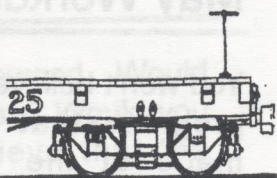


CARTER NARROW GAUGE CHRONICLES



The Newsletter of the Society for the Preservation of Carter Railroad Resources
June 2000

General Meeting **Friday June 9**

Work Day **June 10, 2000**

Highlights from the Board Meeting

Negotiations with EBRPD continue for our operating contract for this year. The board endorsed application for a TRAINS grant. Randy Hees is coordinating the proposal for review at the next meeting. The deadline for submission of this proposal is June.

A presentation regarding SPCRR's plans for the Apple Orchard (Eastern Field) will be made at the ARPAC meeting. The coral rebuilding was authorized to spend \$800 for posts; this is in addition to the donations for the post and planks program.

Volunteers are needed to host upcoming work days.

The Civil War Re-enactment group was authorized to use 1010 as a headquarters for the Memorial Day weekend. The handcar can be used but must not be operated after hours.

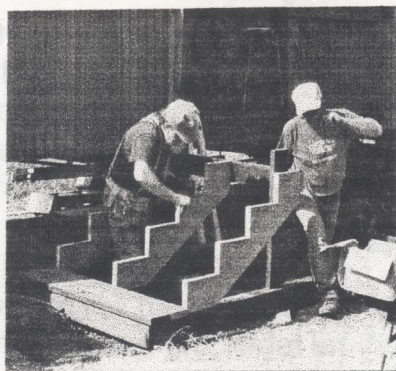
May Workday

You won't believe the progress that was made at the May workday. Bob Tupper hosted the day that included replacement of the steps leading to the museum car, creating guard rails, re-touch on the paint of car 1010, and signifi-



cant progress on the corral project (see Corral Article). A small group of eager volunteers added an additional ad hoc work day the next weekend which included photographing the logo items for the web site, tree trimming, and attaching the seating to the 472 car. The following volunteers, including a number of first-timers, were out helping:

Gene Arrillaga	Mary Jane Gendeau
Burke Bruttig	Matt Gremsme-Maró
Spencer Bruttig	John Stutz
Andy Cary	Di Schwartz
Barbara Culp	John Theberge
Trudy Frank	Bob Tupper
Randy Hees	Bill Wissel
Kim Hill	Janne Wissel
Rich Hill	Max Lyness (and his scout crew)



As always, there are no doubt contributors that worked but were not seen. Last month we left out Roland Howard. If we missed you, our apologies, and please send me your name for the next newsletter. If we missed your name because you haven't joined us yet, come out and join the fun.

Corral Rebuilding Project

Some amazing things are happening at Ardenwood. Would you believe that this hole was dug by this horse? Would you



believe that the hardworking crew (shown below) dug the hole and a number like it? SPCRR volunteers (a number of who are still in the group) originally built the corral more than 15 years ago. Funds for the original corral

came from a grant. After all these years and numerous repairs, most of the corral fencing needs to be replaced. Max Lyness has undertaken the project as a contribution to his community. Max is a scout who is working towards his Eagle rank. He has designed and is working on rebuilding the corrals that house our equine locomotives. Max has recruited young volunteers from the scouts to help with replacing the posts and planks in the corral. The posts and planks needed for the corral are estimated to cost about \$2500. The board has authorized \$800 for the project. Donations from the Post and Plank project total \$358 to date. We are pleased to have Max and his crew making a difference to our operation. If you can help contact Max Lyness or Mary Jane Gendreau (SPCRR sponsor).



Ardenwood's Carter 28' Boxcars

By Randy Hees

This year we are focusing our restoration efforts on two of our boxcars: South Pacific Coast 472, used as our museum car, and Southern Pacific 10, our tool car. The two cars, along with South Pacific Coast 444, are parked on Shirley's siding near the depot. These three cars share a common history. All three were built on the same order in 1880 for the Oregonian Railroad. The order, for 175 cars, was reportedly the largest single order the Carters ever received. It included 30 conventional boxcars (including SP 10) 70 ventilator boxcars (including SPC 472 and 444) 70 flatcars and 5 passenger cars.

