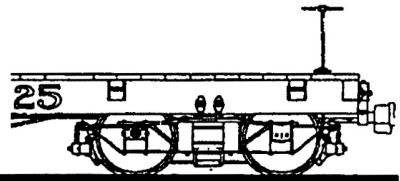


# CARTER NARROW GAUGE CHRONICLES



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

Spring 2008

## In This Issue:

As of this issue, the *Carter Narrow Gauge Chronicles* will no longer be the main newsletter of the SPCRR; news and information related to the Society will be distributed via the *SPCRR Timetable*. Instead, this publication will focus on railroad history and technology, especially as it pertains to narrow gauge railroads and the Carter Brothers and will be published as articles become available.

*Randy Hees*: Continues his series on Box Car Roofs, this time discussing roofs of metal.

*Bruce MacGregor*: Excerpts from the lost issues of the *Newark Enterprise* from 1880, Part 1 of two parts.

Also, period railroad advertisements courtesy of *John Stutz*.

## Columbia Simplicity

Simplicity and quality are near relations—no oil holes—dust proof bearings—large balls—ball-retaining cases in crank shaft and hub—5 per cent. nickel steel tubing, greatest of positive rigidity—and every part balanced—no complications—anybody can take it apart and put it together again—the Columbia bicycle for '97 surpasses itself—\$100 to everybody, for more than standard quality—the most sensible and the handsomest catalogue, free from Columbia dealers, by mail for one 2-cent stamp.

POPE MANUFACTURING CO.  
Hartford, Conn.

# Box Car Roofs, Part III

by Randy Hees

*"The cost of a tin roof is not much in excess of a first class double board roof, and if it were in all other respects satisfactory, would perhaps be more used than it is."*

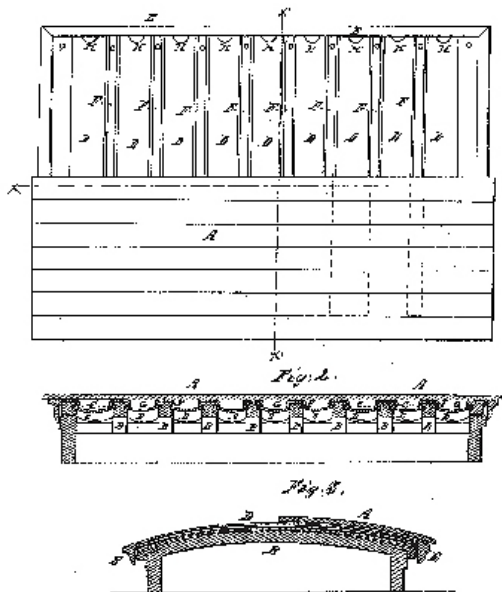
William Voss, 1892

Author's note: The previous articles have looked at the box car roof problem, and two of the attempted solutions, including the double board roof and various tar paper alternatives. We will complete our study, looking at the various types of Metal Roofs.

## The Iron Roofs

While there were patented metal roof systems available as early as 1859, (A. P. Winslow, Patent No. 25,071) metal roofs were generally a later development, only coming into common use after 1890. To date, I have located 71 patents of various metal roofs, issued between 1859 (most were after 1872) and 1913. There were also many more patents for "paper" roofs, roof clamp systems, roof walk systems and carlines. Many of the patents were derivative, involving small improvements in a previously patented roof, or were reissues of earlier patents. Railroads, citing problems with the various designs, and particularly the increased cost were slow to adopt metal roofs.

A. P. WINSLOW.  
ROOF FOR RAILROAD CARS.  
No. 25,071. Patented Aug. 9, 1859.



WINSLOW CAR ROOFING CO.,  
PROPRIETORS OF  
**WINSLOW IRON CAR ROOF.**  
Office, 211 Superior Street.  
MANUFACTORY,  
No. 39 Union Street,  
CLEVELAND, OHIO.



Over 40,000 Cars now in service covered with this roof. It will last, without repairing, as long as the car it covers, and is more economical by one half than any roof in use.

**SEND FOR CIRCULAR.**

Ad from National Car Builder, 1874

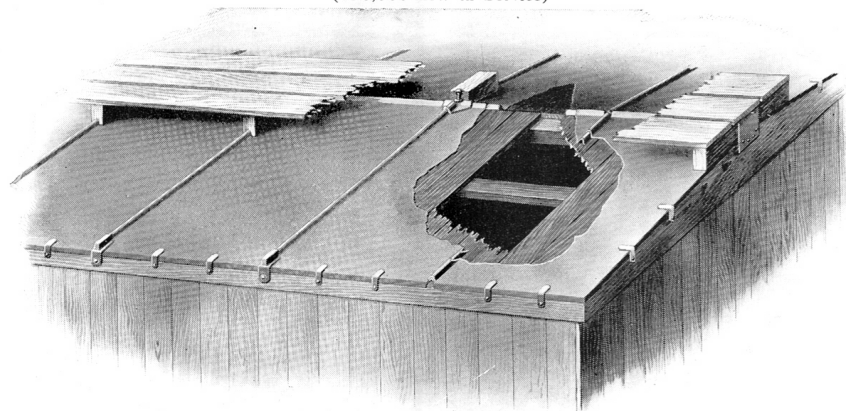
Patent for Winslow Roof, 1859 No. 25,071

There are a great variety of iron boxcar roofs, but most can be described as either outside or inside roofs, depending on whether the iron was covered by a layer of boards or not. Voss in his 1892 article would also include the older tin roof, referring to soldered tin plates, similar to what was used on passenger cars roofs, including SP1010 in the SPCRR collection, as a third type of metal roof of which he wrote: *"Its objectionable features are the liability of injury from being walked over and the difficulty experience in attaching the running boards, grab-irons and brake-rest all of which are apt to wear holes in the covering by chaffing..."* In his 1905 book Kirkman noted that tin had been replaced by heavier sheet iron or steel for this style of roof).

