

CARTER NARROW GAUGE CHRONICLES



THE NEWSLETTER OF THE SOCIETY FOR THE PRESERVATION OF CARTER RAILROAD RESOURCES

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Specializing in Narrow Gauge

March 2003

WORKDAY AND ST. PATRICK'S DAY POTLUCK & GENERAL MEETING Saturday March 15th., 2003

Work party 9:30 am Ardenwood Yards, Board Meeting 4:00 pm
Granary, and Potluck 6:00 pm Granary

A workday is scheduled to get us ready for the commencement of operations in April. It will be followed by a General Meeting and Potluck. Come join us!

We will be finishing clean up, car maintenance, track maintenance, and helping Bob Tupper finish the Picnic Car.

Bring a lot of enthusiasm, ideas and Irish spirit to the workday and potluck. SPCRR will provide the corned beef, condiments and bread for sandwiches. We ask folks with last names A-M to bring salads and N-Z to bring appetizers or desserts. Bring your own beverages and some to share. Please RSVP to Barbara Culp 510 785 1343, e-mail bjcletc@pacbell.net or Trudy Frank 408 739 9633
-General Mgr.

E-MAIL DELIVERY OF THE NEWS LETTER NOW AVAILABLE

The "Carter Narrow Gauge Chronicles" can now be delivered by e-mail. This will allow you to receive your newsletter as quickly as possible and has the added advantage of being in color. It also reduces the postage costs to the SPCRR.— a major cost in producing the newsletter.

Of course, these advantages are only available to those members who have access to e-mail. We realize that not all members have e-mail access, so we will continue to distribute hard copies of the newsletter to those members who wish.

If you are able and willing to receive the newsletter via e-mail, please email the newsletter editor at and

Newsletter@spcrr.org

GENERALLY SPEAKING

Notes from the General Manager

Hey everyone !! Here we are again at the beginning of the season at Ardenwood. We are starting off very well, as in just two official work sessions, we have already accomplished some major clean up in the train yard, and inside boxcar 10 (the tool car) thanks to the directions of John Stutz, Ken Underhill and their crews of ambitious people! Roofs were covered and 1010 was tarped from the rain. We do have more to get finished before opening day on April 3, but if all of you come out to help, we will make it for a good showing to the public !

Our next work day and General Meeting will be March 15th, 2003, and do we have a surprise for you!! You will not believe the beautiful picnic car that Bob Tupper has designed and built, with 1725, with a only a little help from some of us, that is almost complete !! It is so neat !! You need to come see for yourself !!!

On the workday of March 15th, we will be finishing clean up, car maintenance, track maintenance, and helping Bob finish the Picnic Car.

Being this is our first General Meeting of the year, we want all of you to bring a lot of enthusiasm, ideas and Irish spirit to the workday and potluck. Workday starts at 9:30 am, Board meeting at 4:00 pm, General Meeting and Pot Luck at 6:00 pm at the Granary. SPCRR will provide corned beef, condiments and bread for sandwiches. We ask folks with last names A-M to bring salads and

THE PICNIC CAR PROJECT



For some years now there has been discussion about covering one of our flat cars and turning it into a 'picnic' car. This winter this is becoming a reality. As a result of a grant by members Karen and George Thagard, NPC 1725 is being converted into a NPC style picnic car similar to the one in the photo. The project manager, Bob Tupper designed the conversion to the flatcar based on this photo and some others provided by Bruce McGregor and our curator, Randy Hees. The project is expected to be completed before operations start this year.

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*NPC Picnic Car at Saucelito (detail)
(SF Maritime Museum Collection)*

(Continued from page 2)



Initial Framing (AJL Cary)

Picnic cars were used on the NPC to haul picnickers and day trippers on summer trips to Russian River resorts like Monte Rio and the Bohemian Grove. They were frequently temporary conversions of idle flatcars. Although we have no evidence that NPC 1725 was ever converted, it is typical of the 28' flats that were converted.

Once completed, NPC 1725 will return to our regular service providing a new shady ride for our passengers.

Bob Tupper and Crew (Yes the car is leaning. The track leans here)

-AJL Cary

GLENBROOK TRAIL RAILROAD WALK

This walk was given by the Nevada State Railroad Museum as part of the Virginia and Truckee Railroad Symposium.

SPCRR members Randy Hees and Ken Underhill joined the group on October 20th to explore this very early line.

The Carson & Tahoe Lumber and Fluming Co. was a disconnected railroad hauling cut lumber and cordwood from the mills at Glenbrook on the shore of Lake Tahoe to the divide at Spooner Summit, where the lumber and cordwood

was loaded into a "v" flume for a trip to the wood yard, in Carson City, near the site of today's Nevada State Railroad Museum.



The line which was built in 1875, and abandoned in 1898, carefully taken up, and moved, locomotives, cars, track materials, and even the engine

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Spooner Summit (Carleton Watkins)

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Right of Way (Randy Hees)



Switchback Trestle (Randy Hees)

house, across the lake, where it was re-assembled as the tourist hauling Lake Tahoe Railroad and Transportation Company, running from Truckee to the Tahoe Tavern on the North shore of the lake

We met in the parking lot of the Railroad museum, where we boarded vans for the ride to our starting point, to the west of Spooner Summit, and north of Hwy 50. Each of the participants had received a wonderful 26 page guide book with a history of the line, several maps and numerous photos.

