

SPCRR Timetable

Society for the Preservation of Carter Railroad Resources' Newsletter
January-August 2012

Volume 6 Issue 1

COMING EVENTS

WORKDAYS

Meet at Ardenwood Station / Yards
between 9:30-10:00 AM

Oct 6 Workday
Nov 10 Workday

WASHINGTON TOWNSHIP RAILROAD FAIR

Aug 25-31 Setup (Sat-Fri)

Sept 1,2, & 3 Railfair
Sept 8 Teardown (Sat)

HARVEST FESTIVAL

Oct 13-14 (Train Rides)

HALLOWEEN TRAIN

Oct 15-19 Setup (Mon-Fri)
Oct 19-21 Haunted Train (Fri-Sun)
Oct 26-28 Haunted Train (Fri-Sun)
Oct 29 Teardown (Mon)

CHRISTMAS AT ARDENWOOD

Dec 1-2 (Train Rides)

SPCRR ANNUAL MEETING

Dec 15 Holiday Dinner Annual
Meeting and Election

**CARTER BROS
(BUILDERS)
NEWARK.**

THE FINE PRINT

The SPCRR Timetable is a publication of the Society for the Preservation of Carter Resources. (SPCRR).

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The SPCRR is a California 501(c) incorporation can be reached by mail at :
SPCRR, PO Box 783, Newark, CA 94560.

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webmaster@spcrr.org

WE HAVE A CAR BARN



-image by AJLCary

The SPCRR has a Car Barn! The 140'x50' steel building is located at the end of track in the Trudy Frank Rail Complex.

The building is equipped with fire sprinklers, power, and a state-of-the-art fire alarm system. It has three tracked storage bays capable of housing the majority of the cars in the SPCRR's collection.

The last work on the building itself - the electric system and fire alarm, was finished in July. Power is now on in the building.

John Stutz, Bruce Sorel, and many others (you know who you are!) have laid track in the building and are now building the yard.

The remaining work required to satisfy the City building permit and gain occupancy is the widening and improvement of the access road to meet fire code requirements, and some minor landscaping.

The East Bay Regional Park District's Road and Trails group will do the access road improvements, with the SPCRR providing the materials.

The Bank of Fremont has generously offered to match new donations up to 50% of the cost of the road improvement. The quoted cost for the road material is



-image by AJLCary

\$27,360, so we need to raise just \$13,680 to finish this last requirement. There will be additional costs for track ballast and moving our historic rolling stock to the building, but this is the critical step to gain occupancy.



-image AJLCary

The financial status of the car barn project is shown in the box at the bottom of the page,

Please consider helping with this last big push - this long-held dream is almost a reality

.-Ken Underhill, President



FINANCIAL STATUS OF THE CAR BARN PROJECT

COSTS:

Permits, Inspections, misc:	\$32,500
Grading & Foundation:	\$87,000
Steel Building:	\$165,000
Water, Fire Sprinklers	\$111,000
Electrical, Fire Alarm:	\$92,500
Road Work (estimated):	\$30,000
	\$518,000

FUNDING:

Individual donations:	\$275,000
Public donations:	\$5,000
Grants:	\$40,000
Fund raising activities:	\$125,000
Other:	\$43,000
	\$488,000

Individual donations include the original \$100,000 match and an additional gift by Bill and Janne Wissel, and very substantial donations from Bob and Irene Brown, the Hoefer family, and others. Public donations are the gifts we have received from the public during train rides and in the museum/store. Grants have been received from the Narrow Gauge Preservation Foundation, Fremont Rotary (Niles), and the Tomkat Foundation. The final large portion of the funding has come from SPCRR fund raising activities, primarily fireworks sales and our annual Halloween trains.

All bills for the work performed to-date have been paid, however we do have a deficit for the project as a whole. This is shown as 'Other' in the table above, and includes funds from the general account that will need to be replenished over time

The Bank of Fremont challenge grant will allow the completion of the final project components required for building occupancy. There will be some additional costs for track ballasting, moving equipment to the Car Barn and fencing a storage yard.

