



SWANTON PACIFIC RAILROAD SOCIETY

Number 103

Cal Poly

December 2001

ON TRACK with your Director

Ed Carnegie:

Can you believe it 2001 is almost over? Do you have your dues ready for next year? Do you have your Christmas shopping done yet? I wish we did. Are you ready for our New Year's extravaganza?

When I look back at what has been done this year I am amazed. Our entire track is fully operational again, Much work has been done on aligning and leveling our track after so many years that we weren't able to reach or work on it. All of this work pays off, as the track rides much smoother. To give you some idea of all the work that has gone into the track this year-- over 700 ties were replaced, and over 300 tons of ballast was moved, spread and tamped on our right-a-way. We have one Caboose that is almost ready to be lived in and the next one is cleaned out and is ready to be worked on. We have improved our utility infrastructure, which will make it easier for more improvements. We have a new passenger platform in front of the station. We have added some more equipment that makes some of the repetitive work easier. **The grounds look better each month, which makes it a real pleasure to come to SPRR.** One of the most noticeable changes for me is the amount of initiative that many of our members are taking on them selves. They see something that needs to be done and step up and do it. Shelves were built, fans were installed, machines were cleaned, and parts washed and arranged. Most of this work has been done on non work days where a few members decide to get together at SPRR and do something. Thanks to you all, it really makes a difference.

November work weekend we had about 20 hardy souls working on various projects. Randy Jones and his electrical crew finish the electrical hook up to the cabooses. It sure is nice to have the lights and power where you need it and not to have to run extension cords from the roundhouse. A utility ditch was dug between the machine shop and the roundhouse to consolidate all the runs in one ditch. It is nice that some one else is working to take away my reputation as always digging up something that shouldn't be moved, like water pipes.

Andy gave our new field mower a real workout, cleaning the right a way and removing all the brush from the daffodil filed which should make for a real nice abundant crop of daffodils this spring.

Bill McNab spend hours cleaning up the brush around the McNab grove and as a result it is starting to really look a grove. You can imagine that in a few years how nice it would be to have a picnic in the shade of this beautiful growing redwood grove.

Bill Engelmann and family have been working diligently on a close circuit television for the 502 that will allow the operator to easily see what is going on in the cars behind them. It really looks like we have gone high tech in the operation of our diesel locomotive.

At the end of a successful workday sixteen of our volunteers enjoyed the luck of a real " potluck". The basic nutritional food groups were successfully covered and even a choice of desserts.

I would like to take this opportunity to wish each and every one of you and your families a very Merry Christmas, and Happy New Year.



Flower field at the wye

REMINDER:

BEFORE YOU LEAVE THE SWANTON PREMISES, PLEASE, BE SURE TO FILL OUT THE WORK LOG FOR THE HOURS THAT YOU WORKED. THE WORK LOG IS KEPT IN THE MACHINE SHOP NEXT TO THE PHONE and SIGN IT.

This is the best record we have to keep track of your volunteer hours. Please list only the hours that you worked, as we must pay workers compensation for time you list.



McNab Red Wood Grove after cleaning

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.

Calendar of events Year 2001
Mary Ann Carnegie

Upcoming events: MARK YOUR CALENDARS

- Dec.** 8-9 work weekend--main projects will be to work on utilities for the cabooses; a drainage ditch between roundhouse and oil storage;
Dec. 31 New Year's Eve Run/potluck
Jan. 12-13 work weekend

NEW YEAR'S EVE RUN

As every New Year's Eve comes and goes on Dec. 31 Swanton Pacific will once again hold its traditional train rides of out with the old and in with the new. Just be sure to bring plenty of warm clothing and possible rain wear in order to stay dry. We will be inviting all the Swanton Road neighbors to come partake in the potluck dinner to be held in the Cal Barn. Everyone wishing to attend is asked to bring a favorite potluck dish. However, I must remind everyone that due to University regulations, no alcohol is permitted on Swanton premises. We hope that you will be able to mark this on your calendar. This event is always a lot of fun to participate in and will surely be a memory you won't forget for a long time-A moonlight trainride!

DUES ARE DUE FOR 2002

Just a reminder, 2002 is fast approaching, and so it means your dues for oh-two can be submitted any time now. When you fill out the membership form at the back of the newsletter be sure to sign it. We also ask that you please include your current email

address. We often send messages to all members and have found many addresses changed. We want to keep all of you informed.



