

## SWANTON PACIFIC RAILROAD SOCIETY

Number 158

Cal Poly

Oct./Nov., 2006

### **ON TRACK with your Director**

Ed Carnegie:

Because of an over-whelming number of activities in both Sept. and Oct., it was decided that we would combine the Oct./Nov. newsletter. However, must start off by saying that we had a wonderful time in Alaska and would certainly recommend a trip of this sort to all. It was a great break from the normal routine. The highlight of the trip was an exciting sleigh ride, pulled by a variety of 16 huskies. If you would like to hear more on this just ask us and we'll be more than happy to share. The White Pass Railroad trip was enjoyable as well.

The first Sept. work day concentrated on making sure that all running gear and the right-of-ways were ready for the upcoming two major events, i.e., Santa Cruz Land Trust, followed by Cal Poly Day. On the Friday prior to Land Trust we had the opportunity to host the Agricultural Business Management and Natural Resource Management Depts. The faculty from these two departments came up to Swanton for a visit of the ranch, highlighted with a lunch at College Park and a train ride. On Saturday the final preparations were made for Sunday's Land Trust event by blowing the track, working on the engines, disking the train field at Folger.

Sunday morning the activities came together with land trust and SPRR volunteers fine tuning the details. The train crew—Edski, Pete, Geoff, Ken, Randy, Marty, Andy, Scott, Dennis, Robert, and myself we were able to provide train runs about every 30 minutes throughout the day for approximately 600 visitors. With all the activities,

accompanied by various music groups, an antique car group, the tasting of 67 varieties of apples, the station was always filled with people getting on the train and then cleared out between the runs. This was all handled very smoothly by our very own Station Master, and Mr. President, Fitz,

As a special attraction, Bill McNab, organized a redwood tree planting activity. We had six families volunteer to plant a redwood tree at Redwood Square, some for the fun of it and others in honor of someone or of an event in their lives, and some to just burn excess energy. Our usual gardening crew of Carol, Martha, Amy, and Mary Ann became sales personnel for SPRR's general merchandise for the day, and out did themselves in sales. Lou was busily entertaining and informing many guests that were interested with all the wonderfully displayed historical items of SPRR. At day's end the event was most successful. With Cal Poly Day scheduled the next weekend, Mary Ann and I drove home on Monday, to take care of final registrations, food preparations, and purchasing of supplies, only to drive back up on Thursday to get it all together for Sunday's event. On Friday, we were joined by Oregonian Dennis, Pete, Andy, Scott, Amy, Bob, McNab, Brendon, Pamela and baby son Ace. The train field was finally disked to completion so that some Christmas tree planting will be able to take place this winter. All rolling stock was inspected, the track blown off of any debris, and we were ready for Sunday's event. On Saturday, Stan, Martha, Kyle, Robert, Geoff, Randy, Estelle, Fitz, along with the Cal Poly BBQ crew arrived. Every one, all day long, chipped right in with Cal Poly and SPRR's "hands-on" philosophy.

Regarding the Cal Poly BBQ team we just have to say that SPRR is so so fortunate to have this great team assist with the event and with cooking a great meal. By the end of the day on Saturday, everything, was washed, cleaned, tables set up, meat trimmed, etc. etc. and we were ready for our Cal Poly Day guests.

Sunday, Oct. 1, arrived—and it was raining over in Scotts Valley, and on the central-coast, but not for us here at Swanton. Though a bit on the chilly side—it provided a great day to sell our hoodias and other RR memorabilia. If you pushed the snooze alarm one to many times and missed the chance to get one of our new items—our very own SPRR clocks—we will try to get more for next year. Between Marty and Pete getting these assembly line manufactured we completely sold out on the first run of these. Mc Nab's dahlia garden was ood and awed over continuously, and many Kodak moments were clicked in front of the rainbow of colors. A few hardy souls even stopped along the train route to plant a redwood tree in the redwood grove. By hearing all the comments off and on during the day—nothing but positive feedback was heard—from just enjoying the beautiful grounds, to having small family gatherings with friends and family, to riding the trains, partaking in the many offerings of the ranch, enjoying the MG car club that came—[many of whom are alum], to enjoying the delicious BBQ. It was another successful event. We had a crowd of a little over 350 in attendance. There were over 30 alumni making a great showing from all colleges. [the greatest numbers were 11 from Agriculture and 8 from Engineering] A few young ones in attendance expressed an interest to try and get back over to volunteer for the society.

The ranch personnel had a great booth set up to meet and greet the guests with their ranch projects, to explain what they are doing in the way of logging, forestry, conservation and other student endeavors. A walking tour and a calf roping with live horse, on-site, were well attended and enjoyed by all.

