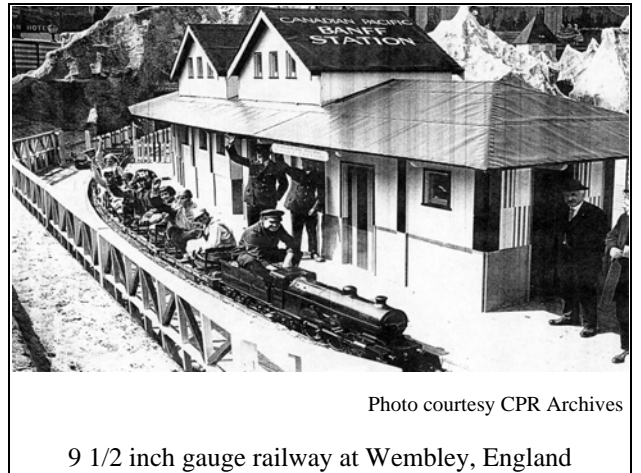


A Biography of Two Pacifics

by Dale A. Bitsch
Copyright 1997

In the early part of the 20th Century, the Canadian Pacific Railway created a variety of schemes to promote immigration to Canada. Many of these schemes were directed toward British citizens. One of these schemes was as a major contributor to the British Empire Exhibition. This exhibition was held in Wembley, England in 1924. It was such a success that it was decided to hold it again the following year (1925). It was for this second year of the Exhibition that the Canadian Pacific Railway created a Wonderland for children in the shape of Treasure Island. Designed by Maxwell Ayrton, Treasure Island consisted of a small island surrounded by a lagoon. Here children could view the sandy beach on which Robinson Crusoe and his man Friday amused themselves. They can meet well-beloved characters out of story books, such as Long John Silver, Jim Hawkins, Tweedledum and Tweedledee, and can visit caves and Noah's ark with strings of moving animals, see 17th century ships manned by pirates, etc., etc. Surrounding the lagoon was a miniature railway of 9 1/2 inch gauge. A variety of locomotives were employed on this railway during the course of the exhibition, ranging from a replica of CPR 2300, a Great Northern Atlantic called *Peter Pan*, and a smaller loco named *Alice* to name a few. The railway represented a ride through the Canadian Rockies. It passed through Connaught Tunnel and winds in and out of the mountains through the Great Divide, passing realistic reproductions of Banff and Lake Louise, a wild animal park was also along the route. By the end of the Exhibition, the miniature railway had carried over a half a million people.



9 1/2 inch gauge railway at Wembley, England

Treasure Island proved to be one of the biggest drawing cards at the Wembley Exhibition and was honored by a visit from King George and Queen Mary, and the Duke and Duchess of York (future Queen Elizabeth?).

The overwhelming success of Treasure Island at Wembley prompted the Canadian Pacific to reproduce it on a considerably larger scale for the Sesquicentennial International Exhibition which would be held in Philadelphia, Pennsylvania in 1926. (This exposition commemorated the 150th anniversary of the signing of the American Declaration of Independence). [Colonel] Francis Theakston Light Railway Engineers Ltd. of London was commissioned to obtain two 12 inch gauge replicas of CPR's famous engine No. 2300 and other necessary equipment for this larger scale railway. (It is possible that Theakston was also involved with CPR's Treasure Is. Ry. at Wembley also.) Theakston was a well known firm of 'fixers' in Britain who could acquire any piece of railroad equipment from a loco to a complete railway. Although they had a workshop in Crewe, they never actually built any locomotives. Theakston, in turn, placed an order with the model engineering firm Jackson Rigby & Co. Ltd. of Shalford in Surrey to build two 12 inch gauge locomotives of the 4-6-2 wheel arrangement. Mr. Henry Greenly, designed the locomotives (possibly from a single photograph of CPR's locomotive Number 2300?) after the CPR's 2300 class locomotives. The locomotives (builder's numbers F3306 and F3307) were completed sometime in 1925.