In 1892, roof design was far from perfected. Voss was skeptical of metal roofs. He defined three designs, or classes of metal roof: first was the tin roof described above. Second was the outside iron roof: *The fragility of tin has led to the use of sheet-iron or steel of considerable thickness as a substitute. As this material cannot be shaped and worked the same as tin, it is necessary to lay it with standing seams instead of the locked and soldered seams of the later... The iron sheets of the same width as the carlines are laid parallel with those with the ends turned down over the fascia and nailed to it.* Additionally Voss described two different types of cleats, either of which could be used to join the sheets, one made of wood with saw kerfs to engage the sheets and the other made of cast iron. In both cases, the cleats were bolted to the carline. Painted canvas was used as a sealing gasket both at the cleats and anywhere else the sheets were perforated to mount running boards, grabs or other appliances. Within a short time several systems of pressed steel cleats would be offered, particularly the Excelsior car roof and the 1905 Murphy design (patent No. 779793) both of which used various clamp-type cleats, both to replace the battens, but also to hold the tops and edges of the roof sheets. Ultimately the outside iron roof would come to dominate railroad car construction, particularly the outside Murphy roof which is found on most of the surviving narrow gauge Denver and Rio Grande Western box cars. But, as far as we can tell, no outside iron roofs were ever fitted to California narrow gauge boxcars.

## Murphy; American Outside Roof

(150,000 now in Service)



Reduces Height of Car  
Two Inches

Reduces Width of Car  
Six Inches

Reduces Weight of Car  
1200 Lbs.

Reduces Cost of Car from Three to Ten Dollars

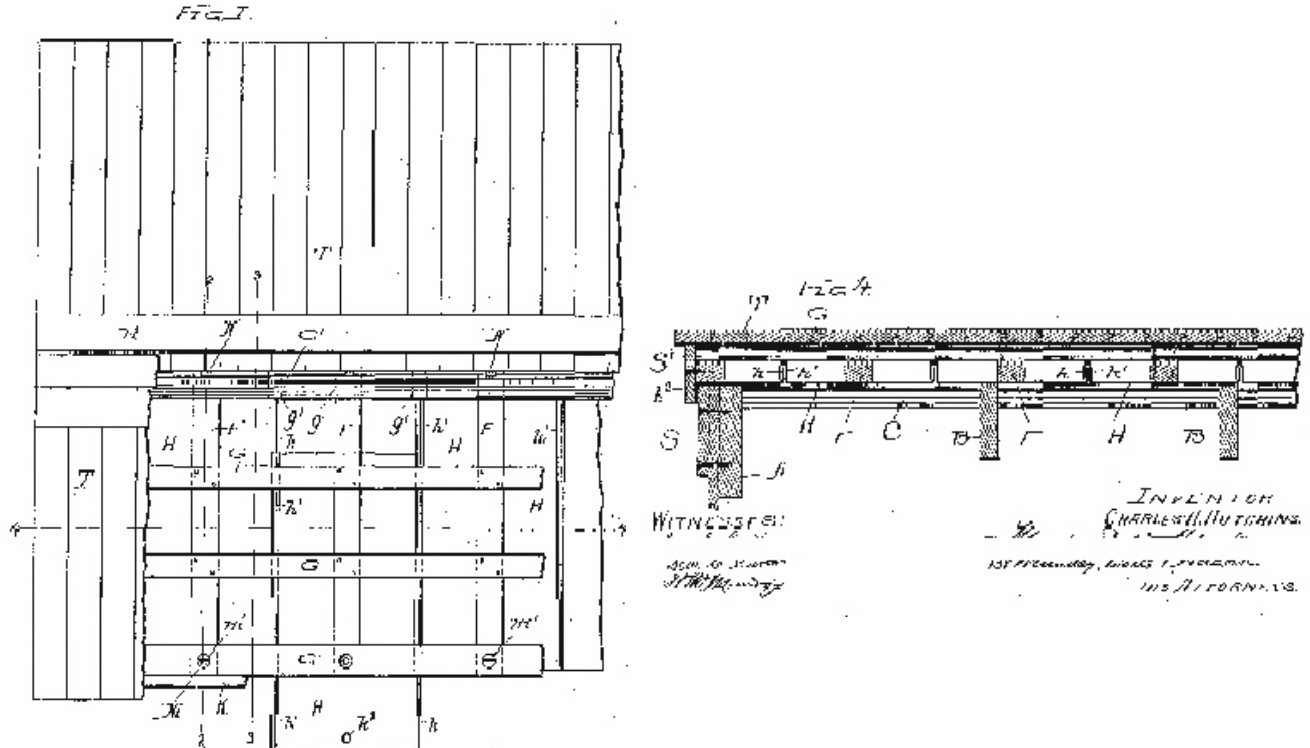
No Roof Boards to Burn or Blow off

Never Break or Tear as Sheets are not Nailed

**Murphy outside roof, patented 1905, no. 779793, from the 1906 Car Builders Dictionary**

Voss' third design or class of metal roofs was commonly known as an inside iron roof. Of these designs he said: *"are more numerous and can therefore not all be described in detail... (a reference to the many competing designs) They are to some extent a combination of the other two, the roofing material consisting of light galvanized sheet iron or prepared paper placed directly on the carlines or roof strips, or on a course of matched boards, while above this is constructed a wood covering, resembling the ordinary roof."*

For a more detailed review of inside roofs we can turn to inventor Charles Hutchins who in his 1899 patent [No.624, 654] (he had previously patented a similar roof using tarred paper in place of the iron sheet, which we discussed in our previous article) defined three types of what he called *double roofs*. The first type was a roof where the boards were laid directly on the metal sheets, and secured by nailing or bolting through the metal sheets to the roof frame. While this resulted in a continuous metal roof, it suffered from leaks due to the nail holes. The second was a roof where the metal sheets ran from carline to carline. In this case the sheets of metal are not pierced by nails or other fasteners, but are not continuous either, leaving gaps where carlines are found. Hutchins believed the joint between the metal sheets and the carlines was too rigid and would be torn apart as the car flexed. The third class of roof identified by Hutchins was one with a double roof frame. The iron roof was attached to the lower frame, then a second frame was placed over the inside roof to support the roof boards. His patent, as well as most of the successful roof patents issued before 1890 or so, was for this third class of roof. He identified issues with this roof style as well, related to the continuity of the sheet iron and the way the secondary wooden roof was attached, essentially floating on top of the with out piercing it.



**Hutchins Roof Patent No.624,654**



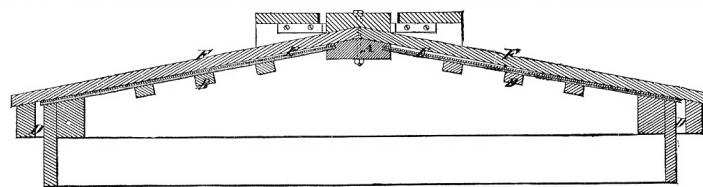


Fig. 667.  
End Section of Roof.

NAMES OF PARTS ;  
Figs. 667-668.