With just a little over a week between Cal Poly Day and the October scheduled work weekend, in addition to all the prior events we still had many of our volunteers—Stan, Martha, Bob, Pete, Amy, Scott, Rick, Fitz, Randy, Mary Ann and myself come out to work on some various projects. The road grader was put back into operation, a second

disking in the train field was completed, a small engine for a trencher was over-hauled; a frog for a switch was made, and maintenance on the 1912 was continued. For those that stayed over, Martha cooked up a delicious dinner.

It has been an exciting, and more than busy two months, but once again the volunteers of SPRR worked as a team in getting much accomplished and being very successful in the hosting of several events as well as in providing safe and enjoyable train rides for all. Your help in making this all possible is always very much appreciated.

#### NEW SOCIETY SUPPORTERS are:

Pete Arney	Orangevale
Zach Friend	Santa Cruz
Kyle Plaskett	Aptos
Cheryl Romero	Sunnyvale

*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. Also be sure to introduce yourself to both Pete McFall, Secretary, to obtain your membership book with bylaws, etc. & then to Bob Wilkinson so that he can make up your very own "gold", laminated nametag with all pertinent information.*

#### **Down Behind the Railway**

With your President, air monkey, & car-barnist.

Reynold 'Fitz' FitzPatrick

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My Fellow Swantoons:

The eleventh hour of the eleventh day of the eleventh month.

For our parents and grandparents, and perhaps some of you, the Great War had ended. The *war to end all wars* was over and spontaneous joyous celebration occurred throughout the country. The signing of the armistice, in Compiegne, France, took place at 5 A.M., November 11<sup>th</sup>, 1918. Of the Military Clauses on the Western Front the first read: "One - Cessation of operations by land and in the air six hours after the signature of the armistice."

Thus giving rise to the 11<sup>th</sup> of the 11<sup>th</sup> of the 11<sup>th</sup>.  
 President Wilson proclaimed the first Armistice Day, November 11<sup>th</sup>, 1919 with, in part, these words:

*To us in America, the reflections of Armistice Day will be filled with solemn pride in the heroism of those who died in the country's service and with gratitude for the victory, both because of the thing from which it has freed us and because of the opportunity it has given America to show her sympathy with peace and justice in the councils of the nation*

Public Resolution 67 of the 66th Congress enabled the honoring of an Unknown Soldier to be entombed in the plaza of the Memorial Amphitheater at Arlington National Cemetery on November 11<sup>th</sup>, 1921, following the lead of the French and British. That is a story in itself, too long for here.

“Here rests in honored glory An American Soldier Known but to God. “

By Act of Congress in 1954 Armistice Day became the Veteran’s Day we now honor.

So much for today’s history lesson, it’s merely coincidence that this November 11<sup>th</sup> is a Swanton Workday and General Meeting for the election of officers. There were no nominations for the offices, (President, Second and Fourth Vice Presidents, and Secretary) other than the incumbents; myself, Andy McLean, Randy Jones, and Pete McFall respectively. Election will be held Saturday, November 11<sup>th</sup>, noon (Swanton time). As usual we accept email and letter ballots, actually – just about anything, for those of you who cannot attend the meeting.

I can only assume that you believe the officers are performing their duties well. May I invite you to involve yourselves in the operation of the Society, we could use the help. In particular we need additional conductors, firemen (and firewimmen), and engineers.

As for immediate projects:

Pete arranged to borrow a small trencher to run the conduit for the signals at San Vicente. Unfortunately the 7hp engine was inoperative. Fortunately the Patch ‘ana Promise repair shop, under Bob W’s supervision, made it operational. So bring your gloves (we have the shovels).

EdSki brought the skeleton of his Keystone passenger car up from Williamson’s Auto body and Truck in Salinas. Bob Williamson had previously cleaned and painted our ballast car and we duly impressed with his work. He cleaned, primed and painted the Keystone car skeleton and it looks grand. If you have need of body work or painting on a truck, or a whole fleet of trucks, Bob’s the man to see. (Williamson's Auto Body & Truck , 288 Echo Valley Rd, Salinas, CA 93907, 831 663-3568) He also has a very Short Line railroad as you might have guessed.

We have the decking for the car, it only needs to fitted to the frame and edged at the entrance ways. Also Rick could use help in cleaning and painting the trucks – they too were subjected to salt water damage way back when before Al purchased them. All inside work if the weather in inclement.

So my friends, come on over for the elections, trenching, car work, and fun. And if I don’t see you have a grand Thanksgiving and remember Guy Fawkes

Fitz



Double header Cal Poly Day



Ropping demo by Gorden



Registration at Cal Poly Day

### UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

Nov. 11-12 work weekend/elections & Board Mtg.

