



## SWANTON PACIFIC RAILROAD SOCIETY

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### ON TRACK with your Director

Ed Carnegie:

I would like to thank everybody for all your help on this years Al smith Day. It is obvious that many hands make the task easier. A special thanks goes to bob Wilkinson and Martie Way for steeping in and organizing to make sure that all the small little details came together. We are very fortunate to again have our profession crew from San Luis Obispo, under the leadership of Jim Matheny and the able assistance of Jennie, Gil and Richard. In fact the day went without a hitch, with many train rides, and over 300-hundred visitors in attendance. Mike Barr, Director of Advancement for the College of Agriculture, assisted Fitz and myself to present a lifetime membership to Pete McFall for contributing more than 1000 hours to the organization. It is because of dedicated volunteers that our equipment and facilities look so great, and operate so smoothly. My hat goes off to all of you and I am sincerely grateful to all the volunteers that contribute to the success of our overall operation. In fact this month our volunteers contributed so much to the newsletter, that I didn't have to do very much at all. So I just want to say that I look forward to being able to see you at either one or both of the work weekends starting this next month and continuing throughout the summer. The summer months, with nicer weather, and longer days always makes me look forward to the Swanton weekends, Hope to see you then.

### Down Behind the Railway

With your president, air monkey, and cabernets;  
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Hurray, hurray, the first of May! Outdoor stuff begins today. May poles, dancing, and track work at the Swanton fitness and exercise club. Ever consider how fortunate this month wasn't named after one of the other Seven Sisters? What rhymes with Electra, Asterope, or Taygete? Whee, whee for Asterope! Hmmm.. Just doesn't have that ring.

Thank you all, for another successful Al Smith Day. Mary Ann is no doubt proud she taught us well. A special thanks to Bob Wilkinson and Martie Way for their efforts in coordinating all the support to make the day a success.

From May through October we enjoy a second workday (or work weekend) each month falling on the fourth Saturday. Projects that appear to take forever calendar wise actually move right along when one considers the approximate one work-month per year that is available.

Of course this leads me to things to be accomplished.

- Move the north Cosgrove switch, and incidentally the siding track.
- Finish track relocation at the old washout.
- Complete installation of water pumps on the Fire Brigade car. Not that we have a real fire brigade, however it seemed that as long as we were to have a 500 gallon water car for ag purposes and that most industrial yards have some sort of fire suppression detail that it would be

appropriate for us to have a fire brigade car and pray we never have to use as such.

- Some vertical welds are needed on the keystone car before it can be sent out for cleaning and painting. Anybody out there a vertical welder? I do more grinding than welding in the vertical mode and the car is just too long for me to stand it on end. And EdSki's back needs a rest.
- Our man Jones has come up with a really trick way to keep water out of the driving boxes on the 1913 and 1500. And you may have noticed both frames displayed on their driving wheels on Al Smith Day. Does this inspire you to drift on over and help with the reconstruction work? It should.
- More on the Keystone car. Woodworkers needed! Once the car is back we have to reconstruct the sides and top. We've got the tools; you've got the time.
- Rolling stock electronics. Pete and Randy (the afore mentioned Jones) have spec'd out design and materials for our braking and communication systems to be installed in each car. Now we need the willing hands. Is that you?

A final comment on joining Swanton. We have the occasional new volunteer who arrives on a workday and seems somewhat lost as what to do. Someone often gives them the nickel tour and then they are left to their own devices. You know it, it's always a challenge to attempt to join an existing group as all those other dudes, and dudettes, seem to be a clique (click click) and so you feel estranged.

So this is a two-part ramble from me. If a new guy (and here I'm using the California vernacular GUY to include the ladies) shows up and you are giving the nickel tour, ask what their interests are and see if you cannot get them working on tasks that interest them. Especially invite them to our lunch break, as haphazard as that is, and introduce them to all.

To the rest of you, this new guy may have just the skills and contacts we need and might even be a long lost cousin, so don't let them sit alone at the end of the table ignored.

Part two is addressed to the new guy, and even the occasional longtime volunteer who hasn't attended workdays, speak up folks. It may appear we have cliques, but they're not (aside from the Cab Queens -that's an inside joke, ask me and I'll tell you about it). Groups tend to form around areas of interest and from the outside they appear to be cliques, but we all are looking for someone more to share our interest and lend their talent, we're just not that good at courting. So, be bold, jump right in and tell us about yourself.



Do you know who this is?

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

Ernst Von Ibach	Santa Cruz
Hoot Meredith	Seaside
George Andrews	Menlo Park

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.



Train Crew for Al Smith Day

### **In the Roundhouse**

by Randy Jones

I am pleased to report to you that significant progress has been made in your Mechanical Department since the last newsletter. Referring back to the Dec. '03 newsletter, the new Train Brake valve I designed using Erich Thomsen's concepts, and which was made for us by Dave Izant, was installed on the 1912 and used on the New Year's run. Combined with a new air regulator and new piping into the cab, it proved to be able to move a lot of air to and from the cars' brakes. There was a problem, though, in the form of a leak somewhere in the valve. We had anticipated that the parts might need to be lapped, and were unfortunately proved right about that. With the assistance of our friend Arnold Chaves at Babbitt Bearing, I was able to locate a shop in San Jose that could lap the port plate and valve disc to within a few hundred-thousandths of an inch of perfect flatness. I'm pleased to report the result is near-perfect operation. "Waiter, bring me four more of these, please"!

