

SPCRR's Hotbox

Monthly

activities and work events

The Railroad Museum
at
Ardenwood

February, 2015 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.



SPCRR equipment going into Winter storage in Car Barn; January, 2015.
Photo *Ken Underhill*

Investigating Caboose 5591: a timeline

Oct 1875- record of single caboose built in Saucelito shops (no known number); Saucelito Shop Record Book in NWPS Collecdtion (called out as a “caboose”; no known early photographs)

1886 - NPC has two cabooses - Poor's Manual of Railroads (this is the first mention I can find of cabooses on the NPC, but no car numbers)

Prior to 1890- 5591 build date- one of two possibilities (likely by NPC in Sausalito Shops)

December 31, 1890, Two cabooses reported by NPC to California State Railroad Commission via their annual report (previously cabooses would have been reported with either baggage cars, as service cars, or other... so are harder to identify)

March 7, 1902 - NPC sold and becomes North Shore Railroad

1904; second possible build date of caboose 2002 (NWP 5591), by North Shore Railroad Co., Northwestern Pacific Railroad , Classification of Rolling Stock and Martine Equipment; Revised January 1, 1919.

June 30, 1904 - Two cabooses on hand (no numbers) - Source: Supplement to First Annual Report of the North Shore Railroad Company, as of June 30, 1905 (CSRM scans on hand)

June 13 1904 - Caboose 2001 repainted, cost \$25.00 - Source: North Shore Requisition for Construction, Repair work and General Manager's Order, "Estimate \$25.00, order M-28, date

June 13, 1904" (note, car number typed as 2002, with last 2 lined out) (CSRM scans on hand)

June 30, 1905 - Two cabooses on hand (no numbers) additionally it does not include any entries under "Sold or Condemned since" or Added since" (6/30/1904) - Source: Supplement to First Annual Report of the North Shore Railroad Company, as of June 30, 1905 (CSRM MS 609 scans on hand)

April 18, 1906 - San Francisco earthquake and fire

May 19 1906 - 2 "Repair and painting caboose 2002" cost \$115.00 - Source: North Shore Requisition for Construction, Repair work and General Manager's Order, "Estimate \$115.00, order M-194, date May 19, 1906" (CSRM MS 609 scans on hand) - (based on June 20 1905 work on caboose 2001, we can assume \$25.00 for repairs,)

1907 - North Shore RR sold and becomes part of Northwestern Pacific

Feb 1907: Narrow gauge NPC properties referred to as “Shore Division” of NWP for the first time; NWP Ledger 1, Record of Expenditure for Permanent Improvements (CSRM Collection) January/20/ 1908 - 2002 renumbered 6101 by NWP - Source Mike Manson, Cabooses of the Northwestern Pacific Railroad, Part II - First Generation, continued.

August 1913 - "Automatic Couplers and new draft gear installed at a cost of \$11.62" - Source, Kevin Bunker, Preliminary Reports and Restoration Options, North Western Pacific Railroad Caboose 5591 and Pacific Coast Railroad car 2, California State Railroad Museum, June 4, 1978

February 1914 - Caboose 6101 renumbered to 5591 - Source Mike Manson from Page 131, Northwestern Pacific Railroad, Office of Master Mechanic and Superintendent of Steamers, Mechanical Department (Tiburon), Two Letterpress Copy Books, November 1907 to November 1916: California State Railroad Museum Library, Manuscript Collection 56 – Northwestern

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....timeline, continued

Pacific Railroad.

December 1914 - Caboose 6100 renumbered to 5590 - Source Mike Manson from Page 208/209 , Northwestern Pacific Railroad, Office of Master Mechanic and Superintendent of Steamers, Mechanical Department (Tiburon), Two Letterpress Copy Books, November 1907 to November 1916: California State Railroad Museum Library, Manuscript Collection 56 – Northwestern Pacific Railroad.

c. 1915 - ICC requires installation of handholds on car sides at all corners, end beams, and foot-boards surrounding cupola base. (Bunker)

April 30, 1926 - cabooses 5590 & 5591 included in report by number - Source ICC Valuation notes, revised April 30, 1926, National Archives, College Park Maryland, (scan on hand)

March 1930 - NWP narrow gauge operations end

1962 - body of 5591 donated to California State Parks - Displayed at Samuel P Taylor State Park

c.1970 - Car is "restored" at Bethlehem Shipyard in San Francisco under supervision of Fred Stindt and Railroad Locomotive Historical Society; donated to California State Railroad Museum but never placed on display.

