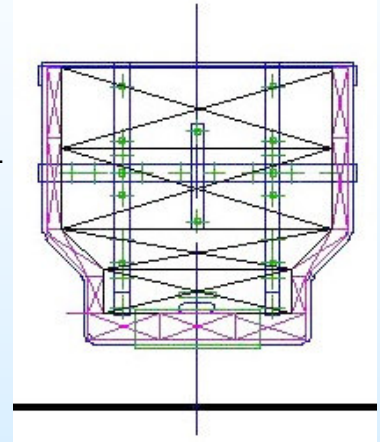
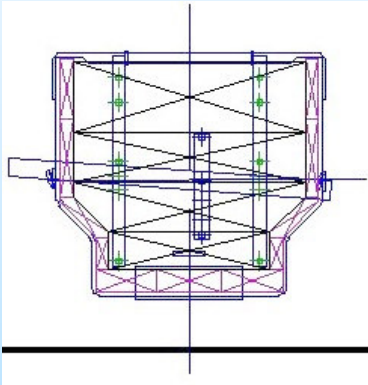


## COAL CAR HISTORIC RECONSTRUCTION

### Research of the Car's Construction Begins

February 11, 2008

Bill Hall made great progress in understanding the coal car's construction in the first week. Newcastle resident and mine enthusiast Milt Swanson visited to look the car over, and immediately identified two later modifications. The wheels are Timken roller bearings, a post-1925 invention, and the car was also lengthened by 6 1/2 inches sometime after the invention of arc welding in the mid-1930s. Bill discovered some unusual aspects of its construction, like the fact that the wood essentially holds the car together since the center iron bar is not attached to the axles. Volunteers who worked on the car in the 1970s made some modifications of their own; thanks to Bill's careful study and comparison to research compiled by Sarah, Richard, and Liz, these modern changes will be reversed to return the car more nearly to its construction when it began its life in the mines.



Above: Two CAD drawings of RHM's coal mine car created by Bill Hall.

**SEATTLE CAR and FOUNDRY Co**

**Standard Mining Car**  
Lever Latch

**CODE**  
"Utility"  
Number 166

SEATTLE CAR AND FOUNDRY CO. BUILDERS

This car is a standard such as is used in medium low veins and is constructed of fir so that it may be easily repaired at the mine. It can be changed in any way to suit the individual operator.

Advertisement for a coal mine car from a 1913 Seattle Car and Foundry Co. catalogue. This car looks very similar to the RHM coal mine car.