

## SWANTON PACIFIC RAILROAD SOCIETY

Number 114

Cal Poly

November 2002

### ON TRACK with your Director Ed Carnegie:

Trick or Treat! Ghosts & goblins—hope all of you had a nice Halloween, & remembered to “fall back” with your timers. As our Fall leaves are beginning to fall down upon us, it is becoming increasingly important for our track crew to stay ahead of the falling leaves so that they don't foul the ballast. Especially since this last work weekend we were able to replace about 550ft. of ties. This means that all the old ties have now been removed from SPRR. In order for this to be accomplished, Andy, Pete & I loaded ties, & more ties; got the flat car ready, etc. for the workday. On Sat. morning, after everyone arrived, the track crew consisting of Dennis, Bob, Pete, Andy, Clinton Barr, & I headed south to replace the ties. [This was Clinton's first day. He is the son of Mike Barr, Cal Poly's College of Ag's, Dir. Of Advancement—but what I want to say is that the enthusiasm shown by Clinton, joined by our other young adult members, Molly, Eric, Aaron, Matt, & Tony, has & continues to be most encouraging]. Now, to get back “On Track” re: track work:

First we would raise the track, clear the ballast, then remove the old ties, rake the old ballast to make it level & remove any debris. Second, we would then place the under-layment on top of the old ballast & under the rails. The under-layment, helps to hinder weed growth, as well as form a barrier to stop soil from moving up into the ballast. It is also porous enough to allow rainwater to easily pass through it, which should greatly increase the life of the ties. New ties were then placed on top of the under-layment, & spiked in place. Approximately 30ft. of rail was worked on at any one time. As old rail & ties were lifted, new ties, that were spiked in were laid back down on top of the under-layment. By the end of the day we had replaced a little over 300ft. of track. A good day's work for minimal wages!

The carbarn was also busy with Richard & Fitz working on the trucks of the ballast car. Fitz's crystal ball says that the ballast car will be ready to use by the next work weekend. Edski worked on removing all the old wood from one of the passenger cars.

The machine shop & roundhouse crew continues to work on the 1500 & 1913. Numerous parts are being sandblasted, cleaned & painted in order to eventually get re-assembled. Much of the progress on these projects is taking place on days other than work days by Randy, Marty, Mark, Corrine & Geoff.

Our grounds crew, Martha, Dick, & Mary Ann are always sprucing things up & fighting the battle of the weeds.

Sat. evening a steak dinner was provided to all that could stay. This is always a great time for all of us to unwind, visit & just enjoy each others company.

Work progressed on Sun. after the Board Mtg. New member, Tim Brand came down & replaced Bob Wilkerson on the track crew where we were able to replace the last 250 ft. of ties. Bob, came up to the shop area to sandblast & to be available to assist Eric & Aaron with their flatcar project. [Read more about this under Fitz's article]. On Mon.. Andy & I ballasted the new track that had been worked on during the work weekend. When we ran out of ballast, we couldn't just relax, so we removed all the gingerbread on top of the station, since it was deteriorating & beginning to cause problems. New flashing was put in place to protect the station.

I hope many of you will be able to attend our general meeting & family fun day on Nov. 9. This will be nice time for all of us to share together.

Now that we are approaching Thanksgiving, I would like to thank one and all for all the support & assistance that I have received throughout the year.

**Down Behind the Railway**

With your president, air monkey, and carbarnist;  
Reynold "Fitz" FitzPatrick  
[RGBFitz@aol.com](mailto:RGBFitz@aol.com) 650.737.9584

My Fellow Swantoons:

About the only time I look back is to see how far we've come. However this month I want to mention the unofficial October 'Just-in-Time' award earned by Eric, Matt, and Aaron for erecting the shop car just when it was needed to support the 1913's boiler turn around for tube inspection.

The repair of the shop car was so low a priority it didn't even make the to-do list, not that it wasn't needed.

Eric and company in youthful enthusiasm, and don't you wish you still had that energy, wrangled that dilapidated old car over to the car shop, pryed the battered wood deck off mangled sills only to discover cracked pedestals. The axles, wheels, journal boxes and springs were still good however.

With only a little assistance on how to proceed, replacement pedestals were found, new steel side sills were cut and drilled to accept the pedestals, steel end transoms were made, and all were cleaned, primed, and painted.



Eric working on the shop car

Resurrection began Saturday morning and completed just when Randy was looking for something to stick under the boiler to roll it onto the turntable.

