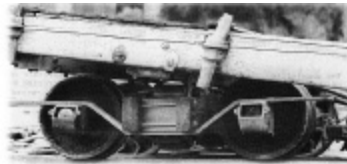


# CARTER NARROW GAUGE CHRONICLES

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



Volume 21 Number 7

Specializing in Narrow Gauge

October 2003

## FAIR ON TRACK

### Another SPCRR Washington Township Railroad Fair Completed

Once again the SPCRR has pulled another successful railfair off over the Labor day weekend. Starting on Friday night with the premier of both Bruce MacGregor's new book and Boone Morrison's new video and ending with the last frozen fruit bar handed out on Monday, the weekend kept both visitors and volunteer's hopping.

George and Karen Thagard's 1891 Baldwin steam engine *Deanna* visited, hauling visitors (and members) on our track. This year, *Deanna* pulled a consist including the newly converted Picnic Car NS 1725 with its elegant roof providing shade for passengers. This conversion was made possible



*Railfair 2003—AJLCary*

by a grant from the Thagard's and the hard work of Bob Tupper and our members. Also in the consist was WestSide 22— last rail fair's demonstration project.

On Saturday, narrow gauge speeders charged up and down the track at Deer Park, throwing the switch from the siding to the main and chasing *Deanna* into the grove. Thanks go to Vic Neves, Steve Pelouso, Marv Weber from bring their speeders.

BAGR's brought their live steam and modular garden railroad and set them up in the Farm Yard to the amazement of young and old. They were serenaded by live music from a variety of musicians.

## PRACTICAL KNOWLEDGE FOR THE CAR-BUILDER

### *How to Frame an End-Beam*

Generally there are two ways to frame the end beam (or sill) of a wooden freight car frame. The older system, shown below in fig. 1, has the center and intermediate sills end into the end beam, while the side (or outside) sills extend pass the end beam. The more modern style, shown in fig. 2, has all sills butt against the end beam.

All of our flatcars at Ardenwood use the framing style shown in fig 2, but Thomas Carter's original car work, when he was employed by the Sacramento Valley Railroad, and later the Central Pacific, would have used the older style shown in figure 1.

What is less known is that while the Carter Brothers used the more modern framing style for their flatcars, they retained a version (without the *dead-blocks*, located on either side of the cou-

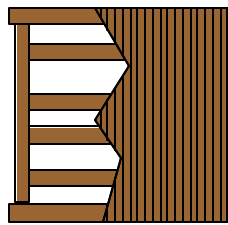


Figure 1:  
Early End Beam

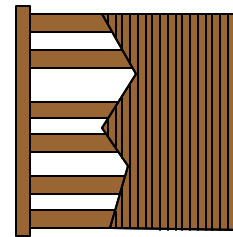


Figure 2:  
Later End Beam

pler, with the *side-sills* cut off flush at the *end-beam*) of the old style shown in fig 2 for their boxcar and passenger car bodies. In many cases, as the cars were repaired and rebuilt, the repair crews cut back the side sills and re-framed the car as shown in fig 1. In our collection, cars SPC 47 and SPC 444 both still retain the original framing style, while SPC 472, Nevada Central 253 and SP 10 have all been rebuilt. We believe that finding this frame style on a California built narrow gauge car *strongly suggests* that it was built by the Carter Brothers. Due to the frequency that cars were rebuilt, the inverse, finding the more modern end beam style shown in fig 1 means nothing.

The old style had several significant disadvantages. First, when the cars were coupled, the extended side sills created a trap for unwary brakemen. Secondly, if the car was involved in a minor accident, the side sill was most likely to be hit and damaged, and must be either spliced, or replaced, while in the new style, the end beam is most exposed. In the newer system the end beam is easily replaced, while in the old style, the entire car had to be disassembled, to allow the side sills to be spread to insert the new end beam.

In an article, entitled "*End Sills*" the August 1872 National Car-BUILDER

noted “ The cheapest cars are those which will require the least expenditure for future repairs, and this is to be provided for by making every part as far as possible independent of every other part, so that a local injury can be repaired without involving the whole structure. And as regards safety in the matter of coupling, let the real cause, which is the contact of the end sills, be removed first, and then the question of automatic coupling will be in order.”

