

SWANTON PACIFIC RAILROAD SOCIETY

Number 164

Cal Poly

May 2007

ON TRACK with your Director

Ed Carnegie:

What a day. This year's Al Smith Day was the most successful ever. After the final count we had 702 guests. Kudos go out to every single one that participated in some way or another—your assistance in pitching in to help whenever and where was very greatly appreciated. For everyone that attended and participated, you are all so much a part of what Al wanted to provide as a legacy for all to come and enjoy the ranch and railroad. A special thanks goes to the Cal Poly Logging Team for providing a very active, hands-on display thoroughly enjoyed by all. Their assistance in helping direct and organize the parking for all our guests and providing a shuttle to and from the parking areas was especially appreciated. Another highlight was Gordon Claassen along with his most friendly horse, demonstrating roping of calves and wives. It is and always is a real treat to have several members of Al's Family—Englands and Spaffords participate in the day's activities and to see progress being made on the grounds.

An event of this size and of being glitch free does not just happen. It takes many many hours, days, and weeks before hand to get it all together. To have the equipment up and running perfectly, and having all the grounds and facilities look in tip top shape reflects well on the dedication of all our volunteers and their pride in being a part of great Cal Poly's tradition of a "HANDS-ON" education. Read other articles in this newsletter for more individual specifics.

I would like however, to give a very special thank you to volunteer Bob "wilkie" for so graciously

stepping up to the plate to head-up the BBQ team for the day. This was a huge undertaking and certainly appreciated when our regulars sadly told us they had something else planned and would not be able to be present. Bob and crew did an outstanding job. The baker auxiliary for the day also provided a vast selection of sweets, that I know Al would have been loved to top his meal off with. Hats off to everyone for a job more than well done. Now let the train season begin—we're more than ready.

Down Behind the Railway

With your President, air monkey, & car-barnist.

Reynold 'Fitz' FitzPatrick

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My Fellow Swantoons:

Of the heroes in this world one of mine is Hero of Alexandria, sometimes known as Heron, who is credited with inventing the aeolipyle. That is the globe with tubes protruding tangentially from its equator. Steam introduced into the globe at its poles exhaust from the tubes causing the globe to rotate.

Another interesting device, with limited practical application, was a pot with a tube extending vertically some short distance to enter the bottom of shallow cup. In the cup is a sphere much like a ping-pong ball. One fills the pot with water, put the ball in the cup, light a fire under the pot, and the resulting steam causes the ball to float above the cup. Bernoulli would have been proud. You have probably seen something like this in a department store advertising display where a beach ball is suspended by the exhaust of a vacuum cleaner. I

don't believe they had vacuum cleaners in 130 BCE, but you never know.

As with steam supporting a sphere your support of our steam railway made Al Smith Day, once again, a success. Thanks to the 'hand's – on' folk and to those of you who provide financial and moral support.

We begin having a second workday each month, starting with the 26th of May and have planned to have a family fun day on the 27th. In actuality it will be a family fun weekend with members enjoying cab rides in the locomotives and BBQ/potluck lunch Saturday and Sunday. To help us have enough food on hand please let me, Ed, MaryAnn, or any other officer know if you will be attending. We will also accept modest cash donations in lieu of bringing food.

August 11th through the 19th we will have our Swanton Summer Camp. We hope to train some more conductors, firemen, and engineers and hope you will be one of them.

So, come on over to the railway, we'll have fun.

Fitz

In the Roundhouse

By Randy Jones

Having made it through the Al Smith Day run, now is a good time to look back at this Spring's work and thank several people for their extraordinary efforts on behalf of our railroad. Last fall it was decided that over the winter we would address the rust that was attacking the 1914's back-head (the part of the boiler at the rear, in the cab, where the fire-door, throttle, and other controls are located). Similar work had been performed the year before on the 1912. Since the jacket was rusted out and the cab needed painting, we added these to the list. It made sense to try and get all the back-head work done at once, so the list grew to include the new brake valves and new engineer's side water glass. The air brake system would get almost entirely re-piped.

President Fitz asked to take on the air system re-piping, and with Richard Mehr assisting, put in a huge amount of time fitting and changing components until the new filter and regulators, brake valves, sander valve and gauges all fit and worked beautifully. Richard also helped with the initial cleaning of the boiler back-head.

Matt Zemny started coming up nearly every day sometime in March to help, first by acid etching the back-head for painting, and then by de-burring, polishing, prepping and painting the sheet metal jacket, the new cab floor and foot well, the running boards, and many, many other parts prior to assembly. We certainly could not have finished at all were it not for Matt.

Bruce and Geoff stepped up to the plate when the outside vendor couldn't complete the new train air brake valve in time, making several essential components in our own shop. They also contributed "above and beyond" and the locomotive could not have operated but for them as well. We were bolting up the new valve at 10 PM Saturday night, and it worked perfectly from the very moment we applied air to it!

Marty took care of sanding, masking, and painting the cab, as well as cutting and applying new vinyl lettering to both the '12 and the '14. His work has certainly improved the loco's appearance, and we look forward to someday painting the rest of the jacket as well.

Thanks also go out to Jack Dietrich of Dietrich Iron Works for his kind donation, and to Victor Ramirez of Valley Lapping in San Jose for his willingness to interrupt his production schedule at the last minute on Friday to lap the brake valves' port plates and valve discs.

