On Track

With your director, Ed Carnegie.

Thanks to all who showed up for the February work day. We had 32 volunteers who participated in one of our first dry and sunny workdays. Fitz made the observation that "It took 16 of us to keep Ed busy!" With that many keeping me busy we still had a track, roundhouse, machinist shop, car barn, and grounds crews at work sprucing the facilities up for the upcoming Al Smith Day.

The track crew, under the leadership of Steve and Candy Haaslett, tidied up the right-of-way; picked up old ties, spikes, tie plates and trash. In the car barn Fitz, Andy, and Pete continued work on the ballast car trucks.

The machine shop crew, under the direction of Geoff Tobin, set up shelving on the south wall, cleaned up the main floor area, started to organize the shelves. Later they moved the lathe and mill to open up space in the center of the machine shop. All of this was possible because a few weeks earlier Randy Jones came in and finished running the electrical service to the welder and air compressor. Two new members from the Salinas area spent the day reconditioning the air compressor that will ultimately serve the machine shop and the roundhouse. Within the roundhouse I installed insulation and paneling, and tried to stay ahead of the painters Richard Tealton and Dennis Johnson.

Marty worked on the steam engines to make sure that everything would be ready for Al Smith Day. He was assisted by Mac Gadrés and Jan Scott. Jim also worked on the road grader. Jim has come up with a list of problems and solutions, and has made good progress toward the goal of having the piece of machinery functional once again.

The grounds committee tended to the 'Garden of Weedin', mowing the lawns, trimming, pulling and spraying for weeds, and planting new plants for color. We also trained two new people to mow the lawns - Bob Wilkerson and Dennis Johnson.

Bill and Molly Engelmann assisted in clean up, odd jobs and taking inventory. In between Bob Wilkerson's helping out wherever needed, he was busy making new name tags for the members present. We hope that each of you will wear your name tags whenever you are on Swanton grounds. Bob will continue to make name tags as names are made available to him.

After the workday, all those who were able to stay enjoyed an American born Irish traditional corned beef, cabbage, carrot and potato dinner along with salad, bread, dessert and beverage. Our many thanks to Martha and Mary Ann.

Update on the handicap car: Recently three students in the BioResource and Agricultural Engineering Dept. at Cal Poly presented their class project on the design and construction of a wheelchair lift for a Swanton Pacific passenger car. The three students working on the project are shown below. From left to right they are Augustin Chavez, Jesus Padilla, and Thomas Eby.

The students visited the Swanton Pacific RR in October of last year to obtain some specifications and operating characteristics of a passenger car. With this information they researched the requirements for disabled people, and the requirements under the American Disability Act (ADA). They then put together a design for a wheelchair lift.
The major component is hydraulically driven and is capable of lifting 750 pounds, which is a design requirement for a portable wheelchair lift.

During their presentation, the lift was demonstrated from a stored position and was hydraulically lowered and raised. Shown below is the lift in its lowered position, where the wheelchair would either roll on or roll off.

The next photo shows the lift in its stored position, as observed by the class' Professor Dr. Mark Zobrus (far right) and other department Professor Dr. Paul Weckler.

As a footnote, to better understand the requirements of the senior engineering design class, students of this class are required to take on a practical "real-world" problem. These problems are presented to the professor, who then presents them to the students, where they volunteer to work on the project of their choice. Once the design team has formed, they function as employees of a consulting firm in order to solve the problem.

The customers in this class (SPRR) are required to present the students with a problem statement and an agreement to cover all construction costs. This is a real win-win situation as the students have an opportunity to apply a true "learn-by-doing, hands-on" philosophy, and the clients have an opportunity to have young engineers prove a concept, under the able leadership of an experienced professor.

The format for the student presentations is the same format followed by national professional engineering societies.

The project is not complete and one of the students, Jesus Padilla, is going to continue the project as his Senior Project. He will work on railcar stabilization and hydraulic power design.

A call for assistance to all our members to keep on the lookout for a small bulldozer and a wheel loader to assist in our future track expansion projects. This equipment would be owned by the university and could be used as a tax deduction if donated. Please contact me if you have any leads.

