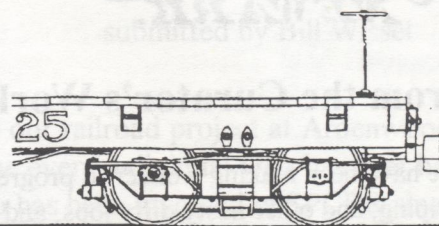


CARTER

NARROW GAUGE

CHRONICLES



The Newsletter of the Society for the Preservation of Carter Railroad Resources

March 1999

CARTER BROS.

Manufacturers of

Passenger and Baggage Cars

City, Freight and Hand Cars,
Logging Trucks, Lumber Cars, Turn-
tables, Water Tanks, Etc.

Office, 10 California St., S.F.

Works, Newark, Alameda Co.

Special attention given to Narrow
Gauge Work.

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March General Meeting

March 19th in the Granary at
Ardenwood
7:00 p.m.

This month's program,

"California Calls You, Railfair 1999"

presented by Paul Hammond

*We will get a firsthand report on what to expect
and what we will see at the*

"Last Great Railfair of the Century"

*along with a progress report on SP 1010, the
Centerville Depot displays, and a few surprises.*

Visit the SPCRR on the web at <http://www.caryconsulting.com/public/spcrr/index.htm>

Notes From Around the Museum

From the Curator's Work Bench:

We have been making wonderful progress on car 1010. We are nearly finished with the slow work of disassembly, paint stripping, and other nasty dirty jobs, and have moved on the much more exciting work of painting and installing new hardware. The change is amazing. For years we have toiled, making good progress, but that progress are nearly invisible. Now even small jobs make big changes in the appearance of the car.

We have received most of the iron work for the couplers, and expect to have them installed on the car by the end of February. We have had to rework several of the parts as we try to assemble the coupler sets, and continue to find details of the miller system which had escaped us. For example, we needed to change the length of the end rail threads on several posts, as they serve to hold various couplers and brake parts. We have nearly completed design work on the brakes, and plan to turn that project over to our blacksmiths.

We are finally finished with the slow work of repairing the exterior siding, and are only waiting for a stretch of dry weather to allow us to paint the body green. Kevin Bunker has found the original lettering stencils for the lettering for the car, in the collection of the California State Railroad Museum and has had copies made for us. Inside the passenger compartment we are now applying stains and tinted shellacs. We have matched the baggage compartment paints, and now have only to finish striping the ceiling, before painting that area. Bill Wissel has completed the two new baggage doors, and then threw in a "bonus door" for the opening between the passenger and baggage compartments.

Along the way we decided to install working air brakes by Railfair, using parts salvaged from Diamond and Caldor 64. This should add a whole new layer of complexity to the project.

As Railfair draws near, the pace of work is accelerating. We are continuing to have full work days the first and third Saturday of each month. A small group continues to work the first and third Tuesday evening. Once daylight savings time kicks in we will be meeting every Tuesday night. We have also started a system of to-do lists, and job kits for anyone who finds themselves with time to spare. You will find the clipboard in the passenger compartment on a new bulletin board. The job kits should contain materials, tools, and information to allow you to work on the car. For more information on 1010, call Randy or Rich.

A Message from the President

I had a very positive chat with the park folks last restoration day and again after a meeting I had at the park on Tuesday. Everyone is excited and upbeat about the 1999 season. From the survey input and discussion at the last board meeting, I've formulated and shared the following as the SPCRR position for 1999: **'the SPCRR Partnering with Ardenwood and EBRP to Expand and Extend the Victorian Experience'**. The idea of partnering was very well received. So, as citizens of the park, please remember the park rule that stipulates--vehicles are NOT allowed inside the park between 10:00 a.m. and 4:00 p.m. The park office is aware that we are on an intense schedule to complete restoration of 1010 and may need to pick-up, move or deliver supplies. If you need a vehicle inside the park to pick-up, move, or deliver supplies, please check in at the park office first. I don't foresee a problem and they may even be willing the assist. If you bring your vehicle into the park, once you've completed you task, please repark your vehicle in one of the designated parking areas.

Ardenwood Farm Volunteer Meeting

from Chris Garcia, EBRPD Staff

All Ardenwood concessionaires, volunteers, and staff are invited to attend the 1999 Preseason Volunteer Meeting on March 31 in the granary. The meeting will run from 7:00-8:45pm and will cover new developments for this year, a review of emergency procedures, and updates from concessionaires. SPCRR volunteers should RSVP to Kim Hill at (408) 370-3555. by March 25. Yes, refreshments will be served! Hope to see lots of SPCRR folks there!

SPCRR Volunteer Bill Baumbach

submitted by Bill Wissel

Through the years, a great many people have donated their talents and skills to our railroad project at Ardenwood. So many people have been involved that I suspect no one of us now could name every individual who has ever had a hand in SPCRR. I'd like to tell you all about a wonderful friend of mine, who has been involved in SPCRR since the beginning, some 15 years ago. I suspect none of you ever met him, and only a very few of you have heard me say his name.