The Oregonian Railroad was sold to the Southern Pacific in 1892 and in 1899 they transferred much of the rolling stock, including our three boxcars to the South Pacific Coast. While being transferred south, the cars were shopped in Sacramento, rebuilt as necessary, repainted and re-lettered. During this shopping, each received a huge "Sunset" logo herald, 5' 6" in diameter on each side (although, strangely, the lettering in the logo was "South Pacific Coast" on the ventilator boxcars, while the conventional box cars carried a logo lettered "Southern Pacific Company." Both cars had the initials "SPC" above the numbers.)

Within 5 years the cars were again transferred. This time the Southern Pacific owned Carson & Colorado Railroad. This line which ran from Mound House, Nevada (near Carson City) to Keeler, California in the Owens Valley, had been purchased from the owners of the Virginia & Truckee Railroad. Shortly after the purchase, the Tonapah boom started, and Southern Pacific found itself short on equipment for its new narrow gauge line, hence the transfer of cars from the SPC.

In 1907, the Nevada & California Railroad was organized by the South-

-ern Pacific to take over operations of the Carson & Colorado and the newly built standard gauge connection from the Southern Pacific at Churchill. By 1906 the standard gauge had reached Mina Nevada, and reduced the need for narrow gauge cars. The narrow gauge would continue to shrink, until by World War II only the Owens Valley tracks from Keeler to Laws remained. As the trackage was cut back, fewer cars were needed. As early as 1907, some of the SPC cars were shipped back to San Jose. Those which remained, including our three were sold to the N&C, and re-lettered and renumbered for that line.

Number History			
Oregonian No.	SPC No.	N&C No. *	SPNG No.
170	444	426	—
230	472	443	—
246	492	445	10

* The N&C numbers were also used by the Southern Pacific until 1947

In the 1920's as the railroad had less need for narrow gauge boxcars two of our cars, SPC 472 and 444, were taken out of service, their trucks scraped, and the bodies sold to local farmers for sheds. Stangely, in one sense, this saved the cars, since they were not rebuilt and

modified out of existence.

Our third car, SP 10, remained in service until the end of operations in 1960. Along the way it was renumbered (to SP 10) and completely rebuilt some time about 1950. Other than a few minor castings, there is probably nothing left of the car that had rolled out of the Carter's Newark shops some 80 years before. Today the three cars are reunited at Ardenwood Farm, less than 2 miles from where they were built 110 years before. Car 472 is currently undergoing restoration as a standard door boxcar, much as it appeared when used on the SPC at the turn of the century. The woodwork is complete, the car now has truss rods and couplers, and we are working on hand grabs, final paint and lettering. We are also making some minor repairs to SP 10 to keep it water tight. Car 444 will be restored later as a ventilator boxcar also as it appeared about 1900. Car 10 will represent the cars as they looked after 80 years of railroad service, as a Southern Pacific car.

What happen in the 10?

You may have noticed that you can't find anything in the boxcar 10 anymore. What happened? An effort to reorganize the stuff that has collected in the 10 is under way. Over time a lot of things that do and don't belong in the car have collected themselves in the car. While the project is not yet complete, we are hoping to move all the artifacts back to the refer (and catalog them); this includes original parts from our 1010 project as well as several recent donation. We also want to move all the paint, solvents and other materials back to our flammable storage location. When complete, the goal is to be able to find the materials and tools we have to avoid purchasing things for projects that we already have but can't find. We also hope to preserve our artifacts as well as the 10 itself by reducing the chance of damaging items due to stacking and clutter.

So if you are looking for something that has moved, look carefully before you assume it's gone. If you would like to help complete this project, let us know.



SPCRR MEMBERSHIP Application

General membership is \$25 per year. A lifetime membership is \$250. Additional donations are especially appreciated. SPCRR is a nonprofit corporation under IRS Code 501 (3) c and your donations are tax deductible.

_____ \$20 individual annual membership _____ \$250 lifetime membership

Name _____

Address _____

Telephone (day) _____ (evening) _____

Would you like to receive your newsletter or other notices by E-mail?

No _____ Yes _____

If yes, provide E-mail address _____

Mail check made to SPCRR to

SPCRR

PO Box 783

Newark, CA 945690

Thank you for continuing to support SPCRR

SPCRR

P.O. Box 783

Newark, CA 94560

**PLEASE FORWARD
RETURN REQUESTED**