The locomotives were built with British style plate frames, 20 spoke drivers, and used a screw reverse. They were equipped with Greenly's Corrected valve gear and both locomotives were coal fired. It is known that the locomotives were fired at least one time while in Shalford, England in order for the valve timing to be set.

The Romney Connection

Shortly after the 12 inch gauge locomotives were built, Mr. Greenly, who had a financial interest in the company, arranged for Jackson, Rigby & Co. to move to New Romney, Kent in 1926 to undertake a contract to

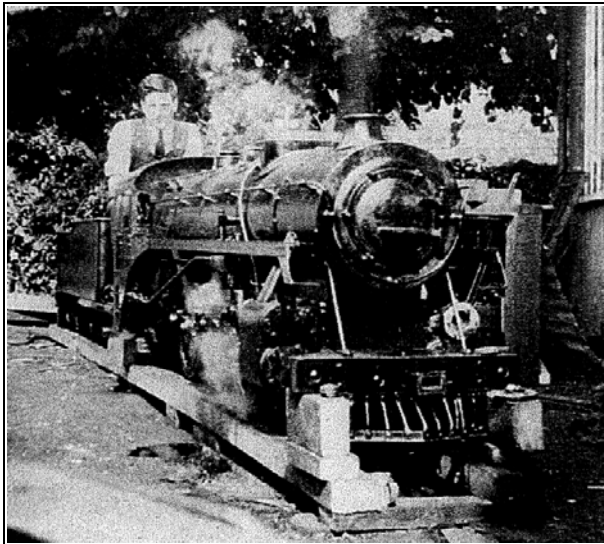


Photo courtesy RH&DR Ry.

Steaming tests at Shalford, England

maintain the locomotives of the fledgling 15 inch gauge Romney, Hythe & Dymchurch Light Railway, which he was building for Capt. Howey. Shortly after the opening of RH&DR's Dungeness extension, Capt. Howey, the driving force behind the RH&DR, decided that two more engines were needed for his railway. He placed an order with Davey-Paxmans for the locomotives. Not long after the order was placed, Howey, was persuaded by Greenly, "...and the experience of the first winter's running on the windswept marsh, that all the existing RH&DR locomotives had a severe disadvantage. Built, even as overscale models, to a restricted British profile, their cabs were too small to offer their drivers much protection against the weather. This problem would be got over by building a similarly overscale engine not of a British prototype, but of an American one. The much larger transatlantic profile would bring the cab up to a size which could offer some real protection. Howey accepted this case, canceled the Paxmans order, and decided to have the engines

build at New Romney [by Jackson, Rigby & Co.]. Paxmans provided the wheel and cylinder castings, which had already been made. Krauss were to provide the boilers. The question was therefor one of designing a North American 4-6-2 round these parts, and Greenly's 12in gauge CPR design would serve as a useful model. Mr. A.G. Chaldecott (Jackson, Rigby's Manager) gave A.L.S. Richardson, Jackson Rigby's draftsman, the task of working it all out, and at that point, in autumn 1928, Howey departed for Australia.

Richardson beavered away at a general arrangement and other drawings for the new engines, working from Greenly's earlier design and a photograph of CPR 4-6-2 No. 2300. Meanwhile Greenly and B.D. Bellamy (General Manager and Secretary of RH&DR) developed a fairly strong dislike for each other which grew unchecked in the Captain's absence.

By late January 1929, Richardson had more or less finished the drawings when Greenly went into the office one evening, took them away, and burned them. Not surprisingly, all hell broke loose. Bellamy called in the police, and Greenly was arrested. Later charges had to be withdrawn as Greenly had made the railway look vindictive, and had to be compensated. Early in March 1929 he left New Romney, never to return." [taken



No 10 Doctor Syn at New Romney

direct from the book One Man's Railway The locomotives ended up being completed by the Yorkshire Engine Company. They are #9 Winston Churchill and #10 Dr. Syn.

