Reminder

Our workdays for August are Wednesday evening, August 7th, at Cal Poly, starting at 6:00 P.M. and at the Swanton Ranch, Saturday morning, August 10th, starting at 9:00 A.M.

On Track
with your Director,
Ed Carnegie

Every month seems to be as busy as the last, or busier. This past work day we saw the car barn's new siding ballast and leveled. The original part of the car barn was also lowered and leveled. Bob Nichols, as usual, makes any tractor work look easy. The track was then reinstalled, leveled and made ready for concrete. The round house task force was very quiet, but they did make sure that the locomotives were ready. In fact, Randy came back the following weekend and spent a day on the steam dome gasket.

A week after our work weekend I made arrangements with the farm crew to help with some concrete. On Tuesday morning about 8:00 am a pumper and the first truck load of concrete arrived. An all girl crew, plus myself, managed to skreet and work the concrete into place. Much thanks and appreciation goes out to LaDonna Seeley, Sharon Brown, Emilie J Chiarion (same initials as me—EJC), Rachel Colacchia, and Mary Ann Carnegie, for all their hard work, sore muscles, and a job well done. The pumper operator half-way through the job looked at me and said that this crew works as well as many professional crews that he has worked with. By 10:00am we had 19 yards poured in the car barn and a new ramp in front of the ballast storage area. After the pour was completed, we (Emile, Mary Ann and I) raced against time, or the hardening of concrete, to get the track completely edged (4 tracks @ 88ft. = 352 feet) and finished work concrete! Some were really feeling muscles they never knew existed and then some! But the job is completed and thanks to all who helped.

The next three days were spent laying ties, setting track and placing frogs for the siding into the car shop and old car barn. The crane car really comes in handy when you're by yourself and you want to work track—it's a big help.

In case some of you are finding yourself lost in the machine shop, or that you are unable to locate things—you'll have to ask Mary Ann where it might be. She got into one of her "Harttie Housewife" moods and swept and organized the place some. My comment after seeing the shop—"How will we ever find anything?"—her response was "How did you ever find anything in this mess in the first place?" Anyway it is cleaner, so let's try to keep it that way.

Congratulations to Elmer and Francis for 50 years of bliss! You have to really hand it to Francis for all that has gone on these last few months. To help celebrate the day, the Golden Spikes (retired SF RR workers) had a BBQ and train ride on Saturday the 27th of July. Marty Campbell and Geof Tobin, operated the 502 and all went well. Lou Haughtney came down to prune what were AIS favorite roses against the car barn and then he set up his new display rack so the Golden Spikes crew could stroll down memory lane a little bit. Bill McNab came back from his vacationing in Oregon just in time to groom the lawn for the Golden Spikes outing. Glad you're back Bill to help with the huge lawn area, and to keep the "buffaloes" under control. They are out there— you just have to look!

Items that will be coming up either for the August or September workday are as follows:

- Workdays—Saturday, Aug. 10, & Sat. Sept. 14
- General cleanup for the Santa Cruz land conservancy day which is the last Sunday in September
- SFRR will be hosting the Calif. Speedsters Mtg. on August 24.
- Track crew as usual will work on replacing ties.
- Car Barn crew; finish the last two switches, place the second crossing and level the new track.
Swanton Pacific Railroad Society

August 1996

- Roundhouse crew has a lot of brake work to do and detail work on the 502.
- Cleanup and organize the car barn and machine shop before any new projects are undertaken.

New memberships received in July were as follows:
- Barbara Anspaugh Walnut Creek
- Robert Perry San Carlos

On behalf of the entire organization we welcome each of you into our "train family" and we certainly look forward to seeing you at some of our next events. Many of our members may not recognize you right away so please introduce yourselves so that we can get to better know you and vice versa.

So business as usual, there are lots of "projects" to do we look forward to seeing you at any of the next workdays in August. Remember in August we will have a general meeting, as well as a special hike up to the waterfalls. Read about this further in the newsletter from Bill McNab.

See ya soon and thanks again for all your help.

Behind the Throttle
with your President, Bill McNab

Remember the Saturday, August 10, workday schedule is as follows:

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>9:00AM</td>
<td>Work</td>
</tr>
<tr>
<td>10:00AM</td>
<td>Lunch</td>
</tr>
<tr>
<td>11:00AM</td>
<td>Open Meeting</td>
</tr>
<tr>
<td>12:30PM</td>
<td>Waterfalls Hike</td>
</tr>
</tbody>
</table>

This is a great family outing opportunity. After lunch there will be movies shown in the red house for the younger crowd, while the meeting is in progress. Then a group family hike to the Big Creek falls on the McCravy property with giant redwoods, nutmeg trees, ferns and other flora along the way.

With luck, we won't rename Big Creek to "Slippery Rock", "OOPS-in-the-Creek", or "Mountain Lion Swift Creek Retreat", or "Big Bear, run-run Creek".