Bill Baumbach had been a close friend of my family since my childhood, and a devoted rail enthusiast since my earliest memories. In fact, my first memory of ever seeing a real live steam engine operating was when his scratch built 1" scale 4-4-0 "Smokey" came chugging through his backyard on the 7 ½ inch gauge track that goes around his house. (I think I was a Cub Scout at the time. I remember his garage was filled with all sorts of fascinating things, like a kit to build a full scale two man helicopter.)

When I first got involved with SPCRR, Bill took an immediate interest in what we were doing at Ardenwood. He made his first contribution to our railroad when we started laying track around the north end of the park. As some of you may remember, we were dealing with a lot of different weight rail from different sources, all with different heights. Joining all of these rails together into one smooth track created some problems. Bill, a master machinist, was immediately challenged. He disappeared into his incredible machine shop, and about a week later I got a call saying that he had an assortment of transition joint bars of all heights and weights, most of which are still on our railroad today. On several occasions, he came out to Ardenwood to see how things were progressing. Noticing our new harp switch stand castings, I told him that we were having problems drilling holes through them for the mast pivot pins. He immediately volunteered, and had the switch throws working perfectly. This was pretty simple stuff for such a gifted and talented machinist who had already scratch built many 1" scale steam engines and live steam working models.

I got to the point where I really looked forward to bringing SPCRR "problems" over to Bill's house. A visit to his home was like walking through a museum and hobby shop all in one. Even though I was now 25 years older than the young cub scout who had gazed at the helicopters in the garage, I still found his home to be a fascinating place to visit. On the mantel over the fireplace is a 1" scale 2-truck shay, a beautifully detailed steam donkey is the centerpiece of the coffee table, and an operating stern wheel paddle steamer sits on top of the scratch built full scale operating electronic organ. And Bill was always very generous and willing to share his knowledge and skills with whatever problem I had.

Bill was one of those people who quietly did a lot of support tasks for SPCRR in the background. With help from my dad, Bill threaded the gauge rods that hold our panel track together for our portable hand car display. Did you notice that last year's Halloween train had ghosts in the "haunted grove" with flashing lights in them? That was more of Bill's electronic wizardry and handywork.

In addition to his involvement in SPCRR, Bill had been active in the West Valley Model Engineers, Golden Gate Live Steamers, and spent a lot of time at Pony Tracks Live Steamers.

On January 18, 1999, my friend, Bill Baumbach passed away at the age of 75. Legend has it that the tracks in Heaven have rails made of gold. If that's true, Bill is giving all the angels rides behind "Smokey." Next year, if you ride the SPCRR Haunted Railroad, watch for the ghosts flashing in the 'haunted grove.' They'll be there.

Feeding the Iron Horse

"A continuing series of articles on the businesses and industries which supplied the railroads and carbuilders of Northern California."

Carriage Lumber

We had originally announced that this issue's article on "Feeding the Iron Horse" would be on horse cars. As soon as the last newsletter had gone to press our research took us down a different road, to visit a specialty lumber dealer, the White Brothers. The White Brothers were "carriage lumber" dealers.

Carriage lumber was sold by a special class of lumber dealers, selling primarily hardwoods. Railroads and carbuilders looked to the carriage lumber companies for the fine lumber used to trim out the interiors of the cars, as well as some of the hardwoods used in doors, windows, and even in the car side frames. While California was rich in wood, most was soft wood, redwood, pine and fir. Most carriage lumber was imported from the eastern states, a fact frequently noted in newspaper ads.

The largest of these dealers was Waterhouse & Lester, with offices in San Francisco, Sacramento, and New York. According to San Joaquin and Sierra Nevada cashbooks, Waterhouse and Lester supplied just over 130 feet of oak used to build car 1010.

Much smaller was George T. Casebolt & Co., located on Beale Street in San Francisco. George was the oldest son of Henry Casebolt, a noted wagon and railroad car builder in San Francisco, and proprietor of the Sutter Street Railroad. Later articles in this series will explore Henry Casebolt's car building history.

WATERHOUSE & LESTER,
IMPORTERS OF

Hard Wood Lumber,

AND ALL KINDS OF



COACH, CARRIAGE & WAGON MATERIALS,

Nos. 122 & 124 Market St., & 19 & 21 California St.,
SAN FRANCISCO.


17, 19 & 21 Seventh St., bet. I and J,
SACRAMENTO.

NEW YORK OFFICE:
121 AND 123 FRONT STREET, NEW YORK.

H. A. WATERHOUSE, AGENT.

From Langley's San Francisco Business Directory,

GEO. T. CASEBOLT & CO.,
—IMPORTERS OF—



HARDWOOD LUMBER,
—ALL KINDS OF—

CARRIAGE AND WAGON MATERIALS,

Coach Trimmings & Coach Hardware,
24 AND 26 BEALE STREET (near the intersection of
Pine and Market),
San Francisco.

We are constantly receiving New Additions to our
Stock, carefully selected in the Eastern market, which
we offer at the lowest Cash rates. my10-8m4p

From the Sacramento Union, August 1, 1869

The final dealer we note was Holt Brothers. While one brother remained in the East (presumably to act as a purchasing agent), the other two Holt brothers operated a lumber business in San Francisco and a farm equipment factory in Stockton. The factory, called the Stockton Agricultural Works, would later turn out railroad and street cars, as well as being one of the originators of the caterpillar tractor.