Ken Underhill, President

RAILFAIR 2012 SEPTEMBER 1-3



-image by ELF Cary

The annual Washington Township Railroad Fair is coming to Ardenwood over Labor Day, September 1st – 3rd, 2012.

This year we will have Tom Gazsi and Gary Smith's 1890 Porter 0-4-OT 'Ann Marie' in the Park and pulling carloads of passengers.

The Diablo Pacific Shortline Garden Railroad, BAGRR live steamers, and the California Central Coast O30 Modelers are coming. The Early Day Gas Engine & Tractor Association will bring their engines.

There will be live music from the Diasporta Swamp Boys, the East Bay Stompers, and the Apple Butter Brothers. There will of course be train and handcar rides, and the usual shenanigans.

There is a General Meeting and dinner Sunday night.

As always, we need members and other volunteers to make this a success.

Railfair flyers are available on the SPCRR web site at <http://www.spcrr.org/PDFs/RailfairFlyer2012-color-v3.pdf>

Please contact Barbara Culp at (510)785-1343 if you can lend a hand.



-image Bruce MacGregor

HALLOWEEN TRAIN 2012



-Image by Bill Wissel

It is time to brew-up another Haunted Train!

The SPCRR Haunted Train is scheduled for two weekends in 2012:

October 19th - 21st (Fri-Sun)

October 26th -28^h (Fri-Sun).

This event is a lot of fun and is our largest annual fund raising event.

There will be a kick-off meeting in late September and setup and take down start the weekends before and after the event (Oct 13-14 and Nov 3-4) .

As always we need volunteers. Volunteers to operate the train; to sell tickets; to setup and take down the sets, and of course lots of volunteers to be witches and ghouls (and their victims) in the woods.

We are actively looking for youth groups to help with this event.

The Chance Brothers are also recruiting team members who like an active outdoors life style running from the law after robbing trains and banks.

Halloween Train flyers are available on the SPCRR web site at <http://www.spcrr.org/PDFs/Halloween%20Flyer2012v1-color.pdf>

Please contact Barbara Culp at (510)785-1343 or Andrew Cary at (510)794-8536 if you have questions, ideas, or want to lend a hand..

NEWS FROM THE CURATORS WORKBENCH

SPC 472



-SPC 472 after last restoration – image by AJLCary

This spring, we have been concentrating our restoration efforts on SPC 472, an 1880's 28' box car.

The car was fully restored earlier... (in truth it has been restored twice before, the first time, in 1985, a limited "quickie" restoration, using salvaged Diamond and Caldor trucks, limited siding replacement and new doors, so the car could serve as our store, before the Arden depot was built. It then served as our tool car, until SP 10 arrived.

A new complete restoration started about 1990, and moved forward slowly, as an on again, off again side project (at the time SP 1010 was our primary project). This restoration included installing truss rods, on reworked truss beams, new link and pin drawheads, all new siding, all new roof board (both custom milled for the car) With 1010's completion in 1999 for railfair, work restarted on 472 in earnest.

We received a grant from the North American Railway Foundation (<http://www.narfoundation.org>) which allowed us to fabricate new, correct Carter 10 ton trucks. We researched correct lettering for the car, including the 5' 6" "Sunset" herald, and member Kevin Bunker lettered the car.

Finally, in 2004, the car was finished. We celebrated by making one trip pulled by Jiggs, the wonder horse. Since 2004, the car has been used as our museum and store. The weather has not been kind, the paint had peeled in places, and some dry rot had set in.

So far this year, we have sanded down the paint, primed any bare wood, and Gene Arrillaga has patched the rotten siding. We still have more paint touch up to do, then we need to work on the lettering. (If anyone has a steady hand, this could be your chance to help with the project). Once we have finished with the lettering we will varnish the car body. Freight cars were rarely varnished (passenger cars were routinely varnished, as often as every 6 months), but we are doing it in this case to both protect the paint and lettering, and to hide any touch-ups that we have done.