At the same time that all of this was occurring, other problems cropped up with having both Jackson, Rigby and RH&DR occupying the same property. This resulted in the RH&DR taking over the Jackson, Rigby business outright. By the end of 1929, Jackson, Rigby was completely absorbed into the RH&DR.

Greenly Design Problems

“Two design problems manifested themselves with Greenly’s locomotives. One was that they rode in far too lively a manner. Greenly had fitted them with coil springs throughout, following model rather than mainline practice. But coil springs, though they flex freely, tend to bounce, lacking the shock-absorbing effect of friction between the leaves of a laminated spring. Even the radial trailing wheels of all the locomotives had coil springs, placed inside dummy leaf springs which were carried outside the frames for the sake of a correct appearance, an amazing piece of misplaced ingenuity. Arthur Binfield, Jackson, Rigby’s boy apprentice, was induced to volunteer to ride on a flat truck pushed ahead of Hercules at speed, leaning out to check whether the engine’s wheels ever actually lifted off the rails. He found that they did, but lived to tell the tale. One by one the 4-6-2s returned to Paxmans for alteration, having leaf springs fitted throughout except on the leading bogies, where room could not be found for them.” [taken direct from the book *One Man’s Railway*] (This same problem design was used on the 12 inch gauge locomotives.)



Photo courtesy Free Library of Philadelphia

Treasure Island Exhibit at the Philadelphia Sesquicentennial

The 12 inch gauge locomotives in North America

Meanwhile, back in North America, Construction of the reproduced Wembley Treasure Island was underway on the exposition grounds in Philadelphia. Covering six acres between the Foreign Concessions and the Gladway, Treasure Island “was the largest amusement concession granted for the Exposition. As at Wembley, a large Island, with a pirate’s lair, and a smuggler’s cave was constructed on piles in the center of a natural lagoon. Within the Island a winding stairway takes the visitor up the mountain and there is a thrilling slide down to the beach again. Noah’s Ark once again appeared. The Island could be reached by either Noah’s bridge or the Bridge of Delight. In addition to the island itself, a Ferris Wheel, boat rides on the lagoon, and costumed characters from children’s story books greeted visitors.

Surrounding the lagoon was the principle attraction of Treasure Island. A miniature railway of 12 inch gauge, operated by the Canadian Pacific Railway. A passenger would board the train at Palais Station, Quebec to experience, in miniature, a journey across the great Dominion of Canada. The journey takes the passenger



Photo courtesy Free Library of Philadelphia

CPR’s Treasure Island Railway at Quebec Station

through Quebec and Ontario Provinces whereby you reach the prairies in almost less than no time--when you get to Banff the train stops long enough for you to see Banff Springs Hotel and the beautiful valley of the Bow and then speeds westward through the Rockies, some 600 feet long, the tallest towering 74 feet into the air and built of sheet iron and plaster, within which dioramic effects provided wonderful panoramic views, and dashes into the Connaught Tunnel and thence on to the Pacific Coast where you see Vancouver Harbor, the Strait of San Juan de Fuca and the picturesque City of Victoria. Here an old City Bridge that connects the two sides of the lagoon across which the Imperial Limited makes its way past a row of shops like

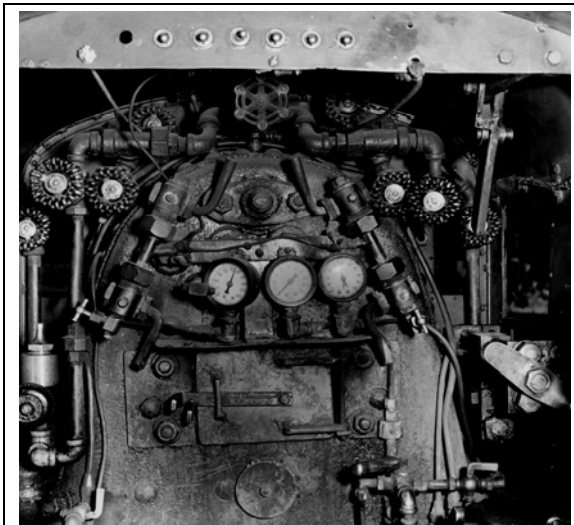
those to be found on the old stone bridge of London in the sixteenth century.