One other note, there was another "White" lumber Co. in San Francisco, owned by Lorenzo E. White. The L. E. White Lumber Co. specialized in railroad ties and other similar items including fence posts and bridge pilings. L. E. owned three narrow gauge railroads associated with his sawmills along the North Coast, located at Point Arena, Salmon creek, and at Greenwood. We believe that the equipment used on the Greenwood line included Carter Brothers built disconnect log cars.

And now on to our featured presentation...

White Brothers



"Over 100 Years of Quality"

Don F. White, Jr. knows the lumber business very well. He should, for he is the fourth generation of his family in the business--and, wonderfully, in the same company. And besides being a lumber professional bred to a line of lumber professionals, he is a man very well aware of his heritage--the White Brothers' offices are filled with vintage photos and memorabilia, some reproduced with this article, and the company safe still contains treasures from a bygone age. And without Don's assistance, this article could not have been written.

Last issue, we discussed a particular foundry--or rather, a particular individual associated with several foundries. This issue, we will discuss a particular business that has existed for nearly 130 years without major changes, and the dedicated family that operates it. Beginning with those brothers from 'Way Down East' [New Brunswick], the original White Brothers.

WHITE BROS.

IMPORTERS AND DEALERS IN

HARDWOOD LUMBER,

Cabinet Woods and Veneers,

WAGON STOCK, PLOW BEAMS AND HANDLES.

Nos. 13 and 15 MAIN STREET,

Opposite Old Stand, - - - - - Near Market.

White Brothers advertisement, Langley's San Francisco City Directory, 1882

1868 saw the opening of another new lumber dealer in San Francisco, on the corner of Sacramento and Davis.

The firm was known as the **Straut-White Co.**, and the 'White' in the partnership was **Peter**, the middle of the three brothers to be involved in the business. In 1872, Peter and his oldest brother **Asa L.** bought out Strauts' interest, renaming the firm **White Brothers**.

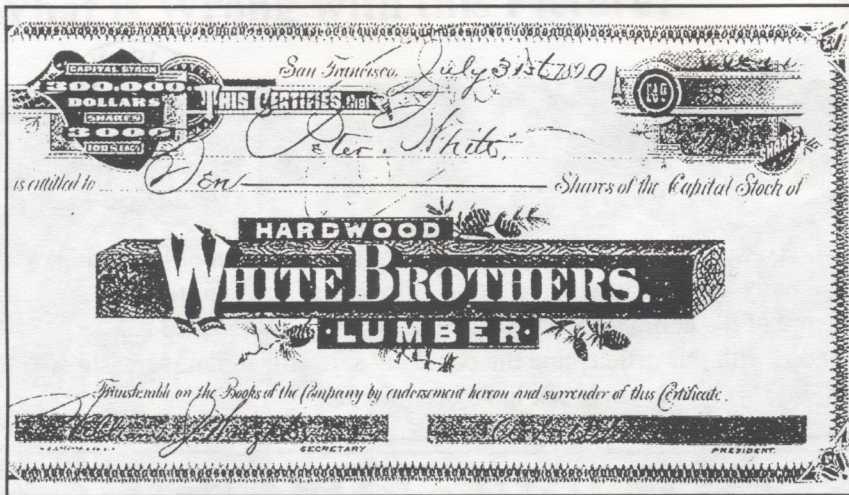
During the mid-1870's they moved to Market and California and by 1879 had expanded again, being known as "**Importers and dealers, carriage and wagon stock and hardwood lumber, 108-110 Market and 13-15 Main**" [City directory listing]. By this time the firm was prosperous enough that both brothers removed their households from San Francisco, Asa settling in East Oakland, Peter in the newly burgeoning community of Alameda. The youngest brother, **Jacob W.**, joined the firm as a salesman and he continued to live in the City.

While the White Brothers' announced specialties appear in their directory ad from 1882, a brief glimpse through their ledger books [yes, they have them!] for this period reveal sales to many familiar names, including the **Clay St. Railroad**, **Geary St. Railroad**, **Oregon and California Railroad**, **Pacific Rolling Mill**, **Samuel P Taylor**, **California Bridge**, **Occidental Hotel** [now known as the **Union Hotel**], and a **'J. C. Whipple of Decoto'**. We know from previous research at the California State Railroad Museum Library that they also made extensive sales to the **North Pacific Coast Railroad** during this era.

143

1885		
Clay St. Will. Railroad Co.		143
Jan 8 30 feet 10" Cherry 14	4.20	
19	7.50	
	4.95	
Feb 21 19 feet 10" Walnut 10	3.42	
24 10" Span Cedar 1	3.00	
56 10" Oak 10	5.60	
20 10" White Cedar 6	1.20	
	13.22	
April 3 10 feet 10" Ash 4	1.20	
" 10 33 1/2 10" 14	4.65	
	19.07	
	9.00	
	10.00	
1885		
July 9 200 Box Shooks 5	10.00	
CT	5.00	
	10.50	