With the Car Barn nearing completion, the car will now spend winters indoors, and we should not have to re-restore it again.

NWP 5591



-NWP 5591 Under restoration- image by AJLCary

Our North Western Pacific caboose will be the next car restored. Work started two years ago when the car arrived at Ardenwood.

So far we have rebuilt the cupola which was damaged during transport. The end platforms, couplers and draft gear have been rebuilt, so the car can now be moved. Much of the interior had to be removed to allow us to pull up the floor, to address the platform issues. We are now removing the cupola seat boxes, to allow us to replace the entire car floor. We will then reinstall the seats, saloon (aka bathroom) and seat boxes. We are also moving the stove from the center of the car to one end where it was when the car was in service on the NWP. Work has gone slowly, in part because we need to store the removed interior parts inside the car, making for a very crowded workspace. Again, the car barn will provide the indoor space needed. It also means that we will no longer have to keep the car tarped.

We need to make new window sash for the cupola windows, and repair portions of the canvas roof. With that done, we can build a new brake system, and paint the exterior, and the car can enter service.

SAM pin found

During the SPng meeting at Ardenwood, one of the participants, John Peterson, asked if we could identify a iron object that a friend had found on the Carson & Colorado railroad right of way near Hawthorn Nevada. We could, and we were excited. The object was a pin for a SAM coupler.

SAM couplers were a "automatic" link and pin coupler. They were used on some cars on several Colorado railroads. In the west the Carson & Colorado railroad adopted SAM's to comply with the railway safety act. (the C&C operated in both Nevada and California, so was subject to rules not enforced on the SPC and "one state" narrow gauge lines until later, and they continued to use regular link and pin drawheads.

As many as 350 SPC cars were sent to the C&C during the Tonopah mining boom, including SPC 472, 444, and 47,

and SP 10 and 1010, from our collection. All but car 1010, which had Miller Hook couplers, would have been converted to SAM couplers.

We have one set of SAM couplers, salvaged from a wrecked car in Los Gatos creek. These are installed on NS 1725. We didn't have "SAM" pins, so the automatic features didn't fully work. There has been an ongoing debate about SAM pins, what they looked like, and how they worked.

Within three minutes of receiving the pin, we tested it in 1725's couplers... it fit... It worked better than expected. John Peterson has donated the pin to the SPCRR.

-Randy Hees, Curator

SOUTHERN PACIFIC NARROW GAUGE SOCIETY CONFERENCE

In June, the SPCRR and Ardenwood hosted the 2012, meeting of the SPng Society. The group's interests include all narrow gauge railroads owned by the Southern Pacific, but they mostly concentrate on the former Carson & Colorado railroad line, which ran from Mound House (outside of Carson City Nevada) to Keeler California, in the Owens Valley. Previous meetings have been held along the line of that railroad, generally alternating between the Owens Valley, and various Nevada cities. They usually spend days touring the right of way, and visiting sites associated with the railroad, and evenings viewing presentations.

Here at Ardenwood, we spent more time on the presentations. Jim Vale discussed modeling SPng box cars, Kyle Wyatt gave presentations on Santa Cruz area railroads and on the San Joaquin & Sierra Nevada. Dennis Burke showed a recently located collection of photos of the SPng operations in the Owens Valley. I gave presentations on the SPC, as well as a discussion of how our Carter box cars evolved, particularly after they left the factory floor. Cars SPC 472 and SP 10 illustrated the talk.



-image AJLCary

The group rode our railroad, on a train pulled by Red, rode behind Katie to visit the car house, visited Felton, visiting Jim Vale's incredible model railroad and rode the Roaring Camp and Big Trees, and ended with a ride on the Niles Canyon railroad.