Just-In-Time!

There's a lesson here. A multitude of things need doing but don't make anything but the wish list, as there are only so many volunteer hours. You can do them, but only if you come on over and have a look.

#### GENERAL MEETING

Our bylaws mandate two General Meetings of the membership each year at noon of the second Saturdays

in November and December with a Special Order of Business for nomination of candidates to office in November and elections in December.

From the Bylaws:

Members may nominate qualified candidates from the floor of the November annual meeting during the Special Order of Business.

Members may nominate qualified candidates by notifying the Secretary in writing, including FAX, E-mail, and other media, providing the nomination is received two days prior to the November annual meeting.

The nominations must include: the nominators name; the nominee(s) name(s); and the office or offices, and be in such form that permanent record of the nomination may be kept by the Secretary.

Such nominations will be reported out during the November Special Order of Business as if they were made from the floor.

The nominating committee developed a slate of candidates to office:

President:	Reynold
"Fitz" FitzPatrick	
Second Vice President:	Andy
McLean	
Fourth Vice President:	Randy Jones
Secretary:	Pete McFall

Additional nominations may be made at the November meeting or by mail as noted in the bylaw section above. Following the Special Order of Business the meeting will be open for any other business legally presented.

#### FUN DAY RUN

Following the meeting we will have a Fun Day Run where you may get up in the cab of a loco and some runs just for our close friends and us.

#### OFFICERS AND COMMITTEES

Our officers have specific duties associated with their office and oversight of related committees. By way of example, the Second VP - Operations organizes train crews and oversees the operations and safety committees. The Fourth VP - Track, Engines, and Rolling Stock is responsible for Maintenance of Way, engines, and rolling stock and oversees those committees.

Officers are often committee chairs, which is a fancy way of saying they accepted more responsibility. And Folks, here at Swanton we give committees a good name. This is where the work is done. We're not big

enough to have meetings that only decide the next meeting date.

Which brings us to my point. We need more hands. In particular, we need a membership committee chair.

So if you don't want to be an officer, how about a committee job?

See you Saturday the 9<sup>th</sup>. Bring your gloves.

**REMINDER:** BEFORE LEAVING SWANTON'S PREMISES, **PLEASE**, BE SURE TO FILL OUT & **SIGN** THE WORK LOG FOR HOURS YOU WORKED. THE WORK LOG IS IN THE MACHINE SHOP NEXT TO THE PHONE.



Rebuilt track

**Redhouse Reservations:**

I 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.

**NEW SOCIETY SUPPORTERS** received over the last month were as follows:

- |                     |               |
|---------------------|---------------|
| Timothy Boles       | Stockton      |
| Tim Brand           | Pacifica      |
| Patrick Geary       | Gardnerville  |
| Paul Hirst          | Stockton      |
| John Humphries      | Scotts Valley |
| Frank Knauss        | Redwood City  |
| Michael VanDeVanter | Mountain View |

On behalf of the entire organization, we welcome each of you into our "train family" & we certainly look forward to seeing you at some of our next events. Many of our supporters may not recognize you right away so please introduce yourselves so that we can get to better know you & vice versa.



Working on roof

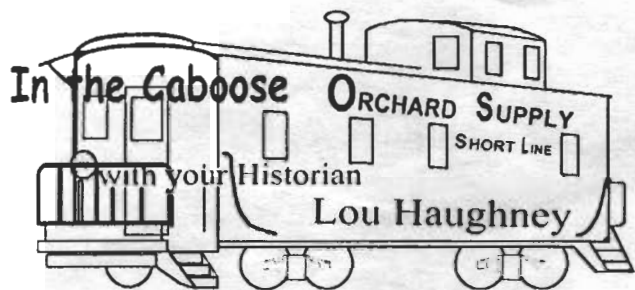
**UPCOMING EVENTS/PUBLICITY**

**Mary Ann Carnegie**

- Nov. 9 Work weekend/Family Fun Day/RUN  
General Meeting  
Turkey Dinner that evening\*\*\*\*
- Nov. 10 Continuation of work weekend
- Dec. 14/15 Work weekend
- Dec. 31 New Year's Eve RUN

\*\*\*\*Gobble, gobble, gobble. Thanksgiving time is fast approaching & so Martha & I have decided to cook a turkey—one from the store, not one from Swanton! We will serving this fine turkey dinner following the event on Sat. Nov. 9. Sooooooo,, if you are planning on partaking in this, please RSVP so that we can purchase a proper size turkey—10 lbs. vs 22lbs. Call (805) 995-3659 or email [ecarnegi@calpoly.edu](mailto:ecarnegi@calpoly.edu) by Wed. Nov. 6. We do hope you will be able to join us for dinner. Meal time is always a nice time to share & visit with friends. In order to help defray the costs of the meal, a \$5.00 per person charge will be asked.