September 2007: donated to SPCRR; caboose 5591 arrives at Ardenwood

Car Restoration Workday

What: We'll continue work on caboose 5591. Projects include installing the T&G finish floor, and more paint sampling in the interior.

When: Saturday, February 7, and February 14, 9:30- 5 pm; most Thursday afternoons.

Where: Car Barn

Who: Randy Hees, Curator [650.347.5055](tel:650.347.5055) or randyhees@gmail.com

Curator's Workbench

Work on caboose 5591 has been split between physical work on the car, and intensified research into the car's history. Ken Underhill and Dave Fisher have caboose 5591's finish floor mostly in, waiting for the new center-plates to be cast at Sunset so they can finish the center of the car. It's really nice work.

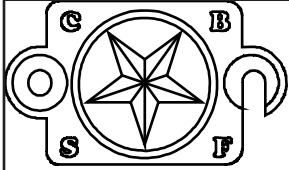
Fran Foley is taking on the window sash. This will allow us to finish the cupola. We expect to start pulling the plywood off the outside on February 7th... this will tell us if there are any structural issues with the wall framing.

Kevin Bunker, meanwhile, has been sleuthing at California State Railroad Museum. His research has yielded a lot of useful historic SP wooden caboose drawings materials from which we will create new drawings tailored to 5591. Better still, our contacts with the Northwestern Pacific Historical Society Archives and the Western Railway Museum Archives at Rio Vista Junction have yielded about six entirely new in-service photos of our caboose, none of them heretofore published. Scans of these images are forthcoming and will be added to our reference collections to aid the caboose restoration work and later on serve as useful interpretive exhibit images.

We have done a couple of field trips in search of information to support the caboose restoration. Over the summer, Randy made a couple of trips to the Northwestern Pacific Historical Society's library in Petaluma... along with Craig Hoffer and Andrew Brandon. We found a couple of previously unknown photos, and had a chance to inspect their restored Petaluma & Santa Rosa caboose... it's standard gauge, and a bit newer than our car, but did offer some clues to how the interior may have been arranged.

Randy spent an afternoon at the new "Statewide Museum Collections Center" the State Park's off site collections storage facility. They hold some of the records from the California State Railroad Museum, which are stored off site due to space issues... Including the North Pacific Coast cash books. We were hoping to identify when our car was built, but unfortunately these books, while a rich source of information about who was supplying material to the railroad shops, did not include anything specific to our car. They do show that the NPC was buying castings from McCormick and sons, the same foundry that cast the iron parts for 1010.

Randy Hees, Curator

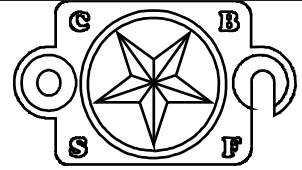


Society for the Preservation of Carter Railroad Resources

See www.SPCRR.org for updates to the calendar

2015 SPCRR / Ardenwood

Calendar



Work Days are most Saturdays from 9 or 10 AM – dark, and other days as
noted in newsletter and email announcements, usually at the Car Barn
General Meetings / Dinners are from 6 –9 PM in the Granary

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|---|---|
| Saturday, January 3 | - Work Day (clear downed trees, move cars) |
| Saturday, January 10 | - Work Day (restoration, Katy maintenance) |
| Saturday, January 17 | - Work Day (track work by car barn) |
| Saturday, January 24 | - Work Day (tie retrieval, Richmond) |
| Saturday, January 31 | - Work Day (track work by car barn) |
| Saturday, February 7 | - Work Day (horse area work) |
| Saturday, February 14 | - Work Day (restoration) |
| Saturday, February 21 | - Work Day (track work by car barn) |
| Saturday, February 28 | - Work Day (horse area work) |
| Saturday, March 21 | - St. Patrick's Day Dinner (3 rd Saturday) |
| Thursday, April 2 | - First Day of Operations |
| Saturday, April 18 | - Tartan Day Scottish Fair (Train Rides) |
| Saturday, April 25 (?) | - Rail Adventure (Train Rides) |
| Sunday, April 26 | - Sheep Shearing Day (Train Rides) |
| Saturday, May 16 | - Rail Adventure (Train Rides) |
| Wednesday, May 20 (?) | - EBRPD Volunteer Recognition Dinner (Cull Canyon) |
| Monday, May 25 | - Park Open House (Free Day) (Train Rides) |
| Saturday, June 20 | - Rail Adventure (Train Rides) |
| Saturday, July 4 | - Independence Day at Ardenwood (Train Rides) |
| Saturday, July 11 | - Work Day, BBQ & General Meeting |
| Saturday, July 18 | - Rail Adventure (Train Rides) |
| Saturday, July 25 | - Ardenwood Historic Farm's 30th Anniversary (Train Rides) |
| Saturday, August 15 | - Cajun/Zedeco Festival (Train Rides) |
| Sat-Fri, Aug 29-Sept 4 | - Railfair Setup |
| Saturday, Sunday, Monday - Washington Township Railroad Fair | |
| September 5, 6 & 7 | |
| Saturday, October 3 | - Work Day, Halloween Planning (1 st Saturday) |
| Sat-Sun, October 10-11 | - Harvest Festival (Train Rides) |
| Friday, Saturday, Sunday - Haunted Halloween Train | |
| October 16-18 and 23-25 | |
| Sunday November 22 | - Last Day of Regular Operations |

