



# THE HERALD

Official Publication of the Sacramento Model Railroad Historical society

March 2017

<http://www.smrhs.com>

Celebrating our 68th year



## KNIGHT FOUNDRY SAVED

The Knight Foundry in Sutter Creek has been acquired by the city. The city was given the buildings, they now have to raise money to purchase all the machinery in the buildings. The building is full of historic machinery used to build machines for the mining and lumbering industries. There will be an open house on Sunday April 2.

<http://knightfoundry.com>

## Notes from the Head End

You are invited to participate in our bi-monthly business meeting on Friday, March 31<sup>st</sup>. Meeting starts at 8 PM and generally lasts about ½ hour. This is your chance to learn about the state of our organization and find out what's going on.

We are now six months into our fiscal year; this means we are six months away from Board of Directors' elections at our meeting at the end of September. Are you interested in helping with the business end of our non-profit organization? This is your chance. Read up on the 5 director positions (Pres., Vice Pres., Secretary, Treasurer and 3 year director at large) on our web site, under the [Resources](#) page, Society Incorporation Documents. At our May meeting we will be looking for a Nomination Chairperson to begin the process of collecting names (please volunteer now if you want to take this on).

Mark your calendar and reserve the date: Saturday May 13<sup>th</sup>. Once again we are hosting the Sierra Division of the NMRA for a morning proto-op's session followed by a \$5 BBQ lunch. We will need members to help the visitors as well as supplying road and switch engine power. Plan on showing up around 8:30 AM and spending most of the day.

I hope to see you at the March business meeting.

Dave Megeath,  
President SMRHS 2016-2017

**2016 OFFICERS AND COMMITTEES**

**Board of Directors**

President            Dave Megeath  
 Vice President    Ron Fritz  
 Secretary           Mike Knoles  
 Treasurer           Robert Hoffman

**Board Members:**

1 year Term        Mark Roberts  
 2 year Term        Ed Kottal  
 3 year Term        Robert Rohwer

**2016 SCHEDULE OF EVENTS**

MEETINGS: Membership meetings are generally held on Tuesday and Friday, 7:30 P.M. at 1990 Grand Ave. Sacramento.

General meeting	Mar 31
April Fools day	Apr 1
Board meeting	Apr 11
Palm Sunday	Apr 9
Passover	Apr 10-18
Easter	Apr 16
Board meeting	May 9
Sierra Div. meet at club	May 13
Mothers day	May 14
General meeting	May 26
Memorial day	May 29

**CLUB INFORMATION**

DUES: \$20.00 Per month

Send to: Sacramento Model Railroad Historical Society  
 1990 Grand Ave.  
 Sacramento, CA 95838

Web Site: <http://www.smrhs.com>

**Bill Calmes wife passes away.**

Bill Calmes wife passed away last month. We wish to extend out sympathy to him.



*Furnace at Knights Foundry*

**Twelve-Wheel Freight Locomotive, Central Pacific Railroad.**

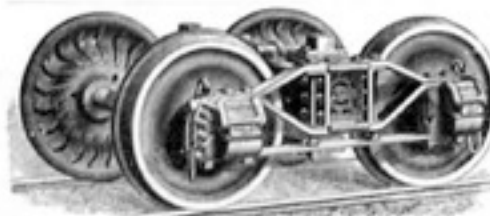
The engraving on this page reproduces a photograph furnished us by the Schenectady Locomotive Works, and shows the general construction and appearance of a 12-wheel freight engine recently built for the Central Pacific and just delivered to that road. It is intended for service on the Mountain division and its chief work will be in climbing the heights of the Sierra Nevada Mountains. It is designed to burn bituminous coal, and for 4 feet 8 1/4 inch gage of road. It weighs 173,500 lbs. in working order, 146,500 pounds resting on the drivers. The driving and rigid wheel base is 15 feet 6 inches, and the total wheel base is 25 feet 4 inches. The cylinders are 22 inches x 26 inches. The piston is 5 1/4 inches thick and is packed with cast iron rings, Jerome metallic packing being used in the piston rod stuffing boxes. The piston rods are 4 in. in diameter. Jerome metallic packing is also used in the valve-stem stuffing boxes. The valves are the American balanced and have a travel of 5/4 inches.

The driving wheels are 51 inches in diameter outside of tire, and the tires are secured by shrinkage. The driving axle journals are 8 1/4 inches in diameter and 9 inches long. The engine truck wheels have cast iron spoke centers and are steel tires and 24 inches in diameter. Shrinkage secures the tires. The journals of the engine truck axles are 5 inches in diameter and 9 inches long.

The boiler is straight, 72 inches in diameter, and carries a working pressure of 180 pounds per square inch. It is made of steel plates, and the horizontal seams are butt-jointed, sextuple riveted, and have welt strips inside and outside. The circumferential seams are double riveted. The firebox is 120 1/4 inches long and 41 1/4 inches wide. It is 66 1/4 inches deep in front and 63 inches deep at the back. The firebox sheets are made of Shoneberger steel. The boiler contains 274 charcoal-iron tubes 2 1/4 inches in diameter and 13 feet 6 inches long.

The tender weighs 35,560 pounds empty and is carried on two four-wheel trucks with 33-inch Canda chilled plate wheels. These have journals 4 1/4 inches by 8 inches. The wheel base of the tender is 14 feet 11 inches. The tender frame and trucks are the Southern Pacific Company's standard. The tender carries 4,000 gallons of water and 21 tons of coal. It will be noticed that extra provision is made to carry the coal without allowing any to spill off while running.

The total wheel base of the engine and tender is 52 feet 9 inches, and the total length is 59 feet 6 1/4 inches. The engine is fitted with the Westinghouse-American combined air brake on all drivers, and on the tender and for the train. Also, with Leach's sand feeding apparatus, the Sweeney brake arrangement and the Le Chatelier water brake.



**THE THIELSEN TRUCK CO.,**  
142 Dearborn St.,  
CHICAGO, ILL.

We respectfully refer you to the following railroads using this Truck:  
R. D. & C. R. J. & C. R. M. R.  
P. & O. C. & O. C. A. & R.  
L. A. T. & P. A. S. R. K. P.  
F. & P. M. M. S. L. I. M. R. S.  
D. & M. R. (In Neb.) D. P. L. L.  
& O. C. V. S. C. Baldwin Locomotive Works.

**Billmeyer & Small Co.**  
EXTENSIVE BUILDERS OF  
**PASSENGER, FREIGHT, MINING,**  
CONSTRUCTION & OTHER CARS.  
YORK, PENNSYLVANIA, U. S. A.

The following table gives further information of the construction of this mountain giant:

Size of steam ports.....	18 in. long - 15 1/4 in. wide.
" exhaust ports.....	18 " " x 3 " "
" bridges.....	15 1/4 in. wide.
Inside lap of slide valves.....	3/4 "
Lead of slide valves in full stroke.....	1/2 "
Diam. and length of main crank pin (main rod).....	6 in. diam. - 6 in. long.
Diam. and length of main crank pin (side rod).....	6 1/4 " " x 5 1/4 " "
Diam. and length of intermediate crank pin.....	5 1/4 " " x 4 1/4 " "
Diam. and length of F. & R. crank pin.....	5 " " x 3 1/4 " "
Firebox, thickness crown sheet.....	3/4 in.
" " tube ".....	1/4 "
Firebox, thickness side and back sheets.....	1/2 "
Firebox, water space, front.....	1 "
Firebox, water space, sides and back.....	3/4 "

**NATIONAL CAR AND LOCOMOTIVE BUILDER.**

MARCH, 1895.

