

SPCRR's Hotbox

Monthly

activities and work events

The Railroad Museum
at
Ardenwood

September 2014 Edition. *Hotbox* is a monthly bulletin of The Railroad Museum at Ardenwood, designed to update members and the general public about **activities, work events, and volunteer opportunities** at the museum. Questions or comments 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.

DOUBLE OUR READERSHIP: PLEASE, FORWARD THIS HOTBOX TO A FRIEND OR FAMILY MEMBER.

Rail Fair, 2014 -- By the Numbers

Latest Rail Fair-by-the-numbers--
Record Setters this year!- (and subject to change)

5,727	Number of visitors in park during event
4,375	Number of paid admissions
6,105	Number of train rides
>957	Number of handcar rides
>348	Number of speeder rides
60	Number of new members
>1,000	Pounds of coal consumed
>41	Number of SPCRR volunteers involved
>1,000	Number of volunteer hours spent
Priceless	Success of Railfair

Andrew Cary, Trainmaster
(pictured in vest at right)



Mark Hanson

Welcome New Members! (a quick-start guide)



If you signed up recently as a member, we're thrilled to have you aboard. Here are some simple, easy, and we hope fun ways to get further involved:

*You'll get this bulletin- **Hotbox**- around the first of each month. Just so you know, a *hotbox* is an overheated bearing under a railroad car- which sometimes reminds us of often-intense activity at the museum. This bulletin is focused on work activity. All workdays are identified by **what-when-where-who**, the "who" being the activity coordinator, including contact information.

*We suggest you get in touch with the coordinator before the activity you're interested in. Ask questions. Be clear about what the activity is before you commit.

*Equipment for work days (no matter whether it's track, car restoration or operation) usually is simple gear: **sturdy shoes, sun protection, water, gloves, snacks- and ideally a cell phone.**

*Safety is a really big deal around the museum, since we work with moving trains and heavy equipment. Your work group will show you the ropes on safety for a particular activity.

Track Workdays. John Stutz.

what: specific activities may vary, but will include picking up recycled ties, installing a ground throw switch stand, and laying/spiking rail into place on the new Car Barn siding.

when: three Saturdays: September 13, 20, 27; 9:30 am- 4:30 pm

where: call John Stutz for specifics (including meeting location) on any of three work days.

who: John Stutz, Track Manager email: president@spcrr.org

Equipment: sturdy shoes, work gloves, sun protection & lots of water!

Car Restoration Workdays

What: restoration work on caboose 5591

When: Saturdays, 10:00 to 5:00 each day, October 4th, November 8th.

Most Thursday afternoons, 2:00 to 5:00 pm

We are currently planning a special caboose work day early in 2015, with the Niles Rotary club joining us. Before that can happen we need to remove the plywood siding from one side, document the framing, and prime some of the new siding, so the Rotarians can install new siding, while removing the plywood from the other.

Where: Car Barn, Ardenwood Historic Farm

Who: Contact Randy Hees, Curator, for additional information
randyhees@gmail.com or 650.347.5055



Craig Hoefer works on new flooring in caboose 5591

Curator's work bench...

Caboose restoration...

Rail Fair prep slowed work on the caboose, but during Rail Fair we got 1/3 of the finished floor in place (including the mortises for the side door cages), and installed the brake rods that Bruce Sorrel had made. We were able to successfully apply the brakes before pulling the truck rods for minor adjustments. We expect to have them reinstalled by September 15th.

With the finish floor going in, we need to return to sanding and preparing the interior for paint. We continue to sample original paint, both inside and out. During Rail Fair we cut one interior board out to allow us to better identify the color for the interior... it is likely a pale grey green, similar to army drab green. We have settled on a deep orange/orche for the exterior, with mineral red window sash, trim, and platforms, with black trucks and lettering.

By winter we should be removing the plywood applied by the original restorers in 1970, to be replaced with new traditional fir freight car siding (funded by a grant from the Niles/Fremont Rotary Club). Again during Rail Fair much time and discussion was devoted to better identifying the interior layout of the car. We believe arrangement of the saloon, side benches and cupola seats received with the car are correct, but the plywood construction and some details are wrong. The new interior benches and seat boxes will be made from the same siding used on the exterior. Kevin Bunker strongly believes that the car was equipped with drop down bunks, and has found pictures of similar standard gauge cars with bunks. We will be researching caboose furniture drawings at the California State Railroad Museum, and are looking forward to installing similar bunks.

Pattern inventory...

