

## SWANTON PACIFIC RAILROAD SOCIETY

Number 118

Cal Poly

March 2003

### ON TRACK with your Director

Ed Carnegie:

In March we will need to make final preparations for the upcoming Al Smith Day scheduled for April. We will concentrate on sprucing up and making things look like a first class railroad.

Hopefully in March it will be warmer than was February. Our Feb. workday had clear skies and morning temperatures into the low 30's. Edski, who likes to arrive early, had a nice fire going in the round house for all. This made it very pleasant, while at the same time made it most difficult to go outside and work in the cold.

The track crew concentrated on brush clearing in an area just north of Cosgrove where all the alders have died off and we have decided to replant that area with redwoods. This redwood grove will be planted in a 15 x 20 ft. pattern, and when mature will make a very nice looking redwood grove. Our track crew functioned as a right of way crew clearing fallen trees, cutting logs and clearing brush. By the end of the weekend stakes were set to plant approximately 18 trees. And enough area was cleared to plant another 30 trees. Not only is the area being cleared, but also we will have more than enough cut up firewood for the forth coming Al Smith BBQ. Our woodchucks were: Andy Mc Lean & Andy McMeans, Bob Wilkinson, new member Stephen Carmichael, Clinton, Barr, Pete McFall, Dennis & Eric Johnson, along with myself. In the afternoon, the weather showed a great contrast from the morning chill in that everyone worked up a good sweat. Clinton and Eric volunteered to go back up to the roundhouse to obtain a cooler of ice water. They then brought the water back down to all via the handcar.

Bob Wilkinson, with leadership from Randy Jones continued to make great progress on the 1913. Geoff Tobin and Frank Smith did some final work in preparing the boiler to go up San Francisco for refurbishing.

In the carbarn—volunteers Fitz, Edski, Richard, & Frank, removed all the wooden parts from the keystone car and are developing plans to remove rusted out sections of the deck. The next task on the car will be brake-rigging fixtures that will need to be installed prior to sandblasting.

Dick Toulson and Mac Gaddis spruced up the entrance by removing excess debris and weeds. Lou and Peggy worked on scanning photos & organizing data in the Orchard caboose. Lou later tended to the roses, and planted a new bare root-climbing rose in front of the carbarn. Martha and Mary Ann continued with their weed abatement program down in the flowerbeds as well raking all the dead leaves off the roadway leading to the meadow. That evening, for those who stayed, all enjoyed a Valentine's themed dinner.

At Sunday's Board Meeting a unanimous resolution was passed to grant a life membership to Martha Nielsen and Lou Haughney for the many years of dedicated service to SPRR.

On Friday, before the work weekend, Pete Andy and I installed a-Honda automobile muffler on the motorcar and dropped the sound level 10db's. This amounts to dropping the overall noise level one-tenth. This being so successful Geoff has taken on the responsibility for ordering a muffler for the 502.

Enclosed in the newsletter is your invitation for Al Smith Day. Hope to see you at the March work weekend.



Bob Wilkinson Working on 1913

### 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:

Those of you with a historical bent know February is the last month in the old Roman republican calendar with the Festival of Februa falling on the fifteenth. That leaves us with another new year and new beginnings, and new resolutions.

Turmoil here and abroad. While we cannot address the international issues here we hope to resolve our continuing conflict with the County. As you may know the Railroad Society operates on the Swanton Pacific Ranch at the pleasure of the University.

It was Mr. Smith's desire that the ranch becomes a learn-by-doing facility in accord with the University's primary educational goal, and we respect that desire. So how does the railroad fit in that equation? Over twenty years ago Mr. Smith brought together the engines, rolling stock, equipment, and facilities to create, in his words, "...the best home that the Overfair Railway ever had." He personally spent countless hours working on the equipment and right-of-way as well as contracting for work on the facilities and equipment, providing 'sweat' as well as financial equity. Additionally, students have built various facilities, rolling stock, and equipment for the railroad as part of their educational experience.

It is our hope and desire that we continue to serve that legacy by operating the railway in his name.

As to the future, we're still operating and looking forward to Al Smith Day in April, and as always the Swanton Pacific Exercise and Fitness Railroad has a program to help you recover from the holiday festivities out on the railway. Bring your gloves.



Brush cutting



Cleared field for redwood grove

### Observation Car

From our members

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



**Covered car under repair**

**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:

Herrera family	San Jose
Tamera, Pete, Alex, & Tyler	
Johannes Hoech	Redwood City
Taylor Norenberg	Pittsburg
William Owen	Half Moon Bay

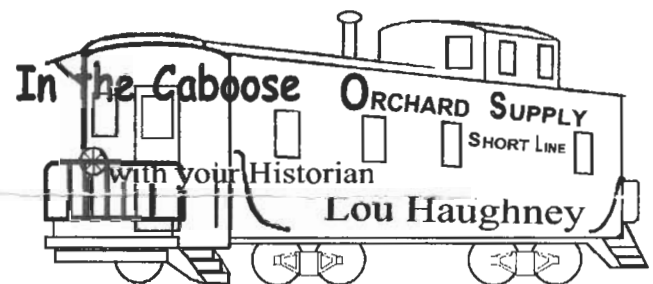
On behalf of the entire organization, we welcome each of you into our "train family" & we certainly look forward to seeing you at some of our next events. Many of our supporters may not recognize you right away so please introduce yourselves so that we can get to better know you & vice versa.

