

SWANTON PACIFIC RAILROAD SOCIETY

Number 98

Cal Poly

July 2001

On Track

With your director,

Ed Carnegie



In June, as throughout the summer, we have two scheduled work weekends (the second and fourth weekends). Yet on top of those weekends, we have had various other volunteers come over to Swanton, on other weekends, to work on, and/or complete their special interest projects. So even though it may seem that our work crews are small in number, they are spread out and are high in productivity.

The major activity for the scheduled work weekend in June was track work. This work mainly consisted of replacing ties in the wye until we ran out of all of our existing ties. New ties are on order and should arrive before the end of July so that this work can continue. The wye was well overgrown, and when we first entered it was even difficult to find the track. Remember this territory had not been operated on in over two years! We have now gained it back due to the efforts of Cosmo DeFranciso, Dennis and Eric Johnson, Bill McNab, Andy McLean, Dick Toulson, Bob Wilkerson, and myself.

There is still about three days worth of work to be done in this area in order to put it back into top notch working condition. This will commence as soon as the new ties are received.

While this crew was down on the track, others worked in other areas. Fitz and Edski worked on the ballast car in the carbarn. Lou and Hart

diligently strive at setting up a database to inventory the historical data received in the Orchard caboose. Randy, Geoff, and Marty worked on the steam engines, roundhouse and in the machine shop. Martha, Carol and Mary Ann worked on landscaping.

Sunday afternoon, after the board meeting, a crew consisting of Linda and Molly Engelman, Dennis and Eric Johnson, along with myself went to work on the remodeling of caboose 294. There we installed wiring and insulation. Another crew (Molly Engelman, Eric Johnson, and Mary Ann) worked on removing the interior of caboose 073. Removal of material has just started on this caboose. So anytime you would like to lend a hand at demolition, just pick up a hammer and screwdriver and have at it, because everything must go!

From the first caboose (294) lots of steel scrap iron was removed and placed into Geoff Tobin's trailer, which he hauled to the scrap yard. Hoping for some monetary value--enough to get another wheelbarrow for Swanton. However, when he got there, they politely informed him that scrap iron was worth absolutely nothing.

The following weekend (June 16), Marty, a friend, and Randy worked on the fuel valve of the 1912. On the Friday, before the fourth work weekend, Swanton Ranch was host to a group of visiting cattlemen from South Carolina. They were here at Swanton to have a picnic, and to view the ranch operations. I provided them with a tour of the railroads facilities. It was really interesting and informative to talk with a group of conservative democrats. It almost seemed like I was talking to California Republicans with a Dixie accent.

As Anthony Pratkanis would say "They must be 'Dixiecrats'".

On Saturday, for the work weekend, volunteers, Bob Wilkerson, Dennis and Eric Johnson, Richard Mehr, and I, concentrated our efforts on installing insulation, drywall, finishing the electrical, and installing windows in caboose 294. The job went relatively quick, because Randy Jones had planned ahead and had most of the supplies for the electrical and hardware on hand. The Presidential Suite, as Fitz likes to call it, is taking shape as you can see in the photo.

Fitz and Andy worked in the car barn on the new ballast car. They also cleaned and organized parts and more parts. On Sunday, Pete McFall joined them in all their fun. While Martha, employed the help of her two sons Doug and his brother, to plant some rhododendrons in the garden.

Monday, Richard, Dennis, Eric, Andy, and I concentrated on gandy-dancing, aligning, leveling, ballasting, and tamping on the track from Windy Point down to the wye. Only about one-third of this project has been completed. This is a good workout. So for those of you who might want to come to our Swanton Exercise Club, we have some equipment especially designed to fit your hands, and work those major muscle groups!

This takes care of the work done for the first month of summer. There are still lots of projects to be completed so you, your friends, and whoever else you may want to bring to Swanton are always welcomed to just show up and take part in all this fun. Scheduled work weekends for July are 14/15 and 28/29. See events/publicity for more details and for upcoming events.

REMINDER:

BEFORE YOU LEAVE THE SWANTON PREMISES PLEASE BE SURE TO FILL OUT THE WORK LOG KEPT IN THE MACHINE SHOP NEXT TO THE PHONE.

This is the best record we have to keep track of your volunteer hours.

Redhouse Reservations:

The Ranch Director has been working with the Railroad to ensure that we have some space available at the Redhouse for our workdays. However, I do need to know at least one week in advance whether room reservations are needed or not. That way I can better coordinate with Wally Mark to make sure that things move smoothly. If you do not call in to reserve a room you may not have a place to stay.