Some of you may be aware that there was a Tourist Railroad Assn. convention in town the weekend before Al Smith Day. On the following Tuesday we had some notable walk-in visitors from that get-together. Doyle McCormick, head of restoration and operation of SP's now-famous 4-8-4 #4449, and three friends poked their heads into the Machine Shop to see "How are things goin'?". I was bowled over! I think it may be 20 years or more since the last time I saw Doyle here, when he last had a

chance to run the 1913. He reminded me he had never even been across the creek on the train. All four men marveled at our progress: the engines, the cars, the RR crane, the bridge, our buildings and grounds, all of it. These guys have seen a lot of operations and gave us high praise all around. So all of you (you know who you are), pat yourselves on the back! One of the gentlemen, George Scerbo, is with the FRA as a Railroad Safety Specialist (Motive Power and Equipment). He has produced a 25 minute video detailing how to make a proper Steam Locomotive Daily Inspection, and has sent us a copy as an acknowledgement and thank-you for our hospitality. It will be kept available in the railroad's library for all those interested. I hope it will be another valuable tool for our members as we all strive to learn more about this fascinating and vanishing technology.

Regarding locomotives, on Fri. April 2nd our President Fitz helped out by replacing and re-piping the broken train brake regulator on the 502. This was what he called a "one hour job that takes 4 or 5 hours!" The work had to be done mostly through the cab window! And a swell job he did, too. Fitz also spent many hours plumbing the new Fire Brigade car. I personally feel very lucky to have Fitz "on staff" as I witness his many contributions to the RR every month.

Marty Campbell got serious about dismantling the 1914's mechanical lubricator, which was suspected of not properly delivering steam cylinder oil to the valves and cylinders. Geoff, Marty, and I determined it was functioning properly, and Marty proceeded to do a thorough cleaning, painting, & sight-glass re-packing. I re-packed the pump stems to stop the leaks, and Marty re-installed the unit on the loco. Marty was also splitting duties with the car shop, painting and lettering the Fire Brigade car with assistance from Richard and Edski.

The 1912 had developed a problem with her cylinder cocks not responding to the control lever the way they should. Marty and I traced it down to the connecting cranks being loose on their shaft. Due to the nearly inaccessible location behind the crossheads, we decided I should weld the cranks on the shaft, and this was done.

The 1913 actually got most of the attention over the past six weeks. In late March, I was able to complete the machining on the driving boxes and frame saddles to provide a uniform, square fit with the springs and equalizers. We also went to the trouble of designing covers for the oil reservoirs in the top of the boxes. These cavities are filled with cotton waste to hold oil and wick it into the axle bearings. Oil covers were not typically applied to full size engines, as those were large enough that a locomotive wiper could reach into the reservoir, between the frame and frame saddle, to clean out dirty and water-contaminated oil and waste. We, on the other hand, can't get into our engines' 1/3 scale spaces, and we thought it prudent to take the opportunity to keep dirt and water out of these sensitive areas. The covers were laser-cut out of stainless steel at Therma Corp. in San Jose, where the employees donated part of the labor to program the machine. So heading in to the work weekend, all the parts were coming together to be able to "wheel" the 1913.



Matt working on the 1913

On Sat. the 3rd I was joined by Matt Zemmy, who dug right in to the task of installing oil wicks and fresh cotton waste in the driving boxes, fitting up the covers and felt seals, and prepping all the other components. Bill Engelman joined us after lunch, and we placed the boxes and frame shoes into the frame, and secured the frame saddles & oil covers. With the frame hoisted high enough to roll the drivers underneath, the crew swelled with the addition of Edski, Fitz, Bob Wilkinson, Dennis, Pete, and Ed. With Fitz deftly handling the hoist, and the rest of us positioned around the frame

holding parts & guiding things in to place, Fitz lowered away. Then the only real problem in the whole weekend cropped up. I had failed to realize that with the boxes pre-set in the frame, they wouldn't clear the inside face of the driver tires, which extend inboard of the wheels themselves. We had to drop the boxes down onto the axles first, and keep them from rotating off, while we lowered the frame into place. It was tricky, but all the helpful hands pulled it off without a hitch. After adding the frame wedges and pedestal binders, and with darkness descending, Geoff Tobin joined Matt & me to install the springs on the frame saddles and secure the equalizers to the springs. After some ad-lib work fashioning a temporary attachment of the rear equalizers to the frame (in lieu of the trailing truck), we lowered the frame the rest of the way onto the wheels. The next day, the frame was rolled out of the shop to go on display on its' own wheels for the first time in about 8 years. Many thanks to all!!!

Since Al Smith Day, I have completed the sandblasting and painting of the trailing truck's main frame, a project begun by Bob Wilkinson. Next comes cleaning up the bearing boxes and trial assembly to check the alignment. If no problems become apparent, bearings can be machined and the truck assembled.

The 1500 hasn't been completely neglected either. After extensive searching, we have been unable to locate one pair of castings, called spring seats, that fit between the rear leaf springs and the frame. I conferred with Ed about this, and he produced CAD drawings for machined parts that match MacDermott's original blueprints. I re-checked the dimensions against the frame, and Ed then made the parts. They are at Swanton now, awaiting painting and installation.

Future projects, besides re-building locomotives, include re-piping the 1914's air brake system to remove condensate, just as we have already done on the 1912. This will include at least one additional air reservoir. Also on the list is installing a brake cylinder on 1914's tender - a job that was never