Two trains were operated at Treasure Island. Each consisted of the afore mentioned 12 inch gauge coal fired models of CPR's 2300 class pacifics, specially built in England for CPR by Jackson-Rigby Engineering Company. Numbered 2300 and 2301, these locomotives each pulled (by some accounts) up to sixty adults or one hundred and twenty children in 20 wooden coaches at speeds of up to twenty miles an hour and covering 30 to 50 miles per day. [*The Model Maker p145*] The cars that made up the trains were of the English "Toast Rack" style. Each six foot car carried three seats and were coupled together by link and pin drawbars. These cars could have been built by Jackson-Rigby, but Theakston might have also built them in their shop in Crewe.

After the gates were closed for the last time on the Sesqui., the 12 inch equipment was auctioned off. One locomotive (builders no. F3306) was sold to a newspaper owner in Chicago. It later found its way to an amusement park in Tulsa, Okla. where it operated for about ten years. It is presumed that while at this amusement park, the locomotive was converted to oil firing, and painted and numbered as Frisco 1501. And Frisco "coonskin" herald graced the sides of the tender. [Who ever numbered the engine 1501 either didn't know that Frisco 1500s were 4-8-2 mountain types, or they liked Frisco 1500s and numbered it 1501]. In 1935, this locomotive and cars were given to Mr. Ben Krazner, as payment for a debt that they owed him. Mr. Krazner took the locomotive and cars back to Denver, Colorado, where he operated a 22 inch gauge railway utilizing some of the Cagney locomotives that were used at the 1904 St. Louis World's Fair. Obviously with an operating 22 inch gauge railway, a single 12 inch gauge locomotive would be unusable.

It was here at Lakeside Park that Carlisle Schade first encountered the "Denver" locomotive. Carlisle, while on one of his many trips to Colorado to ride the narrow gauge (three foot) lines, evidently passed by Lakeside Park, possibly to view the 22 inch gauge operations, or possibly as a result of a late 1946 or early 1947 report by Wm. Guhman that a 12 inch gauge locomotive was for sale here. [I have not as yet found evidence of Mr. Guhman's report though it could have been verbal]. Member Wm. Glasby had a photo of this locomotive [or of its sister] running at the Philadelphia Sesquicentennial of 1926. When asked if he would be willing to sell it, Mr. Ben Krazner, beat around the bush, and Schade could never get him to quote a price for

it. In 1948, Gene White, a friend of Carlisle's in Denver, was able to get a figure of \$2000.00 for the engine. In late fall of that year, a Mr. Aaron Berkowitz, a sales manager for CPTX who lived in Denver, agreed to contact Krazner. His brother, a Mr. Harry Berkowitz, happened to be a friend of Mr. Krazner and had agreed to act as liaison for the WF&P Ass'n. A solid price of \$3500.00 was obtained for the locomotive and 14 "Toast Rack" cars.