- A. Ridge-pole (grooved to receive metal sheets.)
- B. Purlins.
- C. Carlins.
- D. Overhang.
- E. Roof-sheets.
- F. Roof-boards.

(The grab-iron shown in this cut is not attached according to the best practice. See Figs. 656-657.)

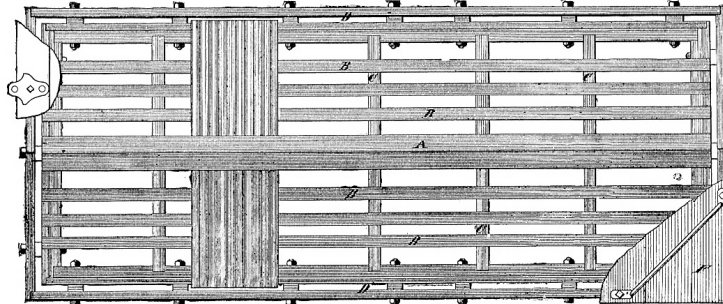


Fig. 668.  
Skeleton View of Roof Frame.

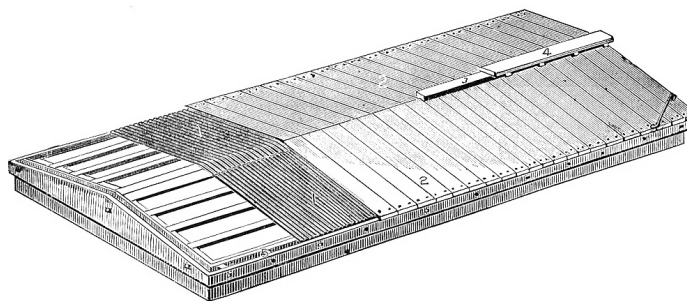


Fig. 669.  
EMPIRE CORRUGATED-METAL CAR ROOF

NAMES OF PARTS ; Fig. 669.

- 1. Roof-sheets (Corrugated Metal).
- 2. Roof-board.
- 3. Ridge Clamp.
- 4. Running-board.
- 5. Overhang.

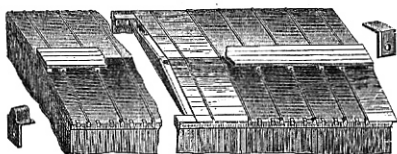
## Empire Roof from 1888 Car Builders Dictionary

### The California Experience

We have found two examples of metal roofs used by California narrow gauge lines.

The inside Murphy roof would come to California narrow gauge in 1915 with the sale of 49 used box cars (and one refrigerator car) from the Florence and Cripple Creek railroad to the Nevada-California-Oregon railroad. These cars would later be sold to the Nevada County Narrow Gauge, Pacific Coast Railroad and the SP narrow gauge. The cars had been built by the Michigan-Peninsula Car Co., which merged with twelve other companies to form the new American Car Company in 1899 during their construction. Like most other cars built for Colorado lines at the turn of the century these cars were equipped with the then common inside Murphy roof.

### THE MURPHY STEEL CAR ROOF.



It has no surface nail or screw holes. It has no joints where cinders, rain or fine snow can get through. It allows for contraction and expansion, and has ample elasticity to provide for sagging, twisting, buckling and cornering of the car body. It is as solid as the car frame itself. It has no soldered joints. It can be repaired readily, and without taking off more of the roof than is damaged. It is much cheaper than any other metallic roof now in use, and is cheaper than the double board roof, made of good lumber. It is unlike any other metallic roof for the reason that everything is furnished to make it complete; so that the parties buying it have no expense other than to apply it.

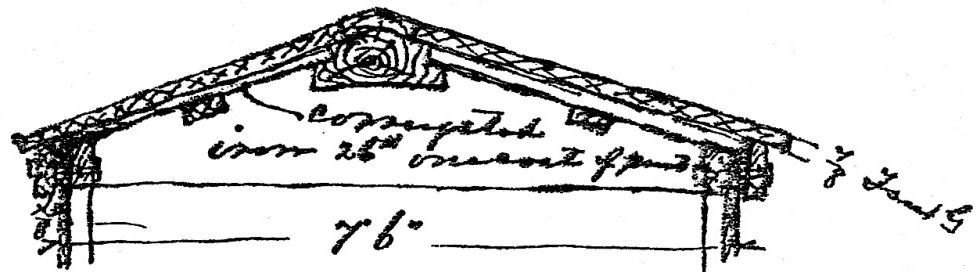
This ROOF can be applied on OLD LEAKY BOARD-ROOF CARS without making any changes in the board roof; thereby saving the expense of replacing the old boards with new, and thus utilizing material that must otherwise be thrown away.

Manufactured by the P. H. MURPHY MFG. CO., East St. Louis, Ill.

**Murphy Inside Roof, patented 1893 no. 489,322**

The more interesting use of a metal roof on a California narrow gauge car can be found in our collection. Pajaro Valley 215, built by John Hammond's California Car Works was built with a local variation of a corrugated metal inside roof. We believe the design was also used on cars built for the Tonopah Railroad; these cars were later transferred to the SPng and Lake Tahoe lines.

*The box car are of the usual style except the roof which is double as per sketch*



*I'm sorry we have no drawing of these cars, and if you can form an idea of what is wanted from these sketches, let us hear your figures as soon as you can*

*Yours truly,  
H.C. Hammond*

**Roof detail for Pajaro Valley boxcars, from order specifications,  
copy from Horace Fabing**

The Hammond roof is similar to Wands 1873 patent (No. 136,539) marketed as the *Champion Lightweight Car-Roof*, (illustrated above) but there is no reference to any patent in the car order, or evidence that patent fees were paid. Instead it is likely that Hammond simply copied what was then a known style of roof using off the shelf corrugated iron sheet at the request of the Pajaro Valley management.

Unfortunately PV 215's original roof has been lost, and a simple exposed corrugated roof installed when the car was being used as a shed has been substituted. We expect to recreate Hammond's inside iron roof when we restore the car.

**Author's Note:** in the article above, you may find my changing use of terms *Metal*, *Iron*, *Steel* and *Tin* confusing. The period covered by this article, roughly 1860 to 1910 was one of rapidly evolving technology and metallurgy. Steel which had been expensive and rare prior to about 1870 became cheaper and as a result into more common use. Still, the contemporary writers used iron and steel interchangeably during part as generic terms for various iron based alloys. Voss at times used the term *tin* for all metallic roofs.

