ON TRACK with your Director

Ed Carnegie:

Apologies first for not getting an October newsletter published—however, the BUT statement is—we all had four weekends in a row of going back and forth to Swanton; two the end of September and the first two in Oct. thereby leaving only two days each week to take care of our other community and personal involvements here at home. The majority of the time was spent getting ready for two major events—Santa Cruz Land Trust and Cal Poly Day, both of which were very successful thanks to all the assistance given by all of our volunteers. The Sunday of the Land Trust Run had provided such great warm weather that a heat kink in the rail approaching Windy Point had caused the pilot truck from the locomotive to derail. A crew was quickly dispatched, and with jacks and crowbars was able to re-rail the pilot, clear the locomotive and cars from the “kink” area, align the tracks sufficient and finished the day’s run. This had been the very last run for the day so most of the crowd was already gone. During the following week the track crew, surveyed, re-aligned, ballasted and leveled approx 300 ft of track in this area to have ready for Cal Poly Day. During the process it was discovered that one section of the track had a radius of 110 feet. Our locomotives usually don’t like anything under 125 ft. Upon completion of this project, the minimum radius through Windy Point was made to be 150ft. Hopefully we won’t have any more problems within that section of track.

Cal Poly Day was a great success, with a significant showing of alumni and the College of Agriculture had the most representation with over twenty attending. Our sincere thanks go to our infamous SLO BBQ Crew. Having them take care of the cooking, etc., sure makes the event planning so much less stressful for all of the rest of our volunteers.

During each of the events numerous compliments were received on how wonderful everything looks; how well all the equipment was operating, and how professional, and smooth all train operations were. As always, this is great to hear, and certainly indicates that our training program is alive and well. This is also a result of EVERYONE contributing in some way or another. Many of whom not only came on work weekends, but also came during the week to do extra clean up, maintenance, etc. Fitz and crew did a wonderful job in reorganizing, cleaning, and just spiffing up the carbarn. Geoff and Bruce have been doing likewise in the machine shop—installing new cabinets, organizing, and acquiring necessary tooling. And then of course the engine crew in the round house have been cleaning out the tenders, packed valves and made sure the injectors and fuel systems were ready for the runs.

Progress is also being made on the red tag issues. Recently four building permits were issued. This now gives us one year to make progress or complete the following projects: water tower, fuel storage, the station and the car storage area alongside the car-barn. Of these four projects, the car barn storage will be the most demanding. It requires a completely new foundation system, as well as roof and sheer wall panels to meet the new seismic standards. The train station will require a whole new roof with additional fasteners.

Though the busy run season is over and things are settling down to the one work weekend a month.
we will still have lots of projects to do to stay busy. Hope to see many of you in our upcoming work weekends.

NEW SOCIETY SUPPORTERS are:
Corwin Lakin
Los Gatos, CA
Charlie Weigle
Mountain View, CA
Charles Knoth
San Jose, CA

On behalf of the entire organization, we welcome 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.

UPCOMING EVENTS/PUBLICITY
Mary Ann Carnegie
Nov. 10/11 volunteer work weekend
Dec. 08/09 volunteer work weekend
Dec. 31 New Year’s Eve Run

PLEASE: anyone staying overnight for work weekends, call or e-mail reservations in ASAP. Call (805) 995-3659 or e-mail ecarnegi@calpoly.edu. Facilities are limited & we want to make sure we can accommodate all. This also helps in successfully planning our Sat. night dinner.

Whew! Busy busy it has been, but we shall all look forward to rest of the year with full steam ahead! The holidays seem to be approaching faster and faster each year, but always with great anticipation. And from the rumblings I’m hearing—Pete and others have some great ideas in the works for New Year’s and its evening runs. For October, we hope your Halloween will be filled with lots of treats. Our November Saturday night work weekend dinner has been spoken for by our very own El Presidente—Mr. Fitz. He has graciously volunteered to do the dinner that night. December we are still planning, but do know that the workday on Sat. will be spent making wreaths and getting ready for New Year’s Eve. To date have not had the Santa Cruz Ag. Commissioner confirm which counties can accept wreaths made within Santa Cruz because of the SID or other DUD’s, etc. Will try to get this confirmed ASAP.