We look forward to seeing as many of you as possible at the Al Smith Day on Sunday, April 9. This officially "blesses-off" the opening of Swanton Pacific's train runs and gives us all time to reflect back on Al and what he meant to all of us.

NEW MEMBERS

New memberships received last month:

- John Jeffs  APTOS
- Chester Moore  SALINAS
- Don Nice  FAIR OAKS
- Dirk Storm  MORRO
- Robert Williamson  SALINAS

On behalf of the entire organization, we welcome 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 yourself so that we can get to better know you and vice versa.

Safety Simon Says:

Seguridad no es accidente.
Beginning in May you will notice that we are having two work weekends per month. That means we will be here at Swanton on both the second and fourth Saturday/Sunday of each month. If any of you want to contribute time, other than on the work weekends you are more than welcome to come when it best fits your schedule. Just be sure to let the Director, Ed Carnegie know that you will be on the premises. We would also advise each of you to wear your name tags so that other personnel will know that you are officially affiliated with Swanton.

Also, at the last board meeting we discussed having very informal dinners provided at the end of a Saturday workday on site. The menu and cooks will vary, contributions for the meal will always be accepted. We will try this for a while and see how it works out. If you wish to assist, see/call Mary Ann.

Redhouse Reservations
The Ranch Director has been working with the Railroad to ensure that we have some space available at the Redhouse for our workdays. However, I do need to know at least one week in advance whether room reservations are needed or not. That way I can better coordinate with Wally Mark to make sure that things move smoothly. If you do not call in to reserve a room you may not have a place to stay.

MINIATURE RAILWAY AT THE PANAMA PACIFIC EXPOSITION
By Bradley B. Brown
(From the Railway Age Gazette, vol. 58, no. 23, 1915)

The large area covered by the Panama Pacific International Exposition has created demands for transportation about the grounds which have been met in several ways. "The most interesting means employed is the Overfair Railway, a 19-inch gage line operated by steam locomotives.

The road has five locomotives, four of the Pacific type for passenger service and one six-coupled tank engine for switching service. These locomotives are larger and more powerful than most miniature engines and the design is such that their general lines follow closely those of standard gauge road locomotives, while the working parts are designed with..."
a view to obtaining the greatest efficiency in the service for which they are intended. As compared with large locomotives the principal dimensions of the miniature engines have been made one-third size but it was necessary to make some parts larger than called for by this scale. For instance the cab had to be made large enough to accommodate two engine men and as shown in of the illustrations, (not included in this article), it was necessary to use a full size eight-inch air pump. The principal dimensions of the Pacific type locomotives are:

Gage 19 in.
Fuel Hard coal
Total weight 24,000 lb.
Weight on drivers 15,000 lb.
Tractive effort 3,785 lb.
Total length 17 ft. 2 in.
Total wheel base 12 ft. 1-3/4 in.
Height from top of rail to top of stack 5 ft. 6 in.
Diameter of drivers 28 in.
Cylinders, diameter and stroke 8 in. by 9 in.
Valves, type: Piston
Valves, travel: 2-1/2 in.
Boiler pressure 200 lb. Per sq. in.
Firebox, length and width 35-1/2 in. by 31-1/2 in.
Tubes, number and diameter 162 by 1-1/4 in.
Tubes, heating surface 404 sq. ft.
Firebox heating surface 38 sq. ft.
Total heating surface 443 sq. ft.

The switching engine weighs nine tons, has cylinders 7 in. in diameter by 9 in. stroke and driving wheels 19-1/2 in. in diameter. All five locomotives are equipped with the Walschaert valve gear.

The passenger cars are built of wood and weigh approximately one ton each. They are 20 ft. long, 3 ft. 6 in. wide and 5 ft. 1-1/2 in. high inside. Each one seats 16 people, the seats being so arranged that half the passengers ride forward and half backward. There are 84 of these cars, all of which are equipped with automatic couplers and automatic air brakes.