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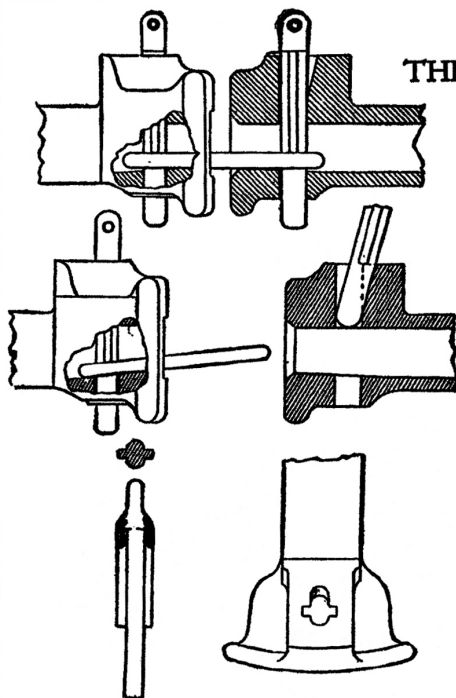
Voss, William, Railway Car Construction (R. M. Van Arsdale, New York, 1892) (This landmark work originally appeared as a series of 20 articles published in the National Carbuilder from February 1888 to December 1891. Those articles published in a single volume in 1892. They have been reprinted in Newton Gregg in his Train Shed Cyclopedia series (No. 29 [1975] & 39 [1976]) and by the Orange Empire Railroad Museum recently.

Wait, John C., Editor, 1898 Car Builder's Dictionary, (3<sup>rd</sup> edition, The Railroad Gazette) (Reprinted in Newton Gregg in his Train Shed Cyclopedia series (No. 55, No. 57, & No. 59 [all 1977])

## Secondary Sources

Information on the F&CC cars came from Tivis Wilkins', The Florence & Cripple Creek and Golden Circle Railroads, Colorado Railroad Annual 13, (Colorado Railroad Museum, Golden Colorado, 1976)

No study of American Freight cars can be made without reviewing Jack White's The American Railroad Freight Car, (John Hopkins University Press, Baltimore, 1993)



## THE SAMS AUTOMATIC COUPLER

is rapidly gaining favor with Railroad Managers. Its simplicity, cheapness and durability, and the fact that it works with old link and pin couplers—with which the majority of cars are yet equipped—makes it desirable for all renewals and repairs. It is strong and has few parts. Conforms to the U. S. Law, and is a cheaper and better coupler than the vertical-hook. Any road can afford to put the Sams on its old equipment. We give systems the right to make and use drawbar and lever attachments, and sell them the pins at \$1.00 each.

Cast Iron Bars weigh about 185 lbs.;  
Malleable, 135 to 140 lbs.

Can furnish Malleable Bars at \$4.25 each, F. O. B. Chicago.

Pins, \$1.00 each, F. O. B. Detroit.

CORRESPONDENCE SOLICITED.  
LOU. D. SWEET, Gen'l Mgr.

**SAMS AUTOMATIC COUPLER CO., 516 Equitable Bldg., Denver, CO.**

# MARSTON'S HOTEL!

## NEWARK,

ALAMEDA CO., CAL.

(Opposite Railroad Station.)

THIS HOTEL has been elegantly furnished throughout for the accommodation of the public. The rooms are large and finely finished, suitable for families and single persons. The table is always supplied with the best the market affords.

**BOARD AND LODGING AT THE MOST REASONABLE TERMS.**

Each apartment is supplied with Gas and contains an Stationery Wash Stand. In connection with the Hotel is a Bath-Room, having hot and cold water for the use of the patrons.

In conjunction with the Hotel is a FINE BAR, stocked with the *Finest Wines Liquors and Cigars.*

S. I. MARSTON, Proprietor.

## **SAM Couplers**

*By Randy Hees and Bruce MacGregor*

Throughout this newsletter you will find advertisements for “SAM” patent couplers. The SAM coupler was an attempt to develop a low cost alternative to the Janney or knuckle coupler. The Railway Safety Appliance Act of 1893 had mandated adoption of a number of safety improvements, including couplers, about which it called for "couplers coupling automatically by impact, and which can be uncoupled without the necessity of men going between the ends of the cars."

The SAM, invented by Samuel Sams of Aspen, Colorado was an improved link and pin, which would guide the link into the mating coupler, by use of a tapered opening, and allowed uncoupling by use of a special “x” shaped steel pin attached to cutting bar. Mr. Sams received patent No. 494,941 on April 4, 1891 for his new design.

Several railroads adopted the SAM coupler, including the Florence and Cripple Creek and the Virginia and Truckee (including its narrow gauge subsidiary, the Carson and Colorado).

SPCRR has one pair of these couplers, (although without the special pin and cutting bar) currently installed on North Shore 1725. SPCRR's pair of SAM couplers was found buried in the mud of Laurel Creek (off Summit Rd. in the Santa Cruz Mountains), close to the southern portal of South Pacific Coast's summit tunnel. They were found with a generous amount of additional metal hardware, suggesting the site marked the remains of a narrow gauge flatcar long since buried, and then unburied, by the flow of the creek. The recovery took place in the mid 1970's.

This discovery became the source of many discussions, as there was no evidence the SPC ever used SAMS. However, several years ago the late Dale Darney found the smoking gun, which explained the find. During the Tonopah gold boom, several hundred SPC cars were sent to Nevada on lease. Those cars were equipped with SAM couplers in the V&T's Carson City shops. As the narrow gauge line to Tonopah was standard gauged, some of the cars were sent back to the SPC. We assume our couplers came from such a car. Three cars in our collection, box cars 472, 444 and 10 were all equipped with SAMs at one time. We plan to move the SAMs from 1725 to 444 when that car is restored, replacing 1725's SAMs with a set of knuckle couplers, more in keeping with its other added safety equipment including hand grabs, sill steps and air brakes.

