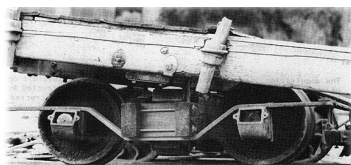


CARTER NARROW GAUGE CHRONICLES



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

Volume 21 Number 4

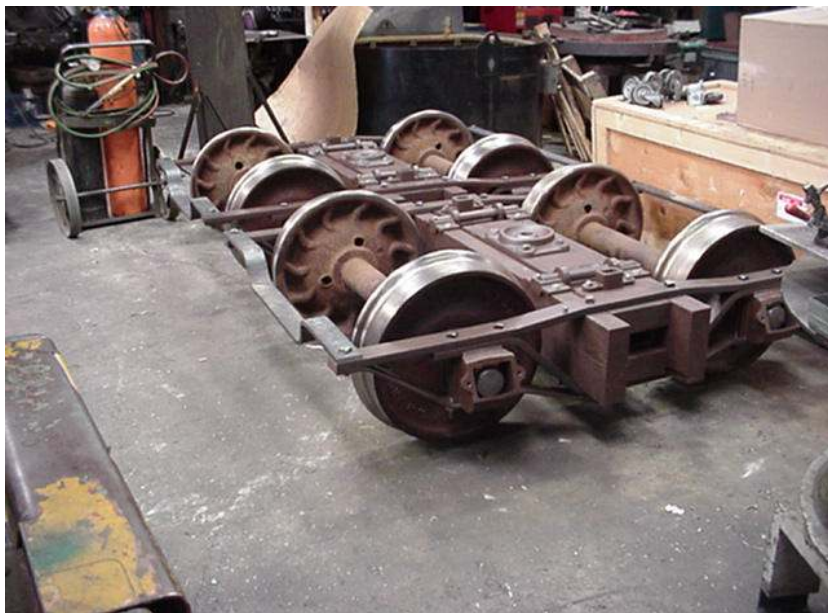
Specializing in Narrow Gauge

April 2003

FIRST NEW CARTER 10 TON TRUCKS IN OVER A CENTURY MADE FOR THE SPCRR

Bruce MacGregor

Sometime in the month of April, SPCRR will take delivery of the first pair of Carter 10 ton trucks to be manufactured in well over a century.



Trucks awaiting brake hardware at BCH (Photo Jim Barton)

Made possible by a generous grant from the North American Railway Foundation (NARF), the trucks are being assembled and painted by BCH Machine in Oakland. Every part in these trucks is made new from historically-accurate patterns or drawings, with the exception of recycled wheel-axle sets (salvaged from recent upgrading of wheels on flat-car 64). Soon, the working trucks will be placed under boxcar 472, nearly restoring the boxcar to her 1890's appearance. With these trucks

(Continued on page 4)

GENERALLY SPEAKING

Notes from the General Manager

Hi everyone ! Well, all of us who came out to the General Meeting, work day and pot luck, sure had a great time!! Thank you to all who came out to work and participate with the group! We had a great slide show after the potluck, given by Randy Hees and Ken Underhill.

The Picnic Car is all most complete in the framework,(only minor work like two end carlins need to be finished) and went into operation as scheduled on Thursday April 3. We need to put at least one more finish coat of paint after this one is thoroughly dry, and have the cover made to finish the Picnic Car project. Congratulations to Bob Tupper for a great job well done!

Our next workday/board meeting, is scheduled for Saturday, April 12, 2003, 9:30am to 5:00pm, with Board meeting at 4:00pm. This session our goal will be to uncover 1010, which is a job for at least 4 to 6 people as the cover is quite heavy, some finish work on 1725, and as much tiding up as possible .

Hope to see everyone at Ardenwood this work day !!



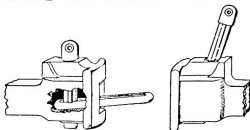
Special Event Train with unfinished Picnic Car (photo AJL Cary)

SAFETY COUPLER INFORMATION FOUND

D. MOFFAT, Pres., Denver, Col. L. D. SWEET, Vice-Pres., Aspen, Col. T. G. LYSTER, Treas., Aspen, Col. H. R. TROWBRIDGE, Secy., Aspen, Col.

The Sams Automatic Car Coupler Co.

This Coupler offers a strictly automatic device of the Link and Pin type that is simple and perfect in its action.



It does the work. It is the law. It is cheapest in use. It is praised wherever it is seen.

JOHN M. LEAGUE, General Manager, 516 Equitable Building, DENVER, CO

Our curator, Randy Hees, was doing research at the Smithsonian and the National Archives when he came across some articles on the Sams couplers on NS 1725. Look for more on this topic in a future newsletter.

THE BULLY PULPIT

The Presidents point of view

We are ready for the new operational year!

Brook Rather stopped at Ardenwood to make some needed repairs on the “Katie” locomotive. It now has a new water pump and a hydraulic leak has been repaired. The engine is running well at this time.

The weeds along track side all the way to end of track as well as in the front rail yard and work areas have been sprayed with Round-Up. We should see some real die-off over the next few weeks. Thanks go to Mary Jane Gendreau for operating the locomotive while I did the actual spraying. Spraying was also done around the “Fort” to get at the poison oak and spraying in the SPCRR section inside of the Fort was done. Maybe we can find some of that missing hardware now.