*Randy Hees— Curator*

## OCTOBER WORKDAY AND BOARD MEETING

The workday this month will be October 11, 2003 and starts at 9:30 am until 5:00 pm or until you want to quit.

The projects to work on, per our curator, are the M J Flat car, checking benches and seating on flat cars and starting the corrugated roof on Box car #10, along with preparing covering for the winter.

Harvest festival will be both Saturday and Sunday this weekend, so be prepared to answer questions from visitors in the park, and be aware that the scout will be giving Hand Car rides on the siding in the front.

Halloween Train will be here soon!! Christina Gendreau has volunteered to manage the event, so please give her your and call her at 510 796 9164 to volunteer to help as much as possible!!!!

*Barbara Culp, General Manager*

## MEMBERSHIP & DONATIONS NEWS

Please welcome new members Gerald Bowers of Boonville, Tony Catrone of Union City, Bob Ingle of Saratoga, Fred James of Oakland, John McNeil of La Jolla, Robert Paoa of Honolulu and Richard Schiffman of Houston.

Donations have been received from Andrew Cary, Trudy Frank, Randy Hees, Bruce MacGregor and Ken Underhill for the purchase of a collection of S.P.C. photos; from Jay McCauley, John McNeil and Andreas Park for the general fund, from William Barbour for the building fund, and from George and Karen Thagard for the picnic car roof. Thank you!

The board of directors voted to advance the membership status of the following from "Contributing" to "Active" at the last board meeting: Woody Ballard, Karen Blamor, Kevin Bunker, Fran Foley, Bob Hertz, Vic Neves, Evelyn Osborn and George Thagard.

*-Ken Underhill*

## GENERALLY SPEAKING

*Barbara Culp, General Manager*

Well a lot has happened since my last report was published, but please bear with our overworked publisher as his job has become more demanding!!

I would like to thank everyone who helped in any way with Rail Fair!! First Bruce MacGregor and Boone Morrison, for allowing us to premier their book and video to make an extra special event!! All the musician who volunteered, John Helm and his folks, Charlie Mabie and the Dixie land Band, Tom Clausen and the Santa Clara fiddlers, Fran Bartosek playing on the porch of the house with all us kids joining in, Bruce John and the BAGRS, the Speeder group, Steve Paluso, Marv Weber, Vic Neves and Marv's friend (whose name I have lost), Brook Rather, Cliff Lusher, Andy Cary, Ken Underhill, Craig Hoefer, Bob Tupper, George Koerner, Gene and Donna Arrillage, Barbara Anderson, Syd Clarke, Steve and Karen Blanor, John Stutz, John Therberge, Randy Hees, Bill Wissel, Mary Jane, Byron and crew, The picnic people, Tina, Stephanie and Brian Hees, Ira and staff, Fran and Mo Foley for all their help in various things including repairing the Deanna and their wonderful smiles of delight as they experienced their first hands on Rail Fair! Last but not least, (more the most) George and Karen Thagard for bringing "Deanna", and their wonderful persons and sharing with us!!! **THANK YOU TO ALL OF YOU WHO PARTICAPATED IN ANY WAY!!!** If I missed your name, it was not intentional!!

We are still asking for opinions on Rail Fair, what you liked, did not, things to add, change???? Let us know your opinion for next year, by email to [bjcletc@pacbell.net](mailto:bjcletc@pacbell.net) or mail to P. O. Box 783, Newark, Ca. 94560.

PLEASE DO NOT FORGET HALLOWEEN TRAIN, October 17, 18, 19 and 24, 25, 26. We need your Help....Call Christina 510 791 9164... See you all soon!!!!!!

## SAFETY FIRST

*John Theberge, President*

Much has been happening around the railroad over the past few months or so. The Tack Room telephone has been repaired, permanently we hope. The raccoons have been tearing up the phone line over the past two years and the Tack Room phone has become less than reliable. A new phone wire was installed inside of metal conduit in July. If the raccoons can get to it now they are using tools!

Work is nearly completed on a set of short stub tracks for storage of the small push cars. The location is at Ardenwood Station between the corral and the first walnut tree to the west of the corral. The stubs consist of 25# rail cut to 15' lengths and are set 90 degrees to the siding. Flange ways are formed by use of treated 2x4's and the entire area will be filled with ballast (dirt) to make the arm-strong switching system work with a minimum of effort.

