

SPCRR's Hotbox

Monthly

activities and work events

The Railroad Museum
at
Ardenwood

December 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.

From the General Manager

The Christmas dinner, general meeting and election will be held on December 13, 2014, this year, which is also the December work day. John Stutz will be out at the Car Barn at about 9:30 - 10:00AM to do some light work on cars and such if you want to come out early. We will start gathering at the Granary between 5:30 and 6:00 to set up for dinner. Dino's will be preparing dinner so if you can bring either drinks, dessert or appetizers we should have enough food for all. Dinner will be between 6:00 and 6:30 and I will need to know if you are coming and how many of you. The General meeting and election will follow dinner and Randy Hees will provide the entertainment presentation. Hope to see you there!! Please RSVP to general-manager@spcrr.org or 510 785 1343

Barbara Culp, General Manager



What we accomplished in 2014

We put on an excellent Rail Fair and very successful Halloween operation, plus four Rail Adventure Days, and several heavily trafficked park special days, including Zydeco and Harvest Fair.

Rail Fair attendance broke last year's record. Barbara coordinated our traditional exhibitors and both Porter engine groups, while Andy and the crews worked out a new pattern of shuttle operations that may have expedited passenger flow. At Ardenwood Station, Kathy and Alice reorganized our store as a very successful outdoor operation. Randy led a demonstration of restoration work on the caboose that attracted considerable interest. The pump car carried its usual heavy traffic, this year without any mechanical problems. Out at Deer Park, John Erdkamp and his crew were shuttling small groups out to the Car Barn with his gasoline speeder and newly built rider car. Over 60 participants signed up for short-term memberships in order to ride the speeder. Back in the farm yard we had about a dozen groups participating in model railroad exhibitions, probably drawing as much attention as the operations along the line. All of this depended upon the many volunteers supporting the diverse activities, from steam operations to the Country Kitchen, and we thank you all.

The Halloween Ghost Train is our other big yearly event, and running over two weekends, it actually takes more extended and sustained effort to put on than Rail Fair. With heavy Harvest Festival attendance and train operations on the weekend of the 11'th, we had to start setting up the village and moving benches and tables on the 4'th. The final setup started on the morning of the 17'th and finished about the time the first train started, but by then we had a good crew of volunteers in place on all of the stations and were ready to start the show. Thanks to generous volunteer support, we kept this going through both weekends, even on the Sundays. Thanks are due to all who turned out for Halloween Train, especially those who made all six days, and notably to Andy Cary for his organization and leadership.

This year was also notable for car movements. The SPC 47 and the Monterey & Salinas Valley box car bodies, which have sat in the park's corporation yard for literally decades, were both moved into the car barn this fall. Brook Rother brought down his heavy trailer and a small crew jacked the car bodies, set them on the trailer, and moved them into the barn. They are now sitting on blocks at the south end of the barn. We also moved in the two Westside flats and the Arcata & Mad River Smoker/Caboose from the Sorensen collection, which had been sitting in a Patterson Ranch equipment shed off of Paseo Padre for almost a decade. In a day organized by Brook and Jack Burgess, a heavy trailer rig was brought in to move them onto our tracks, and all three are now in the car barn. At the same time, we took advantage of having the trailer on hand and used it to turn *Katie* around, primarily to even out wear on her wheel flanges.

Randy facilitated the first restoration priority workshop, aimed at gathering feedback, and prioritization, of the many possible future car restoration efforts. Caboose 5591, Combine 1010, Boxcar 444 and Oakland RR horse car No. 8 earned top honors in the straw poll. While the board of directors still needs to make this result official, this assessment was a step forward in the group's collection management planning.

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Car Restoration Workday

What: Continue to work on West Side Lumber flat cars 205 and 308, moving them towards operation. Goals include truck inspection, brake installation, oiling and light repair.

When: Saturday, December 13, 9:30- 5 pm

Where: Car Barn

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

Track Workdays

What: extending track # 4 at the Car Barn

When: Saturdays, December 6 and 20th (both days)

Where: Car Barn

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

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

Caboose progress: During 2014, NWP caboose 5591 saw new interior flooring installed, and detailed investigation of remaining historical components through the efforts of Randy Hees and Kevin Bunker.

Track: two new outdoor sidings, intended for use as storage tracks adjacent to the Car Barn, were nearly completed by John Stutz, Bruce Sorrel and others.

Horses: we purchased *Stella*, a four year old draft horse, and beginning in August, have been working steadily to train her for horse-drawn railroad service.

Deer Park and Tack Room: Both Deer Park fencing and signing, and general Tack Room organization, were given major face-lifts this year, thanks to Bobby Goldie and Troop 321 (Deer Park) and Alex Oberg and his crew (Tack Room).

Fund raising: we have won a \$10,000 grant for caboose restoration from Fremont Rotary, and are short-listed for another \$10,000 grant, also for the caboose, from the Fremont Candlelighters organization.

John Stutz
President, SPCRR

Membership

Welcome new member Fran Yoshiyama of Fremont, and welcome back Robert Callwell of San Francisco.

A thank you to the members and SPCRR supporters that assisted in the preparation, operation and clean up of the Halloween Train and Grove Haunting. Over 45 members and supporters came out this year. A special thank you to the Head of Haunting - Andrew Cary for his tireless efforts and his talent of making sure all is in order in the grove and at the Station at the same time!

A revised logo for use on membership correspondence, website, and marketing materials has been crafted by a SPCRR supporter Dave Lewis. While not yet officially adopted by the Board of Directors, the logo has multiple uses: it communicates our public-facing name of "The Railroad Museum at Ardenwood". It carries the initials of the group's legal name - Society for the Preservation of Carter Railroad Resources - SPCRR. And it also carries the initials of our home road - the South Pacific Coast Railroad - and attributes of their logo with the track disappearing into the sunset. The logo uses an all-capital railroad font from 1906 known as Railroad Gothic.

John Goldie - Membership Manager



Above left, proposed museum logo (from Dave Lewis); above right, photo of original logo as applied to South Pacific Coast combination boxcar 32.

Hotbox is one year old: how are we doing?

How time flies. **Hotbox**, the monthly bulletin of the Railroad Museum at Ardenwood, was a year old in November. It began as a very focused communication tool to reach members with news of museum work activities and special events. It still does that, but over the course of the year, we've tried to broaden its appeal with photos, additional feature articles about historic cars in our collection, and even an occasional editorial.

You may have noticed other changes over the course of the year. If you're a hard copy subscriber, **Hotbox** moved from color to black & white as a cost-savings measure (the electronic version remains full color). We'll continue to support our hard copy subscribers as long as we can, but if you have a new email address and would like to make the switch to the electronic version, 2015 would be a great time to do it.

The New Year will bring more changes, and we hope, a more useful, relevant and accessible way to learn what's going on at the Museum. We would LOVE your feedback... the good, the bad and the ugly- all help us make a better publication. Please shoot me an email with your take: bruce.macgregor@comcast.net / Bruce



South Pacific Coast track crew at Alviso, 1890's. Lane family collection.

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