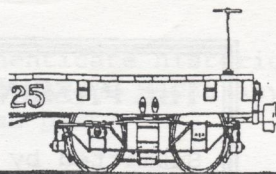


# CARTER

## NARROW GAUGE

## CHRONICLES



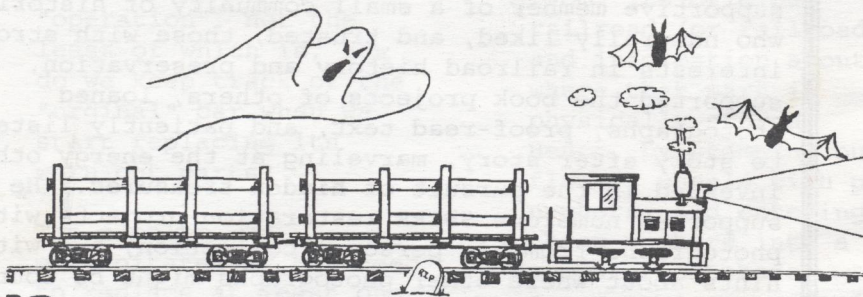
The Newsletter of the Society for the Preservation of Carter Railroad Resources

Sept 2000

**General Meeting, MONDAY, September 18, 7:00**

at the Ardenwood Granary Building to plan the

## Haunted Railroad



The September general meeting will be devoted to planning this year's Haunted Railroad. Cyd and Eric Clark are organizing it, and they've already recruited help from the local schools and are developing some new themes for displays. With virtually all of the departments in our organization requesting funds, we will need to have a particularly successful fund raiser this year. We look forward to seeing you all at the meeting.

For more info on volunteering on the Haunted Train, e-mail Cyd or Eric at:

**[slclarke@home.com](mailto:slclarke@home.com) or [esclarke@home.com](mailto:esclarke@home.com)**

## THE PASSING OF A FRIEND - GUY DUNSCOMB

Submitted by Bruce MacGregor

Guy Dunscomb passed away on Friday, September 1. Known by many of SPCRR's members as one of the elder statesmen of Western railroad history, Guy published well-known and highly respected books on the Western Pacific, Southern Pacific, and Northwestern Pacific Railroads. His personal photographs of these subjects date from the 1930's, making him an eye witness to the last two decades of steam operation in North America. He is by example, one of the founders of the modern rail fan movement. Most important, Guy was a personal friend to many members of SPCRR. To those who knew him, he was a generous, patient and supportive member of a small community of historians who naturally liked, and trusted, those with strong interests in railroad history and preservation. He supported the book projects of others, loaned photographs, proof-read text, and patiently listened to story after story, marveling at the energy others invested in the pursuit of hidden treasures. He supported numerous SPCRR restoration projects with photographs from his personal collection, and with hints about where other photographs might be found. He too pursued hidden treasures all his life, and again by example, showed a younger generation of railroad historian the value of looking for illusive bits and pieces that lay outside of easy reach.

Over the years, many of us would return to Guy's study to sit and chat, and I suspect, recharge our batteries from Guy's nearly inexhaustable energy and passion for railroad history. Guy Dunscomb will be missed.



## **Keeping Track: So this is why we have a Collections Database!**

The problem is not unexpected or surprising on a short line railroad that hauls perhaps 25,000 people a year. But our railroad is also a museum, and our two flatcars are officially artifacts, to be cared for like museum pieces. Several conflicts arise from the juxtaposition of "museum" with "operation", not the least of which is, how do we keep track of the "original" car when we start replacing its worn-out parts?

The problem was precipitated by the need to replace at least one wheel-axle set on flatcar 1725, which will guarantee that at least one part of the "original" car will be removed, and replaced- and potentially misplaced. Our role as a museum, and as curators, would be compromised if we faced this situation without being able to "track" the replaced parts. The challenge is simple: ten years from now, twenty years from now, will we still be able to identify which parts came off this flatcar, and be able to

authenticate historical conclusions about any given part?

The answer is a collections database which contains information detailed enough to track individual parts.

**It works this way:** Each part is numbered, and the numbers are logged into a computer database, along with the car that the part came from, its original railroad (or railroads) and information about where that part is physically stored. Hence, by stamping our flatcar wheels with part numbers, and entering those numbers into a computer database, we can remove one set of wheels and still "keep track of it", even though it may be stored in an entirely different location from the car it came from.

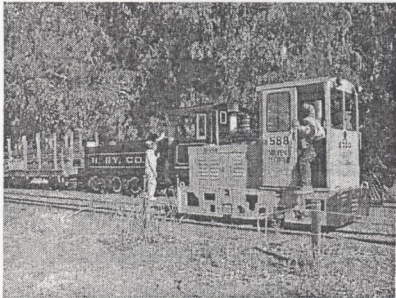
Currently, we have entered about 60% of all the parts on both of our flatcars into the database, including the wheel-axle set that is about to be replaced. Additional parts can and should be entered as time goes on, giving us a complete tracable history of the car's specific parts. Our commitment, as a museum,

is to eventually enter 100% of the artifacts in our collection in the database. It's a huge task, and if anyone with a little experience at database management would like to get involved, we're looking for additional volunteers to help expand the coverage and the scope of our computer collections inventory. A student with an interest in computers, for example, might make an ideal volunteer for this project.

In the meantime, if you happen to watch 1725's wheels being changed, **look for a stamped, nine digit number** on the end of the axle... that number is how we keep track of this unique part in the future, no matter where it winds up!

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### *'Katie' has a History*



Recently, SPCRR was contacted by the former owner of the yellow

Plymouth that has been operating at Ardenwood (shown at lower left in front of Dr. Richard May's Hawaii Rwy #5). Doug Schrier, who owned the Plymouth before Brook Rother. A while back, SPCRR member John Theberge discovered that the engine has a name .

. . *Katie*. Mr Schrier contacted SPCRR requesting photographs of the engine working on our railroad. During the discussion, the subject of "Katie's" name came up. The engine is named after his daughter, who is interested in seeing her engine running. If anyone has interesting pictures of 'Katie', please let any board member know, and we will see to it that Katie can see some pictures of 'Katie'.

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### *New Freight Door for 472*

A new freight door is ready to be painted and mounted on boxcar 472 to replace the one that recently collapsed. A look at the records shows that the door, built by Brook Rother, lasted over 15 years! Randy Hees reports that 15 years was about the life span of a door on the original SPCRR! Thanks, Brook!

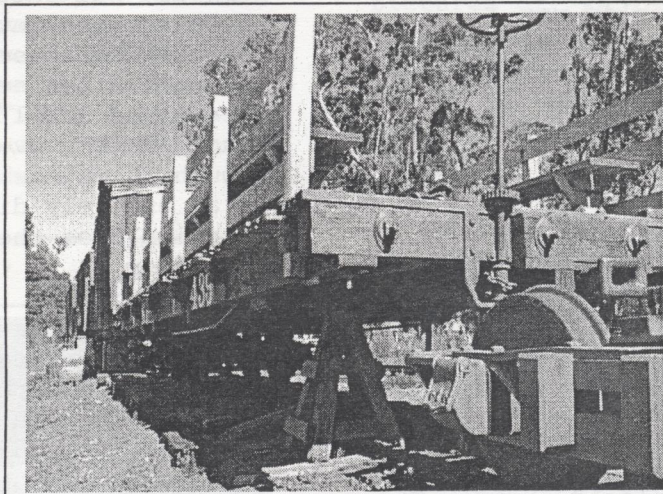


# Wheel Sets are on the Move!

If SPCRR ever had a wish list, one of the top "wants" that most people would agree on are new wheel sets. Any one who has ridden 439 in the past few years is well aware of the problem. The wheels have gotten so bad that 439 was eventually taken out of service.

Unfortunately, the cost of having new wheels produced has been prohibitive. But recently, a hard working crew, headed by **John Stutz**, has solved the problem.

The next problem was to locate some replacement wheel sets. John set another work crew in motion, which spent virtually all of the Labor Day weekend, "exhuming" wheel sets out of the Ardenwood Corp yard. One of the trucks that we recovered from WestSide, has wheels that appear to be in acceptable condition. Getting them out of their resting place was no simple task. We retrieved those trucks some 15 years ago, so 15 years worth of material



John organized a work party, and the "brake end" of 439 was set on blocks so that one of the trucks could be rolled out for servicing.

has accumulated in front of, on top of, and around the WestSide trucks. In some cases, the trucks have even been used as "temporary" storage racks! John and the work crew ended up

constructing an 8 foot tall scaffolding to lift the WestSide trucks out of their graves where they could be disassembled, parts archived, and wheel sets removed.

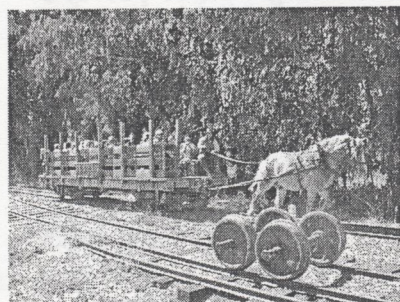




The next problem was moving the wheel set from the corp yard area up to the front depot.

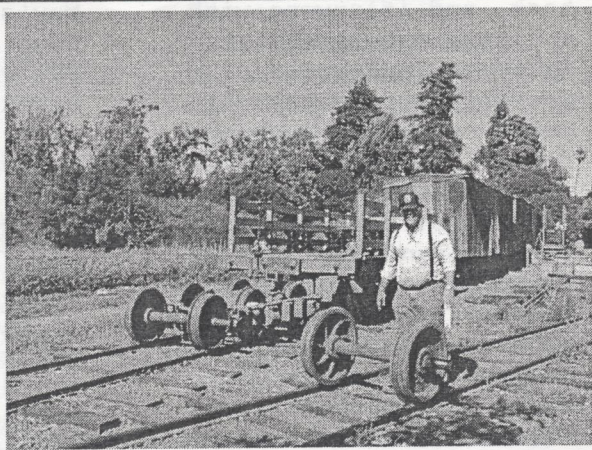


Mary Jane Gendreau and the train crew showed up and "Jiggs" pulled the wheel sets through the bone yard with ease, and



without any interruption to revenue train service.

Probably one of the oddest sites on our railroad is two wheel sets rolling



down the mainline.

Originally, we were anticipating the expense of having to rent heavy equipment to recover the wheel sets from the corp yard. The work crew, with a lot of help from "Jiggs" probably saved our organization several hundred dollars.

A big THANKS and WELL DONE to:

**John Stutz**  
**Andy Cary**  
**Gene Arrillaga**  
**Mary Jane Gendreau**  
**Christine Gendreau**  
**Randy Hees**  
**And JIGGS**



## Building Status

Thanks to a great presentation by Bruce MacGregor, we have ARPAC's unanimous approval to pursue developing our building and yard complex in the "Apple Orchard". Bruce presented a brief history of the Carter shops, along with a concept of our proposal. ARPAC received the presentation with great enthusiasm.

At a follow-up ARPAC meeting, several SPC members attended a to respond to some questions that the committee had asked at the first meeting.

The next step for approval is to present our proposal to the EBRPD board!

## Safety First !

-Submitted by Andrew Cary, SPCRR Safety Manager

### Alert!

The refrigerator car in the EBRPD corporation yard and the old cargo container in the staff parking lot have serious rodent infestations. These areas are now classed as biohazard areas until these rodent infestations are under control and the areas are cleaned up. A protocol has been established for entering and working in these areas. We are working with EBRPD to control the rodent infestation and have

developed a safety protocol with Alameda County Vector Control.