Dec. 09-10 work weekend—

#### WREATH MAKING

Dec. 30 getting ready for New Year's Eve Run

Dec. 31 New Year's Eve Run/potluck

Jan. 13-14 work weekend



Tree Planting crew as train leaves for Folger

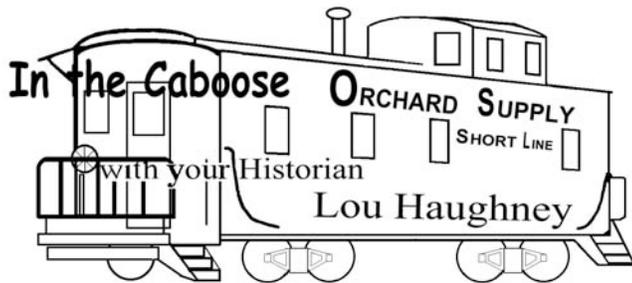
I am very happy to say that WE HAVE A THEME FOR NEW YEAR'S—"electrical illumination". This was suggested by our creative volunteer Pete McFall, and approved by many. So let's turn our brainy, idea "lights" on, and get going on what the decorations will be in the Cal Barn, on the trains, the grounds, and perhaps even yourselves for the festive New Year's Eve celebration. Remember too that this will be potluck so start thinking of what illuminated delight you may bring.

The Nov. weekend will be work day on Saturday with elections of new SPRR officers, a board Meeting on Sunday followed up in the afternoon with a trip up the road to visit Ken McCrary's vast collection of antique engines, etc. I am contacting the Ag. Commissioner's Office of Santa Cruz, to verify, that if we make wreaths this year, can they be removed from the premises? Last year, you may recall that some infestation had occurred and a quarantine was put in place for removal of any greens. We shall keep everyone posted on this—we will make wreaths no matter what—even if they are just to decorate the Swanton facilities.

As mentioned in articles above—Sept. and Oct. have been extremely busy months, as have other times of the year. Now that the holidays are approaching and we reflect more and more on family and friends Ed and I would like to again say thank you all so very much for all that you contribute in a wide variety of ways. We are thankful for each and everyone one of you and we want to wish our Swanton family a most thankful

Thanksgiving and that you may spend it in good health with your family and friends.

**PLEASE: anyone wanting to stay overnight for work weekends, call or e-mail reservations in ASAP.** Facilities are limited & we want to make sure we can accommodate everyone. Call (805) 995-3659 or e-mail [ecarnegi@calpoly.edu](mailto:ecarnegi@calpoly.edu). *It also helps in trying to successfully plan for how many people are staying for a Sat. night dinner.*



Reprinted from *The Model Engineer and Electrician*

June 16, 1921, pp. 478-479

### **A Large American Miniature Railway Locomotive.**

BY HENRY GREENLY, A.I.LOCO.E.

I am indebted to Mr. A. W. Line, my American model-making correspondent, for the accompanying pictures taken of the "Overfair" miniature railway rolling-stock, at the Panama Exposition a few years ago. While the subject matter may be considered a back number, the difficulties in the transmission of photographs during war time prevented their publication. For this reason these notes will be as much news to your readers as they were to me on their receipt a few weeks ago.

The engines used at this railway, as far as I can gather, are the largest "miniature" locos. that have been built, and are certainly much finer examples of American practice than the ill-proportioned machines made by firms across the herring pond in the early days of 15-in. gauge railways.

The tendency in recent railways has been to increase the rail gauge. Several exhibition lines

have been constructed to 18-in. gauge, and in the Panama railway Mr. L. MacDermot, the owner, builder and operator, decided on 19-in. gauge. This in undoubtedly wise procedure, as very stable covered cars could be built to this gauge, vehicles which at the same time would not dwarf the engine.

Four Pacific (4-6-2 type) engines were built for the Panama line. The leading dimensions of these machines were as follows:-

- Bogie wheels, 12 ins. diameter.
- Coupled wheels, 26 ins. diameter.
- Trailing wheels, 15 ins. diameter.
- Tender wheels, 12 ins. diameter.
- Bogie wheel base, 25-1/2 ins.
- Bogie wheel to leading coupled wheel, 20-3/4 ins.
- Leading coupled to driving wheel, 28 ins.
- Driving wheel to coupled wheel, 28 ins.
- Coupled wheel to trailing wheel, 43-1/2 ins.
- Tender bogie wheel base, 22 ins.
- Cylinders, 8 ins. diameter by 9 ins. stroke.
- Valve gear, Walschaerts.
- Grate area, 8 sq. feet.
- Boiler pressure, 200 lbs.
- Air brake pressure, 60 lbs.
- Tender coal capacity, 1,000 lbs.
- Length (engine), 17 ft, 2 ins.
- Length (tender), 9 ft., 11-1/2 ins.
- Length (total), 27 ft. 1-1/2 ins.

