

SWANTON PACIFIC RAILROAD SOCIETY

Number 119

Cal Poly

April 2003

ON TRACK with your Director

Ed Carnegie:

With all that has been going on in the Middle East, I find it very difficult to sit down and write something for our newsletter. The minute-by-minute TV coverage of the War in Iraq keeps my mind occupied. My prayers and thoughts go out to our leaders and the service men and women putting their lives on line for the safety of the world.

This past work weekend the track crew concentrated on clearing an area to plant a red wood grove. Most of the Alders in this area have died and many of them have fallen on their own. This area was heavily covered with vines and dead trees. Because of all of the dead trees it was decided to replant them with redwood trees. So far about 35 trees have been planted. Plans are being made to have visitors on Al Smith Day plant additional redwood trees in this grove if they choose to do so.

The carbarn crew worked on finishing details on the ballast car by installing ladders and steps. Additional work was carried out on the rebuilding of Pennsylvania Car.

Geoff Tobin took on a task of installing a muffler on the 502. Geoff found an industrial muffler where the inlet and outlet came in at the same end. This allowed for easier plumbing to go from the exhaust manifold on the engine to the smoke stack on the roof of the diesel locomotive. Under light operating conditions most of the noise comes from the engine, not from the exhaust system. So from first observations it did not appear that the muffler made much of difference. However, when the engine is put under a heavy load, that is when you will notice a difference in the noise level coming from the engine. Thanks Geoff

for a job well done. It is always very rewarding to see something that needs to be done, see how to do it, purchase the parts, and finish the project.

The grounds crew worked diligently on trying to stay ahead of the "War on Weeds," and perhaps have gained some ground there. General Sprucing, and planting of new spring colors for the upcoming Al Smith Day was high on the agenda.

I hope to see many of you on Al Smith Day. We look forward to hosting a very successful event.

Down Behind the Railway

With your president, air monkey, and carbarnist;
Reynold "Fitz" FitzPatrick
RGBFitz@aol.com 650.737.9584

My Fellow Swantoons:

Al Smith Day. All aboard! And while we have the train crew well in hand we need more hands in preparing the BBQ area, cleaning up for visitors, directing guests to parking, serving food, giving tours of our facilities, and clearing away after the event is over.

Come on over Saturday for spring-cleaning and to sign up for the fun on Sunday. "Many hands make light work" as the saying goes.

In addition to spring-cleaning, there are ten rungs to be attached to the steel ballast car. It will be ready for sandblasting and painting. EdSki's Keystone car needs a few holes drilled, the rusted steel deck removed, a few patches made, and then it too will be ready to blast and paint.

And more spring cleaning to be done no doubt.

Come on over, we'll have fun.



Ballast Car with ladders installed

Observation Car

From our members

Randy Jones recently contacted Dave Izant, owner of P F Development, a machine shop in San Jose. When Dave visited SPRR he was so interested and impressed with what we were doing, that he wanted to do something that we could use. Randy showed him the brake valve used on the 1913, and indicated that we needed larger air-ports so the brake valves could be used for train air. Within a few days, a set of rough brass castings were delivered to Dave. This last work weekend three new brake valves were returned to SPRR. We will now make plans to install the new valves in our locomotives. It is always very rewarding to have a guest stop by, and ask what they can do to help, and then to follow through. Thank you Dave.

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

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.



Heavy brush and vine coverage in new redwood grove.

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

April	12	Last Minute Preparations for 4/13
April	13	10 th Annual Al Smith Day Run
May	10	Sat.=Work Day/Sun=Mother's Day
May	24-26	2 nd work weekends start up

ALL ABOARD for our tenth annual Al Smith Day held April 13. As always your services will be needed in various capacities to help make this event successful. So if you have a favorite "thing to do" be sure to sign up first for that to guarantee your spot, otherwise assignments will be made as needed. Areas that always need volunteers are in cooking, serving, parking, and then especially in clean-up. As mentioned before—"Many hands make light work!"

If you are staying over on Sat. before the event, please coordinate this with us so that appropriate arrangements can be made. Thanks again for all your cooperation.

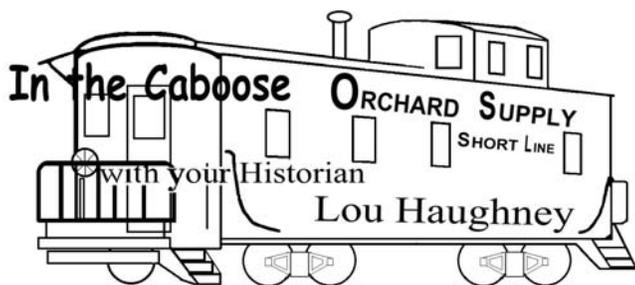
You will also notice that with spring, comes two work weekends a month. At SPRR we start this tradition in May with the first three-day weekend, Memorial Day, May 24-26. Mark your calendars



Clearing for planting redwood grove



Part of the wood removed from the planting area



Pacific Locomotives, Part 3 Are the Overfair Railway's Locomotives Exactly 1/3 Scale?