St.Louis Post-Dispatch Photo

Cab of Engine 400 in 1950

Fred Kiesel was selected and sent to Denver, via Wabash and UP trains, to inspect the locomotive more thoroughly as Schade had not done so. Fred reported that the engine was well worth \$2000.00 the boiler needed to be cleaned and flues replaced. The cars were probably unusable as they were wooden, six feet long and had no brakes. Ben Krazner would not negotiate any terms but wanted one lump sum payment of \$3500.00. Finances took a while to arrange. Treasurer Clarence Russe obtained an anonymous donor

(possibly his father but we'll never know) to lend the money to be paid back at 1.5% over 3 years. Inquiries with several railroads ensued as to transportation of the engine for free, (Carlisle had an intense dislike for trucks, and preferred to ship everything by rail.) but nothing could be worked out. In the end it was trucked to St. Louis by the P.I.E. trucking company (Pacific Intermountain Express). The park refused to help load the engine and cars, but somehow they were loaded. The Engine and cars arrived on Schade's Estate in Bridgeton, Missouri the morning of March 28, 1949. Carlisle Schade, Mr. Quinn, and two members of the Cross family

unloaded the cars. Fred Semple brought a trailer hoist which somehow managed to lift the engine down off the truck. It took about 2 hours to unload. Total weight of 8975 lbs. for the whole shipment. Engine is estimated to weigh 5000 lbs.

Appraisal of the 14 cars that came with the locomotive was described as “...fair, the trucks are simple, rugged and of fair design. It will be hard to install brakes on the trucks though.” The cars were designated as the 1100 series passenger cars. After a failed attempt to make some of the cars usable by the WF&P, the cars were left to rot in favor of the home built equipment. The trucks of these cars are what today are known as the “circus” trucks.

First Rebuilding

Under the direction of Joe Hess, the WF&P disassembled and cleaned the locomotive. Nooter boiler Co. agreed to retube the boiler. It was discovered that the drivers were not equalized, the pilot truck was not self centering but did have a lot of lateral play, and the trailing truck had fake leaf springs cast on it. The engine was equipped with Greenly’s Corrected valve motion which was basically an outside version of Joy motion corrected for use outside the frames and with inside admission piston valves. Joy motion was never much used in the U.S. on the standard gauge, if ever. The tender will be used pretty much as received. The primary changes Mr. Hess made were conversion back to coal firing, adding air compressor and brakes, replacement of tender trucks with WF&P standard bettendorf trucks, modifying the tender to give more room for coal and the operator and, finally, knuckle couplers to replace the original link (drawbar) and pin type on the locomotive pilot and tender. The coil springing was retained as was the simplified trailing truck.

The Frisco Ry was contacted about sponsoring the engine 400 by buying naming rights to it for \$2000.00, which the Ass’n hoped to use to help pay for it. In turn, the engine would be lettered for the Frisco. The offer was turned down. Engine 400 was first steamed up on Wed. Nov. 23, 1949 for a test run. Valves needed setting but otherwise it was a success. It was placed in service Dec. 4, 1949 as WF&P locomotive No. 400. It was the mainstay of the WF&P for the final ten years that the railroad remained at Brown Road.



St. Louis Post-Dispatch Photo

Oiling Greenly’s Corrected Valve Gear on Engine 400

Second Rebuilding

During the hiatus after the last run at Brown Road (July 19, 1959), the boiler was sent to Kickham Boiler & Engineering Co. for retubing and other repairs. The chassis was stored at Clarence Roux’s place (3519 Greer) near old Sportsmans Park on Grand.

Later it was taken to Carl Reinitz’s where he made parts out of stainless steel for the new walchaert valve gear. In addition, the driver suspension was changed by the installation of fully equalized leaf springs (standard locomotive suspension). A new Commonwealth Delta style trailing truck was built and its leaf springs were tied into that of the main drivers (standard prototype practice). The British style screw reverse was replaced with an American style Johnson bar, and the locomotive was once again converted to oil firing. Finally, the cab was lengthened to make it more nearly a scale model of CPR 2300.

Glencoe

In 1969 or 1970 the engine was finally moved to the newly constructed railroad at Glencoe, Missouri. In 1976, the locomotive received Bicentennial status for its service at the 1926 Sesquicentennial Exposition. Unfortunately, July 4, 1976 found the flues leaking. It was Re-flued rather slowly, by Don Buttram and Fred Kiesel. In the early 1980s, Pat Cravens (who later headed up the rebuilding of Frisco 1522) spent a considerable amount of time fine tuning the locomotive, this resulted in the smooth running locomotive that we have today.