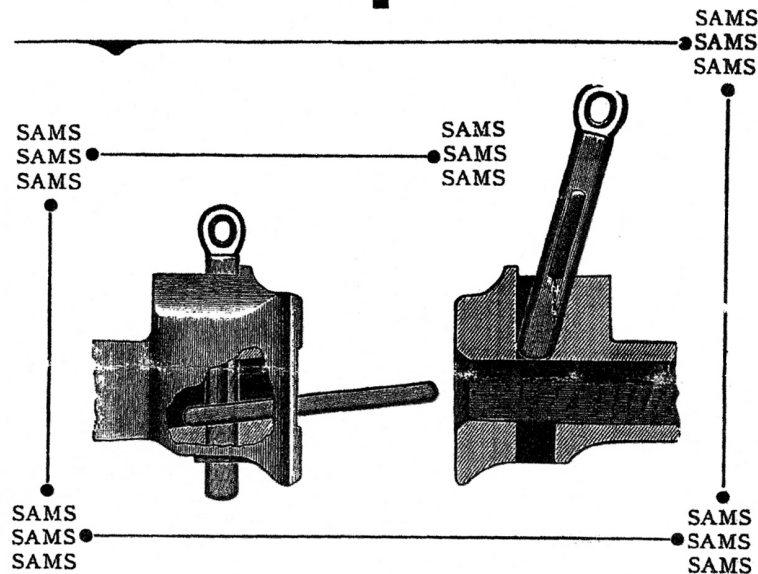


SAMS  
SAMS  
SAMS

SAMS  
SAMS  
SAMS

**Cheap,  
Simple,  
Durable.**

# Sams Automatic Coupler.

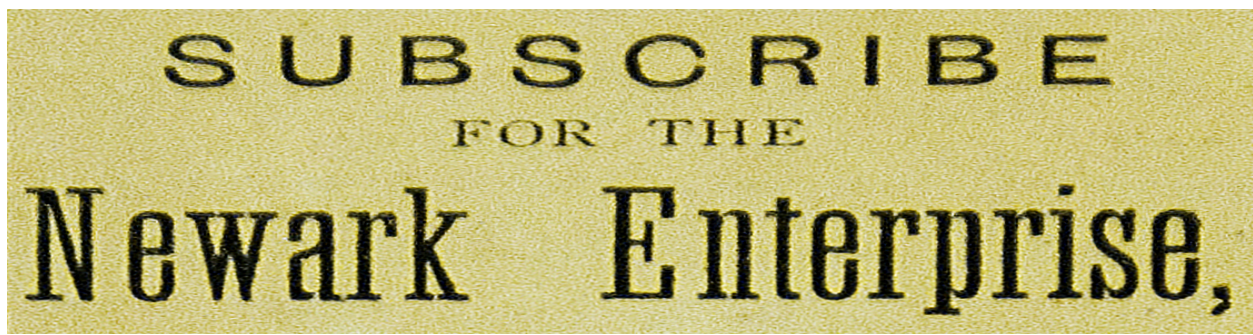


IT is an object to use the SAMS on Railroads whether their cars are interstate or not, as it has proven much cheaper than the old link and pin in the saving of links and loss of pins. It is the cheapest automatic Coupler now in the market. 30 Railway Systems are using it, most of them have been using the M. C. B. or Vertical Plane. Where railroads make their own draw-bars the cost per car will not exceed \$7.00. Solidity of patent and as to its meeting the requirements of the law has been passed upon by the associations. This is the only Automatic Coupler proving entirely satisfactory on narrow gauge cars, as it has all the vertical and lateral motions of the old link and pin. It is the only practical coupler that can be used to advantage on coal cars, company cars and others too nearly worn out to make it advisable to apply the too expensive Vertical Plane.

General Office :  
516 EQUITABLE BUILDING,  
DENVER, COLORADO.  
LOU. D. SWEET,  
General Manager.

SAMS  
SAMS  
SAMS

SAMS  
SAMS  
SAMS



## **The Lost Issues of the *Newark Enterprise* (Part I)**

**by  
Bruce MacGregor**

### Introduction:

Only one single copy of the *Newark Enterprise*, dated June 12, 1880, was thought to exist. For years, this copy (on microfilm at the Bancroft Library) represented the few surviving printed words of the only newspaper to witness the narrow gauge South Pacific Coast from the ringside seat of Newark- the line's backshops and home to Carter Brothers. The single issue contained a tantalizing glimpse of what was going on in town- in the locomotive shops, in Carter's car shops, and in the support industries and surrounding village that had been created (in 1876) with the sole purpose of supporting the South Pacific Coast narrow gauge. But the glimpse was frustratingly brief.

Then came the surprise. The entire run of the *Enterprise*, thirty-four issues covering more than eight months of 1880, was found. The missing editions came in the form of a bound book of folio-size papers, located at the California Historical Society in San Francisco. The book had somehow escaped cataloguing, and was pushed behind other hardbound newspaper volumes, making it difficult to even see. The spine had long ago disintegrated- robbing the volume of its name. But thanks to the efforts of librarian Alison Moore, it was located in December 2007. On December 14, I was fortunate enough to visit CHS, and read the issues in detail.

The *Enterprise*, edited by a 21 year old Oakland newspaperman named Frank Moffitt and published every Saturday, proved to be a time machine back to the place the narrow gauge began, and the year- 1880- that the line was finally opened for through service between Alameda and Santa Cruz. Moffitt's youth, the entrepreneurial flavor of Newark, and the excitement of opening the narrow gauge to Santa Cruz, seemed to energize the paper. Moffitt found heroism in the daily tasks of car mechanics, grease monkeys and machinists who populated the town. And he found villainy (and humor) in the jealousy aroused by Newark in neighboring Centerville, an emotional chord heard in modern times as the ongoing rivalry between Newark and Fremont.

Moffitt wrote expectantly about the pending construction of the horse car, the flood of new car construction generated by Carter Bros. shops, and the coming swell of business

that would befall town and railroad once the line finally opened to Santa Cruz- an event that was to happen about mid-way through the publication of the *Enterprise*. It was obviously a heady time to be editor of the only newspaper in this embryo Chicago. But many of his predictions failed to come true- perhaps too many- leading to Moffitt's decision to close the paper in late October. He returned to newspaper work in Oakland and ultimately (in 1885) was elected to a term in the State Assembly, followed by a term in the State Senate, where he was its youngest member. Moffitt's enthusiasm, wherever he served, was infectious.

In two parts, we'll present extracts from the thirty-four "lost" issues of the *Enterprise*. The extracts are verbatim typescripts of Moffitt's short articles. My occasional comments (in brackets), aided by notes from a near-by newspaper located in Irvington, may help explain (and sometimes correct) Moffitt's observations.

February 28, 1880

Editorial:

Our intention is to make the *Enterprise* a live paper, and such as will aid Newark in becoming a live town. All that pertains to local and township affairs we shall jealously watch, not forgetting to give our readers a general idea of what is going on in the County- politically, commercially, agriculturally, or otherwise. We also intend to circulate the *Enterprise* all over the Coast and let people know that there is fast becoming a live town and that it possesses a first class paper.

-Work has commenced on the new road from Newark to Centerville. [Probably Central Ave., an early wagon road between the two towns.]

