

SWANTON PACIFIC RAILROAD SOCIETY

Number 125

Cal Poly

November 2003

ON TRACK with your Director

Ed Carnegie:

I would like to start out by re-thanking all of our volunteers that helped out in September, after tabulating all the facts and figures from the paperwork. September is always a very active month, and this year was no exception. We had 32 members that donated over 860 hours during the month of September. Now that October is almost over, we have some time to look back and relax. [After all we gained an hour to do this.] The first week in October we had two activities the same weekend that the Carnegie's were to participate in. One, here at Swanton, and the other in Reedley, CA where the Swanton Pacific Railroad was invited to present a talk on the history and operation of the Swanton Pacific Railroad to the annual Grand Scale's Convention. The Swanton activity, the annual BBQ and picnic for our good friends and neighbor, the RMC Concrete Plant of Davenport was hosted the first weekend of Oct. Andy and Fitz took the leadership role by coordinating activities and train rides, and serving as hosts for this picnic. Bill McNab and Andy invited the children in attendance to participate in a tree planting activity. An energetic group of children under our supervision, and encouraged by their parents, added an additional redwood tree to the SPRR Redwood Sq. grove. The day was a great success with many active volunteers acquiring some additional "hands-on" experience in safe train operations.

The Davenport School had an outing during the week to Swanton and learned about the SPRR. The following weekend (Oct. 18) Anthony Pratkanis

presented an enlightening discussion on the history of Swanton and its history in general to the NRM Accreditation Team and Council. Even with a minimal schedule of activities, we all seem to keep very busy.

The Grand Scale's Convention was a great success with a lot of interest expressed for SPRR. The convention was held in the Reedley Opera House every morning, and then moved to the Hillcrest & Wahtoke RR in the afternoon. The Reedley Opera House was built about 1906 and seats only 300. It was very interesting to see so many twelve-inch gauge locomotives running in one place. There were quite a few 0-4-0's [Cagney] as well as some ten wheelers and a shay. The hosting RR, Hillcrest & Wahtoke RR, which did a superb job of tripling the length of their track in just a few short weeks to accommodate the visitors, and making them very welcomed. I would encourage any of our volunteers to subscribe to the Grand Scale Quarterly Magazine, as the Robinsons, editors, do a magnificent job of covering our size scale of railroads.

This past Friday, Andy and I loaded the hopper car on to the SP Ranch's trailer and delivered it to the Williamson Auto Paint facility to be sand blasted and painted. We should be able to get the hopper car back to Swanton in the near future and be able to finish this project.

Now that our "running season" has drawn to a close, we can perhaps better concentrate on finishing up some of our "rolling stock projects." The Pennsylvania passenger car is just about ready for sand blasting and painting; our tank car will

receive some finishing touches during the next few work weekends. Progress is being made on the locomotives—further details are in the article submitted by Randy Jones.

Hope to see you at one of our upcoming workdays. Remember too that you can always bring a friend to help out.



RMC children planting a tree

Down Behind the Railway

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

My Fellow Swantoons:

Summer in October? A heat wave while I'm writing this. Pat and I have house-guests from Indiana and we warned them of the fog, marine layer, and the chill, so they brought the warm weather with them.

And have you spent the daylight that you saved all summer? I did.

Our November General Meeting for nomination of candidates to Society Office and other appropriate business will be "noonish" (We retired folks don't have the time-sense working folk do.) on Saturday the 8th. The offices to be elected are First VP, Third VP, and Treasurer, and the incumbents are in the running.

Once again please consider volunteering for some of the mundane, tedious, ho-hum duties so necessary to make our run days a success. Al Smith

Day will be upon us before you know it and your efforts make the day.

I'm off, more than a little some say, to play tour guide while the weather holds. I hope to see you at the next workday.
Fitz



Hopper car loaded on trailer



Ed's talk in Reedley's Opera House

NEW SOCIETY SUPPORTERS received over the last month were as follows:

David McFeely	San Jose
Charles & Margaret Williams	San Jose
John Field	Santa Cruz

On behalf of the entire organization, we welcome each of you into our "train family" & we certainly look forward to seeing you at some of our next events. Many of our supporters may not recognize

you right away so please introduce yourselves so that we can get to better know you & vice versa.

Observation Car

Congratulations to Clinton Barr and Aaron Theisen for passing the written portion of the Conductor & Brakeman course. They are now both official conductors-in-training.

Anthony & Tony Pratkanis



Double header, Hillcrest & Wahtoke RR

In the Roundhouse with Randy Jones

The past couple of months have seen progress on several fronts in the Mechanical Dept. All the passenger cars had their brake rigging checked and adjusted prior to the big Land Trust picnic, and we were all pleased with way they performed in service. We are now gearing up for the wiring of a string of passenger cars with a 12-volt D.C. "main buss", speakers, and a signal wire for emergency brakes. The first string will constitute a test of the concept under "real world" conditions.

Bob Wilkinson has returned from his stint as railroad chef to continue on the restoration of the 1913. Following the hours of cleaning by Mark Cooper and Corinne Manroe, Bob is prepping and painting the rest of the frame. It is a time consuming process to perform well, because of all the nooks and crannies. Bob also dressed up the equalizing levers, which were hanging up due to wear. Geoff Tobin and I reviewed the seats in the driving boxes

where the spring saddles nest. We determined what milling is necessary there, and I hope to perform that work in the next couple of weeks. Marty Campbell has volunteered to spearhead the cleaning and painting of the drivers and trailing truck wheels. As the above three projects come together, we will be able to set the frame on the wheels again for the first time in about 8 years, something I'm definitely looking forward to!