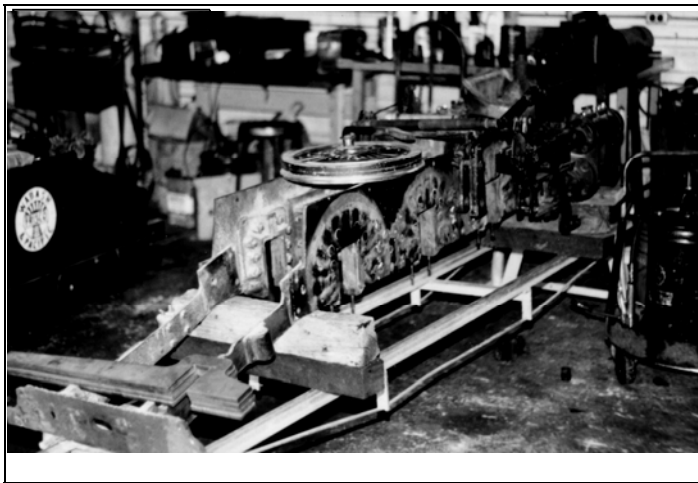
New Boiler

By 1986, the many years of service had taken their toll on the locomotive's boiler which was getting quite thin. Ken Rimmel removed the boiler and after getting bids, shipped it to Mammoth Locomotive Works of Durango, Colorado to be duplicated as close as possible. The resulting new boiler had square firebox corners, and it did not retain the original flanged steam dome. This resulted in Ken having to install one himself. A huge commercial flange was taken "off the shelf", and was screwed onto the boiler thus creating a new steam dome. As a result, the original dome cover would no longer cover the dome. While, a new cover was eventually fabricated. The locomotive of 1990. And has been operating ever since.



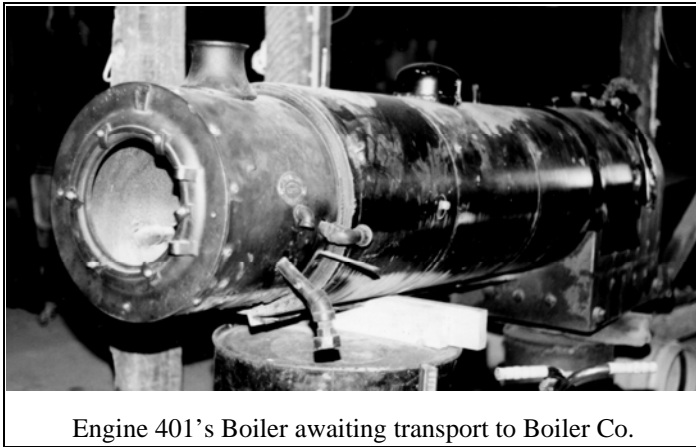
The Twin's Adventures

At the close of the Exposition, the second locomotive (builder's No. F3307) was auctioned off to a park in Sarasota, Florida where it ran for many years (It is not known if this was an amusement park or just a regular park). It is thought that while in Florida, the locomotive was regauged to 16 inch gauge. In the 1960s it was bought by the McLouth Steam Association of McLouth, Kansas. They took the 16 inch gauge locomotive back to Kansas where they operated it at their Steam Shows held on the farm of a Mr. Watson. Member Ken Davis has photos of the locomotive operating in McLouth, Kansas. In 1964 the work of getting the farm prepared for the steam show was getting too great for Mr. Watson. So he informed the Steam Association that they would have to look elsewhere for a place to hold it. That elsewhere became a plot of land on the outskirts of McLouth, KS. However, the Steam Association



didn't have the funds to make the down payment on the property. Mr. Gaylord Pearson, a locomotive engineer for U.P. and one of the members of the Steam Association, and his son, Bob Pearson, offered to purchase the locomotive, rolling stock, track, and a small depot from the Steam Association. In turn the MLSA would use these funds to make the down payment for the property. The MLSA would continue to operate the train at their steam shows. Two separate tracks were built for the train. A 1000 foot loop on the property of the Steam Association, and a 1/4 mile kidney shaped loop complete with a trestle and a 1 1/2% grade at the Agricultural Hall of Fame in Bonner Springs, KS. In 1967-1969 the locomotive received a new boiler built by Behm