**UPCOMING EVENTS/PUBLICITY**  
**Mary Ann Carnegie**

March 8/9 Work Weekend

April 12 Last Minute Preparations for 4/13  
April 13 Al Smith Day Run  
May 10 Sat.=Work Day/Sun.=Mother's Day

The March work weekend will see most of us devoting our times to sprucing things up in preparation for the tenth annual Al Smith Day held April 13. As always your services will be needed in various capacities to help make this event most successful. So if you have a favorite "thing to do" be sure to sign up first for that to guarantee your spot, otherwise assignments might just be made. You will also notice that your very own invitation has been included in this newsletter. We hope that you will fill it out and return for your RSVP, but before filling it out for yourselves, you may want to photocopy a few extras to invite friends and others to the event.



**PACIFIC LOCOMOTIVES**

**PART 2 - EARLY EXAMPLES OF A 4-6-2;  
ORIGIN OF THE NAME "PACIFIC"**

In 1886, a 4-6-2 locomotive was built by the Lehigh Valley Railroad. Alexander Mitchell, the LV Master Mechanic, adapted a design of two tubular fireboxes laid side by side and connected to single boiler; an independent designer, George S. Strong, had proposed the initial concept. This "Duplex" locomotive worked successfully; but it did not exhibit any significant advantages over the locomotives then in use. So it was converted to a ten-wheeler. [Ref. Comstock]

In 1893, the Rhode Island Locomotive Works built three compound locomotives with a 4-6-2 wheel arrangement for the Chicago, Milwaukee & St. Paul Railroad's fast, passenger runs. No reports of its performance and lifetime have been found,

but specifications and a neat drawing appear on a website. [Ref. Railroad extra].

In the late 1890's, the 4-4-2 Atlantic type was the principal type for passenger service. Though it was a speedy workhorse, railroads were looking by the turn of the century for locomotives with larger fireboxes and thus more horsepower. The answer soon arrived.

The New Zealand Railways ordered thirteen 4-6-2 locomotives from Baldwin. Their delivery in 1901 is taken by many RR historians to be the first production of the 4-6-2 type, which came to be known as the Pacific. Some sources say that these locomotives were referred to as the Pacifics because they had to be shipped across the Pacific Ocean.

Other manufacturers quickly made more 4-6-2's. In 1902 the Brooks Locomotive Works, Dunkirk, New York, built 4-6-2 locomotives for the Missouri Pacific lines. (Quantity not known) A few authors suggest that the name "Pacific" was taken from that buyer's name. [Ref. Marshall] Within a few weeks after shipment of the first MP engines, the Chesapeake and Ohio took delivery of a 4-6-2 for testing from the American Locomotive Company. Successful trials of that prototype led to orders for 26 more Pacifics, their Class F15, etc., between 1903 and 1911. [Ref. Hollingsworth]

A third factor may have influenced the choice of the type's name. At that time, the predominant passenger locomotive was the 4-4-2 Atlantic type. The rapidly increasing orders for the 4-6-2 type indicated that a successor to the Atlantic was at hand. So these three factors converged on a suitable name for the new type of locomotive. The first large order was shipped across the Pacific Ocean. The second order was for the Missouri Pacific Railroad. Third, this new locomotive was replacing a model named after the ocean on the east side of North America. So, the new type should have a name related to that of its predecessor and to the initial buyers of the new type. The name Pacific satisfies all three conditions.

Pacific locomotives became the dominant engines for mainline passenger traffic in the first half of the 20<sup>th</sup> Century, and many of them remained in service as the last type of operating steam locomotives when widespread conversion to diesels occurred in the 1950's.

There is an interesting aftermath to the CM&STP's trial in 1893 of a 4-6-2 type. In the early 1900's, the railroad finally reached the Pacific Coast at Seattle. Then, in 1910, the railroad selected the now popular 4-6-2 model for their transcontinental service. They designated their Pacifics, built by Baldwin, as Class F3, under their new name of Chicago, Milwaukee, St. Paul and Pacific Railroad. [Ref. Nock]

NOTE by LCH: This research on the Pacific type, in response to questions from SPRS members, has been an intriguing task, but, at times, a confusing adventure because of the different interpretations from various sources. Any corrections, clarifications, additions, etc. will be welcome. My material is based on the following sources.

References:

- Comstock, Henry B. *The Iron Horse*. New York Thomas Y. Crowell Company, 1971
- Hollingsworth, Brian, *The Illustrated Encyclopedia of North American Railroads*. Salmander Books, London; Crescent Books, New York. 1984
- Marshall, John. *The Guinness Railway Book*. Enfield, Middlesex: Guinness Publishing Company, 1989.
- Nock, O. S. *Railways in the Years of Pre-Eminence 1905-19*. New York. The MacMillan Company, 1971.
- Website for 1893 example:  
<http://railroadextra.com/ea040602.html>