The 1500 restoration has been stagnant for several months while we were running a railroad, but things are looking up here as well. More work is necessary on the spring rigging, as measurements show that the two sides of the engine are not equal. This is not a monumental task, but one that must be done to get it right. Geoff and I are ordering the tooling necessary to assemble the linkage on the reversing shaft, and I'm checking out a source of steam piston rings.



Double header 1912 & 1914 at windy point

During the recent runs, we were all pleased with the operation of the air brake valves in the cab of the 1912. These are the ones made for us by Dave Izant in San Jose from castings we had on hand. I made some design changes to facilitate the passage of air through the valves, and these seemed to work well. This is, however, just the first step. These control valves were intended for Independent Brake Valves- that is, for the engine drivers only - and thus were designed to pass relatively small volumes of air. Our train brakes require much larger volumes, and so we have adapted the original design to be approx. 40% bigger, with ports that are huge by comparison. Dave is working on the prototype now, and I hope to have it installed for

testing before the New Year's run. If they perform as planned, we will make several more and equip all the locos with them.

These are just the highlights for now - come on out and join us. There's plenty of 30-year-old grease and grime to go around!!

Yours in Training, Randy

REMINDER: BEFORE LEAVING SWANTON'S PREMISES, PLEASE, BE SURE TO FILL OUT & SIGN THE WORK LOG FOR HOURS YOU WORKED. THE WORK LOG IS IN THE MACHINE SHOP NEXT TO THE PHONE.

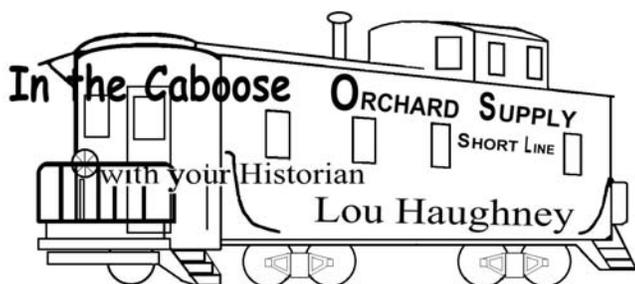
IMPORTANT news re: Redhouse: Right now we do not have access for overnight accommodations in the Redhouse. If you are so inclined to stay over, I suggest that you consider a tent to campout for the weekend. Please keep me informed of your plans.

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

Nov. 8/9 Work days/weekend/elections
 Dec. 13/14 Work day/weekend
 Dec. 31 NEW YEAR'S EVE RUN

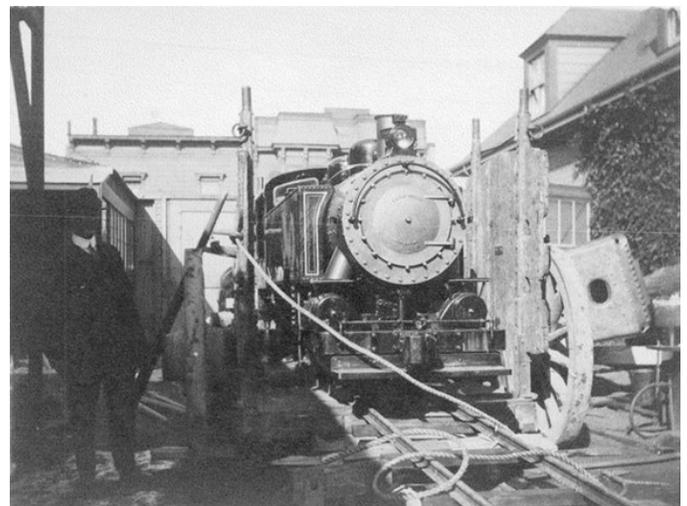
Have not received any ideas yet for the upcoming New Year's Eve event—so if any of you have some brainstorming ideas, please be sure and let us know so that appropriate planning can take place! Your input will really be appreciated! Thanks, MAC.



Cal Poly Day Visitors to the OSH and Sante Fe Caboosees.

Many people attending the Cal Poly Day visited Al Smith's "office" caboose and the Sante Fe caboose. The older persons reminisced about seeing a caboose at the end of a freight train while the younger group, and particularly the children, wondered what a caboose is and how it was used. Those who entered first the OSH caboose had to be told that its interior with paneled walls and ceiling is not at all typical of the inside of a caboose. The cast iron stove and the cupolas caught the most attention from the visitors.

One visitor, Larry Ames of Piedmont, in the East Bay, left a memento of the Panama Pacific International Exposition, an admission ticket to the Exposition. He had found a booklet of PPIE admission tickets among his family's keepsakes, and he has graciously shared one with us. It will complement the Overfair Railway "pass" that had been previously given to us. Thanks to Larry and to all the visitors. We hope to see you back soon.



Switcher engine no. 1500 is being loaded on a drayage wagon for transport by ferry from the MacDermot shops to the grounds of the Panama Pacific International Exposition (1914). The MacDermot shops are on the sides, and the family mansion is in the background. From the Al Smith Photo collections.