Company Inc. of Osawatonia, Kansas. Eventually with the locomotive having a rusted out tender and itself

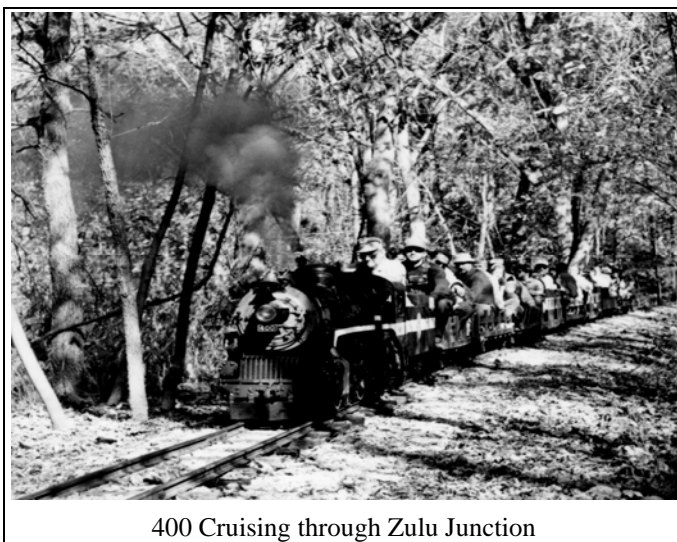


Engine 401's Boiler awaiting transport to Boiler Co.

needing an overhaul, Mr. Bob Pearson took it to his shop in Gardner, KS to overhaul it. In the meantime, he permitted another group to use the property that the 16 inch gauge was laid upon. This group was told to disassemble the track and stack it up so that it could be used at a later date. Upon returning some time later, Bob Pearson discovered that this group had removed the track by cutting it up into "small pieces" with a cutting torch. The group was promptly kicked off of the property, and Bob tells us that he hasn't returned to it since. Presumably, the rails, what's left of them, are still there. The cars were also long gone as they were made of wood and had rotted away.

The Reunion

The late Cliff Shirley discovered the whereabouts of this locomotive (F3307) sometime in the 1970s. Since then, the WF&P has known (off and on) the approximate whereabouts of this locomotive. During the 1980s, Pat Cravens went and inspected the locomotive. Apparently at the time he saw it, it was disassembled. He returned to the WF&P reporting that it was a basket case. In the years that followed, Bob Pearson worked on the locomotive in his spare time slowly reassembling it. The shell of a new tender had been fabricated when in 1996 he was visited by John Delaney and Company. John Delaney had learned of the whereabouts of the locomotive and, always on the lookout for a big locomotive, he, Dave Schwartz, and Bob Brooks visited Bob Pearson at his shop in Gardner, Kansas. There they viewed, photographed, and video taped a partially assembled locomotive that had the basic outlines and many of the same features and castings of the WF&P #400. They informed Mr. Pearson that if he wanted to sell it, they were interested. They also informed him the current price of rail, for if he were to want to operate it again, he'd have to lay some new track. In addition, Bob would have to find a place to lay the track as he doubted the city would allow him to operate the train within the city. Over the next few months, Bob thought it over and decided it was best for him to sell it as he no longer had any track or cars to run with it and replacing them would be quite expensive and time consuming. Negotiations with the WF&P fixed a price of \$25,000.00.



