ON TRACK with your Director
Ed Carnegie:

April was an easy time for us as compared to the past few months: i.e., no floods, the bridge is stable, and we can get back to normal interests. Friday, I concentrated on the Christmas tree field. It started out with the disking of the field and Marty then joined in and we went to hand hoeing around each tree. Pete, with some help, was making progress on the mechanical operation of the semaphores. Pete ended the day by putting together an enjoyable “TIN CAN” dinner. If you don’t know what a TIN CAN dinner be sure to ask Pete.

The next day, Saturday, Dennis joined us and we finished the hand hoeing in the Christmas tree field. Pete, using the motorcar and the blower, removed the vast accumulation of leaves and debris from the track. Our garden club, under the leadership of Mary Ann, and with help from Robert, Estelle, Nancy and Theo, spruced up the area around the cabooses. By the end of the day all looked great. Fitz and Pete were also able to demonstrate the operation of the semaphore mechanism by day’s end.

Sunday was not a day of rest; the primary activity was taken up the removal of a downed tree and brush next to College Park. The tractor, with the chipper attached, was brought to the area on a flat car where Pete, Stan, Dennis, Geoff and I spent most of the day chipping and cleaning up that area.

As you can see the workday was spent taking care of a lot of details that have been left undone over the last few months. These are just some of the tasks that I observed being done by our volunteers, but I know far more was done. Look forward to seeing you in the months ahead.

Down Behind the Railway
With your President, air monkey, & car-barnist.
Reynold ’Fitz’ FitzPatrick
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May Day is a Cross Quarter Day. The solstices and equinoxes are the four Quarter Days and the Celts further divided the year into eight by adding Cross Quarter Days right in the middle of each season. The Cross Quarter Days are all Fire Festivals – just another excuse for a party.

The Eurocentric tradition of May Day celebrations, the May Pole, and Flora – The Queen of May while are still around the first of May became the international commemoration of the labor movements social and economic achievements following the Haymarket Affair in 1886 Chicago. Then came the Soviets who confused everything by seemingly appropriating May Day as their own. So now we have Loyalty Day as proclaimed by President Eisenhower in 1958, still good for a parade if not a party.

Other May celebrations are Mother’s Day on the 8th (don’t you forget!), Memorial Day on the 30th, and Swanton second workday on the 28th.

While waiting for the water to recede and bridge repairs made there are a multitude of tasks awaiting able hands; cleaning and painting of passenger cars, installing a billboard, track work, plumbing air brake lines, and the usual facilities maintenance. It’s all good, come on over, we’ll have fun.
Vera sent in this photo with a note “It’s a shame that there’s nobody but us to enjoy this tree in its short lived splendor”. This is the Good-Ol’-Boys tree planted by Howard Brown, Dean of Agriculture and the Good-Ol’-Boys from Cal Poly.

UPCOMING EVENTS/PUBLICITY
Mary Ann Carnegie

May 14/15  work weekend
May 28/29  work weekend/Memorial Day
June 11/12  work weekend
June 25/26  work weekend

May is now upon and that means two work weekends a month now through September and with lots of things to get done, catch up on, and simply work on maintaining! Longer daylight hours and warmer weather will all lend themselves to hopefully shrinking those “to do” lists drastically. We do hope you will come on out to Swanton, and even possibly get some of your friends and others involved. There are lots of fun and rewarding opportunities found here at Swanton, and to share them with others would be a nice gift to give.

Come July we will have our annual Family Camp Week, so if you are planning on participating mark those calendars [July 17-July 23] and think of several fun things for all of us to do in the evenings [i.e. camp fire, s’more roasting, telling of tall tales, Dutch oven cooking, etc.], as well as starting and/or finishing longer term projects that you might like to get involved in and actually be able to work on on a daily basis. Between now and then, we have five Sat night dinners that are available for any one of you to take a turn at with bestowing your hidden chef talents on a most appreciative crowd of very receptive tasters. ‘Til next month then—and oh yes, be thinking of a possible New Year’s Eve theme—after all it is only seven months away, and the way time has been flying by it will come sooner than we realize.

Photo of the new 1913 boiler with the original smoke box attached and mounted on the 1913 frame

Report to Randy from John E. Rimmasch

The locomotive boiler is progressing very well. Needless to say, we have had our fair share of difficulties. The first boiler of any batch is always this way. Our latest battle with the new boiler has been in the actual mounting of the boiler to the frame. Though the boiler is not 100% complete, it is complete enough that we have been able to begin the final mounting and application process. It was in this process that we learned a very interesting thing about these locomotives. This lesson was so compelling to us that we thought we would share it in the newsletter.