HELP! HELP! HELP!

There is so much to do, and so little time to get it all done -- what are we to do? Check out the schedule below to see when you can come to Swanton and join in all the fun, festivities and help out. Summer activities are now upon us and there are lots of things planned in the coming months. Mark your calendar with the following dates:

- July 13 train ride for Davenport Youth Center [12:30 PM]
- July 14/15 scheduled work weekend
- July 21 Scotts Creek Watershed Picnic/
train ride
- July 22 MESA Picnic/Train ride/Class with Pratkanis'
- July 28 Workday, along with Golden Spikes Picnic/train rides

July 29 Workday--Chrysler Antique Car Club/train ride

Aug.

10/11/12 BAGR Module Event with Picnic/Potluck & Train rides

Contact Bob Wilkinson for further details and see below

12-18 Take your "R and R" at Swanton for a week of working on projects, evening bonfires, BBQ's, potlucks, & get-togethers' LOTS OF FAMILY FUN!

19 Cal Poly Alumni Association New Student Kickoff/train ride

25/26 scheduled work weekend

For the **Golden Spikes Day** on Saturday, July 28--this event, as usual, will be a very casual BBQ/potluck luncheon in which everyone brings their own meat that they would like to have BBQ'd on the pit, along with a side dish to serve 8 people. If you have questions on what you may want to bring call Martha (408) 257-2683 and she will give you some great ideas (salad, dessert, appetizer, vegetable, etc.) She and Frances will provide meat for the train crew that day.

August 10/11/12--Bob Wilkinson and other Swanton/BAGER members will be hosting a grand display of their garden scale railroading. Several members will be setting up their **modules, with their trains running** on them, here at Swanton. It will be for the enjoyment of all to see and operate. We will also be inviting all our Swanton Rd. neighbors and their children to come on down and maybe get them involved in either scale. Who doesn't enjoy any size trains and the fun/entertainment they provide?? Mark your calendars for this event and remember to bring the children--regardless of age! Schedule for the weekend will be as follows:

Friday Aug. 10 Evening

Bob Wilkerson will provide you with a steak dinner at \$5.00/person but you must RSVP to him at wilkie@pacbell.net or (650) 343-8150

You will have to cook your own meat on the BBQ, and provide your own soft drink--alcohol is not permitted because of University regulations

Sat. Aug. 11

BAGR Shortliner Module Display - demo day

Evening--Potluck--bring any kind of dish and your own soft drink- alcohol is not permitted because of University regulations

Sun. Aug. 12

Train rides and BAGR Module Display 10 am – 4 PM. BBQ at NOON -- Cost \$15 for adults, children free

Get Some R&R @ SWANTON'S SUMMER CAMP

REST, RELAXATION AND RAILROADING! SCHEDULED FOR AUG. 12-18

At the last Board Meeting it was approved that this August we would like to host a week long of activities to participate in, here, at Swanton's wonderful facilities where we can all have fun and provide help to our historical society. We would hope that many of you would be able to mark this on your calendar and be able to participate.

Where else can you go to have a whole campsite to yourselves and your friends? Where else can you go to have your own creek, bonfire, lawn area to have the dogs, cats, and children roam upon? Where else can you go to have such wonderful camaraderie with fellow Swantoons, and friends? Where can you go to get projects on the "to do" list accomplished and feel like you have had a great workout in a wonderful/exclusive outdoor recreation club? Where else? But none other than Swanton, of course!

You say you are looking for a project to do?? I bet you could almost name one, and we would

have a project that would fit your particular talent or interest. For example, on track work, we need some restoration at the wye. Switches need working on, ties need to be replaced, and we could work on the siding maintenance of way building. RE: Engine/mechanical work--studs need to be removed, cutout for wash plugs needs to be done. Then there is general cleaning, locating and tagging all the parts for the 1500, erecting of shelves to house these parts. Or you may want to replace or work on the engine of the motorcar, add safety features--lights, fire extinguisher. Work needs to be done on finishing the ballast car and keystone cars. We need to install brakes on various RR car trucks. Then other equipment needs working on such as the forklift (it needs a starter, a clutch), the grader (it needs a general overhaul & repair), the boom truck (needs power steering, windows, doors). As far as building projects: the machine shop needs to have an old compressor removed, the ceiling needs to be completed, insulation and walls need to be finished, air lines should be installed, heaters hung, side door needs to be fixed, driveway paved, and maybe even repair the band saw. Within the roundhouse--the lighting and additional remodeling needs to be finished, airlines need to be installed, along with fans, heaters. Concrete work in the front could also be completed. The carbarn could have parts, as well as nuts and bolts sorted and inventoried; one could work on the exterior lighting, and maybe even create an area to house construction material in a neater or more organized fashion. For the cabooses, work on demolishing or stripping the interior of one and finishing up the other with wood paneling, lighting, decorating, etc. to bring up to presidential suite standards could be carried out. Then there is always pouring the foundation for a pump house, or working on a control tower at College Station, or finishing the laying of pavers in front of the station. Still nothing to fit your desires? Well you could help on refurbishing the picnic tables, maintaining and improving on the landscaping of our botanical gardens, or just generally help with watering, weeding, painting, general

