairs that were started during; the Rotary Club work day last summer. We are looking for someone to take on responsibility for working with Alex on what most needs doing, and keeping these projects within our attention. / John

Car Restoration. Randy Hees, Curator.

what: caboose 5591; work continues on car floor and related car structures

when: Saturday, Feb 8, 9am-5 pm; Thursdays, Feb 6 and 13, 2-5 pm

where: Car Barn (eastern end of Ardenwood Historic Farm, Fremont)

who: Randy Hees, coordinator: randyhees@gmail.com 650.347.5055

details: Jobs are available for all skill levels. We have tools on hand. Gloves and work clothing are good ideas.

We have made some significant progress on caboose 5591... the old interior is now out we are now starting to put things back. We expect to be installing the sub floor, starting on the finish floor, and door cages, as well as the interior paint (no more ugly sea foam green!). As the floor gets installed we can start to reinstall the salon and benches. Jobs include light carpentry work (we have all the tools on hand) sanding and painting inside, as well as a scavenger hunt for brake rods and parts... Lots of the work is perfect for newcomers. Please bring work gloves.

This project is being funded by designated donations, and with a bit of luck grants from local organizations. We expect to need about \$3,200 for the planned work. **So far we have received over \$2,200 in donations, including \$1,200 from member Roy Anderson.** We have submitted grants to pay for new end railings, window sash, and exterior siding.

Our primary work day this month is Saturday, February 8th. 9:00 to 5:00 or so... I will have work to keep 6 or 8 people busy... We will also be working on Thursdays, Feb 6th and 13th from about 2:00 until dusk.../ Randy

Track. John Stutz, coordinator.

What: we have just received a new, custom frog from Harmer Steel. Fabricated in Vancouver, British Columbia, the frog will install on the new switch outside of the car barn, leading to new siding that will provide more storage for rolling stock adjacent to the car barn.

Currently, bridles for this switch are still being fabricated, but we hope to install the new frog on the upcoming work day.

When: Most Saturdays, 10-4 pm (except Feb 8, when the work day will focus on car restoration)

Where: Car Barn (eastern end of Ardenwood Historic Farm, Fremont)

Who: John Stutz, coordinator: president@spcrr.org

Details: All are welcome, but many tasks involved in track work require physical ability to lift heavy tools and parts. Leather gloves and sturdy footwear recommended.



Volunteer Update. John Goldie, Membership Manager

Questions about membership? Contact John at membership@spcrr.org

Or see www.spcrr.org/joining.htm for membership information.

Consolidated Donation letters will be generated soon for a summary of donations other than annual dues. We hope to have the mailed by mid February for calendar year 2013. Annual dues are also tax deductible, your canceled check is your receipt - thank you for your continued support.

Eagle Scout project - Update

Thank you for the financial support and also the on-site support from SPCRR members. My Project is nearing completion with over 300 total hours logged. The Deer Park fence was extended 60' to the west, a redwood bulletin board was constructed and installed, the wood plank-way crossing was removed, and a gravel crossing is being installed. The project will be completed by mid February. Thank You - Bobby Goldie / Troop 321.

Fund Raising. Bruce MacGregor

bruce.macgregor@comcast.net

2014 fund raising activity has started off with significant donations from Google, and the Hoefer Foundation, as well as contributions numerous individual contributors. We have applications for funding in the works with Fremont CandleLighters, as well as both Fremont and Newark Rotary Clubs.

We are actively seeking new organizations, individuals and networks who offer not only funding but also skills and time to help us find new funding sources for the Museum. If you have ideas or suggestions, please drop me an email. / Bruce



Inside the car barn; Railfair, 2013