All are reporting a very successful event.

-Randy Hees, Curator

TRACK WORK REPORT

Track work in the Car Barn and on the approaches has progressed steadily if slowly throughout the year.

We now have all three tracks spiked down to about where they will converge at the switch. This amounts about 200' for each track, or a total of 1200' of rail spiked. No ballasting has yet been done, and we do have a fair number of floating ties that will need support before we can start moving equipment in. Current plans are to build one switch to carry the main line into the barn.

Track work began in January with an rail inventory for size, bolt hole patterns and lengths, labeling all as we went through it. It turned out that we have about dozen sizes, each with several

bolt hole pattern. Most of these combinations are in small quantities with only the larger sizes in any significant quantity. We have begun by using the smaller sizes in the barn's back corners, where they are expected to see the least traffic, and are gradually working our way into the larger sizes. Angle bars for joints were a problem, as most of ours fit our larger rail sizes. Gary Smith was able to provide



*-Spiking Rail at Shirley's Siding Switch
- Image AJLCary*

flat bars made from excess steel stock he had available, and these have used almost exclusively inside the barn, where the lack of curves makes them quite satisfactory. We recently recovered a couple dozen small angle bars, rusting away in the bottom of a couple bins in the Corporation Yard, but even these are a bit on the large size. Fortunately we are getting to the end of our smaller rail, and will be able to use angle bars in curves approaching the three way switch.

Active track work in the Car barn began on February 11, with a large party moving in rail and ties, distributing ties over the south end, with a crew straitening the many bent pieces of rail. On the 18'th a smaller crew actually began laying rail along the east wall and got about 90' down.

I tried for a repeat of the good results of spiking with an air hammer, that we obtained on Jack's curve up front when that was realigned about 10 years ago. No joy. I had specified a 60 pound hammer, but could only get a ninety pounder, which is much too heavy for most of us to handle. Between having to straighten some rail, and the small crew, we were not able to get much use out of it. That was a rather expensive flop, and all further spiking has been done by hand.

It turns out that a team of three is very effective: one to bar the tie end up, one to set spikes and one to drive them, rotating one position at every tie.

The lighter rail often required straightening, and the small rail bender that our salvage crew picked up at Leslie Salt has proven very effective. It is significantly lighter than the one we used for years, and that makes a real difference. Some of this lighter rail had broken ends with one or both bolt holes missing, so we have had plenty of practice with the track drill. Some bolt holes had been cut with a torch, were ragged, and did not properly fit the bolts. We had initially been filing these, a very slow business. However Bob Dyke suggested purchase of a bridge reamer, and this has proven very effective now that we have electrical power in the barn. We also use it to open out bolt holes that were punched too small for our bolts.

We have been working roughly every other Saturday, fitting around the regular work days and special train event days. Crew size has varied considerably, with a couple days when Bruce Sorel and I were the only ones present. That was not a problem when we were working with the light rail, but that rail is long gone. Every body that shows up is greatly appreciated, but I especially thank Chip McCarthy and Bob Dyke for their continued efforts.

I am very pleased to report that we have put all of this track down without any accidents. We have had a few cases of partial dehydration, but these have been caught before anyone pushed themselves too far.

-John Stutz, MOW manager

Our track-laying still is of the 'Armstrong' variety using time honored tools like these:



Track tools - image AJLCary

The only things missing from this display are shovels, railroad jacks, and the wrenches used to tighten the bolts.

If you are interested in helping to lay track track laying contact John Stutz at mow-manager@spcrr.org or at (650) 948-0675

STRAIGHTENING RAIL

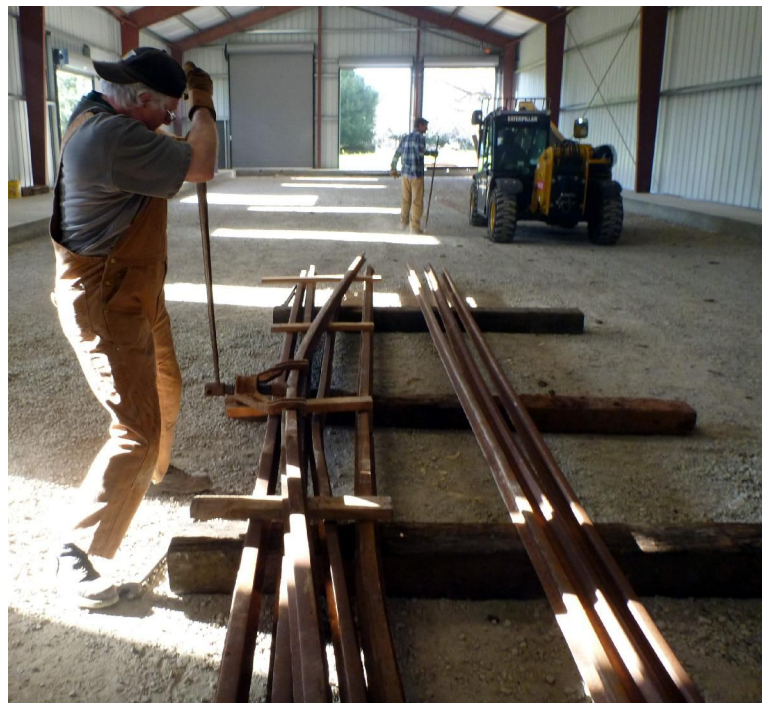
The SPCRR has lots of bent rail that needs to be straightened out before it can be used. This is done with patience, muscle power, an infernal device called a railbender, and by eye....

This device uses a screw to bend the rail ever so little. These



-Railbender - image AJLCary

small bends are used to slowly straighten the rail. Eyeballing down the rail determines where to bend and how much.



Straightening Rail - image AJLCary

The bent rails on the right side were originally as badly bent as those on the left

NEW ENGINES

Meet our two new hayburning 1-1-1-1-t ng engines:
Our new Belgian draft horses Red and Goliath



Red and Goliath - AJLCary

These new horses replace our previous two: Tucker and Jiggs.

Both the new horses are young and are in training, Red is already pulling loads of passengers on Thursdays, Fridays, and Sundays. Goliath has pulled the train, but is still learning his trade.

The horses live in the SPCRR corrals at Ardenwood Regional Park.

The SPCRR uses horses to interpret the Centerville Branch of the SPCRR at the Railroad Museum in Ardenwood. It is one of few horse drawn railroads continuing to operate on a published regular schedule.

Under horse power alone we have hauled around 30,000 passengers a year .

MEET ALEX OBERG, SPCRR OPERATIONS SUPERVISOR

Long time Ardenwood volunteer Alex Oberg has 'stepped up' into the role of operations supervisor.

Alex has responsibility to operate the horse drawn train which includes staffing, training, and maintenance. Alex is always looking for horse savvy volunteers to work with our horses.



-Image by AJLCary

Contact him by email at
operations@spcrr.org

NEW MANAGERS AND NEW BOARD MEMBERS NEEDED

We have several immediate openings, and will have others at the end of the year. Some of these jobs can be done from the comfort of your own home!

Newsletter Editors
Project Managers
Safety Manager
Webmasters

We are also looking for voting members willing to serve on the Board of Directors.

