

## SWANTON PACIFIC RAILROAD SOCIETY

Number 144

Cal Poly

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### ON TRACK with your Director

Ed Carnegie:

Now that we are well into our two-work weekend a month routine we find the activities increasing, as we knew that they would. Friday June 10, we were joined by six eager volunteers who started work early and helped on the refurbishing of the Cal Barn, doing track work, and setting up for our Family Fun run Day to be held on Saturday. Saturday was a great success with an excess of twenty volunteers being able to participate in Cal Poly's traditional "learn-by-doing" educational philosophies of "hands-on" experience with firing and operating the diesel and steam engines. As an added treat, a Bay area cub-scout troop had tours and a short history talk on the Swanton Pacific Railroad. Being a retired professor, my normal fifty-minute lectures did not go over very well with the younger cub-scouts. Eric and Clinton came to my aid when they brought out the hand-cart and gave every one of the scouts an opportunity to pump our teenage members up, down and around the track. By noon a Santa Cruz British Motor Car Club toured through for a short visit and toured the railroad facilities. Lou Haughney set up a nice display for the visitors of the day to enjoy. A tube-steak BBQ was provided for our members with plenty of side dishes and desserts to please everyone's appetites. Instructional runs continued through the afternoon and the day was capped off with a delicious Dutch-oven dinner where our volunteers contributed different stacked ovens filled with either rump roasts, creamed potatoes, vegetables, apple sauce or pineapple upside-down cake. For outdoor, ironclad cooking it was a culinary delight.

With so much fun activity on Saturday, most of us accomplished very little on Sunday other than simply enjoying the quietness and beauty of Swanton. This is such a beautiful time of the year with cool mornings, sunny afternoons, buckeye trees in bloom, and our maintained gardens in full bloom. As one of our

members remarked—"If you are color blind, you miss the beauty of the all the flowers."

The second work weekend of June 25/26, though we actually arrived on Thursday the 23 to get ready for a foundation engineering inspection of the Cal Barn, we were greeted by Andy, Randy and Edski already in attendance and working on various projects. On Friday, Andy continued his never ending battle with the weeds; Edski tried his hand as a tractor mechanic; Richard Mehr dug holes to expose part of the Cal Barn foundation for the upcoming inspection; and Pete and McNab hauled water to the thirsty trees. It is always amazing to me to see just how many visitors "drop-in" because they are driving around in the area and something on the grounds catches their interest. "Ya think it could be the railroad?!"

Saturday morning upon going outside everything was soaked. We either had had a light rain or a very heavy mist—but still most unusual for this time of the year. For the workday, approximately sixteen volunteers showed up to contribute their special talents on different projects. I commandeered a few to become construction helpers in the Cal Barn. By the time we are through with the Cal Barn we will have basically built an entirely new one within the old one. At this point we would have been better off to let the old one fall down and built a new one from scratch. At least that way we would have been able to use modern building techniques where blocks, studs and rafters would be pre-cut and easily installed, rather than having to customize each piece to fit each section. Other volunteers, like on most other work weekends contributed greatly either in the gardens, on the track, within the historical archives, or doing engine work. The C[Clinton] E[Eric] & L[Logan] Company made great progress on the box car. Though Sunday found a much smaller crew, I once again commandeered all available volunteers to concentrate on the Cal Barn. As a result, we were able to finish up the trusses, and the north wall. Once we receive the results from the foundation inspection, we should be able to arrange for our next building inspection to move further

ahead in seeing light at the end of the tunnel on this project.

Don't forget our upcoming events as outlined later in this newsletter. Though the summer is very busy, we look forward to seeing many of you in the coming months up at Swanton.



Cal Barn with new wall framing and trusses

### UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

July	9/10	work weekend
July	23/24	Golden Spikes Run/work weekend
Aug.	13/14	work weekend
Aug.	27/28	BAGRS weekend/ FAMILY FUN RUN

The year is half over, Christmas is only around the corner, and lots of events are still ahead,; it's going to be a busy summer. We would specifically ask that you start thinking of our upcoming Cal Poly Day Run in September as we will be getting invites out in the next month. If you have specific names and addresses that you would like an invite to go to please get this information to us ASAP.

Now for our current month you will see that the 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. Martha and Mac Gaddis are hosts for the event and will provide lunch to the train crew workers.

In August we will be hosting the annual BAGRS event. More information on this grand event will be forthcoming, or contact Bob

Wilkinson for a head start. September will be our Cal Poly Day which we host and anticipate a nice size crowd. Land Trust will be in October.

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](mailto:ecarnegi@calpoly.edu). It also helps immensely in trying to successfully plan for how many people are staying for a Saturday night dinner!

On another note: It has been brought to our attention that **ANYONE STAYING IN OR USING** the red-house facilities for cooking, meeting, showering, etc. needs to set some time aside before their departing from the premises to make sure the place is as clean, or cleaner than it was before they had the privilege to use it. Your Mother/wife DOES NOT live or work here and it is up to each and every one of us to keep the facilities in good, clean conditions for ALL to enjoy.



Box Car frame under construction by CE&L Co.