*What's the big deal? There have always been rats and mice in our equipment.*

The big deal is that two very nasty viral diseases *Hantavirus* and *Arenavirus* have recently been identified in the rodent populations in Alameda County. They viruses can induce a severe flu-like disease that becomes rapidly life threatening. Although there have been no cases in Ardenwood Historic Farm Regional Park, there have been deaths elsewhere in Alameda and Santa Clara Counties.

### What areas are affected?

Any enclosed area where there is a known rodent infestation or where rodent droppings are found should be treated as contaminated. Two of the SPCRR storage locations have been specifically identified and tagged as having heavy rodent infestations:

- The wooden refrigerator car ("the reefer") used for storage in the EBRPD Corporation car.
- The older cargo container in the Staff Parking Lot. This is the 'middle' cargo container.

This does not mean that these are the only areas of potential contamination. If you see any rodent feces in any enclosed area, use the protocol for your protection and notify the Safety Manager (510)794-8536 or

General Manager (510) 785-1343 of your concern.

***How are these illnesses spread?***

***How do I know if I have them?***

These viruses are spread by inhaling or otherwise ingesting dust contaminated with rodent urine or feces. Onset of illness is 1 to 5 weeks after exposure.

Universal early symptoms include *fatigue, fever and muscle aches*, especially the large muscle groups—thighs, hips, back, sometimes shoulders. About half of patients have also *headaches, dizziness, chills* and/or abdominal problems, such as *nausea, vomiting, diarrhea and abdominal pain*. Four to 10 days after the initial phase of illness, the late symptoms appear. These include *coughing and shortness of breath*, with the sensation of, as one survivor put it, a "...tight band around my chest and a pillow over my face" as the lungs fill with fluid. **These are life-threatening illnesses. If you have been exposed to rodent feces anywhere and develop these symptoms see a doctor immediately. Early intervention is critical.**

***What is the protocol?***

It is quite simple for short-term exposure and is posted by each location:

- **Ventilate for at least 30 minutes before entering and avoid disturbing dust when working.**
- **Wear a N95 (HEPA) rated dust mask with a good seal over mouth and nose.**
- **Wear disposable latex gloves. Disposable outer gloves should be worn if abrasion is an issue.**
- **Disinfect anything taken from an infected area using bleach solution or 60 minutes of bright sunlight.**
- **Dispose of mask and gloves into an appropriate waste container.**
- **Disinfect outer clothing by dampening with bleach spray .**

Longer exposure (for example to organize or clean the area) requires more stringent measures: including biohazard suits, eye protection, and frequent mask changes.

Equipment is available in the corporation yard and the tackroom.

***Web sites of Interest:***

Centers for Disease Control-  
Hantavirus Site

<http://www.cdc.gov/ncidod/disease/s/hanta/hps/noframes/generalinfoindex.htm>

State of California- Arenavirus  
Questions and Answers

<http://www.dhs.cahwnet.gov/opa/factsheets/arenavirusesQ&A.htm>



## PICTURES OF MEMORIAL DAY STEAM OPERATION

The steam operation by Hawaii Railway #5 has put Ardenwood Historic Farm in the press again. **Fine Scale Railroader** ran a story on Hawaii #5 with many pictures from Ardenwood.

That expense was shared between your president (for which I need to thank the "first lady"), and **Cliff and Judy Lusher**. Without the support of Cliff and Judy, the engine never would have operated at Ardenwood. In addition,

long time SPCRR member Brook Rother spent a amount of time, getting the engine ready for the weekend, and locating and moving all of the support equipment we needed to operate. I was also thrilled to see

SPCRR member Rich Nealson helping with the operation.

I would like to take this opportunity to thank some of the people involved in getting the locomotive to Ardenwood.

The owner of the engine, Dr. Richard May, was kind enough to loan us the use of the engine for the weekend at absolutely no expense. We were all overwhelmed by the generosity of his offer.

The major expense of the operation was in trucking the engine too and from Ardenwood Historic Farm.

Thanks to everyone who helped crew the train and make it a success!