Sample pages from the White Brothers ledger book, 1885-1889



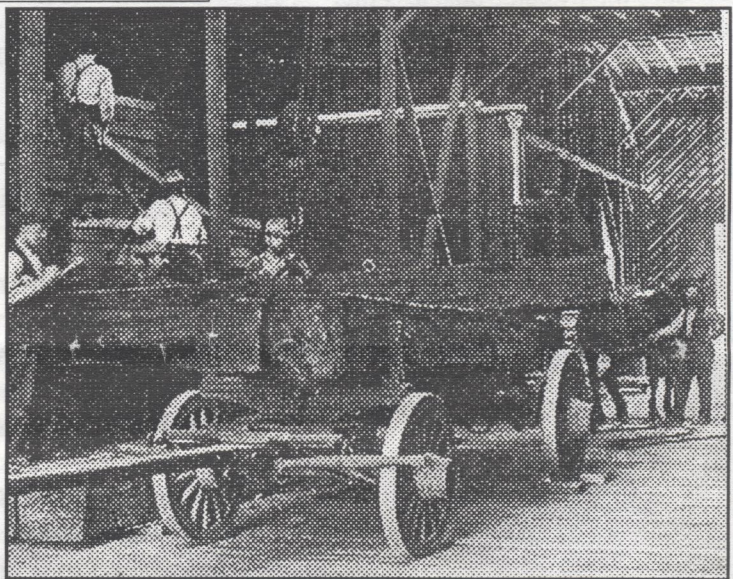
Stock Certificate issued to Peter White on incorporation, 1890. Compare with the modern-day logo, re-instituted by Don White, Jr.

By 1890, it was **White Brothers, Inc.**, with Asa as President, and in 1892 they moved again to the southeast corner of Spear and Howard. This move was especially fortuitous because in 1906, being spared serious damage from the earthquake and fire, they found themselves with the only supply of hardwood lumber in the City. But they did not take unfair advantage of this fact by raising prices, and their reputation remained solid. The 1904 Ledger book reveals more familiar names: **Southern Pacific Shops, Pacific Coast Co., North Shore Railroad, Union Iron Works, Risdon Iron Works, Pelton Water**

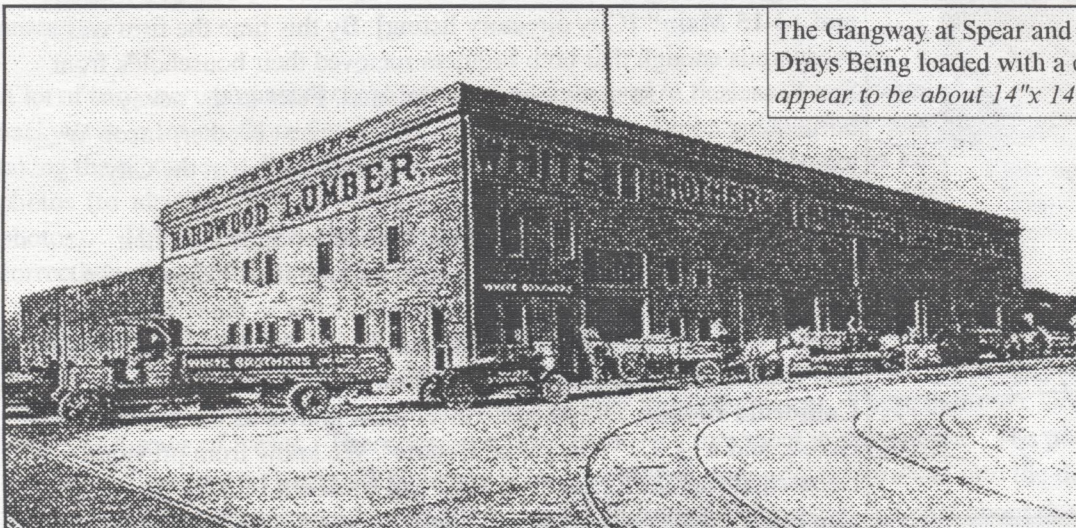
Wheel Co., and the John Hammond Co.

By 1907, the next generation of Whites had joined the firm, **William T.**, Asa's son, and **Charles Harry**, Jacob White's son. Don White, Jr., who manages the firm today, is directly descended from C.H., as he was usually known.

Charles Harry White was born in San Francisco, grew up in Alameda, attended the University of California at Berkeley, but did not graduate, leaving to go adventuring in the Pacific, and became a Customs Agent before settling into the family business. He also had some reputation as a poet and his children's book "Fin McCool, the Irish Giant" [which he also illustrated] was published in 1920, the



The Gangway at Spear and Howard, circa 1900. Drays Being loaded with a couple of 'sticks' [they appear to be about 14"x 14"x 20' !].



The yard at 5th and Brannan, 1910. The horses used to pull the drays were a source of pride for the company. they were matched for color, mane and tail. The teamsters arrived at 4:00 am to feed, curry and harness up. Their day typically ended about 6:00 p.m. Note the advent of internal combustion on the left.

same year he took over management of White Brothers from the older generation of Whites. A copy of this book, with the illustrations hand-colored and some of the verses rewritten in pencil by C.H., resides in the company vault.