To answer that question, we must know which standard-gauge locomotive was used by MacDermot as his model. The records and drawings we have do not identify his model. Norman W. Holmes in his book *Prune Country Railroading/Steel Rails to San Jose*, p. 176, says the SP Class P-6 is the model. This identification seems plausible because the six SP P-6 locomotives

were built in May, 1913 and put into service in August 1913 just as MacDermot was awarded the concession for a train at the Panama Pacific International Exposition. Also, once in service, the SP P-6's would have been readily accessible to MacDermot's construction site at the family's mansion and estate in West Oakland.

An SPRS member, well versed in regional railroad history, reports that he heard that the Pennsylvania Class K-3's or K-4's could have been the model since they were put into service in 1913 and 1914, respectively. The 4-6-2 Pacific type was very popular with many railroads in the early 1910's; such as, in the West, the Union Pacific and the Northern Oregon and Portland Railroads. Thus, many possibilities were available for MacDermot to copy.

So, to find out how exactly the Overfair locomotives are 1/3 scale, I have prepared the attached table which compares the dimensions of the Overfair locomotives with those of the SP P-6 and the PRR K-4 classes. (No data for the PRR K-3 is available at this time.)

The dimensions of MacDermot's 1912 series are taken from Frederic Shaw's meticulous scale drawing in his book, *Little Railways of the World*, p. 27. The values listed in the table may be in error up to 6 inches since I had to apply the drawing's scale to the reproduction on a small book page.

The dimensions of the SP Class P-6 are found in a book in Al Smith's collection, *Diagrams of Steam Locomotive/Southern Pacific Company/Motive Power Department*, (no author nor date given). These are considered to be accurate because they come from a primary source. The data for the PRR K-4 are taken from trace drawings found on an Internet link.

The "length" of the locomotive can be defined in more than one way, dependent on how the end points are chosen. The SP drawings designate the overall length as the distance from the "Pulling Face to Chafing Iron", which is used in the attached table. Randy Jones explains the meaning of that term. "Normally, the 'overall length' refers to the length over the 'pulling faces'. This refers to the inside of the knuckle which pulls on the matching surface of the mating knuckle." Calculating that distance from the small scale reproduction of Shaw's drawing for the 1913 is difficult, so my value of that measurement may well be responsible

for the 0.359 ratio I obtained. Other sources for the 1913's dimensions give approximately the same value for its "length", but which "length" is meant is not certain. Thus, we will have to measure it ourselves some day.

With these caveats in mind when we look at the calculated scale ratios, we may say that the Overfair Pacifics are, for practical purposes, 1/3 the size of the standard Pacifics in use in 1913 and 1914.

As to whether MacDermot used the SP P-6 as his model rather than the PRR K-4 or any other contemporary Pacific, I conclude that he used the Southern Pacific's Class P-4 as his prototype. Holmes' account contains other information about the years when MacDermot was in the Los Gatos area with Billy Jones and Charlie Hoyle, information that suggest that Holmes obtained his reports from those friends of MacDermot. Another factor is that photographs and drawings of the SP P-6 and the PRR K-4 show different arrangement of the domes and the bell along the top of each locomotive. The profile of those fixtures on MacDermot's 1912 series matches that on the SP P-6.

This research has been a productive project that has led to gaining more data about the early Pacifics, particularly their very rapid adoption by railroads around the world in the first two decades of the 20th century. These conclusions are presented as a preliminary report; we invite comments and suggestions of any other sources. Finding any MacDermot documentation to substantiate or to correct these conclusions will be most welcome.

[The dates of the SP P-6's being built and put into service are found in *SOUTHERN PACIFIC COMPANY/STEAM LOCOMOTIVE COMPENDIUM*, by T. S. Diebert and J. A. Strapec. (Courtesy of E. Halteman, CSRM Librarian)]

The source for the Pennsylvania Railroad 's drawings is the "Robert Schoenberg Pennsy K4 drawing" at <http://pr.railfan.net/diagrams/PRRdiagrams.html>.

(I had to reach this by a link from the Iron Horse site. http://www.ironhorse129.com/Projects/Engines/CN_W_Pacific/4-6-2_pacific.htm)

Comparison of MacDermot's Pacific 1/3 scale locomotives with standard scale locomotives

Dimensions	MacDermot no. 1913		Southern Pacific Class P-6		Ratio: 1913 to SP P-6	Pennsylvania Class K-4		Ratio: 1913 to PRR K-4
	ft&in	inches	ft&in	inches		ft&in	inches	
locomotive length - Pulling Face to Chafing Iron	17ft 2in	206	46ft 10-11/16in	562.7	0.366	48ft 2.5in	578.5	0.356
wheelbase length - C.P. of lead pilot wheel to C.P. of trailing truck wheel	11ft 10in	142	35ft 8in	428	0.332	36ft 2in	434	0.327
driving wheel diameter	26in	26	77in	77	0.338	80in	80	0.325
height of locomotive - rail to top of stack	5ft 0in	60	15ft 4.25in	184.3	0.326	15ft 0in	180	0.333