



SPCRR's Hotbox

Monthly

activities and work events

The Railroad Museum
at
Ardenwood

March 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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First I would like to thank those of you who answered my request for providing your starting date for volunteering at Ardenwood. If you haven't yet answered, please drop me an email. Your years of service count! This month the work day/general meeting will be the third Saturday, March 15, so please mark your calendars. Beth Cary is again willing to cook our Irish Dinner, so come out on the 15th and have a great feast! We will also be cleaning up the areas viewed by the public and checking equipment and rolling stock to be ready for opening day on April 3 and Tartan Day April 5. All help will be appreciated! If you have time on Tartan Day, April 5 or Sheep Shearing Day, April 27, and would like to help on the train, please let me know as we will probably need some extra people to help with crowds.

UPCOMING DATES TO REMEMBER

SPCRR Work Days Saturdays, March 15, April 12, May 10, June 14 and July 12.

See you there! Barbara

Track & President's Report. John Stutz.

what: continue work on Car Barn siding switch

when: Saturday, March 15, 9 am- 5 pm

February track work has moved slowly as we concentrated on the car barn. We have now started preparing to lay out ties for the siding switch, and will be concentrating on switch construction through March.

Most of our effort in February has been in preliminary setup at the car barn, where we are gradually working out how we want to arrange things, getting them organized. The heavy workbench that Gary Smith donated is now convenient to the side door, and his cabinets and one shelf section went along the northwest wall. We are setting up track material storage just outside, elevated on platforms made of unusable ties.

Caboose restoration under Randy's lead has progressed steadily, with work most weekends, and Ken and Bruce on site most Thursdays as well. Ken completed the sub-floor on the 22'ed, with a good coat of Boracare termite protection underneath. Randy has started to lay out brake gear, which will require complete replacement, since the previous restoration crew hadn't a clue how brake rods work.

Bobby Goldie completed his Eagle Scout Project, extending the fence at Deerpark Station further west, adding a bulletin board, and resurfacing the pedestrian crossing. A very nice job was done by Bobby and his fellow scouts. Bobby had also intended to extend the fence east, but was impeded by the PG&E gas pipe crossing just beyond the current end, and the impossibility of coordinating weekend activity with PG&E.

Randy and Bruce Sorel recovered several 2' gauge(?) orchard cars that the the park had collected, and did not know what to do with. Unfortunately these were sitting in a poison oak patch, bare of identifying leaves, and both had bad reactions.

Bruce Sorel noted that the park is cleaning out their part of the the Corporation Yard (Fort) and had a steel company dumpster 1/4 full of steel scrap. So on the 22'ed the track crew did some of our own clean up. All of the old steel shelving posts that were rusting away by the M&SV boxcar went out. We recovered the salvageable West Side joint bars and rail braces from behind the 47, and moved it to the car barn, with severely rusted material to the dumpster.

There is a lot more material in the corp yard to be sorted through, including the contents of 47, the nut house and the refrigerator car. Much will need to be done simply so we can get in to move the M&SV box and 47 to the car barn. As a step in this direction, does anyone know the history of the pile of corrugated steel sheets at the end of 47? /John

Car Restoration. Randy Hees, Curator.

what: caboose 5591; work continues on car floor and interior car walls

when: Saturday, March 8, 9 am - 4 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.

Next steps: install T&G flooring and begin to prep walls for paint. The floor and paint work clears the way to work on the interior (installation of saloon, bench seats, door cages)

Volunteers. John Goldie, Volunteer Coordinator

Questions about membership? Contact John at membership@spcrr.org
Or see www.spcrr.org/joining.htm for membership information.

Eagle Scout project - Update

Deer Park Eagle Scout Project Completed! Thank you to the SPCRR volunteers and also the financial supporters that helped me complete my Eagle Scout project at Deer Park Station. A new redwood bulletin board was constructed and installed, the main fence was extended sixty feet to the west, the old wood plank way crossing was removed, a packed gravel crossing was installed along with general clean up of the area. Over \$1000 was raised in addition to a \$1000 dollar challenge grant. I had 17 workers who volunteered their time to help me complete this project.

Thank You - Bobby Goldie



Car Barn. Ken Underhill, Car Barn Manager.

Over a couple of Saturdays (1/25 and 2/1) the horse car (Oakland Railroad 12) was placed on railroad wheels. This is a temporary expedient to facilitate moving the car - a future project will be fabricating a proper truck for this car so it can again be pulled by a horse on rails as it once was. The system to do this was developed by one of our new members, John Erdkamp. John took one of our old push cars (the non-historic body of which was seriously decayed), and adapted it so it would fit beneath the current rubber tire system. This will make moving the car around much easier.

The crew on this project was John Erdkamp, Bruce Sorel, John Stutz and Ken Underhill.

Pajaro Valley Consolidated 215 has been resting on blocks trackside near Deer Park since it was retrieved from a back yard in Gonzales, CA. On Saturday 1/11 it was placed on rail trucks, and moved to protective cover in the Car Barn. The trucks, which had not been used in many years, were prepped by laboriously removing old solidified packing material, checking the brasses and lubricating the journals.

The car was then jacked up, winched over to the tracks on two greased rails, lowered onto the trucks and moved to the Car Barn - the first trip it has made on rails in many decades.

The crew consisted of: Gene Arrillaga, Roy Anderson, Andrew Cary, John Erdkamp, Randy Hees, Bruce Sorel, John Stutz and Ken Underhill.