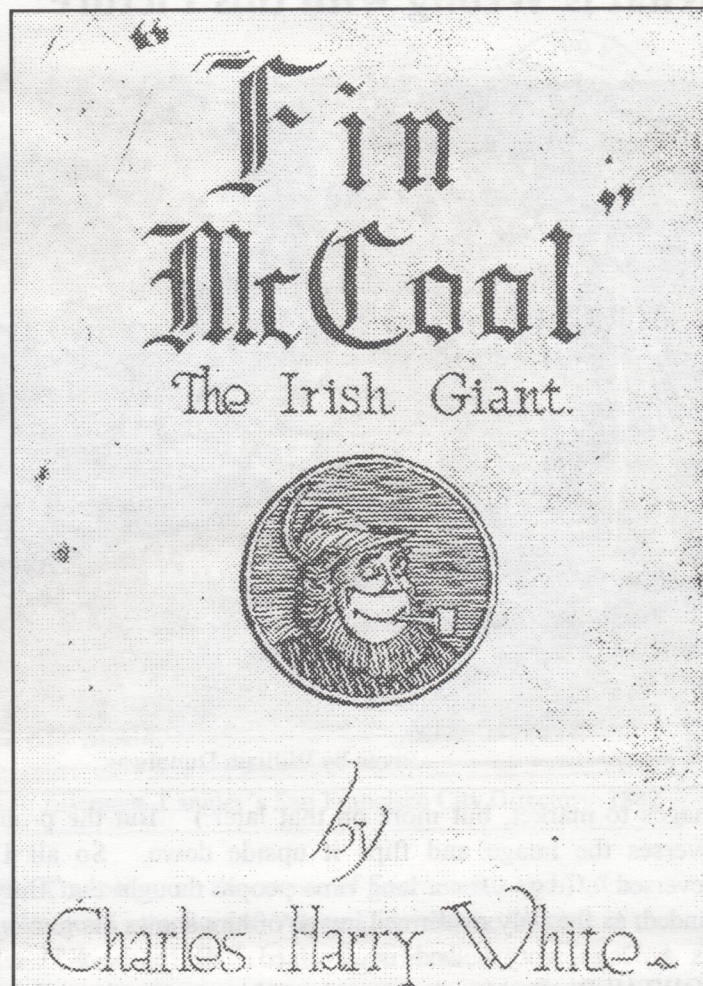
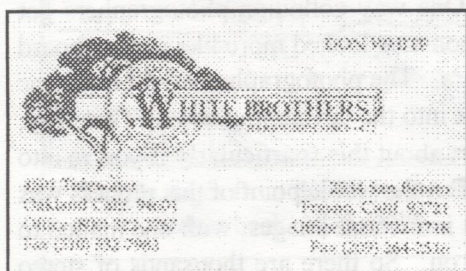
The Company had

continued to grow, having moved again [in 1910] to 5th and Brannan, and under the leadership of C.H. White, added a yard in Oakland in 1929. When C.H. retired in 1948, the firm relocated completely to Oakland and was then managed by C.H.'s sons, **Don F.** and **Charles B.**, and their cousin **W.T.**, William T.'s son [are you keeping this all straight?]. **Don F. White, Jr.** began working for the company in the early 1980's and manages it today.

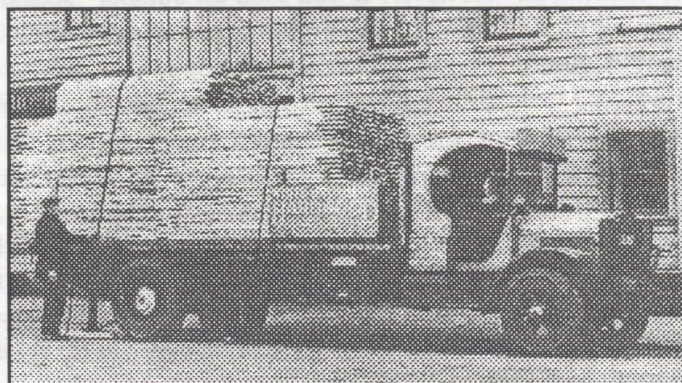
Other Whites have been involved in the company through the years--**A.L. White, Jr.**, **Clifford, Wesley**, a second **Peter**, and **Arthur E.** we can place for sure--and the company has weathered different adversities [surviving fires in Oakland in the 1950's and 1960's; opening, then later closing branches in Fresno and Sacramento], and the focus has changed somewhat [the emphasis now being on moldings]. Although the current mill is completely modern, White Brothers remains very aware of its heritage--which includes cutter knives which date from the early days--and which can reproduce moldings we need--three of the moldings used in the 1010 restoration came off the shelves at White Brothers, and the bead on a piece of freight car siding found within 1010's walls can be duplicated exactly by a White Brothers knife. *A toast to longevity!*



Two photos of the White Brother's first truck *circa* 1920. Coincidentally manufactured by the White Motor Co. It featured solid rubber tires. The "fire wood" it is carrying in the photo above is a load of ebony logs.



Cover of "Fin McCool," by C.H. White, published in 1920



Sources:

- San Francisco and Oakland City Directories
- The Golden Book of California, 1941
- Biography of California Fiction, Poetry, Drama, WPA Project, 1938.
- White Brothers Catalogues
- Personal interviews with Don F. White, Jr.
- Memorabilia and archival material from the White Brothers safe

What is Wrong with this Picture?

By Bill Wissel



Photo by William Dunningway

In last month's newsletter, we had two photos of combine 1010 taken during the Civil War event. These photos were produced using a traditional wet plate collodion process, called Ferrotype. This brings us to an interesting camera trivia question. What's wrong with those pictures of 1010?