President's Report

Several holes, punched by a falling eucalyptus in the Car Barn's NE corner roof and siding, were repaired by Metal Building Co. on Jan 28 & 29, at a cost of ~\$5000. This was not covered by our insurance, which is limited to the collection and Workman's Compensation, an oversight that the BoD is looking into. This emphasizes that we do need take down some of the larger eucalyptus trees along the grove east of the barn, before they cause serious damage, and any informed advice on how to do so will be welcome.

The Thursday afternoon restoration crew has completed laying the finish floor inside caboose 5591, except for the center pin access. Special thanks to Ken Underhill and Dave Fisher who have been driving this effort. Randy Hees and Kevin Bunker have commenced to dig through California State Rail Museum files for drawings and data pertinent to the restoration.

Track construction progressed slowly through January, concentrating on track 4, the outside siding closest to the Car Barn. Part of the delay is due to our decision to try to use up as much of the lighter and marginal rail stock as possible, which often requires straightening and/or custom fitting joint bars. It has become something of a relief when we can go back to spiking and tamping.

On the 24'th we had an invitation from Jeff Schwab of Richmond Pacific RR to pick over their scrap ties before RP disposes of them. We took up three pickups and a trailer and brought back 50 track ties, and 14 of the shorter switch ties that so useful on our stub switches. Special thanks to Ken Underhill, Bruce Sorel and John Erdkamp, and to Jeff and Vincentne Pena of RP.

It is not so obvious as restoration and construction, but this organization takes a good deal of largely behind the scenes effort to keep it going. The work done by Alice Evarts as our Treasurer and financial manager, and by John Goldie as our Membership and Donations Monitor, are two such critical efforts and I want to thank them both.

The 2015 Calender is largely completed, but the Park Calender is proving to be a moving target that we need to work around. Once it is firmed up, it will be posted at <<http://www.spcrr.org/Calendar.pdf>>.

The year's first large event will be the St. Patrick's Day Dinner on March 21 (3rd Saturday). It currently looks like we have 4 Rail Adventure Days, and 6 Ardenwood special days, from April through August. We will running those days with largely volunteer crews, so if you are looking for a chance to run trains,

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From the General Manager

Hope everyone's year is starting on the good side and this will be a great year! More trees fell at the farm this year besides the two that hit the car barn, so if you are driving the back roads please be careful of tree debris. The Park is working on the cleanup but there is quite a bit to do and some of the work is huge trees which require big equipment to move.

Stella is coming along well in her training and should be ready for April. Alex is looking for more Train crew now so he can train others to drive and brake, so if any of you love horses and would like to to learn please let Alex know @408 806 4851 or alex.oberg@gmail.com, please pass the word if you have friends who are interested as we need more help. Thank you in advance!

Barbara Culp, GM general-manager@spcrr.org or 510 785 1343

President's Report, continued

check out the calender when it comes out (see page 5, and www.spcrr.org for updates).

Our traditional second Saturday workdays, Feb 14 and March 14 for the near term, will be aimed at car restoration. While we will be back on track 4 this weekend (Jan 31), we really need to concentrate on the horse facilities over the next two months while the park is in its low key mode. The Richmond Pacific tie collection preempted Jan. 24, so on Feb 7'th I would like to try to replace the front gates at the horse barn entry. I am currently thinking the 21's will be back on track 4, and the 28'th on horse fencing, but this may change.