The line starts at Machinery Hall and follows the bay shore westward for two miles, terminating at the race track. There are five intermediate stations on the line. A branch line continues westward for another half mile, terminating at the aviation field. The engines will start 12 loaded cars on level track and attain a speed of 16 miles per hour in a distance of one-fifth mile. The stations are so near together, however, that full speed is never reached. The time required to make the run between Machinery Hall and the race track is 15 min. and a fare of 10 cents is charged.

The entire line is double tracked and laid with 20 lb. rails. The track is largely level, there being only a few short grades; the sharpest curves have radii as small as 100 ft. but the trains take these without difficulty. Turntables are provided at the three terminals.

The locomotives and rolling stock were designed and built in the shops of L. M. MacDermot, Oakland, Cal.

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Excerpt from another article:

TRANSPORTATION EXHIBITS AT THE PANAMA EXPOSITION
A Brief Description of the More Important Features of Interest to Railway Men, Showing Recent Developments
By William S. Walton
(From Railway Age Gazette, vol. 58, no. 9, pp. 373-5, Feb. 26, 1915)

OVERFAIR RAILWAY SYSTEM

In order to facilitate travel between points within the expedition grounds there has been constructed a railroad known as the "Overfair Railway System" which in itself is a part of the
transportation exhibit. This road is of 19 in. gage and is of 20 lb. rail laid on redwood ties in rock ballast. Besides the two terminals there are three intermediate stations on the line which is three miles long, including a one-half mile branch. Fifteen miles per hour will be the average speed over the line, which will be covered in from 10 to 15 minutes. Trains will consist of an engine and 10 cars. The engine is of the Pacific type, 5.5 ft. tall and 25 ft. long, including tender, will burn coal and will have cab of such size that the engineer and fireman can remain inside when the train is running. Its weight in running order is 12 tons. The passenger coaches are 42 in. wide and 20 ft. long. They will accommodate 16 persons, and are equipped with Pullman trucks, Westinghouse air brakes and Sharon couplers. During the construction of the road a work train was used consisting of flat and box cars and a switching engine. All the equipment was built at Oakland, Cal., by Louis M. MacDermot, who will be in charge of its operation.

Notes: The fireman must have had a tight squeeze to shovel coal into the small door of the firebox in the engine's cab even though the cab was built somewhat larger than 1/3 scale.

Bob Parkinson continues his research into the PPLE in regards to the Overtur Railroad, the PPLE's standard gauge railroad used during the construction of the Exposition's buildings, and, particularly, into the ferry boats that brought both passengers and railroad freight cars to the Exposition's docks near Fort Mason.

Cris Hart is the Manager for the Belt Line Locomotive No. 4 Restoration Project at the Golden Gate Railroad Museum. Thanks to Bob and Cris for finding these articles.

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Down Behind the Railway
With your president, air monkey, and carmanist;
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Ah, Spring!

Thoughts of cleaning come to mind, and perhaps some other fancies. We're having our first big get together April 9th to celebrate Al Smith's birthday with a BBQ and train run.

As with most parties there are a passel of chores to be done first, hording the dust bunnies, sweeping the floors, putting up displays, and the like. It's housework writ large, so come on down on the Saturday workday and help get ready.

If homework is not your thing, Randy Jones could use some help removing the appurtenances from the backhead of the 1913 boiler, there's painting to be done in the roundhouse, some bridge repair at Little Creek, and lots of just fiddling around.

This year's Al Smith Day will have an unusual event at 1:30. A ratification vote, by active members, of proposed changes to our bylaws. We hope to make the meeting the least intrusive of the day's celebrations by appointing the Sergeant-at-Arms and tellers before the meeting, posting the Rules of Order and the Order of the Day, and determining the quorum count as members assemble. Ballots will be distributed to active members as they check in and pick up their name tags and meal tickets.

Once the meeting is called to order I, as president, will read the motion and then ask the assembly for a 'straw' vote. If the 'straw' vote fails the motion will be tabled and the meeting adjourned, barring other business that cannot be addressed by the Executive Board. If the vote passes we'll move on to discussion, if any, and the vote and then back to the train rides and celebration.

For active members, the agenda and proposed bylaws are included with this newsletter for your review.

I look forward to seeing you on Al Smith Day.
Al Smith
1921-1993
"Hall to the Chief"