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 meal 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.
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 pruning 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.
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 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 2nd 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 I - 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 Pacifcs 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 Ry'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 Rwsys, 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 Ry'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 the progression of these scale models:

<table>
<thead>
<tr>
<th>TRACK GAUGE</th>
<th>SCALE</th>
<th>RAILWAY</th>
<th>CLASS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 ft. 7 in. = 19 in</td>
<td>1/3</td>
<td>Overfair Railway</td>
<td>MacDermot</td>
</tr>
<tr>
<td>1.0 meter = 39-3/8 in.</td>
<td>-2/3</td>
<td>Indian Railways</td>
<td>YP</td>
</tr>
<tr>
<td>3 ft. 6 in. = 42 in.</td>
<td>3/4</td>
<td>New Zealand Railways</td>
<td>Q</td>
</tr>
<tr>
<td>4 ft. 8-1/2 in. = 56-1/2 in.</td>
<td>1/1 STANDARD</td>
<td>Southern Pacific</td>
<td>P-6</td>
</tr>
<tr>
<td>5 ft 6 in. = 66 in.</td>
<td>7/6</td>
<td>Indian Railways</td>
<td>XA, XB, XC &amp; YP</td>
</tr>
</tbody>
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References: