

SWANTON PACIFIC RAILROAD SOCIETY

Number 143

Cal Poly

June 2005

ON TRACK with your Director

Ed Carnegie:

Here we are writing the newsletter just prior to leaving for the second work weekend in May. With the increase in activities, it seems like no sooner do we get back home, when it is time to turn around and head back up to Swanton. However, with the beauty of the place, the warmer weather, and all the wonderful surroundings of College Park, the roundhouse, etc. it always makes it a real pleasure to look forward to the return trip.

To provide more than just work, the first work weekend in June will be a **Family Fun Day**, with train rides, Dutch oven cooking—see publicity column for more details. Also on Saturday, a local Boy Scout Troop will visit our facilities. This will give us all an opportunity to be instructors not only for our own members, but to the boy scouts as well. This may be an opportunity to stimulate some interest in some more youths to become more involved in the railroad. One of our major objectives is to pass on our knowledge to the next generation so that the saga of the steam engines will live on.

Our work weekends seem to be expanding in length with a few stout-hearted individuals starting work on the Fridays before the weekend—even if it was a Friday the 13th. Last Friday we had eight volunteers show up to work on a variety of projects ranging from track work to tending to roses. Each of the volunteers participated in their own favorite project. Saturday was a busy day with seventeen volunteers, along with three classes from Cal Poly. With this much activity, it was nice to have the Dean of Agriculture, Dave Wehner, and the Provost, Larry Kelly, in the area to drop in for lunch.

Marty and Pete put together a crew and used the 502 to provide a ride for the students. The new PA system on the train allowed for a continuation of the classroom-lab experience for all that participated.

After the train rides, Dennis, Stan and Pete took the power mower to clear out weeds. If you really want a good work-out, see us about clearing brush, and we

will be happy to certify you as an official Dr. Orange Operator. We have plenty of weeds and brush, so don't be shy.

Good progress was made on the re-builds of the 1500 and 1913. Mark Cooper, Randy and other volunteers moved the frame of the 1500 outside so that it rolled on its own wheels, and worked on the equalization and other running gear. It is always nice to see one of these frames be reconditioned to a state where it can be moved.

Our three “muchachos”, Clinton, Eric and Logan, AKA the CE&L Company continued to work on their boxcar project. They were assisted by Mac Gaddis and myself in putting together the arch bar trucks for the boxcar.

The Chinese bulldozer has turned out to be much more than we anticipated. The engine was up and running great so we loaded it onto the trailer to haul down to the meadow for its maiden voyage. Unfortunately it was a short voyage. The water shaft pump broke and the fan blade went into the radiator. Needless to say we were all disappointed when we thought we would have it ready for operation. Is this a case of something hitting the fan? Seems like in some projects one takes two steps forward and one back. This is still progress, however slow it may seem.

Most of Sunday was taken up with our Board Meeting where we concentrated on proposed capital expenditures for the upcoming year.

All of you out there keep your eyes and ears open for a small wheel tractor that is equipped with a PTO and 3-point hitch. One of our capital expenditures in the coming year is for a PTO driven chipper to eat up and spit out the brush that constantly grows in our track right-of-way. So if you find or hear of one, be sure to let us know.

Hope to see you this coming June. Remember our Fun Day, and come enjoy the gourmet delights of our Dutch oven cookers.

Down Behind the Railway

With your President, air monkey, & carbarnist.
Reynold 'Fitz' FitzPatrick
RGBFitz@aol.com 650.737.9584

My Fellow Swantoons:

And here we have June, named for Jupiter's wife Juno, the patroness of marriage – think June weddings. A calendrical oddity, caused by those pesky Germanic Celts ignoring the Roman calendar, has the summer solstice, our first day of summer, also Midsummer and the season of Litha – opposite Yule in December. The monthly trivia: June is one of the months with 30 days, no other month begins on the same weekday, Father's Day on the 19th, and the flower is the rose. It's also the Irish month of Meitheamh.

The CE&L Boxcar Co. (Clint, Eric & Logan) is in the second phase of reconstruction, having disassembled and inspected the old boxcar, developing a materials list and ordering parts. Ed has designed a weldment journal box for the arch bar freight trucks and assembly has commenced.

This brings to mind, is there among you a member skilled in casting brass and steel? We sure could use a mini foundry as we have many small parts that are cast, typically less than five pounds. Let me know.

The Swanton Fitness and Exercise Club has track work for those of you wishing to develop those perfect abs and deltoids. Then there is the need of a trench from the OSH caboose to the roundhouse for a water line – bring your gloves.

A small demolition crew is needed to dismantle the tractor shed, a county requirement. We haven't determined just where to park the equipment once the shed has been removed.

On the ToDo list is replacement of the engine in the white boom truck – not this workday, but hopefully this year. See Aaron if you wish to help.

Randy has prepared the old air compressor for removal from the machine shop, a half a dozen folks could move it out and its parts are too awkward for one person to handle.

Come on over, we'll have fun.

Fitz

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

June 11/12	work weekend-Family Fun Day Boy Scouts-Dutch Oven Cooking
June 25/26	work weekend
July 9/10	work weekend
July 23/24	Golden Spikes Run/work weekend

O.K. here we are already into the end of May, with our first session of two workouts a month soon behind us. If you come to these workouts, the second and fourth Saturdays of each month, and stay for Sunday—throughout the summer, as well as through Sept. we guarantee you that you will be more fit, usually very well fed, and that you will even have lots of fun on top of all that! What more can one ask for?

Please note that we will be having our first Family Fun Day of the summer the first weekend in June, on Sat. June 11. We will BBQ hot dogs for lunch. That evening we will be dining under the stars to enjoy the great weather, good visiting with each other, and the gourmet delights of all our Dutch Oven chefs. Those of you that will be participating in firing up your ovens please let me know as soon as you can with an idea of what you will be cooking up. By knowing we can hopefully balance out the meal planning. Remember the ovens gets stacked, each pot has one dish in them, so a little pre-planning works best not only to plan what pot cooks what, but how many to plan for as well.

Please note too that in July our favorite Golden Spikes will be visiting Swanton again. This event has been a long held tradition and usually is where everyone brings a side dish of sorts for a potluck, and the main meat item is provided by the hosts of the Golden Spikes, but is to be BBQ'd by you, yourself. So if you burn it, it is your own fault. More information on this event will be forthcoming in next month's newsletter. Mark your calendars.

Remember too that **reservations for wanting to stay overnight for the work weekends should be called or emailed in ASAP.** Facilities are limited & we want to make sure we can accommodate everyone. Call (805) 995-3659 or email ecarnegi@calpoly.edu.

SIDE TRACK from OUR CREW

Hello all,

I'm just trying out my new "1500 Crew" list in Outlook. I define the "1500 Crew" as a group of folks who will revel in the day we can steam up both the 1500 and the 1913 again.

Please encourage anyone who has interest to join us. We've got lots of things to do that don't require significant skills. In fact, the only characteristics I'd like to insist on are a willingness to learn, a respect for what Louis Mac Dermott accomplished and Al Smith made possible, and a joy in what we are doing that transcends the scraped knuckles and periodic frustrations.

--Mark--

HELP WANTED STILL VERY MUCH OPEN

Photo Journalist

Needed to record highlights of events and workdays. Should have digital camera, note pad, and ability to attend events and workdays.

Photo display organizer.

Create story boards exhibiting themes of various aspects of SPRR history for display. Contact our Historian, Lou Haughney for more information.

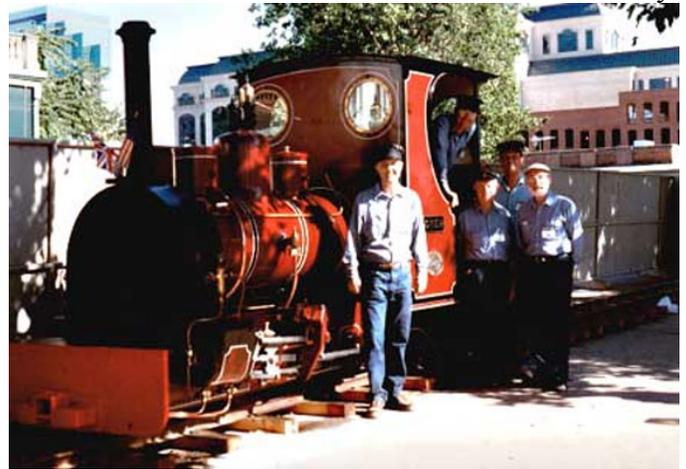
NEW SOCIETY SUPPORTERS received over the last month were as follows:

Trina Gallagher

Pismo Beach

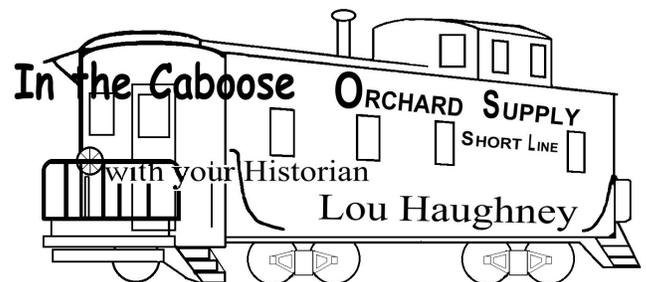
Nikos Hunner

Portola Valley



Railfair '99, Sacramento, USA, June 1999. Former John Knowles, Woodville 18in gauge Hunslet 0-4-0WT GWEN with its international crew.

L to R Ron Farmer, Richard Farmer (owner, in cab), Geoff Horsmann, Bob Bob Farmer, and Mike Swift. (1ft 8in gauge)



THE GWEN 0-4-0WT 18-INCH GAUGE LOCOMOTIVE

At the Al Smith Day festivities in April, SPRS member Olin Anderson brought an article entitled "The Sand Hutton Light Railway", written by Kenneth E. Hartley and published in 1986 by the Narrow Gauge Railroad Society of England. A reference in the article to the GWEN, a 0-4-0WT, 18-inch gauge, steam locomotive had caught Olin's attention because the GWEN was owned for some years by Billy Jones and Quentin Jervis, both of whom were directly associated with the history of MacDermot's Overfair Railway equipment.

Hartley's article describes in much detail how the Sand Hutton Light Railway (S.H.L.R.) in Yorkshire, England evolved from a 15-inch gauge "estate" railway before World War I to an 18-inch gauge, 7.5 mile feeder line after the War. The rail line was extended to connect several towns and a brick works to the main line of the North Eastern Railway. Four S.H.L.R.

locomotives were Hunslet 0-4-0WT (well tank) steamers obtained as surplus from a British military depot. Those engines were built in 1917. In describing the history of the locomotives, the writer makes this reference to the GWEN:

"...the design [of the 0-4-0WT] was generally similar to engines built over an number of years, an early example being JACK (works no. 684 of 1898) now preserved in Leeds.

This loco, and a much later one, GWEN (works no. 1404 of 1920) worked the short 18 in gauge line of John Knowles & Co. (Wooden Box) Ltd of Woodville, near Burton-on-Trent, until it ceased operations in 1958."

The Steam Locomotive Directory of North America (1988 edition) gives this account of GWEN's history:

BLDR: Hunslet Engine Co. Ltd. C/N 1404
date: 1920
Location [1988] Chatsworth, CA

... ..

Built for John Knowles & Co., Ltd, Gwen at Woodville, England

Sale: c1958 to Billy Jones at Los Gatos, CA.

Sale: 1960 to Overfair Corporation

Sale: (date unk.) to Quentin Jervis at Los Angeles, CA

Sale: 03/1983 to Richard Farmer

NOTES: Stored at Farmer estate.

The Overfair Corporation that bought the GWEN in 1960 from Billy Jones was the partnership that also bought the Overfair Railway's locomotives nos. 1914, 1915, and 1500 from Jones. That partnership consisted of Quentin Jervis, Frederic Shaw, and a silent third partner. When Jervis, the surviving partner, died in 1982, his estate, consisting of a large collection of railroading rolling stock and related materials, was auctioned off by the Los Angeles County Estate Administrator in March 1983. Al Smith bought the MacDermot 1914 and 1915 locomotives; Neil Vodden took the MacDermot 1500; and, Richard Farmer, a collector from Southern California, purchased the GWEN.

No information about Billy Jones' use of GWEN nor of its inclusion in the Jervis estate sale is found in Al's papers that we have, other than the listing of items in the sale. Randy Jones recalls that he, as a youngster, saw GWEN stored next to the Overfair engines as Billy's ranch; but, Randy has an impression that GWEN may have been still there after the 1914, 1915, and 1500 went south to Jervis and partners.

Photos taken at the auction sale show the GWEN as a dark, aged, and neglected engine that had sat outside too long. Richard Farmer and family have carefully and beautifully restored it to operating condition. They displayed it at the California Railroad Museum's Railfair in 1999. Its tall cab, for a stand-up driver, about 6 ft. high; its overall length, 12-1/2 ft; its short wheelbase, 3-1/2 ft.; its small driving wheels, 18 inch diameter; give it a distinctive appearance, different from what was being built and used in North America.

Many thanks to Olin Anderson for coming from Woodland to share with us this information about an English, narrow gauge locomotive that has traveled through the hands of railroading collectors who, at the same time, owned MacDermot Overfair equipment that now constitutes the Swanton Pacific Railroad's consist. Too bad that GWEN is not an 19-inch gauger; running both together on the same track would be a spectacular and historic sight.

Note: I have capitalized the name GWEN, in accordance with the practice used in the referenced article. In American usage, only the initial letter is capitalized.

REFERENCES:

Kenneth E. Hartley, "The Sand Hutton Light Railway", *Narrow Gauge*, special issue No. 95/96, pp 38-40, 1982. Published by the Narrow Gauge Railway Society.

J. David Conrad, *The Steam Locomotive Directory of North America /*

Volume 2 - Western United States and Mexico, p. 214. Published by Transportation Trails, 1988.



The GWEN 0-4-0WT locomotive being prepared for transport to its new owner, Richard Farmer, after the Jervis Estate Sale, March 1983.