400 Cruising through Zulu Junction

In the meantime, at the WF&P, Mr. Lew Schneider of Waban, MA, wanted to give the Association a gift while he was still living. Mr. Schneider, had joined the WF&P in 1950 as a young teenager. Carlisle Schade (a Cornell graduate) had taken him under his wing and would often put copies of the Harvard Business Review in his "mailbox". Upon graduating high school, Lew, indeed, went on to attend Harvard. As a result, Mr. Schneider donated to the Association 223 shares of stock in the insurance company Marsh and McLennon with the understanding that the stock be sold ASAP and the proceeds go toward the purchase or construction of a locomotive. Furthermore, that a plaque be affixed to the locomotive as a memorial to his mentor, and the driving force of the early WF&P the late Carlisle Schade.

With the proceeds from the stock sale in hand, the WF&P Association completed the transaction with Mr. Pearson, and picked up the locomotive on Wednesday, March 19, 1997. It arrived at the WF&P Property in

Glencoe around 7:30pm that night reuniting the (now, not so identical) “twins” after 70 years. This locomotive has been designated as WF&P Engine No. 401. This being the next sequential number after its sister Engine No. 400. Engine 401 is to undergo a rebuild in the WF&P shops that will involve regauging it back to its - as built - 12 inch gauge and will include many other necessary changes by using its sister as a full sized model and pattern.

As acquired, Eng. 401 is a coal burning locomotive. It still retained the trailing truck with the cast on leaf spring as well as the coil spring suspension that had long ago been replaced on the 400 and all of the Romney locomotives. The Center driver of the locomotive has been blinded, and apparently new wider and thicker tires had been installed making the drivers about 14 3/4 inch diameter. The original smokebox door is missing, and so is the bottom casting on the sand dome. The firebox door opens downward toward the cab floor as in British locomotives and two water glasses grace the backhead. The locomotive had been converted to walchaert valve gear, which is very crude looking, and it still retains the original British style screw reverse. The biggest surprise was that this locomotive still had its original builders’ plates. These stated that it was built by Francis Theakston who’s part in this story has already been related above. I shall conclude this biography with the writing on Eng. 401’s builder’s plates.

FRANCIS THEAKSTON Ltd.
LIGHT RAILWAY ENGINEERS
CREWE WORKS
No. F3307
SO. TUFTON St. LONDON S.W.



References:

Parts of this biography were quoted directly from the book One Man's Railway by A.B. Snell. Publisher: David & Charles (1983) These quotes are so indicated in the text.

The Sesqui-Centennial International Exposition: 150 years of American Independence (1926) in chapter on amusements.

Article: *Operating Large Gauge Models* by Thomas C. Tenniswood, The Model Maker (August 1927) pp. 144 - 147

July 1925 issue of the Canadian Pacific Bulletin

August 1926 issue of the Canadian Pacific Bulletin



Treasure Island leaflet

Treasure Island SesquiCentennial Exposition booklet (1926)

=====

I wish to thank the following people:

- Tim Malacarne of Vendy, IL -- WF&P Member
- John Delaney of St. Louis, MO -- WF&P Member
- Lew Schneider of Waban, MA -- WF&P Member
- Jim Hoback of Tuolumne, CA -- WF&P Member
- George F. Kiesel of St. Louis, MO -- WF&P Member
- Bob Pearson of Olathe, KS -- former owner and now WF&P Member
- A.B. Snell, General Manager of the RH&D Ry., New Romney, Kent U.K.
- Derek Smith, Marketing Manager of the RH&D Ry., New Romney, Kent U.K.
- Terry Burgess - Webmaster of the RH&D Ry., New Romney, Kent U.K.
- Bill Evans - Railfan and Model Engineer, Montreal, Canada
- Joe Benford, Curator Prints and Pictures - Free Library of Philadelphia
- Jo-Anne Colby, System Coordinator - Canadian Pacific Archives

For all of the time and assistance that they have given toward this project.