

## SWANTON PACIFIC RAILROAD SOCIETY

Number 117

Cal Poly

February 2003

### ON TRACK with your Director

Ed Carnegie:

Here we go again-and at times it is very difficult not to become discouraged. The County of Santa Cruz is requiring the Foundation to sign a Stipulation and Order for the following:

- A. Intensification of use without the required Development Permit.
- B. Installed four (4) cabooses without the required Development Permit
- C. Construct an "equipment shed" w/o permits
- D. Construct a covered "railroad station" w/o permits
- E. Structural remodel of "Cal Barn" w/o permits.

From the earlier code violations some items have been removed, but new ones have been added. In addition, we are to "limit the operation of train engines to an average of no more than 3 days per month between the hours of 9:00 a.m. and 6:00 p.m. With the exception of New Year's evening from 10:00 p.m. to 2:00 a.m. News Year's Day." This would require a significant reduction in our operating schedule, depending on the interpretation of the Stipulation. We have less than one month to sign, or attend a public hearing on the Stipulation and Order. At present, we are working on the wording in the Stipulation and Order. I hope that we can reach some compromise, but we will need to be much more considerate of our operations and how our actions can affect a neighbor. One way to look at the restrictions is "How would you like to live next door to an activity that you had no interest in.?" It has become obvious to me that which is music to my ears, steam whistles, etc., is an

annoyance to another. For instance, I know that I get easily annoyed by loud, heavy metal music, but can take Glen Miller, Tommy Dorsey any time. I guess I will give up my idea of building a steam calliope.

Our mission now is that we **MUST** all work together to keep ALL noise levels to a minimum. We will concentrate on noise suppression by designing enclosures & more affective mufflers to reduce our operating noise level to an acceptable level. **If you have any information in noise suppression**, please contact me to see how we can work on this project. Your presentation would be welcomed at our upcoming (2/9/03) Sun Bd Mtg.

Now, on a more positive note-- even with all the issues brought before us in the last few months, your continued support has been very much appreciated. Last year we had 4,880 **hours** of donated effort, with an average of 20.75 **volunteers** per month. Many positive things were accomplished, & we will continue to move ahead in a positive manner.

As for the January workday, the track crew aligned, leveled and tamped approximately 150ft. of track with the assistance of a recently acquired adjustable laser-leveling instrument. This removes one man from the track crew, as no instrument man is required to site through the transit. The laser detector on the rod gives the leveling crew an instantaneous reading that makes the leveling operation easier and more responsive



Dennis, Ed, & Aaron-leveling & tamping track

The newly constructed ballast car received a very successful work out. The fine-tuning has allowed for a more even distribution of the ballast. For those of you who had worked ballast with the earlier car, the newer one also requires NO handwork to empty. See the photo below.



Aaron, Dennis & Ed spreading ballast w/new car



Gandy Dancers Bill McNab & Ed

After the ballast was spread, final tamping was completed by the rest of the crew: Bill McNab & Pete Mc Fall. Of course you will not see Pete in any of the photo ops, as he was the photographer for the day-thanks Pete.

The roundhouse crew consisting of Mac Gaddis, Frank Smith, & Marty Campbell used the “soot vacuum” to clean the tubes on the 1912. This vacuum was supposed to collect ALL the soot, keeping the operators clean. This proved not to be the case in that one would have thought they were trying out for a part on a Mississippi River Boat show. Fortunately they all cleaned up pretty good after a long hot shower.

The car-barn crew of Edski, Fitz and Richard were busily working on reconditioning one of the covered Keystone cars. The car is now on its side, where modifications can be made for a new brake & car communication system.

Nice weather finally permitted the grounds crew-Dick Toulson, Martha Nielsen, and Mary Ann to do some sprucing up. Lou Haughney continued to diligently work on organizing the historical data within the Orchard Supply Caboose.

Sunday afternoon, a small crew removed some downed trees along the track & introduced new members & their families to work on the RR.



New crew proceeding to work site

## Observation Car

From our members

Board Meeting-Feb 9th - Red House. 10 a.m.  
Informal gathering starts at 9 am. Please email your report to the secretary at [PMcFall@prodigy.net](mailto:PMcFall@prodigy.net) or have printed report to hand in at meeting. This will help immensely. Thanks, your secretary

Reminder that contributions for 2003 are now being accepted on Track One, so don't find yourself getting side-tracked.

**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.

### 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:

Stephen Carmichael	Los Altos
Stan Matsumoto	Concord
Corbett Wright	Scotts Valley

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.