Living room in Caboose



Bathroom cabinets

With your president, air monkey, and carbarnist;
Reynold "Fitz" FitzPatrick
RGBFitz@aol.com
650.737.9584

My Fellow Swantons.

It's the time for reflection, on what we have built and learned; anticipation, of the things yet to be accomplished; and forgiveness, of those minor

transgressions that were so irritating at the time. I'll leave the reflection to others except to express my thanks to all for their contributions on, and behind, the railway. As for forgiveness - I've already forgotten that burr under my saddle. How about you?

Now anticipation - 1913, 1500, track, cabooses, history, motorcar, electric workcar, station extension, 'way' lots of things to be done. As usual were having winter and we will need to clean up a bit before Al Smith Day. To that end we have scheduled our first workweek for next year from Saturday April 6th through Sunday April 14th, 2002.

We have tentatively scheduled our second workweek from Saturday August 17th through Sunday August 25th, 2002. This is the week before the BAGRS run and modular setup. If you are so fortunate to have vacations to schedule save those dates, we'll have fun.

Our Historian, Lou Haughney, could use some help entering archival information in. If you are handy with a keyboard, or even a typewriter, please let me or Lou know.

That's all for now. May you be blessed and I wish you joy.

Fitz



Restoration crew, California State Railroad Museum
Doug Fultoa, Larry Edwards, Milton Thorley, Jim Neider,
Barry Garland, Dick Esselbach, Ed Daul

Milon Thorley was kind enough to send in a article about the restoration of the Overfair 1915.

On behalf of the "orphan child" of the Overfair locomotives I offer the following information concerning the "1915" currently displayed in the lobby of the California State R.R. Museum.

For reasons unknown to me the 1915 was never finished nor ever operated. Perhaps it was because the passenger load at the Expo did not warrant the expense or effort or maybe Louie McDermott was low on finances. Even today as 1915 sits in the museum, its boiler is as built in 1915 and has never been steamed.

Al Smith donated the rusting remains of the 1915 to the CSRM in 1989. There were those at the CSRM who were not entirely enthusiastic about accepting it. However, cool heads prevailed and the loco was transported to the CSRM shops. **Al provided a generous donation of money at the time to aid in the restoration. The Pacific Coast Chapter of the Railway and Locomotive Historical Society provided additional funds.**

In rather primitive, cold in winter, hot in summer and under a very leaky roof, work began. The engine was completely disassembled, sand blasted, primed and painted. The drivers were turned to remove heavy rust. All working parts including broke cylinders were over hauled and made operational. There were a considerable number of parts missing. They were either lost over the many years and some were probably cannibalized to keep the other three engines operating during their sporadic operating lives. For example, we had the tender tanks, wheels and axles, and brake shoes.

The remainder of the tender trucks had to be fabricated. **Fortunately however, Al had donated the original ink on linen drawings to the museum and all the existing wood casting patterns along with the loco. Although a truckload of patterns were on hand it seemed most of the ones we needed were no where to be found. A professional pattern maker was hired and the needed parts were cast.**

On a personal note, I proceeded to manufacture the packing glands for the main piston and valve rods. I did the work at home in my shop using the available drawings. When the finished items were

taken to the CSRM shop for installation they did not fit. Changes apparently had been made that were not reflected in the drawings. After that we measured and cross-checked before trusting the drawings to be accurate.

Part way through the restoration Al came to see our progress and he was so pleased he wrote another generous check to aid with the project. I could continue with the many other details about the work but will conclude with the fact that every thing that was done to the loco would not prevent it from operating some day. Parts out of sight were not manufactured and installed. Example; the throttle valve does not exist under the steam dome. A written record of all work performed was kept should any future efforts be made to make 1915 operate, time, manpower, and money being available. **Although not fully complete as she sits as the centerpiece of the CSRM lobby, we who labored to put her there are proud of our efforts.**

I hope the members of the SPRS will find this information of some interest and that it will in a small way help to keep the historical record of this fine locomotive more complete.

P.S. An item of interest I forgot to include above. When Al donated 1915 it did not have a cab. Over time we talked Al into giving us the cab from 1914 which was out of service at the time. Al had commented that due to his artificial leg he could not get into the cabs of his beloved locos. So, in exchange for the 1914 cab we built him a brand new cab four inches higher and with a cut out roof. That is what is currently installed on 1914. Al was very pleased that he finally had access to at least one of the locos.