Answer: They're backwards. The Ferrotype process was somewhat similar to modern polaroid process. That is, the photosensitive plate in the camera is the final image that you look at. That is, the picture you look at is the plate that was in the camera. There was no negative in the camera that was printed in a lab to be viewed later (which is why his process did not survive, you couldn't make multiple

images to market, but more on that later.) But the problem was, the lens reverses the image and flips it upside down. So all Daguerrotypes are "reversed." (e.g. - for a long time people thought that Billy the Kid was left handed, as the only confirmed image of him shows his gun on his left hip. But, it's a Daguerrotype and is reversed. Billy the Kid was right handed.) HOWEVER, there were cameras made to compensate for this. Most studio cameras made a direct view to the subject, so most studio "portrait" style images are backwards. However, if you took an outdoor "scenic" of a town or say a train, all of the lettering on the signs would be backwards and unreadable. So, many daguerre "scenic" cameras had a mirror in front of the lens, to take a "reversed" image, that was "corrected" by an inherent flaw in the Daguerre process.

A lot of early portrait photographers had props they used in their studios that had backwards print on them for just that reason. When William Dunningway was taking the pictures at Ardenwood, he had a book and a bottle that he used in the photos (to identify them as modern, so they aren't passed off as genuine old photos). The writing on the book and bottle is backwards so it shows up correctly in the photo.



Close up of jug from photo above.
Photo by William Dunningway

We mentioned the reason the process failed was that there was no way to mass produce prints. If you wanted 1000 pictures of Yosemite Valley, you had to go there and make 1000 exposures. One way collodion photographers got around this short coming was to get cameras that took multiple images. These monsters looked more like a large board with 5 or 6 rows of lenses. There was one huge photosensitive sheet in the camera. The photographer would make the exposure of the subject using all 20 lenses at once, and then dump the entire sheet into the developing trays. That way, in one sitting, a person would get 20 copies of an image. The really sad part about this (particularly if you're into stereoscopic images) is that, of those 20 images, each 2 represents a stereo pair. But the whole point of this process was to make multiple images, not stereo pairs. So the plate would be cut up in to 20 individual images, with one mailed to Aunt Mabel in New Jersey, another mailed to cousin Mel in Arkansas, and so on. So there are thousands of stereo images out there, but the left frame is somewhere in an attic in Georgia and the right frame is in a museum in New York...

The Mule who Died of a Broken Heart

Submitted by David Eggleston

By way of background, the Austin City Railway was a 2.2 mile line linking the Nevada Central with the town and mines of Austin, NV, located some 500 feet above the terminus of the NC at Clifton. The line, built in 1880, ran under mule power from 9/1880 to 5/1881, when a Baldwin 0-4-2 dummy engine named "Mules' Relief" (ha, ha!) took over.

The line was something of a marvel in the 1880s, often referred to as the steepest line in the US by the papers. Six mules could just move (drag) one car up the grade (7.5% at its worst, with a 40 degree curve at one point). Empties used gravity for the return trip. The new dummy engine could move two cars, and without a rest mid-climb!

The mules returned to work in August 1882 when the engine jumped the tracks and was badly wrecked. For three months in late 1882 the line returned to flesh-power. The above article comes shortly after the return of the dummy. The mules, and sometimes horses, pulled cars occasionally when the engine was under repair until operations pretty much ended in 1888. I don't know if this was one of the line's original mules, but... it's fun to speculate.

Austin Reese River Reveille:

Nov. 6, 1882

"A Mules' Relief. A large black mule lay dead across the railroad track this morning, a short distance below the REVEILLE office. When the street locomotive "Mules' Relief" came rolling down the track on its first trip, it had to stop while George Allsopp, assisted by two or three other stalwarts, got that defunct mule by the heels, and yanked him off the rails. This was one of the mules that used to be employed on the road before the locomotive came, and he has been grieving his soul away until his proud mulish spirit found relief in throwing himself across the track to die, in hope that he might derail and demoralize the machine that had taken away his occupation. George wept as he grasped the mule by the heels, but he would have wept more if the beast had been alive."

All Kinds of Trains

By Cassandra Schwartz, Volunteer (age 12)

Gee, isn't it interesting how the SPCRR celebrates the Carter Brothers by using the same technology they did to build rolling stock, hand tools, mortised joints, forged iron, building cars upside down, for both horse drawn *and* locomotive drawn trains, on narrow *and* standard gauge rails.

As we move into the year 2000, we need to keep these values, for everyone to respect everyone else, the same way we respect all the kinds of cars and engines (even hay burning ones). Carter built cars for every kind of person, from narrow gauge horse drawn cars to standard gauge cars pulled by locomotives, from passenger and luggage cars to fruit and vegetable box cars. So let's keep using all kinds of trains, and keep history alive!