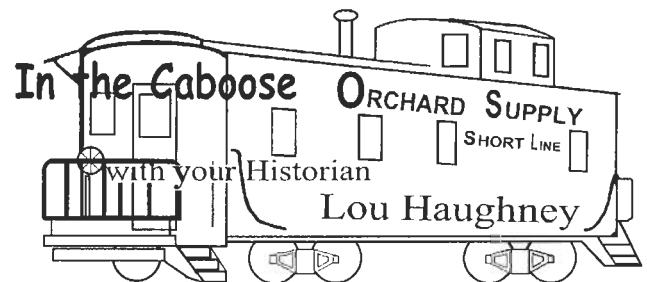
### UPCOMING EVENTS/PUBLICITY

**Mary Ann Carnegie**

Feb.	8/9	Work Weekend
March	8/9	Work Weekend
April	13	Al Smith Day Run

The next big event of the year will be our annual Al Smith Day. This will be the on the 2<sup>nd</sup> work weekend of the month, Sun. April 13. -Just 2 more months and much preparation will have to be done to get ready. If you have guests you would like to invite, please get their names and addresses to me ASAP so that they will be included in on the mailing list.

Also, if you plan on staying around Sat. evening after the work-day & wish to partake in our dinners, we would very much like to know this so that appropriate meal planning can take place. Call or email us ASAP. We look forward to seeing you & sharing in all the fun with you for the Feb. weekend.



I would like to express my thanks to Martha Neilsen and Richard (Dick) Wing who sent me copies of the newsletter that I requested. Now my files are complete.

### PACIFIC LOCOMOTIVES

PART 1 - NARROW, STANDARD, AND BROAD GAUGE EXAMPLES

Much historical information about the Pacific type 4-6-2 locomotive is found in the book *The Illustrated Encyclopedia of North American Locomotives* by Brian Hollingsworth. This is the book that features an entry on the "Pacific 4-6-2 locomotives, MacDermot scale replicas", described in the November 2002 SPRS newsletter. The inclusion of the MacDermot Overfair Pacifics in that book led me to search through it for descriptions of any other narrow gauge Pacifics. Entries of Pacifics operating on narrow gauge and even on broad gauge lines are found. A few examples taken from that book illustrate the versatility and the widespread use of the Pacific 4-6-2 locomotive.

The thirteen 4-6-2 engines were built by Baldwin in 1901 for the New Zealand Railways' narrow gauge lines of 3 ft. 6 in. This order is considered by many railroad historians, but not all, to be the first "edition" of the 4-6-2 Pacific type. (More on the origin of the name "Pacific" and on the "first" 4-6-2 in part 2.) According to Hollingsworth, the 4-6-2 arrangement was ordered by the NZ Rwy's Chief Mechanical Engineer, A. W. Beattie, who "...proposed [to Baldwin] a 4-6-0 with the big fire box to be carried by a two-wheel pony truck, making a 4-6-2". These locomotives, the class Q of the NZ Rwy's, remained in service until 1957. They featured the use of the Walschaert valve gear, devised in 1844; "this application [of the Walschaert] marked its entry into general use outside continental Europe". The NZ Rwy's class Q locomotives were scaled to fit the 3 ft. 6 in. (or 42 ins.) gauge, which is 0.74 times that of the standard gauge of 4 ft. 8-1/2 in.; thus, the locomotives were approximately 3/4 scale.

The Indian Railways used three different gauges on its extensive systems, a 2 ft., a 1-meter,

The table below shows better the progression of these scale models.

TRACK GAUGE	SCALE	RAILWAY	CLASS
1 ft. 7 in. = 19 in	1/3	Overfair Railway	MacDermot
1.0 meter =39-3/8 in.	~2/3	Indian Railways	YP
3 ft. 6 in. = 42 in.	3/4	New Zealand Railways	Q
4 ft. 8-1/2 in. = 56-1/2 in	1/1 STANDARD	Southern Pacific	P-6
5 ft 6 in. = 66 in.	7/6	Indian Railways	XA, XB, XC & YP

and a 5 ft. 6 in. The narrow gauge lines, often built because of terrain variations, were feeders to the broad gauge lines. (reference, O. S. Nock) Class YP Pacifics, built between 1949 and 1970, were operated on the one-meter gauge (3 ft. 8-3/8 in.) network. Hollingsworth regards these as "two-thirds full-size models of a standard 4-6-2". Two Classes of Pacific locomotives were used for the Indian board gauge lines, the X series and the WP's (See Nock for the former and Hollingsworth for the latter.) Seven hundred, fifty five WP's were built between 1946 and 1967, with many of them still operating in 1984. Adapting a Pacific to the 5 ft. 6 in. gauge results in an engine 1.168 times the size of a standard Pacific, that is, a 7/6 scale model.

Notes: The SP's P-6 Class is chosen as an example of the Standard gauge because it may have been MacDermot's model. More on this in a future section.

#### References:

Hollingsworth, Brian, *The Illustrated Encyclopedia of North American Railroads*. Salmander Books, London; Crescent Books, New York. 1984

Nock, O. S. *Railways at the Zenith of Steam 1920-40*. The Macmillan Company, New York, 1970. Esp. pp.161-162 for material on the Indian Railways.