



SPCRR's Hotbox

Monthly

activities and work events

The Railroad Museum
at
Ardenwood

May 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.

May Rail Adventure Day!!

Volunteers needed: certified operating crew (drivers, conductors, brakemen).

what: full day's train operation for the general public.

when: **Saturday, May 17**, 9:30- 4:30

where: front depot area

Who: contact John Stutz, president@spcrr.org , for details.

Also Coming: Ardenwood Park open (free) day on the 26th, Memorial Day. We'll need to run back to back trains on the 26th, and so will need extra crew to enable lunch breaks.

Car Restoration. Randy Hees, Curator.

what: caboose 5591; work continues on car floor and interior car walls- **PLUS Randy's famous chili for all volunteers showing up for the May 17 work call**

when: **Saturday, May 17th**, 9:30-4:30, and June 14th, and most Thursdays (2:00 to 5:00), including May 1st, 15th, & 29th

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

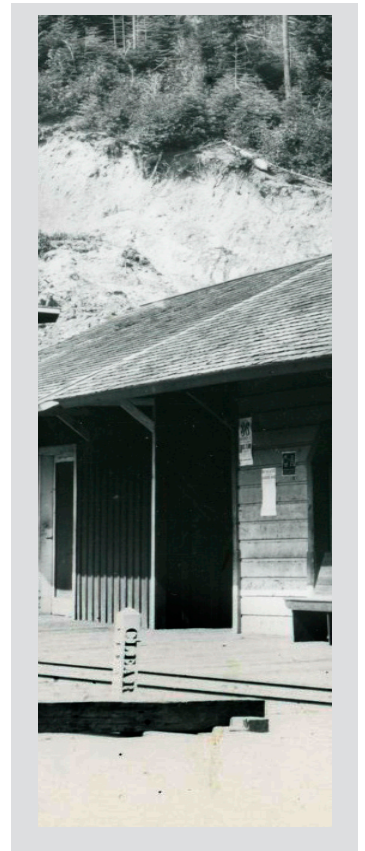
who: Randy Hees, coordinator: randyhees@gmail.com 650.347.5055

details: work continues on the caboose interior, including the application of new paint

A Restoration spotlight: 19th century clearance posts

Kevin Bunker (left below) and John Goldie (right below) undertook a historic restoration project of the sort that makes SPCRR unique: a trackside 1880's clearance post from the South Pacific Coast Railroad (our real-life prototype). Shown in an 1885 photo taken at Wrights, the "CLEAR" post (bottom left in the photo) marked the fouling point where a mainline train might side-swipe cars parked too close to the switch on the passing track. John and Kevin copied this useful (and safety-conscious) signage by studying original photographs, then adapting a replica post cut from wood, painted and stenciled using a historically accurate type face.

The result- soon to be installed on all mainline switches at Ardenwood- replicates the look and function of a working 1880's railroad, with the added bonus of keeping our own rolling stock- and volunteers- safer during operation. Other examples of replica signage, structures and track parts can be found on our railroad; new ones are planned. As a museum, we have a wonderful interpretive opportunity to research, recreate and use virtually any part that could be found on a working California narrow gauge railroad, like the South Pacific Coast. Thanks John and Kevin!



2013 Summed Up, and a look ahead

Thank you for your support in 2013. It was an exciting year for the Railroad Museum at Ardenwood. Here is a short list of some of the many accomplishments for the year and also several SPCRR goals for 2014. Please come out to the park and lend a hand – no experience is necessary! Active donation campaigns are happening for the completion of NWP Caboose 5591 restoration and also our Horse Operations Fund, if you would like to make an additional 2014 donation for these projects.

Thank YOU for your continued support!

2013 Accomplishments:

- Car Barn - ballast work, occupy permits, construction site clean up - all completed!
- Entire on-wheel on-site collection is now stored in the car barn for winter - nice & dry!
- PVC Box Car 215 is now on trucks and also in the car barn
- Oakland horse car is on temporary wheels for easy rail movement
- The original small pushcar was rebuilt and is now under the horsecar
- The Handcar was repaired and rebuilt for Railfair use
- Three new switches constructed, including our first 3-way stub switch
- One new #5 frog custom-fabricated for tight curves to the outside storage tracks
- Caboose 5591 making progress with a new sub floor in and is headed towards service