-At no distant date Centerville is to be connected with Newark in a way more convenient to the public. A horse or dummy streetcar line is to be the manner in which the now friendly feeling is to be strengthened [Bane Ave., the route selected for the horse car, was graded and in service as a wagon road at least as early as March 1, 1880, while the horse car was still in the early discussion stage.]

-Carter Bros shop has six passenger cars in the course of erection. [SPC coaches 23-32 were built by Carter in 1880, and could be candidates for these six cars.]

March 6

The new schoolhouse at Newark will be dedicated March 26, 1880. Subscriptions are being collected for a new Catholic Church. [At this writing, funds donated for the church include \$500 from A.E. Davis (along with five acres of land), \$1500 from an anonymous donor, and \$600 from people of Newark... a total of \$2600. \$3000 was required to complete the building.]

Mr. Bailey, the Oakland gum tree man, has just finished laying out a number of large gum trees around the railroad station.



There is a probability of the Dumbarton wharf being put to use at an early date. Possibly not until after Santa Cruz is reached, when the Narrow Gauge will send their heavy freight via this route. [Dumbarton Point, once the northern terminal of the SPCRR, had been abandoned once the narrow gauge was extended to Alameda in 1878. On March 20, 1880, The Alameda County *Independent* reported the rails being taken up on the Dumbarton Point line, dampening Moffitt's speculation that the old Dumbarton rail terminal might be used again.]

Chinese are not permitted to ride in coaches of the railroad, but instead are relegated to the "Smoker" car.

-The Newark post office has been discontinued. [Temporarily, it turned out; Martin Carter was post-master when the office first opened, presumably in 1878.]

March 13

The principle "Kicker" in Centerville is a well-known grocery house. One of the members of this firm has been frequently heard to say that Newark would never be but a cow ranch as long as he was able to fight it. Now we would most respectfully request this firm to go on fighting, and at the end of their struggle they will be able to see of what insignificance they are, still they will have the pleasure of seeing their former dull and obscure Centerville a prosperous little suburb of the thriving town of Newark. [Salz & Co. was the villain that Moffitt couldn't quite bring himself to name. Ironically, Salz would be one of the largest commercial users of the Newark-Centerville horse car when the line finally went into service.]

March 27

Elbon & Houck, now running a large planing mill between tunnels 2 and 3, will soon erect a large planing mill in Newark. J.W. Shafford, our present station agent, will be manager of the firm. [Elbon & Houck was one of the most exciting commercial possibilities rumored in the new town, since E&H would provide an outlet for Santa Cruz Mountain redwood soon to be cheaply transported as freight by the South Pacific Coast, once the tunnels were finished.]

Mr. Montgomery of SF will succeed Mr. Stafford as station agent.

April 3, 1880

Both hotels are full, and doing a land office business. [The railroad owned Marsten's Hotel, also called the Central Hotel; John Dugan owned the Newark House.]

J.A. Bunting mediates telegraphic connection between Newark and Centerville ["Johnny" Bunting worked various jobs in Newark including night watchman at the car shops, but would later make a fortune in San Joaquin Valley oil wells and own his own private railroad car.]

Engines 9 and 10 have been put on the road and they are immense in their proportions compared with the first locomotives that the Company possessed. They are intended for the SP Coast freight trains.

-Mr. Martin Carter has disposed of over 50 tickets for the school party in less than two days. [In addition to running the car business in Newark, Martin Carter was SPCRR's Master Mechanic; he would reside in Newark between 1877 and 1885, when he moved to the Nutwood Stock Farm in Irvington.]

J. Sherwin, the architect, who drew plans for the new schoolhouse, was in town Tuesday last. He had in his possession the plans of the new row of stores, which Mr. Nobmann is to commerce building next week. Judging from the plans and ground plot they will be immense, and present a fine appearance. There are to be six of them. Five are already subscribed to, including one for a gas fitting and plumbing shop, a furniture store, two for a mammoth grocery store and hardware establishment, and one for a restaurant. Mr. Sherwin also had with him a suggestive plan for a church, and it would be advisable for the Catholic people to have a look at it. [Nobmann's block of stores was never started.]

-Mr. Martin Carter will be re-appointed post-master, and mail service restored.

-Sam Davis, resident of Newark, is returning from New Jersey [Sam Davis, brother of the railroad's president A.E. Davis, went to New Jersey to dispose of the family's ancestral farm, prior to a permanent move to California; Sam is a conductor on the narrow gauge.]

-Two elegant palace cars, for the SPC Railroad, are in course of erection at Wilmington, Delaware, and it is expected that they will be here by the first of next May. [The builder is Jackson & Sharp, and the cars will arrive in May.]

April 10

No entries of interest

April 17

Mr. Sam Davis arrived home and the old gentleman looks quite fresh after his long trip, and proposes to continually, as formerly, keep a fatherly eye on Newark.

A bicycle car. At the Car shop is a novel invention in the shape of a three wheel hand car, two wheels running on one track and another smaller wheel balancing the affair by resting upon the other, it is worked by hand and foot, or both as the rider chooses and can be run at the rate of forty miles per hour.

The Street Car line to Centerville will, in all probability during the coming summer, be under way of construction, this will be an event in the youth of Newark and a brace in the career of our neighboring village, Centerville, the people will be thrown together more often, more travel will come by way of Newark, and travelers create business and

business creates a town. The exact route has not been definitely segregated but the most convenient and desirable way will undoubtedly be selected, and with this direct connection the feelings of Centerville and Newark will ripen into sisterly love.

April 24

A glass factory is to be located at Newark. [It was never started.]

Gravel is being distributed somewhat on our thoroughfares.

Mails are running between Santa Cruz and San Francisco via the SPC.

The large and elegant ferryboat *Newark*, which our town was honored by the name thereof, is rusticated in San Antonio Creek opposite the Oakland City wharf.

J.W. Shafford has resigned his position as Agent of the SPC Express Co, and is now running a route of which he is sole proprietor. The Newark agency of SPC Express Co. is at the Carter Car shops.

Floods close the line at Alvarado and Alma. Alvarado blockade was opened yesterday.

May 1

A number of fine baggage cars are undergoing erection at Carter Bros. Car Shops. [These could include baggage, mail, express cars 5, 6 and 7, all built by Carter in 1880.]

The line of cars between Centerville and Newark will be in running condition some time during the coming summer (probably).

Mr. Martin Carter has received from Washington, D.C. his official appointment as Post Master of Newark, signed by Post Master General, David. M. Key, and with the official seal attached thereto.