Steve and Karen Blanor have built a superb set of stairs for SP10, the tool car. It is now much safer and easier to get into SP10. The old SP10 stairs were moved to boxcar 444 to replace the rotten ones we had there. Thank you Steve and Karen.

Two four foot fluorescent lights were installed inside of SP10 and some basic wiring and outlets installed to accommodate them. A serious electrical fault in the electrical supply system that is located behind Boxcar 472 was repaired. The Park District was notified and they sent out an electrician to effect repairs.

### **Safety Warning**

Power lines run over tracks will get cut when run over by a train.



## **NEED SOMEWHERE TO HANG OUT? THE 2003 SPCRR HAUNTED RAILROAD NEEDS YOU!**



*-photo AJLCary*

It is that time again! The SPCRR's main fundraiser is upon us again. This year's haunted Railroad is Friday, Saturday, and Sunday nights October 17th-19th and 24th –26th. Come out and give us a hand. We need all types of help for this fund raiser; train crew, operations staff, ticket and treat sales, crowd control, and of course assorted ghosts, witches, ghouls, goblins, bandits, and Pooh bears. No actual acting talent is needed. Contact Christina Gendreau at (510)-796-9164 or Barbara Culp (leave a message at (866)-417-7277).



Tickets are on sale at the Book End Book End, 5678 Thornton Ave, Newark, CA (510)797-4100 or at the Museum Store in the Park, Thursdays, Fridays, and Sundays.



# HALLOWEEN TRAIN 2002 GALLERY



*All photos by AJLCary*

## RAILFAIR 2003 GALLERY



*All photos by AJLCary*



## RAILFAIR 2003 GALLERY



## 2003 SPCRR CALENDAR

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>

### WORK DAY SCHEDULE

October 11

November 8

December 13

### GENERAL MEETINGS

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

Oct 11-12	Harvest Festival at Ardenwood
Oct 17-19 and 24-26	Halloween Train
Nov 23	Operations stop
Dec 5-7	Christmas at Ardenwood

### 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](mailto:Newsletter@spcrr.org) with the Subject "E-Mail delivery". -Editor

#### PUBLISHER'S NOTICE

The Carter Narrow Gauge Chronicles is published by the Society for the Preservation of Carter Railroad Resources which is solely responsible for it's content.

The Society for the Preservation of Carter Railroad Resources (SPCRR) is a 501(c) non-profit corporation chartered in the State of California to "... locate, preserve, restore and interpret the products of the first industry of the City of Newark, Carter Brothers, for the historical and educational benefit of the general public..." Our mailing address is SPCRR, PO Box 783, Newark, CA 94560. Our museum and railroad is located at Ardenwood Historic Farm Regional Park, 34600 Ardenwood Blvd., Fremont, CA 94555. We have a website located at: <http://www.spcrr.org>.

## ANNOUNCEMENTS & NOTICES

### CHRISTMAS AT THE MUSEUM STORE

Hey, everybody, we have Christmas coming up in the not too distant future so please think of stopping by our own museum store for gifts, etc. We have bears, mice, snowmen and other cute stuff. We do have a good variety and if you want to come in at a specific time, let me know and I'll open up the store for you. Remember we have Boone Morrison's Narrow Gauge tape, which will make a great present AND show friends what SPCRR is doing and what it looks like. Hope to see you all this season.

*Trudy Frank-(408)739-9633.*

### STILL 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*

### IN MEMORIUM

William (Bill) Niedrich, a life member of the SPCRR, died September 1. Bill was active in many rail preservation groups, in particular the Pacific Southwest Railway Museum and the Orange Empire Railway Museum.

He was also a life long Mason, and former Lt. Col. in the Army, serving in Europe during WW II and Korea.

### MEMBERSHIP REGISTRATION & RENEWAL FORM

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

Telephone: (Day) \_\_\_\_\_ (Evening:) \_\_\_\_\_

Email: \_\_\_\_\_

Membership type (*check one*):

Regular (\$20) : [    ]

Life Member (\$250): [    ]

*Please mail the completed form with a check payable to "SPCRR" to:*

SPCRR,  
P.O. Box 783, Newark, CA 94560

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P.O.Box 783  
Newark, CA 94560

**PLEASE FORWARD**