### SIDE TRACK from OUR VOLUNTEERS

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--

**REMINDER:** *Anyone wanting to have an article/photo printed in the SPRR newsletter should have copy sent to [ecarnegi@calpoly.edu](mailto:ecarnegi@calpoly.edu) by the 20<sup>th</sup> of the month*

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

Andy Neher

Santa Cruz



Locomotives of "the Train at the End of the World", the Ferrocarril Austral Fuegino (FCAF). Left, No. 3, 2-6-2T CAMILA; right, No.2, 0-4-0+0-4-0 NORA. Photo from the FCAF website.



Young member firing 1914

**HELP WANTED  
STILL VERY  
MUCH OPEN**

**Photo Journalist**

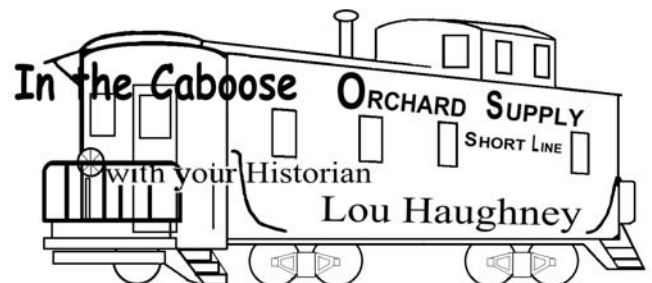
Needed to record highlights of events and workdays. Should have digital camera, note pad, and ability to attend events and workdays.

**Photo display organizer.**

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



Chemin de Fer Touristique du Tarn (CFTT) steam locomotives Nos. 4 and 3, left to right. Photo from CFTT website.



## 19 INCH GAUGE AND 500 MM GAUGE RAILWAYS

"Have you heard of the 500 mm gauge railroad in France?" SPRS member Olin Anderson asked this question during our visit at the recent Al Smith Day's events. We had been discussing the GWEN's compatibility with Billy Jones 18-inch gauge Wildcat Railroad. (The GWEN was featured in a recent issue of the SPRS Newsletter.) Olin pointed out that the 500 mm gauge tracks of the Chemin de Fer Touristique du Tarn (CFTT) are just a fraction of an inch wider than our 19-inch gauge. 500 mm converts to 19.6850 inches. Thus, the 500 mm gauge track is close to 11/16 inch wider than our 19-inch gauge track. May we consider the 500 mm gauge to be the metric system's equivalent of 1/3 standard gauge?

Following Olin's suggestion, I found information about the CFTT on the internet. The CFTT is located in the Province of Tarn in southern France. Its headquarters and terminal are in St. Lieux-lès-Lavaur, about 30 km (~18 miles) northeast of Toulouse. The rail line is about 3 km long (1-7/8 mile), and it crosses the Agout River on a viaduct 132 meters long and 20 meters high (430 ft and 66 ft, respectively). The roadway on the viaduct "is shared by cars and trains".

The CFTT has many similarities to the Swanton Pacific Railroad. Both started up within a few years of each other, 1975-6 and 1979. Both are operated and maintained by volunteer groups. The lengths of their lines and the track gauges are almost equal. Both have vintage locomotives. The CFTT has the oldest steam locomotive, its No. 5, a Decauville, type 1, an 0-4-0T, built in 1898, which spent its lifetime in New Caledonia. They are now restoring it. (Does that sound familiar?).

The CFTT is currently operating three steam locomotives. CFTT No. 1, a 0-6-0T Couillet built in 1910; CFTT No. 3, 0-4-0T Decauville, built in 1947; and, CFTT No. 4, a Decauville 0-4-0T, built in 1931. The latter two engines are somewhat similar in appearance to the British GWEN, particularly in respect to the stand-up cabs.

So, in many ways, the CFTT is a counterpart to the SPRR, a 1/3 scale railway to be put on one's wish of railroads to be visited.

Another currently operating 500 mm railroad is found at Ushuaia, in the Province of Tierra del Fuego, at the southern tip of Argentina, close to the Magellan Straits. This is the "Train at the End of the World", formally called the Ferrocarril Austral Fuegino (FCAF), or the Southern Fuegan Railway. This commercial railroad started in October 1994; it provides daily, year-round service to the Tierra del Fuego National Park, from a terminal just outside of Ushuaia.

Its steam locomotives are of recent manufacture although they are modeled after vintage types. The FCAF No. 2, NORA, was built in Argentina in 1994; it is a 0-4-0 + 0-4-0 type patterned after the Beyer Garratt type of about 1910. The FCAC No. 3, CAMILA, was built in the United Kingdom in 1995; it is a 2-6-2T type "based on the famous steam locomotives of the Lynton and Barnstaple Railway in England". This is a scenic route with the end of the southern Andes Mountains in the background. Here is another unique site to be visited by adventurous travelers seeking to ride 1/3 scale trains.

Reference sources: The above material describing the CFTT and the FCAF railways have been taken from their websites, which contain many photographs and much more information about their interesting histories and their current status.

Chemin de Fer Touristique du Tarn (CFTT)  
<http://www.cfft.org/Angleterre/pagegenerale.htm>

"Train at the End of the World", (FCAF),  
<http://www.trendelfindelmundo.com.ar/ING/Navigation/Principal.asp>

Another pertinent website, *Railroad Gauge Width*, "contains a list of railway gauges used or being used worldwide".

<http://parovoz.com/spravka/gauges-e.html>