May 8

Felton and Big Trees excursion. Wheeler's excursion party to Felton and Big Trees by the narrow gauge railroad will take place Sunday, May 9, 1880. The train will leave Webster St. bridge at 8:45 am. This bids fair to be one of the most delightful excursions of the season as it will not be an overcrowded picnic. Tickets for the round trip \$3.

It is said that by the 15th of the month, SPCRR will be running trains on the new timetable.

The first excursion train of the season passed through Newark on the way to San Jose, Sunday last.

Eddie Watkins has accepted the agency for SPCRR at Newark.

Strawberries are passing every day in unlimited quantities, on the trains, bound for the San Francisco Market.

At Agnew's Stopping Place, on the SPC Railroad, has been established a regular station, with an agent and telegraphic communication. [This is the only known record of the construction of Agnew depot, today one of only two surviving original South Pacific Coast stations.]

J.W. Shafford, Esq. informs us that Elbon & Houck, of Santa Cruz, will commence to erect their planing mill at Newark during the coming week.

Jarvis & Co. have three schooners busy carrying hay to San Francisco. It is of the old crop, and will all be shipped from the warehouse to make room for the new crop. [Jarvis Landing, also known as Mayhew's Landing, was located about two miles northwest of the Newark shops, was a commercial lumber yard and freight terminal with direct access to scow-schooner shipping on San Francisco Bay.]

While conversing with President Davis of the SPC Railroad, on Thursday last, he informed us that he had not lost any of his former determination to make Newark a thriving town, and that his present progress of business on other important matters has kept him from visiting us personally of late.

#### The Horse Cars

Letter from Centerville, May 7, 1880:

In your paper of Saturday last you infer that during the coming summer the Narrow Gauge will have their line of horse cars running between Newark and Centerville. This I sincerely wish was in operation now, for Centerville people prefer to travel by the opposition, for the Central Pacific is monotonous and disobliging, and when they had no opposition compelled us to pay exorbitant rates until the SPC made them come down, and the people do not propose to forget this. Talk up the horse car line, Dear *Enterprise*, and when it is in running order Centerville proposes to show the Narrow Gauge the esteem in which it holds that company.

“Jane Doxy

May 15

The Santa Cruz people are in a high state of delight over the event of the South Pacific Coast Railroad gaining entrance to their city. A mammoth banquet will be tendered the officials of the road by the citizens of that city, and its local press is loud in their praises of the company.

Tuesday last a brakeman on the mixed train unfortunately sprained his ankle at the switch opposite Dugan's Hotel, in Newark.

Mr. Elbon proposes to erect, in Newark, two handsome residences, one for his family and the other for Mr. J.W. Shafford, of this place.

Mr. Samuel Davis has raised upwards of \$250 for the New Church about to be built in Newark.

It is said that Wells Fargo & Co. will assume charge of the South Pacific Coast Express Company on the 15<sup>th</sup> of May, Snell Bros & Co. retiring from the management

A fine colt, the property of Martin Carter, died on Tuesday last. It was a beautiful animal, only one year old, and as gentle as a kitten. Mr. C. regrets its death very much.

Mr. Harker, our grocery man, true to the spirit of enterprise, had a run-away on Thursday.

The new timetable, found elsewhere advertised in our columns, of the SPC Railroad, went into effect at 4:50 am this morning. It is so arranged as to give everybody entire satisfaction, especially Newark people. [Over 2.5 miles of tunnels in the Santa Cruz Mountains were complete, and the line opened for business between Alameda and Santa Cruz, on or about May 10. References to the "new timetable" refer to the first through operation of the narrow gauge.]

The Wheeler excursion party passed through Newark about ten o'clock Sunday morning. Ten cars were full, and at San Jose two additional coaches were attached to the train. The trip was pronounced delightful and refreshing, and everybody was highly pleased with the excursion.

Carter Bros Car Shops are full of business. They have just received an order from Donahue's N.P.C. Railroad for one large passenger coach and twenty flat cars, and in addition to this the South Pacific Coast company have ordered twenty box and fifty flat or gravel cars. This will make matters lively for awhile in town. [This note apparently mistakes "Donahue's N.P.C. Railroad" for the Sonoma Valley Railroad, which the paper later corrects; see May 22.]

Elbon & Houck propose to commence at once on the Newark planing mill, one of the members was in town Monday making the necessary preliminary arrangements for the arrival of lumber to erect the building. Thirteen lots have been purchased just above the car shops and as it is an enterprising firm we expect, ere many days, to greet the new planing mill.

On the new timetable: today the narrow gauge commences running under their new schedule and as will be seen in our advertising columns, Newark will be benefited very much by having two morning trains toward San Francisco and two evening trains from that city. In the afternoon, we have a train toward San Francisco and again along in the night another train will be run. Our mails will arrive on the first train in the morning and depart at five in the evening.



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Are offered for the transportation of BAGGAGE,  
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Expense of Drayage in the City, etc., and *Re-*  
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find it highly advantageous to patronize the

South Pacific Coast Express Co.,

As by doing so you will save Time, Trouble and  
expense,

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## NEWARK

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CARTER BROS.

Car Builders.

Passenger Coaches

BAGGAGE

—AND—

Freight and Flat Cars.

—AND—

General Railroad

Supply

## MANUFACTORY!

Planing Mill,

Paint Shop,

Manufactory,

AT

NEWARK,

Alameda Co., Cal.

ALL WORK DONE IN WORK-  
manlike manner, and sent to any part of  
the

Pacific Coast.

May 22

The flat cars for the Sonoma Valley RR have been completed.

The palace coaches from the East, designed by Carter Bros, are daily expected. [Speculation exists about why Carter, who had built all the SPC's rolling stock, didn't build the two Jackson & Sharp parlor cars. One explanation is that Carter was over-committed with work; another is that A.E. Davis wanted the prestige of an Eastern builder for luxury cars intended to convey celebrities and business partners.]

The first through train from San Francisco to Santa Cruz passed through Newark, Saturday morning. Mr. Samuel Davis was conductor and Mr. J. Stanley engineer. The train was composed of all new cars and the engine was elegantly decorated with flowers and evergreens. The trip was made on time, with a number of passengers onboard.

The new order of running the trains causes a lively appearance in the vicinity of the station. In the morning, within a very short time, three trains pass by, and again in the afternoon the same thing occurs. In conjunction with this, we have two freight trains, well loaded, passing either way, and in the course of the whole day, the many trains betoken business, life and energy for Newark.

