



SPCRR's Hotbox

Monthly

activities and work events

The Railroad Museum
at
Ardenwood

October 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.

IT'S NOT ABANDONED- IT'S HAUNTED!

Every October, the SPCRR's normally tranquil run through Ardenwood's North Woods changes. A ghost town appears among the Eucalyptus, giant spiders move in, a graveyard materializes along the track, and Jack-o-Lanterns pile up.

It's time once again for . . . **THE HAUNTED RAILROAD!**

This is our major fund raising event of the year and it will only happen if we have lots of volunteers. The haunted train runs Friday, Saturday, and Sunday nights of the last two weekends before Halloween (Oct.17, 18, 19, 24, 25, 26.) We will haul 5 to 6 car trains a night behind Katie- each car carrying up to 100 riders into the haunted Arden wood.

This event requires many hands to set up: crew to operate trains, generators, and special effects; folks to sell tickets and Ghost Catchers; and denizens to occupy the woods (talent is welcome but not required!) What goes up must come down so we also need crews to take down and store what we have set up. Look for the work day schedules and sign-up link (on the next page) and come prepared to have lots of fun.

Andrew Cary

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 SPCRR's major fund raiser.
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 9:30 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

Car Restoration Workdays

What: restoration work on caboose 5591 (see page 7 for details)

When: Saturdays October 4th, November 8th.
(due to travel, Thursday afternoon work activities are postponed until November)

Who: Randy Hees, Curator. randyhees@gmail.com 650.347.5055

Track Workdays

What: extending track # 4 at the Car Barn

When: October 11, 9:30- 4:30 (continued on November 8)

Where: contact John Stutz for specifics

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

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

October track work will be largely preempted by Halloween set up, operation, and take down, running from October 4 through November 1. With Ardenwood's Harvest Festival on October 11 & 12, we need to get our major Halloween props up on the 4th: the town flats erected and tables and benches distributed. The two weekends following Harvest Festival are Halloween operations, and November 1 is cleanup. I expect to resume track work on November 8, so look for the next **Hotbox** for details.

The Photography of Mark Hanson



The beautiful photography of Mark Hanson captured the wonder and joy of this year's Rail Fair from the perspective of our youngest audience. Mark is a professional Bay Area photographer and a new volunteer. His work can be seen at <http://www.markjosephstudio.net/>. Thanks Mark!



Curator's Work Bench

Fall is a busy time for the railroad due to Haunted train and the Farm's Harvest festival.

We will have an early October work day on Saturday, October 4th from 10:00 to 5:00 at the Car Barn. I will be traveling most of the month and won't be available for Thursday work days.

At our last work day progress was made on the side door thresholds, as well as working on the interior walls. More sanding is needed before we can paint the interior.

Work continues, nailing down the "finished" t&g floor. We had a pleasant surprise when the Sorensen flat cars arrived... on the deck of one was a mix of old car siding from the smoker, mixed with over 500' of car flooring, brand new... enough to finish the caboose floor. That has now been stacked next to the caboose (*see page 9*).

Our other job on the 4th will be bundling the old car siding from the Sorensen car (we want to store it until we can inspect it as part of the restoration effort), then cleaning the cars. This is important. By getting rid of old dirt and dust, we will be able to see any new evidence of bugs (aka termites) which may be infesting the cars. We will also be inspecting the flat cars. I expect to release one for freight service (pending the master mechanic servicing the bearings), while holding the second until the end beams are replaced and the brake rods are installed. / Randy





Sorensen Collection Enters Car Barn

In mid September three more narrow gauge railroad cars arrived at Ardenwood: West Side Lumber flat cars (numbers 205 and 308) and a small coach with a cupola, Arcata & Mad River Railroad No. 1. The three cars were donated to the SPCRR by Henry Sorensen of McKinleyville some years ago, but have been stored off site in a barn on the Patterson Ranch.

The cars were moved to Ardenwood in a single day, with volunteer help from Jack Burgess, Brook Rother, Rich Nealson, Ken Underhill and John Stutz.

The two flatcars are 24' long, 15 ton capacity log flat cars, similar to West Side Lumber 222 in our collection. They are nearly complete, and are generally in good condition. We expect to release car 205 for service as a work flat car after it is cleaned lubricated and inspected. Car 308 will need new end sills and some brake rods. Both cars will eventually need to be re-decked.