Recent Acquisitions

By Rich Hill

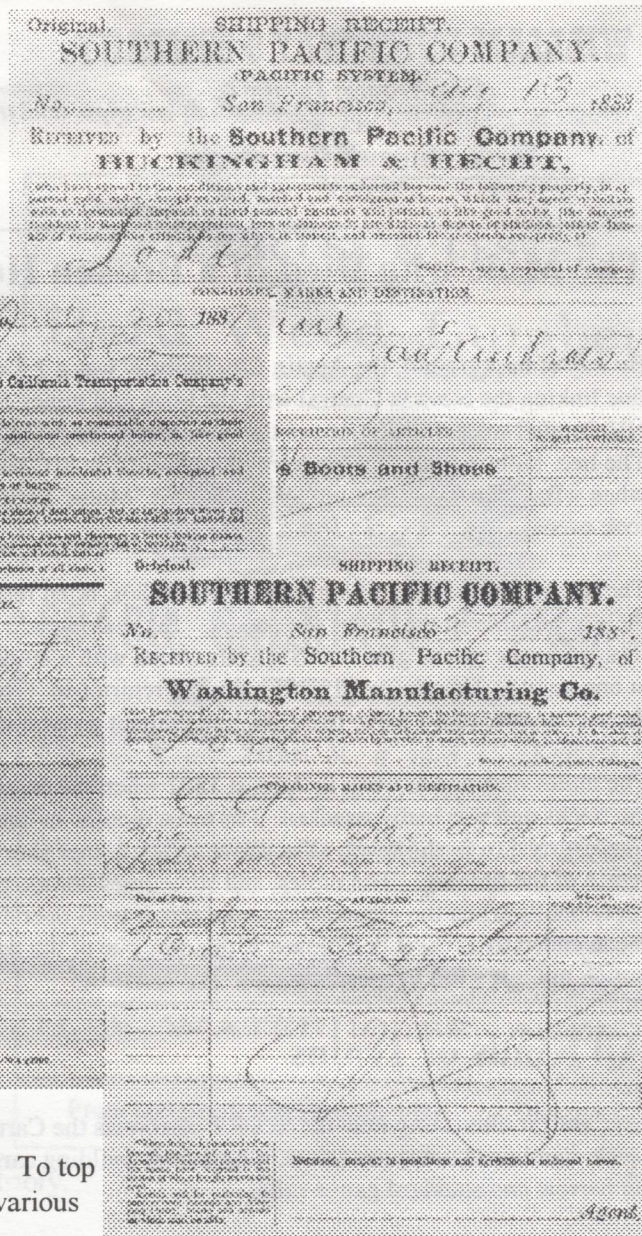
Every now and then, I check one of the on-line auctions wishfully, looking for some undiscovered bargain. The usual hope is for a copy of Bruce's "Narrow Gauge Portrait" which has yet to be found (for a bargain, at least). However, recently we were able to make an interesting find.

An item was offered with the title "San Francisco Southern Pacific Co. 1888." From that not-very-descriptive title it would be more than a stretch to imagine this would have anything to do with narrow gauge, let alone something associated closely with our group. On probing a little further, I found that the item was a receipt for the shipment of a case of boots and shoes (purchased at Buckingham & Hecht) dated "Aug. 13, 1888" and the station name was listed as "Lodi." Having spent a few too many hours inside SP 1010, I immediately wondered if this could have had anything to do with the San Joaquin & Sierra Nevada line which ran through Lodi on its way to its eastern terminus in

Valley Springs. Of course the odds of this receipt having something in common with this minor branchline would be small, at best. The most likely case was that this receipt referred to freight handled on the standard gauge SP line through Lodi.

The auction fortunately included a scanned image of the receipt so it was possible to view the actual piece of paper, albeit electronically. Looking at the receipt in a little more detail, under "consignee, marks, and destination" is handwritten "C. Agostini, San Andreas, via Valley Spgs." This confirmed it; this receipt really was for freight carried on the San Joaquin & Sierra Nevada shortly after the SP had taken control. Not only that, but there was another receipt dated "5/11/1888" (for freight from the Washington Manufacturing Co.), also destined for San Andreas via Valley Springs, and a third receipt dated "July 20, 1887" for freight on board a California Transportation Company steamer, calling at Brack's Landing (the SJ&SN western terminus on the San Joaquin River).

SP 1010 was most likely still a coach at the time of these receipts and therefore it is unlikely that it was used to transport this freight. However, that possibility does exist and it's an interesting link. To top it off, all three were obtained for a bargain price, and through various member donations, are now the property of SPCRR.



BACKSTAGE AT INTERPRETIVE

BY NATE

Y2K?...I always thought '00' was '1900'--oh, well. We always have been a Department with an attitude... for those who didn't know [or have forgotten], the Interpretive Department is not concerned with interpretive signage or displays [other than asked-for advice], and only concerned with interpretation on the train ride to the extent of presenting the story modules yearly [or by appointment], and monitoring and advising members on presentation and facts.

What do we do? We develop and present Special Interpretive Programs for the general public, school groups, and special visitors at Ardenwood, and for outreach at symposiums, conferences, other museums and historical societies, and schools. Many programs [or parts of programs] are mainstreamed into our repertoire for all members to use as they see fit. Examples are Blasting Oil demos and hands-on spike driving, both always popular with school groups, grew out of the 'Chinese in California' program.

This year as last we will not schedule monthly programs [or Docent training] until we have a contract with EBRPD.

So what are we upto? First priority is to organize the volunteers for Railfair '99 at CSRM, June 18-27. We are taking for display 1010, and while there intend to build two flatcars in real time, with the public's help, and possibly be involved in a production of "The Octopus and the Volcano."