NS1725 looks really good with the new cream colored structure for the canvas top. Much time and effort went into this project. Thanks go to Bob Tupper, who managed this project, and to every one who assisted him.

A Building Committee has been formed to start dealing with the thousands of details necessary to get our new building approved and constructed. We are seeking the assistance of a licensed Architectural and Engineering firm and licensed surveyors. We have some leads but if anyone fits the category and wants to step up and volunteer, please contact me or Ken Underhill.

We have one injured horse. Jiggs stepped on a nail in a board after one of the horses knocked down a corral fence board. The board could not have been down more than a couple of hours when discovered and removed from the corral. There was no indication of any injury at that time. Several days later the farrier removed Jiggs’ left rear shoe during routine re-shoeing and discovered the puncture wound. The wound was aggressively treated by Mary Jane and Sid. X-rays taken confirm that they were successful in keeping the infection from spreading up the leg. In order to gain access to the wound a piece of the front of the hoof wall had to be cut away. It will be several months before the hoof wall grows out and Jiggs is able to pull the train. In the meantime, we will

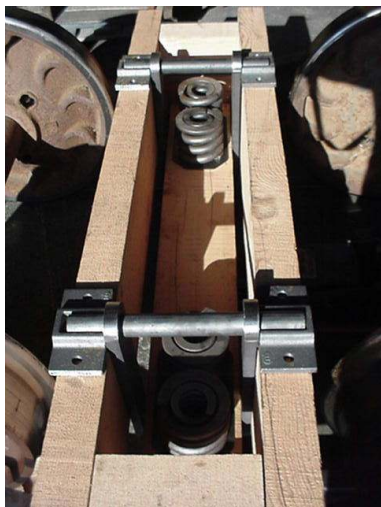
(Continued on page 5)

(Continued from page 1) **New 10 ton Carter Trucks...**

in place, boxcar 472 will lack just a few parts of being a complete, working restoration. Grab irons and brake hardware are all that's



Pallet of Truck Parts (Photo Jim Barton)



Swing Motion under construction (photo Jim Barton)

needed to complete the car. It's likely that the entire car will be finished before the end of 2003.

Because the NARF grant was divided over two years, the completion of working 10 ton trucks has allowed us to reach the end of our first year's objectives, and also the end of half of the funding. After October 31, we'll be able to address the second half of the grant- a set of four new steel wheel-axle sets.

We want to thank not only NARF but the proprietors of BCH Machine, including Jim, Dave and Barbara Barton, all of whom have contributed critical

(Continued on page 5)

(Continued from page 4) **New 10 ton Carter Trucks...**

help to the project. Because this was a prototype in every sense, BCH had much “re-engineering” to do in order to assemble the completed trucks. This work was true to the historical artifact (for which parts and drawings exist) but was also challenged by the need to make the new trucks operational. BCH put literally hundreds of person-



Assembling the truck (photo Jim Barton)

hours into ensuring that the replicas not only looked like Carter trucks, but would run smoothly as well. The details of the re-engineering work have been carefully written down, ensuring that the next time we build such trucks, we can smoothly shift from prototype to production work. Since this style of Carter truck is the basis for trucks under four more car bodies at Ardenwood, it's a good bet that it won't be long before BCH is building another pair.

(Continued from page 3) **THE BULLY PULPIT...**

use Tucker and the Locomotive.

Several ground throw switch stands have been brought up to the front work area. One has been made operational and is ready to install at the next workday. The others will be cleaned up and made operational. Parts need to be made for them, but we have patterns from existing equipment.

Some other projects that I have in mind:

The steps to SP10 are steep and need to be rebuilt with a platform at the door entrance and hand rails. We need a project manager.

The steps to SP444 are weak and dangerous! We need a new set of steps with handrails. Since this is not a heavy use stairs, I suggest that we look at using the existing SP10 stairs once new stairs are built for SP10. There will still be some grading work and foundation posts to be installed to make for a stable structure.

Track is to be laid between the mainline and Shirley siding for the storage of the small work cars and the pump car. I will be the project manager for this project but would like to have one or two people to assist me with the grading and construction. There will be no switches for this track. All switching will be “arm-strong switching”.

2003 SPCRR CALENDAR

WORK DAY SCHEDULE

April 12

May 10

June 14

July 12

August 9

September 13

October 11

November 8

December 13

GENERAL MEETINGS

June 14

September 13

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 continues until the first worker drops or someone cries 'uncle'. Meet at the Ardenwood Yard (by the front station).

SPECIAL EVENTS

April 3

Operations start

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

July 4

Old fashioned 4th of July at Ardenwood

August 29 to September 1

Rail Fair

October 17-19 and 24-26

Halloween Train

November 23

Operations stop

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>

ANNOUNCEMENTS & NOTICES

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.

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 reduces the postage costs to the SPCRR.— a major cost in producing the newsletter.

If you are able and willing to receive the newsletter via e-mail, please e-mail the newsletter editor at Newsletter@spcrr.org with the Subject "E-Mail delivery". -Editor

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