With the new Car Barn in place we are now starting to move and organize the group's collection of patterns for cast metal parts. As part of our Rail Fair displays, we had all the horse car patterns (and many others as well) on display in the Car Barn. Instead of returning those to the reefer, they will now find a new home in the Car Barn. We want to inspect and inventory the patterns as they are put away, and are looking for a volunteer to document the pattern collection.

Restoration Planning...

At our July meeting we had a restoration planning workshop. We have 18 railroad cars in our collection. All need at least some work, if only maintenance painting. At least 8 require significant restoration to return them to service. Clearly we need to set priorities based on operational needs, but also based on the organization's and member's interests. Therefore members got to vote and comment on projects and needs. Through that process we have created this draft list of restoration projects and upcoming maintenance work.

The projects are divided into four groups (1) **Current restoration projects** (2) **Next Projects** (3) **Repair Projects** and (4) **Study Projects** .



Mark Hanson

Current Projects (for which a full Restoration Plan is finished and approved by the board)

- **Primary project:** NWP 5591, caboose (Randy Hees project manager)
- **Secondary project:** repaint and letter SPC 472 box car (project manager unidentified)

Next Projects (for which a full Restoration Plan is being written)

- **Primary project** SPC 444, Ventilator box car (Ken Underhill project manager) The group is interested in this car because it is an iconic Carter car, and will be lettered "South Pacific Coast"
- **Secondary project:** SP 1010 repaint and letter, address roof issues, (Randy Hees project manager)

Repair projects (for which a brief Repair Plan is written)

- Address termites and rot on stored cars (Craig Hoefer is developing a long term plan)
- D&C 64 - replace deteriorated transom beams on one truck, material on hand
- Repairs to Sorensen WSLC flat cars for service (including cleaning, treating for termites, servicing trucks, replace any missing brake hardware (one car) replace end beams as needed (may include some epoxy work in sills) replace knuckle couplers with link and pin (couplers on hand)

Study projects (ongoing research leading to writing of Restoration Plan)

- * Oakland Railroad horsecar No. 8
- SPC 47
- M&SV box car

Future projects (in the next 10 - 20 years, not in priority order)

- Replica horse drawn street car for regular use
- A&MR 25' coach/smoker
- PVC 215 (15 ton box car)

General Manager's Report

Hello all of you wonderful people!! If you did not come to Rail Fair you missed a great time! To all of you that I have not reached yet, "THANK YOU SO MUCH FOR YOUR HELP!!" This Rail Fair turned out to be one of the best, starting with the fabulous plaque dedication party and all the dear friends who came, all of our wonderful exhibitors...with their model trains, the Early Gas engine group, music, and food by Dino's.

Thank you, Gary and Tom for bringing *Ann Marie* and Les and Cindy for bringing the Antelope & Western, No. 1. I almost feel like I am waking up from a dream, but at least it came true! Let's keep things going in this good mode and support Andy Cary with Haunted Train (see next page)!

Barbara Culp, General Manager and Rail Fair Coordinator
email: general-manager@spcrr.org. 510 785 1343



Sunset at the Car Barn, August 29, 2014

Haunted Train Rolls Again!

The Haunted Train is right around the corner! We need your help setting up, operating, and tearing down the Ardenwood Haunted Train.

We need strong backs to set up ghost town and decorate the woods; brakemen and drivers to operate the train; station masters, ticket sellers, and 'ghost protector' sellers; and assorted grave diggers, train robbers, pirates, and other dubious sorts to inhabit the haunted Ardenwood.

This is a fun event and one of the SPCRR's major fund raisers. Come out and help us haunt the woods.

On-line sign-up sheets can be found at:

http://www.spcrr.org/Signup_for_Haunted_Train_2014.html

Haunted Train Workdays - Meet at Car Barn at 09:30 AM

October 4 (Saturday) - Move tables and benches, set up ghost town
October 11 (Saturday) - Refurbish, organize props & lighting
November 1 (Saturday) - Return tables and benches, tear down and store ghost town

Final Haunted Train Set Up - Meet at Car Barn at 10:00 AM

October 17 (Friday)
October 24 (Friday)

Haunted Train Operations -

Meet in Woods or Ardenwood Station at 5:00 PM

Friday October 17,	trains run from 7:00 PM to 9:30 PM
Saturday October 18,	trains run from 7:00 PM to 9:30 PM
Sunday October 19,	trains run from 7:00 PM to 9:00 PM
Friday October 24,	trains run from 7:00 PM to 9:30 PM
Saturday October 25,	trains run from 7:00 PM to 9:30 PM
Sunday October 26,	trains run from 7:00 PM to 9:00 PM