We will need: 3-4 restorers/carpenters, 2-3 docents, 1-2 "mentors" [to facilitate public involvement], **plus** help setting up, breaking down, and cleaning each day! The basic deal on coming up and helping is: work half a day, play half a day, work one day, play the next; etc. Some housing and eating arrangements will be made with CSRM, but are not yet in place. But it is very important that we plan this ahead as much as possible--If you are at all interested [even if you cannot commit to any specifics at this time], please let me know ASAP--Nate [510]569-4311. We're making a list.

President's Corner **SPCRR**

1999 A Gold Medal Year for the

Before I agreed to run for President, I asked myself several questions and the answers are what made me decide that I had to do my part to make 1999 a gold medal year for the group.

What is the SPCRR?

Here are a few of the descriptions of what the group is to me.

- A museum chartered to collect and restore Carter resources.
- A railroad modeling group (12 inches to the foot).
- A horse-drawn railroad. (Young and old alike on any operational weekend)
- An education center. (That is how teachers of California history have described the farm)
- An organization of volunteers putting in hundreds of hours of hard work restoring old things, interpreting history, handling the horses, collecting railroad memorabilia, having lot of fun and eating a few Wissel cookies for good measure.

Why is it important enough to me to want to be president?

I'm not a traditional railroad hobbyist. Why would I want to be president? What could I bring to the organization? For me the SPCRR is about people--our members and our constituents enjoying themselves in a past time and place. I saw this organization as an avenue to step out of my computer simulated world and experience a piece of California as it was a hundred years ago--working on the railroads, horses, Victorian culture, and emerging technologies circa 1890's. The SPCRR lets me experience a slice of life as it was in the 19th century.

What do I bring to the group?

I'd like to say a magic wand that will turn saw dust, gasoline, and manure into dollars for our coffers. I have a wand, but the dog gone thing just doesn't seem to work! So instead, I bring a positive attitude, creativity, and a strong desire to do whatever it takes to see the whole organization (all the nuances of what the SPCRR is) succeed. This year, 1999, opens the door to the next decade, a host of opportunities, and even more hard work for the SPCRR and EBRP (Ardenwood) if we are to keep a piece of 19th century California history alive. How do we keep the SPCRR alive? By selecting tasks and efficiently organizing our resources around four goals this year:

1. Build a cooperative working arrangement with EBRP and Ardenwood
 - Land Use Contract
 - Operations Contract
2. Build awareness for the SPCRR
 - Complete the restoration of 1010 and show it at the CSRM Railfair in June
 - Outbound promotions (Depot signage)
 - Halloween Train
 - Cooperative events
 - Feature the horses and their role in Local California/railroad history
3. Support the ongoing operations of the SPCRR
 - Fund raising events
 - Alternatives to the store
 - Identify dependable, cost-effective mechanical locomotion (fix or replace)

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First Class

President's Corner (Continued)

4. Bring back inactive members and recruit new volunteers

This is a plateful, but we can do it together.

Together Member working beside member, each one focusing his specific talent on the tasks of his choice. Our organization working with Ardenwood and EBRP in a spirit of commitment, cooperation and support. Putting the past behind and looking forward *together* is what it is going to take to achieve our 1999 goals and position the SPCRR for 2000 and beyond.

As President this year, I'm looking forward to an opportunity to work with each of you, the park and the district in a business-like manner. With the help of my fantastic board, the impassioned members of this organization and individuals that I've yet to meet, I believe that 1999 is the year we organize, plan and unify under a common cause-to leave a living legacy for those of the next decade to ponder.

Bring your friends and share the fun and excitement of

- 1010 workdays,
- Tuesday work nights,
- Weekend operations,
- Daily horse care,
- Locomotive maintenance
- Whatever project interests you (we have something for everyone)

Calendar

March

Tuesday 16th, 1010 work night, 6:00 until ??
Friday 19th, General Meeting in the Granary, 7:00 p.m.
Saturday 20th, 1010 workday, 9:00 to 5:00
Tuesday 31st, Park Volunteer meeting, 7:00 to 8:45

April

Friday 2nd, Park opens, train operation starts(tentative)
Saturday 3rd, 1010 workday, 9:00 to 5:00
Tuesday 6th, 1010 work night, 6:00 until ??
Saturday 10th, Gathering of the Scottish Clans
Saturday 17th, 1010 workday, 9:00 to 5:00
Tuesday 20th, 1010 work night, 6:00 until ??

May

Saturday 1st, 1010 workday, 9:00 to 5:00
Tuesday 4th, 1010 work night, 6:00 until ??
Sunday 9th, Spring Festival
Tuesday 11th, 1010 work night, 6:00 until ??
Saturday 15th, 1010 workday, 9:00 to 5:00
Tuesday 18th, 1010 work night, 6:00 until ??
Tuesday 25th, 1010 work night, 6:00 until ??
May 29-31, Civil War Reenactment

June

Tuesday 1st, 1010 work night, 6:00 until ??
Saturday 5th, 1010 workday, 9:00 to 5:00
Tuesday 8th, 1010 work night, 6:00 until ??
Tuesday 15th, 1010 work night, 6:00 until ??
June 18-27, Railfair 99, in Sacramento