From the turnout on Nevada Hwy 28, we hiked down a fire road, approximately 300 feet, on to the right of way. From there it was less than a mile (and one trestle site) to the site of the famous “switch back trestle.” The railroad used

2 switchbacks to reach the summit, with the tail track of the upper switch back on a trestle over a cliff, high above Lake Tahoe. Today, the site is marked by a pile of timbers and an incredible view.

From the upper switchback we took a shortcut straight down the mountain, re-



Black Powder Can (Randy Hees)

joining the railroad grade below the lower switch back. From there we hiked down towards the lake, to the “Devil’s Gate” a narrow passage in an upscale There we looked at historic photos, and tried to what we found to how it had looked some 100+ years before. The biggest change over that time was not the lack of railroad tracks, but was in fact, the heavy vegetation, which had grown. The 19th century photos show bare, hillsides stripped of anything that could have been sold as timber or firewood. Today, there is a mature (even over mature) forest.

We then hiked uphill, retracing our path along the right of way, though Lower Pray meadow, where we started the steep climb up the hill via the lower switchback. The climb included 4 additional trestle sites before we again reached the upper switch back for the short hike to the vans. On the return trip

we stopped a Spooner Summit, where the flume yard was. Today Highway 50 bisects the railroad yards, wiping out most evidence of the line, but we were able to find the turntable pit, and inner ring rail foundation.

It surprised me how well designed and heavily built this line was. It featured lots of cuts and fills, and easy grades, the steepest of which was a relatively mild 2.3%. As a result, the line is easily followed, some 105 years after it was abandoned, and the tracks removed. It was also surprising how little railroad material had been left behind. With the exception of a few timbers, probably part of the bridge abutments, and a couple of black powder cans, there are no artifacts left along the right of way, as Bliss, owner of the line had everything removed in 1898, for reuse on his new railroad across the lake.

Although not at the railroad site, two of the lines locomotives survive today. The Glenbrook, is currently undergoing a very complete restoration to its 1875 appearance in the shops of the Nevada State Railroad Museum, while across the Sierra’s in Nevada City, NCNGRR locomotive No 5, formerly the Tahoe is on display at the transportation museum.

-Curator Randy Hees

ANNOUNCEMENTS & NOTICES

HELP: Missing tool

Does any one know where the WHEEL GUARD for the Makita Disc Grinder is? I took the grinder home to repair the power chord, but I have not been able to locate the wheel guard. The grinder is NOT SAFE to use with out the wheel guard.

I have looked on the Makita web site and I can't find a matching model number. I hope Mr. Makita transposed some digits in the model number of the pictured grinder. I know I didn't, I checked twice. If I were to fabricate a wheel guard I don't think it would please our insurance carrier.

Contact Gene Arrillaga at (510)657-8733

Wanted Project Manager/Mechanic

The SPCRR's forklift has been broken for some years now. We need someone to take on this project and determine if the forklift can be repaired .

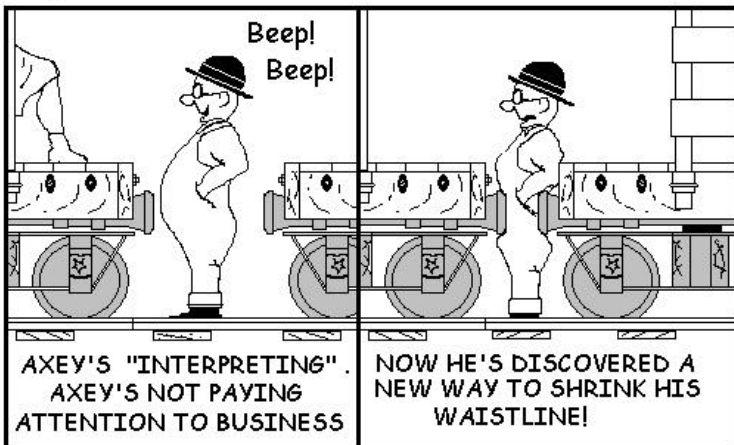
Contact J. Theberge at (209)833-7169

THE SPCRR NEEDS YOU!

The SPCRR is looking for Licensed Surveyors and Civil Engineers who are interested in providing *pro bono* surveying and soil testing at new building site in the Eastern Field.

Contact J. Theberge at (209)833-7169.

THE NEW ADVENTURES OF AXEY DENT





2003 SPCRR CALENDAR

WORK DAY SCHEDULE

March 15	August 9
April 12	September 13
May 10	October 11
June 14	November 8
July 12	December 13

GENERAL MEETINGS

March 15	September 13
June 12	December 13

General meetings are open to the general membership and public. They generally feature a potluck and an invited speaker.

Workdays are scheduled for the second Saturday of each month. Work begins at 9:30 am and

SPECIAL EVENTS

April 3	Operations start
August 29 to September 1	Rail Fair
October 17-19 and 24-26	Halloween Train
November 23	Operations stop
March 13th, 7-8 pm	EBRPD sponsored meeting for all park docents (farm, house, railroad, Best tractor) in the Granary
March 18th, 7-8:30 pm,	Costumes for Ardenwood class in the Granary
April 5th,	Gathering of the Scottish Clans
May 9, 10, and 11,	Santa Cruz and Big Trees and the California State Parks reenact Teddy Roosevelt's visit to the Big Trees grove at Felton.
May 24, 25 & 26,	The Civil War returns to Ardenwood

There are many other non-SPCRR special events at Ardenwood. These may be found at the EBRPD website at: <http://www.ebparks.org>.

The official SPCRR calendar is on the web at: <http://www.spcrr.org> and on the SPCRR user forum at <http://groups.yahoo.com/group/spcrr>

SPCRR
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PLEASE FORWARD