A reminder too that New Year's is not that far off. So, again we ask that if any of you have any great ideas as to what you would like to have or do in the way of a dinner, entertainment, how to set up in the Cal barn your input & help would be greatly appreciated. Just call Dick Toulson or myself to let us know of your ideas.



#### MACDERMOT'S 4-6-2 LOCOMOTIVES FEATURED IN AN ENCYCLOPEDIA

While browsing through a used bookstore during our travels early this summer, I found a railroad book with the imposing title, *The Illustrated Encyclopedia of North American Locomotives*. A surprising item in its index under the heading of "Pacific type locomotive, 4-6-2" was the entry "MacDermot, scale replicas, [pp.] 74-5" A similar listing under the heading of "Narrow-gauge locomotives" in the index says "MacDermot 4-6-2 (Overfair Railway), [pp.] 74-5". So I had to look quickly at those pages.

Spread across the upper 2/3 of the two, large-sized pages are five paragraphs of text and three photographs of the #1913 locomotive with Swanton Pacific markings. These pictures are obviously from the early 1980's because of the background and the appearance of the engine. With a publication date of 1984, the compilers of the encyclopedia must have obtained very recent pictures. One photograph shows the engineer leaning out of the side opening in the cab. Its caption reads:

"Note how a seated engineer drives these locomotives based on one third of full-size practice."

Randy Jones identifies the engineer as George Barlow, the Chief Driver of the Romney, Hythe and Dymchurch Railway (RH&DR) in Kent, England. The RH&DR is the well-known 15-inch gauge railway that operated 1/3 scale Pacific locomotives of the Gressley and Canadian types, and other locomotives, on a 14 mile track along the North Sea coast of southeast England.

George Barlow visited the Swanton Pacific Railroad in 1982 for the particular purpose of viewing and driving an Overfair engine. Very likely then, Barlow may have been the means of the author's obtaining the information and the photographs since the author was at that time a Director of the RH&DR. In the book's "Picture Credits", the source of the photographs is attributed to "C. Finken", a name unfamiliar to me.

The five paragraphs of text provide a succinct history of the Overfair's locomotives. A new

explanation is given for the use of only three Pacific's at the PPIE.

"Three trains were intended, but in the event only two were required. Allowing for one 4-6-2 in reserve, three were sufficient and the fourth was never quite completed."

A statement that will please all "Live Steamers" is :

"It is a tribute to the elegant simplicity of the steam locomotive that there needed to be no compromise with correct functioning because of the reduction in size."

The text concludes with these remarks.

"MacDermot died a poor man in 1945. [Date of death was Feb. 22, 1948.], but all five of his superb locomotives still exist. Since then they have been in a number of hands and have seen occasional use, but only recently have they all come again into the same ownership with prospects of continued operation at Swanton, California."

All in all, the account is a well written, succinct history of the Overfair locomotives up to 1984. Certainly, those "prospects for continued operation" have been fulfilled. One slight quibble from our viewpoint is that the author might well have identified Al Smith as the collector of all those locomotives and the Swanton Pacific Railroad as Al's means of preserving them. Nevertheless, the inclusion of MacDermot's work in this detailed and amply illustrated encyclopedia does indeed honor all those associated with the Overfair Railway and its successors.

**Book :** *The Illustrated Encyclopedia of North American Locomotives*. A historical directory of America's greatest locomotives from 1830 to the present day,

Author: Brian Hollingsworth, M.A., M.I.C.A. Early in his career, he was a civil and systems engineer for The Great Western Railway and then British Rail. In 1974, he changed to writing books and articles on various aspects of railroading. He owns 1/5 scale garden engines and a full scale "Black Five" 4-6-0 locomotive.

Publisher: Salamander Books, London, United Kingdom, 1984. Published in the United States by Crescent Books, and distributed by Crown Publishers, Inc.

ISBN: 0-517-441160

NOTE: George Barlow's visit to Swanton was described in the SPRS Newsletters of August 1996, No. 42, and of Sept. 1996, No. 43.