May 29

A foolish and child-like rumor seems to have been spread abroad that if the SPCRR had been a broad gauge, an accident such as that of Sunday last could not have happened. This is as absurd as it is foolish, and everybody should know that accidents of this kind have been occurring for years past on broad gauge rail roads. Women, and weak minded men are the only class that pays any attention to such non-sensical talk.

The railroad accident near Santa Cruz is the most disastrous that ever occurred in this state, except the one that happened about six miles from Oakland, on the Central Pacific, about ten years ago, when the number of killed and wounded was about double the amount. [The accident occurred on Sunday, May 23, 1880. Fifteen passengers were killed when flatcars overturned after a run-away on a grade near Felton.]

The cause of the accident is undoubtedly the theory offered by Supt. Carter and that is the expansion of the rails, owing to the extreme warmth of the weather. [The Santa Cruz County Coroner's Jury, investigating the wreck, did not entirely agree with Thomas Carter's explanation. The jury found that railroad management had allowed an inexperienced crew to handle the train on a steep grade; Carter was blamed for the mistake in a minority report.]

The Funeral Train: A sad sight it was to see the returning train from Santa Cruz after the accident. The scene in the morning as the train went south was charming to look upon- the train load of happy, joyous people, all in the highest state of jollity, with many anticipations as to the good time they were going to have. How fearful were their feelings as they passed through Newark on their way home, especially if they thought of their good spirits in the morning. The train passed through Newark, funeral-like, no



shrieking sounds of the steam whistle; the constant clamor of the bell was not, and no voice above a whisper could be heard aboard the train, except for the dying groan of some poor soul, or the piteous cries of the wounded. The accident at Santa Cruz will never be forgotten by those who witnessed the passage of that train through Newark.

June 5

Travel on the narrow gauge seems to in no manner be affected. Sunday last the cars ran well filled, and during the past two weeks the regular trains have been carrying unusually large numbers of people.

For the past two weeks, Mr. Samuel Davis, manager of the Pacific Land Investment Co, has been replanting gum trees in various places throughout the town, where they have failed to sustain themselves.

Sunday last, a man named Brown, while in a state of intoxication, broke the lock of one of the Narrow Gauge hand cars, launched the car on the track, and proceeded toward Mowry's station. When down a mile or so he took the car from the track to allow the returning excursion train an opportunity to pass, which it did and reported when it arrived in Newark of the car. He was pursued and caught and handed over to Constable Trefry, where he was charged by R.B. Hall, the company's detective, of grand larceny and held to await action by the coming Grand Jury, \$500 bail being set. [Another local paper, the Alameda County *Independent*, reported that Martin Carter was in the posse that captured Brown.]

June 12

A freight train from Santa Cruz to San Francisco is heavily laden with strawberries every night.

Carter Bros. some two weeks ago completed a number of flat cars for the Sonoma Valley Railroad, but they have been in use by the SPC Company, on account of the immense pressure of freight business done on their line.

The baby engine, which may be seen daily steaming around the car shops, was brought to this locality for children to amuse themselves with. We have heard that during the coming summer, some baby tracks are to be laid upon which will run baby carriages to be pulled by the baby engine. [This likely refers to one of two Porter 0-6-0 engines used by the Santa Cruz & Felton. The SPC leased the SC&F in order to secure trackage into Santa Cruz, but the SC&F remained isolated and cut off from the rest of the narrow gauge while construction continued in the mountains. After the opening of the tunnels in early May 1880, these engines were finally able to make the trip to Newark for repair work.]

Elbon & Hauck have shipped to Newark several carloads of lumber this past week.



June 19

A Garfield and Arthur club has been organized in Newark.

A number of box and flat cars are to be erected for the SPCRR by Carter Bros.

A fine passenger coach is in the course of construction at Carter Bros. shop for the Sonoma Valley Railroad.

June 26

New men are placed in employment at the car shops almost daily.

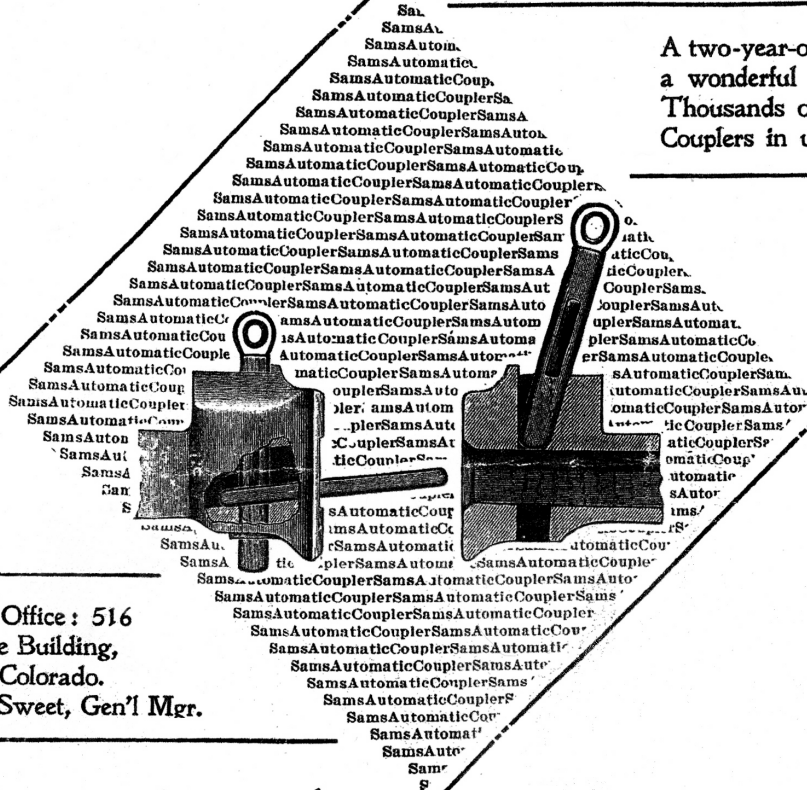
A hand car in the employ of the railroad, was somewhat inebriated on Monday last. Martin Carter dispensed with its services.

The narrow gauge railroad is freighting 10,000 blocks of paving stone to San Jose for use on the streets of that city. They come from the vicinity of Napa, and are brought to the company's wharf by sailing vessels.

-----End of part I

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We give the roads the right to make the draw-bars and lever attachments, thus making use of their scrap iron. We sell them the pins at \$1.00 each, F.O.B. at St. Louis. Cast Iron Bars weigh 185 lbs., Malleable Bars, 135 to 140 lbs.