Bob Nichols reported that while using the back hoe to dig out the culvert drain pipe and replace it with a much larger capacity tube under the track leading to the car barn, he remembered digging the original culvert the first day he came to Swanton to work. Bob said it is a reminder of how fast time passes. The new drain pipe should be able to accommodate the runoff from occasional monsoons hitting the Santa Cruz mountains.

Randy Jones and Marty Campbell worked on the 1914 late in June. Greg Duff worked on his overhead crane project in the car barn. The 1914 steam engine was fired up to check out the long awaited completion of repairs. Randy, Marty, Marty's wife, Carol, and Greg Duff assembled for a leisurely ride down the track through the shade on a hot day. The engine hadn't been run for over a year. As the casual observers the steam engine ran superbly—no grunts or groans, no clanking, no balkling. Carol Campbell also worked on weeding and watering the flower areas.

Ed supervising the "all female" spreading team.
Left-right: Ed, Rachel, Sharon, Emilie
In the Caboose

with your Historian,
Lou Hargrove

Early in 1982, a retired English driver, George A. Barlow, visited the Swanton Pacific Railroad in order to see the MacDermot Pacific locomotives. Barlow had just completed almost 35 years of service as the senior engineer, or driver, on the Romney, Hythe and Dymchurch Railway (RH&DR) in Kent, England. His interest in the MacDermot locomotives was due to their similarity to the locomotives he had been driving on the RH&DR. Those locomotives were also 1/3 scale Pacifics. Five of them were reproductions of the Pacifics designed by H. N. Gresley in the early 1920s for the London and North Eastern Railway, and two were based on the Canadian Pacific Railway’s version introduced in 1919. Although 1/3 scale, they ran on the RH&DR’s 15-inch gauge track whereas MacDermot maintained the 1/3 scale for his trucks, namely a 19-inch gauge.

Barlow first learned of the MacDermot locomotives in the late 20s through pictures of one of the engines in Henry Greenly’s Model Steam Locomotives. (Has anyone seen or heard of this early English book?) Later, he heard much more about them when he was corresponding with Frederic Shaw in the early 50s. The first chapter of Shaw’s book, Little Railways of the World, describes the RH&DR with photos of Barlow.

Upon his retirement in 1980 or 1981, a Retirement Fund was set up on Barlow’s behalf to finance a trip to America by him and his wife. High on his list was “to see those California one third scale machines”, the MacDermot engines at Swanton and the Venice engines at the Wildcat Railroad in Los Gatos. After his trip, Barlow wrote out by hand a seven-page (legal size pages) account of his visit; it is entitled “In Search of the Venice and Overfair Engines”. A copy of the handwritten version and photographs of his visit to Swanton have been found in Al Smith’s collection of memorabilia.

A type-written version of the account is in the Al Smith files at the California State Railroad Museum. (I do not know if the report was ever published.) Here are a few interesting excerpts from Barlow’s report.

“There was a good deal I liked about the Overfair engines, such as the man-sized four bolt flanges on the steam pipes and the general robustness of the design but, on the other hand, the bogie taken out of 1913, when she was given 1912’s bogie recently, looked a comparatively flimsy affair with small axles and bearings and I was very surprised to see that there was so little provision in the bogie for side play and understood why MacDermot had trouble at the Oakland Zoo. … One thing I did not like was the driver’s position, which means sitting sideways in the side window. … It was a great experience to examine this machine (No. 1913) which was well cared for, had half a glass of water and was ready for the match. … I hope that one day I will hear her puff!”

‘Al Smith … was rather reserved with us at first but soon warmed and we had a long talk in his shed, where he had most of the MacDermot drawings, some priceless pictures of the Overfair Railway, a refrigerator full of beer, and a lavatory in a dark corner, where music played automatically when the light was switched on! Al is obviously a great character who has retired from his business and is doing his best to preserve his share of the Overfair engines.”

Barlow tells of an interesting American visitor to the RH&DR about 1957. “A little, quick moving, bright-eyed man with an American accent” visited the RH&DR to see the Romney engines. Upon sighting engine No. 10, named Dr. Syn, the man exclaimed, “Gee, I’ve locomotives just like that back home!” Barlow replied, “Then you must be Billy Jones.”

After visiting Swanton, Barlow went on to Los Gatos to see the ex-Venice Railway No. 2 at work. Then, he went to Southern California where he, with friends, was able to find the Overfair Nos. 1914, 1915, and 1500, which were awaiting sale by the Los Angeles County Public Administrator out of Jervis estate. Barlow writes, “…we were able to give Al Smith up to date information” on the location and pending sale of the equipment.

A copy of Barlow’s hand-written report and a few photographs of his visit to Swanton will be posted in Al’s caboose. One of the photos shows Barlow and Neil Vodden seated in the cab of No. 1913 and looking out the back at the camera. If any of you remember his visit here in 1982 and have more information about it, please let me know. Did Barlow return a year or two later “to hear No. 1913 puff?”