Goals for 2014

- Car Barn build out - addition of two outside storage tracks
- Relocation of supplies (track and other hardware) to a new SPCRR fenced area
- Consolidation of supply piles into a neat and organized stock pile
- Construction of a fenced storage yard by the car barn
- Clean out of all railroad material and artifacts in the Park Corp yard
- Moving the M&SV Box car and SP47 bodies to the car barn
- Move Henry Sorensen cars (coach and flats) from off-site storage to car barn
- Upgrade of Horse facilities

Focus Areas for Fundraising

- Caboose 5591 fund
- Horse operations - a new draft horse
- 2015, large scale car restoration(s) (to be identified)

***Volunteers.* John Goldie, Volunteer Coordinator**

Our 2014 Annual membership renewal campaign is underway. Annual dues remain at just \$20 and are tax deductible. If you would like to have a membership packet mailed to a friend - please submit their name and address to me at: membership@spcrr.org and we will mail them a Information Packet and membership form.

Thank You!
John Goldie, Membership Manager

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

Track. John Stutz.

what: work continues on the Car Barn spur tracks
when: Saturdays, May 3, 10, 24 & 31, 9:30-4:30
where: Car Barn, at Ardenwood
who: John Stutz, Track Manager, president@spcrr.org

details: interior rails of the new switch will be bent and spiked, continuing the progress made on these storage sidings.



Passing of Bill Barbour

We're sad to report the passing of Bill Barbour in April, a long-time friend to SPCRR and (for those who remember) the volunteer who brought the first load of ties to Ardenwood Park, donated by his employer, BNSF, then known as the Santa Fe. The date was 1983. The ties remain in our right-of-way at Deer Park station. And Bill, happily, remained a really good friend to the Museum for the next thirty years.

In recent decades, Bill moved to Southern California and became a driving force behind Orange Empire Railway Museum's narrow gauge group, helping it rise to prominence with the acquisition of Ward Kimball's collection of historic western narrow gauge rolling stock.

Bill's genius lay not only in his knowledge of narrow gauge railroading, but in the quiet, positive and visionary way he conveyed his enthusiasm for not only his own projects but those of others, including SPCRR and the Railroad Museum at Ardenwood. We'll miss you Bill.

President's Report. John Stutz.

Trackwork

Work on the lead to the two storage sidings west of the car barn proceeded slowly, with the two outside switch rails and frog spiked in place as of the end of April. This gets the critical parts down, and the inner switch rails should go more quickly. This switch has probably taken a full work day just in bending rails to fit! All three approach tracks are on too tight a curve to just lay the track straight, and then bar it into place, as we did on the east barn lead. Pre-bending to smooth curves on very nearly the final alignment will make it much easier to shift the track to final alignment, and eliminates future problems with rails springing if we ever need to break the joints.

Carbarn

Ken Underhill has been making steady progress on cleaning up the shelves and cabinets that Gary Smith donated, and organizing these and some new commercial shelving for storage of our tools and materials. We have a quarter century accumulation of odds and ends in our boxcars that he is gradually making accessible, not least by simply getting the hardware sorted. This will be a work in progress for some time, and I expect Ken would welcome any help he can get. At some point we will also need to start cleaning out, taking inventory on, and organizing the mostly historical material stored in the refrigerator car in the Corp Yard. An old inventory of this historical parts collection exists, but needs to be automated in a new database management system.

We are also reorganizing the outside storage of track materials, onto solid platforms made of the better grade of rejected ties, to get them out of the dirt and leaf mold. Most track material has now been removed from the corp yard, where much of it it had suffered severely from accumulated eucalyptus leaf mold.

Restoration

Caboose restoration is proceeding (see page 1)

Operations

With Red's death last month, and Goliath still not comfortable pulling trains, we are handling regular operations with Katie.

On the April 19 Rail Adventure Day we scheduled 6 hourly return trips, and added 2 special runs to accommodate passenger surges waiting at Ardenwood Station. Of the 8 total, 4 round trips were fully loaded with 60+ aboard the two cars, while the remainder averaged about half this, given the usual light loads on the first and last trips. So we carried 700-750 one way passengers on the 19th. The Park sold 318 tickets at \$3 apiece, so this was well worth our effort, but I would like to have had more than just Bob Hertz and myself on the train (see page one for details of May's coming Rail Adventure, and opportunities to volunteer).