maintenance and cleanup.

Yes, the list does goes on and on, and we know there is a job out there for any kind of talent. We will just have to find your talent or the job that fits you best. Come to the summer camp week for the entire week or for just a day or two. Whatever fits your schedule best. Call either Fitz, Ed or me to say when and what days you will be able to camp out at Swanton and remember that you can enjoy the nightlife at Swanton as well. As we would hope to provide a star gazing class at night, smores around the bonfire, and just lots of fun and fellowship.

Down Behind the Railway

With your president, air monkey, and carbarnist;

Reynold 'Fitz' FitzPatrick

RGBFitz@aol.com

Voice: 650.737.9584

Fax: 650.737.9583

My fellow Swantoons.. just a short note this month.

Seems life found out I was lurking down at the railroad and dragged me back to reality. And then Andy and I are going to cross the Rubicon (California) once again and we have to weld up the Jeep and replace the broken parts on my Toy.

July is a busy month with the Scott Creek Watershed folks having a run the 21st, the MESA group having a BBQ the following Sunday (22nd) and Golden Spikes having their annual run Sunday the 28th.

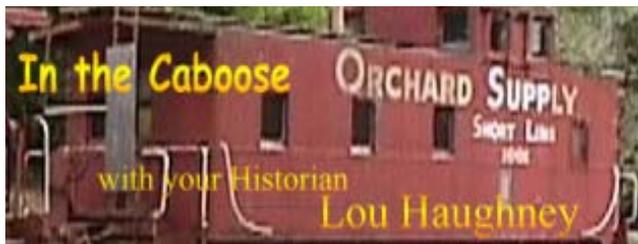
We only have one run scheduled in August, in combination with our workdays, on the 11&12. Additionally the Short Line BAGR folks will setup their modules - a sight to see.

The last two weekends in September and the first weekend in October all have scheduled runs. This leaves a week in August for us to clear some things off the ToDo list.

*** Another workweek. ***

From Friday, August 10th through Sunday the 19th we're having another workweek. We've lots to do, stories to tell, food to eat -- so if you can spare a day or two come on down. RV places are available as is room in the Red-house. More info to follow.

CU, as they say on the net, next workday.



History of the Overfair Railway Locomotive
#1500, part 2

#1500 Specifications

The distinguishing feature between a tank locomotive, such as the Overfair 1500, and the other steam locomotives, such as the Overfair Pacific's, is that the former carries the boiler water in tanks attached directly to the locomotive. The fuel for the firebox is carried in a bin that is an integral part of the cab. The #1500 engine has two tanks that fit against the sides of the locomotive between the smoke box in front and the cab at the rear. The hard coal used as fuel was carried in a bin at the back of the cab. Unfortunately, the specifications for the #1500 are not as well known as are those of the Pacific's, the "passenger engines" as MacDermot called them. The few specifications that are currently available are given in the accompanying table.

A Survey of Tank Locomotives

The compactness of a tank locomotive made it useful on short, interurban runs and in construction work, railroad yards, mines, and factory complexes. One disadvantage is its reduced capacity for carrying water and fuel, typically wood, then coal, and later oil. Although especially suitable for the short runs and localized applications, tank locomotives were made in a large variety of sizes and wheel arrangements. Nock's series of books, *Railways of the World in Color* (ref. 1), shows many examples in illustrations and brief descriptions. The East India Railway used a 2-6-4T locomotive for its local and suburban passenger engine. The Midland Railway, United Kingdom, had 4-6-4T express tank engines for its commute lines into London. The first elevated lines in Manhattan and Chicago used small 0-4-4T tank engines, "a most picturesque and noisy affair, ...puffing and rattling,...constantly stopping and starting." Happily for the comfort of all, passengers, crew, and neighbors, the elevated lines were converted to electric locomotion in the early 1900's.