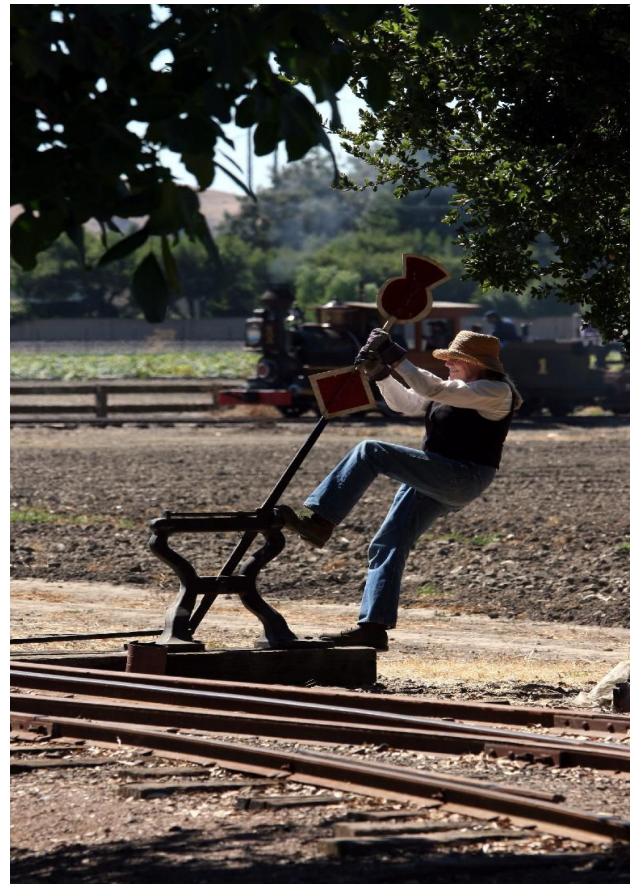
Contact Ken Underhill at (925) 373-6884 or by email at president@spcrr.org.

MEMBERSHIP NEWS

We would like to thank all the members who renewed their membership and would like to welcome new member CE Mulvihill of Skagway, Alaska.

We also to welcome the new LIFE member Craig Miller of Santa Cruz, California.

-John Goldie, New Members



-Throwing the stub switch - image AJLCary

THE RAILROAD MUSEUM AT ARDENWOOD



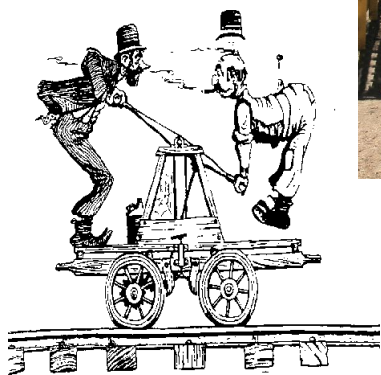
The SPCRR and Ardenwood Historic Farm are having the 12th Annual

WASHINGTON TOWNSHIP RAILROAD FAIR

Guest Steam Locomotive

Farm Activities

Patterson House Tours
Farmyard
Farm Animals
Blacksmithing
Country Kitchen
Organic Farming
Farm Equipment
Picnicking



*1890 Tank Porter Engine 'Cortez Mining Co #1'
'Ann Marie'*

Event Activities

Steam Train Rides
Handcar Rides
Industrial Switchers
Rail Car Restoration
Early day Gas Engine & Tractor Assoc.
California Central Coast O30 Modelers
Diablo Pacific Shortline Garden RR
BAGRR Live Steamers
Musical Entertainment by
The Diaspora Swamp Boys
The East Bay Stompers
The Apple Butter Brothers

**Food by Dino's at the Cafe
and more!**

Labor Day Weekend

10:00 AM - 4:00 PM September 1st, 2nd, and 3rd, 2012

**Ardenwood Historic Farm Regional Park,
34600 Ardenwood Blvd, Fremont, California**

The Railroad Museum at Ardenwood

Society for the Preservation of Carter Railroad Resources

P.O. Box 783, Newark, CA 94560

Phone: (866) 417-7277 or (866)41-SPCRR

e-mail: railfair@spcrr.org

Web: <http://www.spcrr.org>



*The Society for the Preservation of Carter Railroad Resources
is a 501(c)(3) Railroad Museum specializing in the preservation and
interpretation of western narrow-gauge railroads.*