Since this is the Nov. newsletter—Ed and I would also like to wish each of you a very safe and blessed Thanksgiving. We hope that wherever your travel journeys may take you that you will be safe. We also would like to take this opportunity to thank each of you for all that you have shared or given, not only to Swanton, but to us. Swanton has certainly benefited greatly from all our volunteers and their vast contributions, but the best gift by all are the gifts of the many friendships gained. For that we are most thankful. Have a wonderful Thanksgiving

ED and Mary Ann

SIDE TRACK
LED SEARCHLIGHT SIGNAL

Over the last few years Pete has been acquiring railroad searchlights signal lamps, installing them and gathering information on how to use them. Railroad searchlights signal change color by moving a colored filter in front of a focused white light in order to produce the desired color: red, green or yellow. In order to make them more useful in our environment and possibly drive them with solar cells it would be beneficial to illuminate them with LEDs. The first attempt was to try to find a direct replacement for the incandescent light bulbs. When this was tried the light was so dim one could barely see it. I than got interested in the project, and found a reference that said if trying to use a LED for an auto tail light use red LEDs. This sparked my interest so I went to the WEB to learn more.

LED spectrum for white, red, green and Yellow

A white LED does not produce a complete white light spectrum, like an incandescent light.
The white LED spectrum has very little energy in the red wavelength. When a white LED light passes through a red filter all the light that is not red is lost. Once it was determined that filtering white LED light would not work it was decided to try an array of red, greed, and yellow LEDs arranged so all of one color could be turned on at once.

Selecting super bright narrow beam LED produced sufficient brightness to be seen hundreds of feet away on a bright sunny day. Adding a diffuser between the light source and the lens reduced the hot spot affect and produced a realistic useful searchlight signal. The LEDs use less than a tenth of an amp at 12 volts and would run for many hours on a 12 volt battery, and also last five times longer than an incandescent light bulb.

Overfair Railway train, locomotive 1913, moving out of Main Yard with a light passenger load. Grandmother, mother, and toddler in front passenger car. Back of Machinery Palace on left of tracks. PPIE facility building and water tower in left background.
Overfair Railway train, locomotive 1913, crossing a plaza and heading towards the Canadian Pacific Building at left.
Note: Same family of 3 in front passenger car as seen in above.

Enlarged view of engine distinctly shows two persons in its cab; most pictures show only one person in cab.

Left: Overfair Railway tracks (2) leading out to main line along the San Francisco Bay shoreline. Back side of the Machinery Palace on the far left. Right: Overfair Railway Main yard, passenger car storage tracks.

Right background: PPIE facility building. Far right background: Steamship at PPIE dock.

This picture, shows that the Overfair Railway had two styles of passenger cars; namely, one with double seats in which the passengers alternate in the direction they face (car no. 1), and, one with all seats facing in the same direction (car no. 2). Other differences are in the wheel trucks, the side openings for the passengers, and in the overall height.

A quick survey of our other Overfair Railway photos indicate that the first car, with alternate facing seating, is the more numerous type by far. We have not yet found any other photos of the second type with seats all in the same direction.

An enlarged view of this photo, which will be displayed in the OSH Caboose, shows those differences much more clearly.

Editors note:
Our Chief car was built with the same 6 wheel trucks. The information I received when building the chief car from Jim Holms, how had salvaged the 6 wheel trucks, was that L. McDermott had built two passenger cars with the 6 wheel trucks. These cars carried 20 passengers, were longer than the standard 16 passenger cars and were equipped with 10 flop back seats, so when the car reversed direction the seat backs could be flopped and the passengers would be facing forward. They ended up at the San Francisco Zoo re-trucked but were so long that they had a tendency to derail on sharp curves, so were destroyed. I have always wanted to build one of these cars.

Ed