Coach No. 1 is particularly interesting. It was called "the smoker" when used on Arcata & Mad River passenger trains, reserved for tobacco smokers. It is tiny, only 25' long. It was originally a full passenger car, with wooden side seats. Railroad and Interstate Commerce Commission records do not list a builder. The 1916 ICC valuation tells us it was purchased second hand. But we believe it was initially built by the Carter Brothers in 1885 as a caboose for the Arcata & Mad River Railroad, owned by the Korbel Brothers, Czechoslovakian natives. It was later transferred to the Northern Redwood Lumber Company (another Korbel property), possibly to carry the loggers on their way to their work sites. The railroad and lumber company had a long history of mixing equipment resulting in many confused histories. (The Bancroft library at the University of California, Berkeley has a collection of A&MR records which may hold clues, but many are in Czech... and sadly, none of us read Czech...)

With the end of passenger service on the A&MR, the smoker was converted to a caboose, with the addition of a cupola. When the railroad was converted to standard gauge, the caboose was stripped of trucks and couplers, and placed on a standard gauge flat car. Henry Sorensen acquired the body in the early 1960's for his private railroad, the Humboldt Northern. He rebuilt the end platforms, and installed trucks and couplers. One side of the car received new siding, but the car is otherwise unrestored.

For now we will clean the car, and start the documentation process. / Randy Hees

Opposite, top inset: *Henry Sorensen, collector of Pacific Coast narrow gauge equipment, at his engine house in McKinleyville, California;* **bottom inset:** *Arcata & Mad River Railroad Smoker No. 1, in service as a coach, ca 1890's;* **color frame:** *Smoker No. 1 arriving at Ardenwood farm this September (photo, Jack Burgess).*

President's Report -

First, very great congratulations and a big thank you to all who helped make the 2014 Rail Fair such an enormous success. Special thanks to Barbara Culp for organizing the participants, to trainmaster Andy Cary for organizing the operations, and to the two groups (Gary Smith & Tom Gazi, and Les & Cindy Wilmunder) who provided and operated the locomotives that were Rail Fair's centerpieces. Rail Fair always has its stressful moments, but I hope everyone had as much fun as I did, and felt as much a sense of accomplishment.

A second round of congratulations to Jack Burgess for organizing, Brook Rother for leading, and all who helped with moving the three Sorensen cars from the Patterson Ranch equipment barn to our Car Barn on September 14 & 15. This brought over the two Westside flats, and the Northern Redwood Lumber (ex-Arcata & Mad River) smoker (coach/caboose), that had been temporarily stored there for far too many years. We will be surveying the flats for near term inclusion in our passenger rolling stock. The smoker is a much longer term project. Narrow gauge modelers should drop by and take a close look. It is a rather attractive car, practically unknown to the hobby, and short enough to be ideal for the larger scales. Bruce has included Jack Burgess' photograph of this car being moved down the Ardenwood entrance road, with an inset of it as an A&MR coach (see page 8).

We took advantage of having the moving truck on hand on the 15th, to turn Katie around. Katie has been running with one set of wheels against outside rails of our west loop since the day she arrived in the park, and the wear of those two wheels' flanges has long been a potential problem. Turning her should give us another decade before we need to have the wheels removed and re-profiled.

One of our projects for this fall and winter will be fumigation of the cars recently moved into the Car Barn. We experienced a couple of termite swarms after moving SPC 47 and the M&SV box into the barn, and the Sorensen cars show much evidence of beetle damage. Any ideas of how to accomplish this will be appreciated, since fumigating the entire barn is practically and financially beyond our means. Craig Hoefer, who is involved in the industry, surveyed the cars over the

Rail Fair weekend. He cautions that simply tarping and fumigating the individual cars, as is done for buildings, is likely to result in severe damage to the car roofs. The best suggestion so far seems to be to build a temporary car size fumigation tent over track 4, and do the cars one at a time. How to build such a tent is an open question, and suggestions are solicited.

Sadly, we must report the passing of Bob Hertz, longtime volunteer, store manager, public interpreter and friend, early in the month of September.

Finally, let me make an appeal for volunteers for Halloween operations. See Andy's page in this Hotbox for details, and a web address for a sign up sheet and additional information. One thing that Andy omitted is the need for a few volunteers to distribute Halloween flyers to local public and private schools, and company day care centers. Bob Hertz had done this for the Fremont area schools for several years, but his recent death leaves a hole in our publicity efforts. I would also like to extend coverage to the West Bay, say 5 miles north and south of the Dumbarton crossing. And to extend coverage to the companies that maintain day care centers, with the dual intention of interesting older siblings and parents in volunteering with us. This year there are both English and Spanish versions for distribution. Any potential volunteers should coordinate with Andrew to obtain copies.

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