Ardenwood Historic Farm Regional Park

East Bay Regional Park District

34600 Ardenwood Blvd. Fremont, CA 94555

Phone: (510)796-0663

e-mail: ardenwood@ebparks.org



East Bay Regional Park District
(510)635-0135/www.ebparks.org

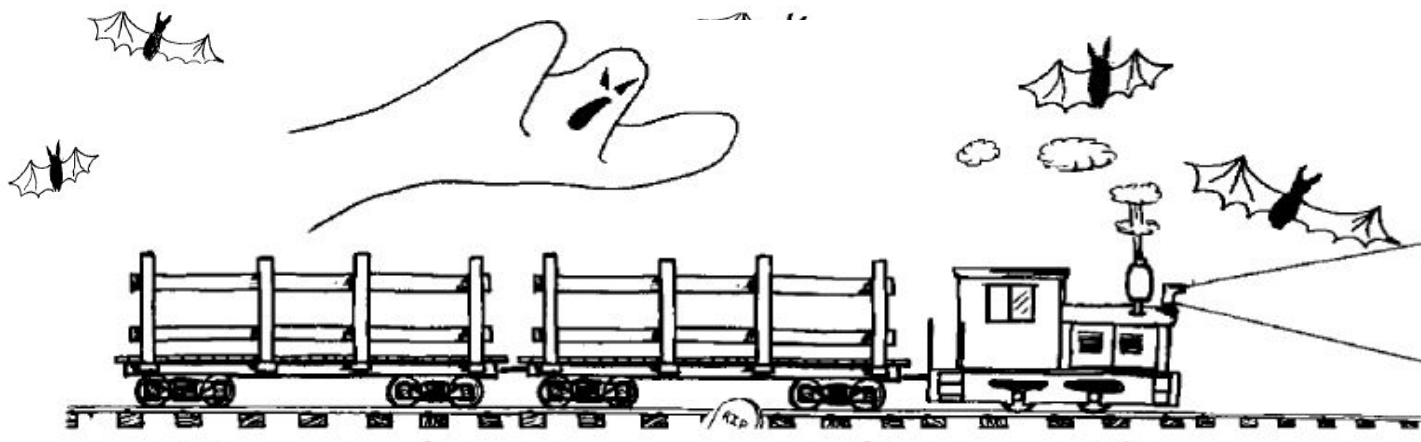
**Admission: \$10/adults; \$6/Seniors (62+); \$5/children (ages 4-17)
and children age 3 and under are free. FREE PARKING,**

The SPCRR and The Railroad Museum at Ardenwood
Present the 2012 Annual



HAUNTED RAILROAD

At Ardenwood Historic Farm



Friday, Saturday, and Sunday Nights

October 19, 20, 21, 26, 27, & 28

7:00 PM to 9:30 PM (9:00 PM on Sundays)

Adults (13 and older) \$6 and Children (3-12 years) \$4 (Credit cards accepted)

Climb aboard the narrow gauge railroad for a frightfully fun ride through the dark forests of Ardenwood Historic Farm. The entire family will enjoy the ghoulishly grand ride to nowhere and back on the haunted rails of the Ghost Train.

Tailored for families with children 12 years of age and under.

All children must be with an adult, but for safety reasons each child under 3 must be accompanied by a separate adult.

Tickets are sold in advance starting Oct. 1st at **The Book End** , 5678 Thornton Ave, Newark, CA and on operating nights at the gate. Groups (10 or more) may make reservations by telephone at (866)417-7277

The train is run by the SPCRR in association with East Bay Regional Park District.

The SPCRR is a non-profit 501(c)(3) corporation which operates The Railroad Museum at Ardenwood.

Ardenwood Historic Farm is located in Fremont, California on Ardenwood Blvd near the junction of Highways 84 and 880. Call (866)417-7277 for more information.

Stop by Perry Farms Pumpkin Patch and Get a Great Pumpkin