As a brief piece of history; you should know that when new locomotives were built at Baldwin, the locomotives were mostly "contract" jobs. In other words, Baldwin had contractors on their floor that actually built the units. A Baldwin Rep would deliver drawings to a contractor who would bid on the locomotive and if he won the bid he would build the locomotive. Locomotives, though great on paper never turned out like the actual drawing!

I teach people when I share this story in person that the winning bidder would take the drawings, throw them over his shoulder and then build a locomotive. There is some truth to this theory.

At any rate, the original boiler of the locomotive we have, the 1913, was built like any other boiler of its day. Who ever built the
boiler looked at the drawings once, threw the drawings over his shoulder and then built the boiler. Don't get me wrong, it is a fine boiler, however, it is nothing like, nor is it an exact copy of the drawings.....at least not the drawings we have of the original boiler. As we fit the new boiler to the frame it did not fit. You see, we use laser, levels and all types of measuring devices to ensure that something is straight and level. Well, as we mounted the boiler we found that something was not right.

A closer inspection showed us that the original boiler was bowed! Yes, that is right, from front to back, it was bowed to the left about 1/4 of an inch! True, it fit the frame great, the cab fit and all the plumbing was right. However, the original boiler was sitting left of center of the frame in the back by almost a full 1/4 of an inch!

It was further testament to us that these engines were built just like Baldwin built the real things. They were built to fit not built to print!

As the boiler nears completion, here is a short list of what is finished and where we stand. We ask for some patience as we plow through these last phases as we are running to issues like the above issues that none of us could have foreseen. We want to ensure that this gets done right the first time and to do that may take some extra time. The next boilers will go faster as we will have made it through the toughest learning curves on the project.

- The boiler is mounted to the smoke box and the smoke box and new boiler are fit in almost the exact location of the old boiler
- The mud ring is mounted to the furnace bearers and the back head is mounted to the mud ring
- The entire boiler shell and all sheets are 100% complete, save the crown sheet which came back from our supplier wrong. We are waiting for the new crown sheet.
- The front tube sheet is in and ready for the dry pipe.
- The final machined parts are being made as we speak for the dry pipe and monkey dome and studs for the throttle rod.
- The boiler has two more finish weld inspections scheduled. The next one is set for March 23-24, 2011. The boiler will have one more weld inspection and then heat treatment
- The Stay bolts are being finished as we speak, but are not in yet due to the crown sheet issue.

- The original delivery pipes for the cylinders will be re-used and will fit perfect when finished.
- The new boiler does have a sloped back toward the back head, like the original.

Reminder:

Membership for Swanton Pacific is being accepted. See attached membership form.

In the Caboose

From your Historian
Lou Haughney

IMPRESSIONS OF A FAMOUS BRITISH DRIVER AFTER HIS VISITS TO THE EARLY SWANTON PACIFIC RAILROAD

Continued from April News Letter the photos and comments that accompany the article.

George Barlow in cab of Overfair Locomotive #1913 at the Swanton Pacific RR. May 1982; Photo by Arthur P. Skellet
Overfair engines #1915 (left) and #1914 stored in San Pedro, May 26 1982.
Photo by George A. Barlow B.E.M.

Overfair 1500, 0-6-0T (tank engine), center, behind camper trailer and pickup.
San Pedro, May 26 1982
Photo by George A. Barlow B.E.M.

Page 7 of the manuscript below reads “for sale. Getting the exact location of these machines was very fortunate, and in fact we were able to give Al Smith up to date information, which was really quite funny. Ten days after our Los Gatos trip, when we were staying in Burbank, our host Chester Peterson, who runs the Railroad Supply Corporation which produces 1 1/2" scale locomotives and rolling stock, arranged for us to be taken to San Pedro so that we could meet John Sprung and see 1500, 1914, and 1915. Sprung, a great enthusiast with a 7 1/2" gauge line around his house, took us to see the engines and they were a sad sight. The 0-6-0T was complete, standing in a yard and the two Pacifics stood between two buildings, stripped of all non-ferrous fittings, which were stored separately and completely unprotected from the weather.

One vivid memory I have of a little, quick”

Anyone interested in the complete Barlow narrative, 5 single-spaced, typewritten pages, may request a copy. About half is devoted to the Venice/Wildcat RR engines and Billy Jones; and, half to the Overfair/Swanton engines and Al Smith. The four photographs accompanying this article were "rediscovered" just recently in my older file on this topic. Those photos apparently were taken by George Barlow and his friend, Arthur P. Skellet, and then sent to Al Smith together with the draft of his article. Two of the photos were taken at the Swanton Pacific RR, and two show the "sad" state of the three locomotives at the Jervis storage yard in San Pedro, California. More on Barlow's connections with the Swanton Pacific RR will appear in succeeding issues.

Continued next month with Barlow’s second visit to SPRR in 1983