Coordinator, contact and details: Andrew Cary, Trainmaster
email: train-master@spcrr.org



Andrew Cary

Membership (further reading for new members)

Welcome to our new members that joined at Railfair 2014! Listed in random order are: Bonnie Howard, Matt Payne, Jim Delor, Michael Wissler, Joe Geldnof, Curtis S. Ferrington, Michael Laine, Ted Miles, John Li, Mary Brown, Jay Shellen, Nick Kibie, Judy Pappas, Brian Norden, Michael Albertson, James Swofford, David Kent, George Bristol, Curtis Ogilvie, Zayle Srem, Wyatt Thomas, Sarah Nidy, Diane Kruger, Joseph Brown, Christine Wolf, Aaron Taylor, Wayne Cohen, Charles Morones, Mitchell Bonner, Alex Matuzek, Andrew Van Scyoc, Mike Eldridge, Gene Baranowski, Eric Child, Thomas Fuller, Steven Chow, Muthu Krishnan, Robert Miller, Guodong Liu, Gina Rosales, Jon Gavin, Stephen Rishton, Angela Law, Tiffany Haas, Mike Mattioda, Yatao Liu, Spencer Reynolds, Maria Victoria Lopez, John Bowman, James V. Sinek, Lenny Hantz, John P. Smith, Justin DeFreitas, Robert Pratt, Mike Santos, Jess Lim, Colin Lam and Steve Anderson. Several new members even rolled up their sleeves and joined the operating crew at Railfair!

Dues for Annual Members are just \$20 / year currently, or for a one time fee of \$250 you may upgrade to a SPCRR life membership. Our 2015 renewal campaign will run in the Spring when we start up operations for the year. Dues and donations are tax deductible.

Hot Box, GM Emails, and the SPCRR website all provide updates on scheduled activities and events. The regular workday is the 2nd Saturday of the month, however recently work has been occurring on most Saturdays and restoration work on many Thursday afternoons at the car barn.

Many new members expressed interest in certain areas including Operations, Restorations, MOW, Equestrian, Research and Administration. For equestrian and operations, please check in with Alex, our operations manager, MOW & Track with John S, Restorations with Randy, Research with Bruce M, and for Administration with any board member. A list of current board members, managers and their email IDs are located on the SPCRR website at: <http://www.spcrr.org/officers.html>

Welcome aboard! We hope to see you in the park soon!

We would also like to acknowledge a major donation of \$3000 from Barbara Culp for the Horse fund, and a \$1,000 matching grant from Altera Corporation supporting the Goldie Family donations of \$2,000.

A huge thank you to the Niles (Fremont) Rotary Foundation for the major donation of \$4,500 as a gift devoted to the Caboose 5591 restoration.

And a thank you to member Bill Wulf who upgraded his membership to Life member status. Thank you for your continued support of the SPCRR and helping us meet our mission and goals.

John Goldie, Membership Coordinator. email: membership@spcrr.org

Editorial: The Changing Face of The Railroad Museum at Ardenwood

Anybody notice that it's a long walk from the beginning to the end of our railroad? In the last couple of years, we've doubled the amount of track we operate. And opened a new Car Barn. And brought our car collection together inside of it. And purchased a new horse. And added 60 new members. The list goes on.

Change is just about everywhere, but never more dramatic, here at the museum, than in the last two years. Fear it? Fight it? Embrace it? For old hands, some of us going back thirty years, it may seem like a challenging time. For new arrivals, loving what they see at Ardenwood and anxious to become part of it, joining a volunteer community like ours may seem like being a kid on the first day in a new school.

So, a few suggestions.

For the old timers among us, make friends with a new volunteer. Buy them a cup of coffee. Share your story about what attracted you to (and kept you hanging around) an operating narrow gauge railroad. Ask them what piqued their interest (you probably have more in common than you think). Show them how to use a track jack safely. And at day's end, thank them for their help.

For new volunteers, get in touch with a work day manager (email or phone numbers included in Hotbox) before the work day arrives. Ask lots of questions. Be patient with our unique ways of doing things. Be really observant of safety guidelines. Make suggestions. Enjoy the park like it was your own (it is) and feel great about making a contribution to a museum working hard to preserve one of the treasures of our regional culture and history.

And be extra careful when operating that track jack. We want you back! / Bruce



Chad Godeke, Antelope & Western No. 1



Kevin Bunker, Car Barn tours



Emily Nikzat, and Stella