My correspondent gives the heating surface as 443-1/2 sq., ins., but this is obviously a clerical error, although, reviewing the whole available dimensions of the engine, to reckon it as square feet instead of inches would give a rather higher figure than seems possible. However, if certain dimensions were obtainable, such as tube size and boiler diameter, I could have made a reliable estimate.

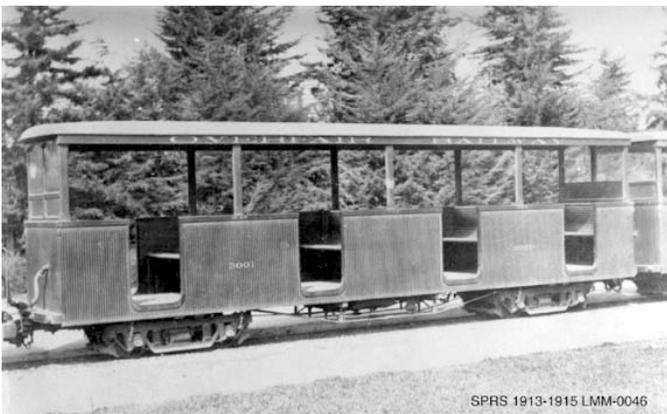
The cars were 21 ft. long, 6 ft. 6 ins. high, and 42 ins. wide, each carried on two bogies having wheels 12 ins. diameter, and holding 16 passengers. The trucks had equalized axleboxes and air brakes fitted to all wheels. Automatic couplings were used throughout, the type being Sharon's made to half scale.



One of the Pacific Type Locomotives of 19-inch Gauge

The length of the line was three miles, the main terminus being at the Machinery Hall. As will be seen from the photographs, the locomotives were extremely well proportioned and of realistic and pleasing appearance, the couplings, air pump, and cab windows being the only features out of scale.

The passenger cars were painted the standard Pullman green colour with lettering and numbering in gold similar to full size cars. The maximum load was found to be 18 of these cars with sixteen passengers to each or 16 cars with 32 passengers to a car. The maximum grade was 6 percent, (1 in 50) and the minimum radius of curves 125 feet.



Double Bogie Passenger Cars on the Miniature Railway originally shown at the Panama Exposition

It is understood that the locomotives and cars of this exposition railway are now running in pleasure parks in South American cities.

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The British journal, *The Model Engineer and Electrician*, was a highly respected and popular monthly magazine for serious model makers of mechanical, steam, and electrical systems.

Publication began about 1900 and continued through, at least, 1933.

Information about the article's author, Henry Greenly.

"Born in 1876, Henry Greenly formed the nucleus of a small group of men who were responsible for the development of miniature railways in Great Britain and Europe at the end of the nineteenth century. His most impressive work was the construction of the 15 in. gauge Romney, Hythe & Dymchurch Railway (RH&DR) in Kent.", from a blurb for the book *Miniature World of Henry Greenly* by E. A. Steel and E. H. Steel, his daughter and her husband.

Henry Greenly wrote many articles and books. His *The Model Locomotive*, 1904, served as the basis for his later definitive book *Model Steam Locomotives*, 1st edition in 1922. The 8th edition of that book was published in 1954 with revisions by the Steels. (Reprints or copies of these books can be found through internet searches.)

Greenly's favorable comments in the above article about MacDermot's exactness in building the 1/3 scale engines and in using 19-inch gauge tracks are especially welcome from this distinguished and authoritative designer of seven, 1/3 scale, Pacific locomotives for the RH&DR, which, however, ran on 15-inch gauge tracks!

This copy of Greenly's article was found recently in Al Smith's papers by one of his sister's families. The article included the two photographs included above. We have used for this publication scanned duplicates from Al's collection of MacDermot/Overfair pictures. The captions with the photos, however, are copied from those accompanying the original article.

Besides their both using 1/3 scale locomotives, there is another connection between the Romney, Hythe & Dymchurch Railway and the Swanton Pacific Railroad. Early in 1982, George A. Barlow, recently retired after 35 years service as Chief Driver on the RH&DR, visited Al Smith at Swanton and took turns at driving the 1913 MacDermot locomotive. Barlow returned for a second visit a few years. (SPRS Newsletters, August and September, 1996).