A brief account of the Romney, Hythe and Dymchurch Railway is appropriate. It was still operating in 1995 on a daily basis from Easter to the end of September. It is a 14 mile long, single 15-inch gauge track with a turn around loop at the southern end at the Dungeness Lighthouse on the southeast coast of Kent, England. Two racing car enthusiasts, Captain Howe and Count
Zabrowski, built it in 1927-1929. "Captain Howey saw his line thrive for thirty-six years before he died; his partner, Count Zabrowski, was unfortunately killed when racing soon after the line opened. Incidentally, he really had a racing car called 'Chevy Bang Bang.'" The railway was an operating narrow-gauge railway with heavy, daily traffic along the Kent coastline for passengers and freight until the early 1960's, after which it decreased its schedule to operate from spring to early fall when it became dependent upon the holiday and tourist clientele vacationing on the Kent coast. As mentioned earlier, it had, in 1980, a roster of seven 4-6-2 Pacifics, two 4-8-2 Moguls, a squat 0-4-0, and two petrol locomotives. (The material for this last paragraph is taken from a small book from England, Discovering Preserved Railways, (1986) by F. G. Cockman and from an article in the Travel Section of the New York Times, Sunday July 9, 1995.)

Observation Car

On July 4, Niles Canyon RR was having a members and friends train run with BBQ at Sunol. A certain someone from Swanton was fed up with their hospital stay and cabin fever, and thus felt he needed to get out and about. So...off early to Sunol.

They arrived so early that no one was around. After awhile the steam engine rounded the bend and after inquiring, was welcomed aboard the engine for a trial run down the track. He ran into a few old Southern Pacific Buddies from way back and also the 2472 engine group had a contingent in attendance.

After the main train run, the Swanton man was asked by his old SP buddy, how the roadbed felt on the ride? The Swanton man replied, with a wry chuckle, 'That the roadbed felt fine, but the throttling was a little rough' (engineer lingo for jerky start/stop and operation). Our man knew that his SP buddy was the engineer and the guffaws from the group were heard loud and clear.

A good time was reportedly had by all as reported by Francis Stone.

Remember this is your part of the newsletter! I know we have some really good observationists, as well as what ever else you may want to call yourselves—but we would really like to hear from you. Good, bad, or indifferent we want to hear from you. You can make yourself known or you can remain incognito—but this is your newsletter and your organization—so speak up. Your words will be heard via the Observation Car.

Please submit ideas, suggestions, and/or general comments that you would like to see published in the newsletter. All "observations" must be submitted by the 25th of each month in order to make the printing deadline. Please submit your "observations" to Jim Matheny, c/o BioResource and Agricultural Engineering Dept., Cal Poly, San Luis Obispo, CA 93407.

Calendar

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aug. 7</td>
<td>Cal Poly work evening</td>
</tr>
<tr>
<td>Aug. 10</td>
<td>SPRS workday</td>
</tr>
<tr>
<td>Sept. 11</td>
<td>Cal Poly work evening</td>
</tr>
<tr>
<td>Sept. 14</td>
<td>SPRS workday</td>
</tr>
<tr>
<td>Sept. 29</td>
<td>&quot;Land Trust Days&quot; (steam run)</td>
</tr>
<tr>
<td>Oct. 13</td>
<td>&quot;2472&quot; (steam run)</td>
</tr>
</tbody>
</table>

Molly Engleman—walking softly, but carrying a big stick!
Ranch Update

New changes are taking place in the management at the Swanton Pacific Ranch. After 4 years as Associate Dean of the College of Agriculture, Wally Mark has been assigned to become the Director of the ranch. Wally will oversee the entire operation of the ranch and work closely with the Swanton Pacific Railroad Society. His position will be effective on Sept. 1st. Wally and his new wife, Laurie, will be living at the old school house that is just up the road a piece. Now instead of going into town for dinner after a long workday we can all coverage on their house. Laurie, what time is dinner so we can plan accordingly? Also by Sept. 1st, the ranch will have a permanent Ranch Supervisor. Interviews of the potential candidates have been completed and the necessary formalities need to take place before an announcement is made. We all look forward to working with our newest neighbors.

Name Tags

New name tags have been made for all members who have paid dues, prior to June. These tags have been brought to most of the workdays for you to pick up. If you have not received your name tag yet, we will mail out all of the tags that we have, in the September newsletter. We encourage you to wear your name tag to all of our activities to show our guests who our members are and also to let everyone learn your name.

Membership

Annual dues to the society is $25.00 per person. Dues are collected during the first of each year. Any correspondence to this newsletter or change of address and/or phone number should be sent to:

Swanton Pacific Railroad Society
BioResource and Agricultural Engineering Department
Cal Poly State University
San Luis Obispo, CA 93407

(805) 756-2620
(805) 756-2626 FAX
http://www.calpoly.edu/~ae/swanton/sprs.html