To these dedicated volunteers, and to all those who came out to help on the run weekend, we give a heartfelt **Thank You**, and a rousing **Well Done!**

NEW SOCIETY SUPPORTERS are:

Steven Gee	San Luis Obispo
Rick Mugele	La Grange

On behalf of the entire organization, we welcome 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. Also be sure to introduce yourself to both Pete McFall, Secretary, to obtain your membership book with bylaws, etc. & then to Bob Wilkinson so that he can make up your very own "gold", laminated nametag with all pertinent information.

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

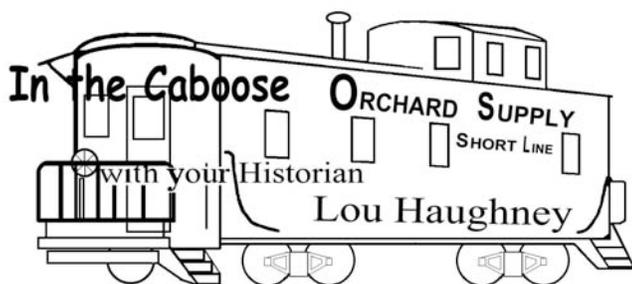
May 12 workday
 May 13 GO HOME TO MOM'S
 May 26 start second work weekends
 May 27/28 Memorial Day weekend-family fun run
 June 09/10 workday
 June 23/24 workday

Thank you, thank you and thank you again for a most successful grand event of hosting 700 people on Al Smith Day. Soot can and does happen, but not that day. The rains were the day before, but it didn't rain on our parade. I always look at the brief showers or sprinkles we seem to get sometime on or around Al Smith Day as his tears of missing the fun, but also as tears of joy on how great everything is running after his passing 14 years ago. His gifts and toys certainly are and have been appreciated by so so many—700 in fact on April 15.

The month of May begins the two work weekends a month, and all other details of up coming events have been covered in El Presidente's column—read it for knowledge. Till next month then.

PLEASE: anyone staying overnight for work weekends, call or e-mail reservations in ASAP.

Facilities are limited & we want to make sure we can accommodate all. Call (805) 995-3659 or e-mail ecarnegi@calpoly.edu. This helps in successfully planning our Sat. night dinner.



VISITORS to HISTORY DISPLAYS on AL SMITH DAY, APRIL 15, 2007

Persons attending the Al Smith Day events once again contributed items and memories for our historical archives. Susie, Al's niece, and her husband Robert England came with a log book of

early Swanton Pacific Railroad doings between 8/14/1982 and 1/5-6/1985. The entries, though sporadic, contain new or confirming information about the operations. For example: the page entitled "12/31/83 Fourth Annual New Year's Eve Special Event" verifies the date when that tradition started; namely, Dec. 31, 1979, the date recalled by our long time members. For that Fourth Annual Event, "passenger extras operated only to Scott Creek Bridge and return". More excerpts from that log will appear in a future issue.

Lois Spafford, Al's sister, came by the OSH caboos with her son, Steve, and answered questions about Al and the early days of the Swanton Pacific Railroad.

A visitor from Mojave, California, Steve Masee, returned to Swanton to present us with a large, framed photograph of locomotives 1912 and 1914 doubleheading on last fall's Cal Poly Day. Steve is really enthusiastic about these railroads to come all the way from Southern California for the special runs.

Two gentlemen clarified uncertainties regarding the dates on Al's aerial photos of the SP main yards at Lenzen/San Jose and at Brisbane/Bayview. With so many visitors, it became difficult in the afternoon to record the names of everyone who contributed comments. Several budding, pre-schoolers obtained training as future railroaders by "driving the train" as they turned the wheels which set the cabooses' brakes.

Hart Fairclough was kept busy with telling the numerous Boy Scout members, both current and former members, about Al's lifelong involvement with the organization. Also, Hart was delighted to meet a gentleman who identified himself as a student in a class taught by Al at Campbell High School. It was rewarding to meet so many people who had connections, either directly or indirectly, with Al in his earlier years.

By the end of the day, Hart and I were tired, but pleasantly so. Many thanks to all these visitors for sharing their reminiscences and for contributing material and information for our archives.

MORE VIEWS of the OVERFAIR RAILWAY at the P.P.I.E.

A current project of the History Committee is to prepare a montage of Overfair Railway photos tied to specific locations at the Panama Pacific International Exposition (P.P.I.E.). Chris Taylor and myself are working on identification of background buildings and grounds in our 100+ pictures of the Overfair Railway at the P.P.I.E. Bob Parkinson, our researcher in Berkeley, has contributed a collection of old snapshots that identify many P.P.I.E. structures. We have also copies of two "Official Souvenir Programs" that were found by other SPRS members. With that material and a few maps, we hope to identify the locations of most photos. Any SPRS member or friend who likes to solve such quandaries is welcome to assist us.

Here are a few examples of how we annotate the pictures.



Overfair Railway locomotive no. 1913 on the turntable at the Main Yard at the eastern side of the P.P.I.E. grounds..
Panama Canal building in the background



Overfair Railway auxiliary turntable at an unknown place. The location is either at the end of the

Stockyard spur or at one of the two locations at the west end of the Exposition grounds. The latter is more likely because of the background building and the trees. Once those structures are identified, then the turntable's location can be assigned.



Overfair Railway locomotive 1912 on a turntable at the Panama Pacific International Exposition. Location of the turntable is uncertain. This may be a view from a different angle of the turntable and engine shown in photo, above. The trees and the partially obscured buildings in the left background seem to be the same as those shown more fully in the other photo.



Crowded Overfair railway train departing from the Main Yard Station.

Note the passengers hanging onto the center cars. Background: far left, water tower; mid-left, Main Yard Control Tower; far center, an Exposition unidentified building; right, small exhibit buildings, unidentified steel tower. The turntable is to the right behind the cars.