Large tank locomotives were used for long runs and heavy duty work in some applications. Among the largest were the 4-10-2T Main Line passenger tank engines of the Natal Government Railways, in Southern Africa, during the early 1900's "for working over the very steep gradients leading from the coast of Natal to the central plateau". In the Alpine regions of Southern Germany, the Bavarian State Railroad operated articulated 0-8-8-0T engines as helpers on severe gradients, up to 1 in 40.

The 0-4-0T and the 0-6-0T types were popular on the early short lines in the United Kingdom that existed before the consolidation of such railways into the large major railroads in Great Britain. Cockman's small, but very interesting and informative, books illustrate and describe many of these small tank locomotives. (ref.2) However, I have not yet found an engine in these sources that could have been the model for MacDermot's 1500. It may be that he absorbed ideas from his earlier travels in Great Britain, and that he then combined elements of

the examples he saw there in his own design.

Tank locomotives were used extensively in the United State, according to listings in Conrad's catalog, (ref. 3). Of regional California interest is a 0-6-0ST locomotive first used in 1942 at the U. S. Army Depot in Tracy. It was one of 382 similar engines built during World War II for the U. S. Army Transportation Corps for service at camps, depots, and other military installations within the United States. The engines were manufactured by Davenport, Vulcan, and Porter. After WW II, most of them were sold to commercial and industrial establishments. The U. S. Army # 5001, originally at Tracy Depot, was acquired by the Granite Rock Company and renumbered as their #10. As of 1985, it was stored in its plant in Aromas, in the Pajaro River valley, about 3 miles west of Highway 101, on the road to Watsonville. It is not known whether or not the company still has it.

These examples indicate that tank locomotives were a significant part of the steam locomotives' inventory in former years. This is a surprise to the writer whose youthful experience of trains was dominated by the huge, heavy-duty steam locomotives and tenders on the main lines of the New York Central and the Nickel Plate Railroads that went through his home town.

Specifications – Overfair #1500 Switcher Locomotive

	#1500, 0-6-0T Shaw, ref. 1	R. A. G.,ref.2
Cylinders	7" x 9"	7" dia. x 9"
stroke		
Drivers diameter	20"	19-1/2"
Steam pressure	200 lbs/sq. in.	
Total weight	8 tons	9 tons
Valve type	Piston	Piston
Valve gear	Walschaert	Walschaert
Gage	19"	19"
Fuel	Hard coal	Hard coal
Total weight	16,000 lbs.	18,000 lbs
Length w/couplers	19' 3"	
Height from top of rail to top of stack		5' 6"

References:

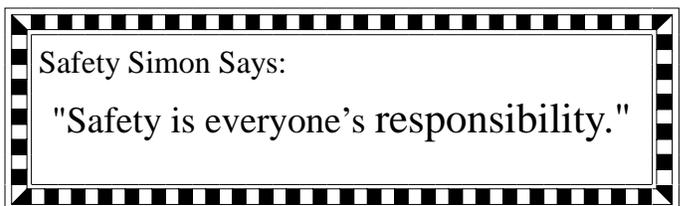
1. Shaw, Frederic, Railroadianers calendar of ~1958, Table and scale drawings.

2. Railway Age Gazette, Vol. 58, No. 23, 1915, p. 1170;

Article by Bradley B. Brown.

References:

1. Nock, O. S., from the series of books, *Railways of the World in Color*
Railways at the Turn of the Century, 1895-1905,
Railways in the Years of Pre-Eminence, 1905-1919;
 The Macmillan Company, 1969 and 1971, respectively.
- 2.1 Cockman, F. S. *Discovering Preserved Railways,*
 Shire Publications, 1980, 1st ed.
- 2.2 -----, *Discovering Lost Railways,* Shire Publications, 6th ed., 1992.
3. Conrad, J. David. *The Steam Locomotive Directory of North America,*
Volume 2, Western United States and Mexico;
 published by Transportation Trails, 1988.



Pictures from On Track with Ed.



Photo 1 Title: Overgrown rail



Photo 2 Title: Track before Ballast It shows Replacement of ties and Under lay-ment; the area is beginning to look a lot better.



Photo 3 Ballasted Track --- Track once again ready for operation.



Photo 4 Caboose's Drywall Installed



Photo 5 Raising and Tamping Track

**THE SEPTEMBER ISSUE
OF
THE SWANTON PACIFIC
RAILROAD SOCIETY
NEWSLETTER WILL BE
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Email to pmcfall@prodigy.net
or mail to:

325-129 Sylvan Ave
Mountain View, California 94041.

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