Lynne Philpott, Ardenwood Park Supervisor, has expressed an intention of restoring park facilities to near new condition. For us, primarily means the horse facilities. She and I have discussed restoration of the horse barn's paddock to the original French drain and sand surface. This is tentative, currently unfunded, and still preliminary, but shows where she would like to take the park.

John Stutz
President, SPCRR

Membership Update

WELCOME new member David Waterman - San Rafael CA

Please reminder your dues are tax deductible. Your cancelled check is your receipt in addition to the clip-and-save reminder on the bottom of the renewal form. THANK YOU for your continued support to help us meet our narrow gauge preservation goals!

For those that donated in addition to dues in 2014, a consolidated tax receipt letter will be sent by mid February.

Please check if you have an employer match program to further the impact of your generous gifts. In some cases, the match programs extends to retirees also. All donations of any amount all help us to achieve our goals. You may also designate a project, for accounts such as Equestrian, a restoration project or other special needs.

John Goldie, Membership Chairman

Track and Other Work Days

These dates are tentative: watch for email updates:

Saturday, Feb 7: replace the front gates at the horse barn entry.

Saturday, February 21: Car Barn track 4,

Saturday, February 28: repair horse fencing

John Stutz, Track Manager president@spcrr.org

Storm Damage to the Car Barn

On the night of Thursday December 11th, following heavy rain over several days, a massive eucalyptus tree in the grove on the other side of the road east of the Car Barn fell. The top of the eucalyptus impacted the north east corner of the building, and the walnut tree near there was pretty much destroyed. The walnut had provided shade, welcome in the summer, and necessary for the operation of our forge. The forge was beneath the tree, and though it survived the impact its legs collapsed and will need to be straightened.

The building itself sustained moderate damage, with some holes and dents in the roof, side and front corner. Fortunately there was no structural damage, or damage to the sprinkler system or the contents of the building, and the amount of rainwater coming in through the holes in the roof was not great.

The following Saturday SPCRR volunteers cleared the remnants of the eucalyptus from the area between walnut tree and the building so a vehicle can get by on that side of the building and our portapottie serviced, and patched the holes in the side of the building. As of this writing the trunk of fallen tree remains across the fire road.

On Wednesday and Thursday, January 28th and 29th, a crew from Metal Building Company (who constructed the building originally) came out and repaired the damage. They replaced several roof and side panels, beat out some dents, and fixed the torn roof insulation. The building now looks again like it did when new, with no evidence of the damage, unless you know where to look.

The quoted cost of the repair was \$5,290. Final cost may be slightly higher as some small parts were not included. We had not unfortunately insured the building, an oversight which will be corrected. Removal of the tree across the fire road, and other eucalyptus which pose a threat to the building is the responsibility of the park. While they have been working to assess the threat, as yet no action has been taken.

Ken Underhill



Photo: *Ken Underhill*

Keeping in touch!

There are multiple ways to get the latest news and information about the SPCRR. The following list provides information on how, and where information is available.

Come down to the Park –

Talk to other members, and volunteer on a: project, operation, or administration task.

Our monthly e-Newsletter – HotBox –

Read about upcoming activities, projects, and recent accomplishments in our email newsletter. It also includes pictures and is sent in PDF format. If your email has changed – please let us know to not miss an issue. Articles wanted also!

Yahoo Groups –

SPCRR has several Yahoo Groups where topics are discussed and information is exchanged. These act as an email reflector, or a searchable database for discussion threads, photos, and other files via the Yahoo Group website. Groups are:

SPCRR_Members (http://finance.groups.yahoo.com/group/SPCRR_Members/) This is the primary SPCRR member group, any member can join this group. This is where the calendar is kept and a large number of files and pictures. There is also a database of to-do activities. Files include flyers and other documents. Moderated by AJL Cary, B Culp, and K Underhill.

SPCRR (<http://finance.groups.yahoo.com/group/spcrr/>) . This group is moderated by AJL Cary and K Underhill and is intended for general discussion about the historic and modern SPCRR.

WEBSITE (www.spcrr.org) -

This is the group's public facing and membership website. Located here is the Mission, History, Collection, Calendar and other group documents.

FaceBook (www.facebook.com/spcrrmuseum) -

This is the operations group's facebook page. Posting of pictures, events and news can be found here for FB users.

Email Announcements / Mailers –

These are used to announce work sessions, general meetings, and other special events and are usually sent by our GM.