On Track
with your Director,
Ed Carnegie

Nineteen ninety-eight has arrived (Happy New Year!), and SPRR started the new year with clear skies and bright stars. December had its share of rain, but the weather did OK by us for New Year’s Eve this year. We had a good rain the day after New Year. The New Year’s Eve celebration had the largest attendance in many years. I would estimate the attendance at about 250. A consist of 7 cars and the 1912 were used for the event. After setting up the train and checking out air brakes, the train crew and volunteers retired to the redhouse for a fabulous potluck. For the last meal of 1997 we were all successful in filling our bellies—when the Huffstetters showed up a little bit later, with their salads we had everything devoured or put away. The annual bonfire was under the hands of “master builder” Hart Fairclough. His boy scout talents of yesteryear with Al Smith shown through as we all enjoyed the warmth of a good fire all night long. A special thank you is given to Ken McCrory who provided hot mulled apple cider all evening long—it was “warmly” appreciated. We also thank all of you who brought desserts to munch on all evening between train rides. A wonderful display of fireworks sharpened the crowd at midnight. Watch out Disneyland, Swanton Ranch might outshine you!

During the course of the evening four train rides were provided. The first two runs were pulled by the 1912; but as the temperature dropped and the tracks became slick, the steam engine had a hard time on the second run and had to back up and sand the track many times before moving forward to the station. A young rider on the train we were occupying, kept asking, “Are we in trouble?” After the sixth or seventh attempt to move forward she was exasperated and exclaimed, “WE ARE IN TROUBLE! Why don’t we all get out and push.” But with much effort by the engine crew we finally made it back to the station after about one hour outing. The last two runs were a double header using the 502 behind the 1912— with this combination the last train ride of 1997 with a full load on seven cars operated flawlessly, even though a little bit on the fast side, followed after midnight by the first train ride of 1998. After all the equipment was put away, the hearty souls remaining awake, retired to the redhouse for a special very late night treat of champagne, caviar, finger tip sandwiches and other snacks provided by Fred Vertel. By 4AM everyone had retired, but it was an event well worth losing beauty sleep over. So, if you missed out on this event this year, mark your calendar for next year’s. Same time, same date — Dec 31.

Reminder too, dues for the new year are due and payable. We hope that you will pay these by the workday in February so that you can be included in the new directory in 1998. This year we promise to distribute the directories to all the members and for each paid member in 1997. So pay your dues and be included this next year. A membership form for paying your dues for the coming year will follow in the newsletter.

Mark your calendars too, for the new year with the second Saturday of every month being the scheduled workdays for Swanton. We know how busy everyone can easily become and how weekends get “occupied” quite rapidly, but where else can you and your family spend an enjoyable day, or two,
Swanton Pacific Railroad Society

January 1998

with great people, have fun, develop friendships, besides being able to work on trains? This year we are hoping to maybe have more overnights, other outings, along with BBQ's & or potlucks for everyone. These will be especially nice to do when the days get longer, warmer, and the weather digits out a little bit more.

Items that will be coming up for the January/February weekends are as follows: • Track crew will start replacing ties south of Scott Creek Bridge—we finally received the 2,000 new ties, so there are plenty on-hand • Can Barn crew will finish brake conversions on the Crown cars, continue working on the Keystone cars, and start plans for refurbishing the workcars • Roundhouse crew will be finishing the fine tuning of the turntable, finish painting the interior of the roundhouse, and make plans for an overhaul of the power trains of the 502, and the motorcar.

I, along with the newly elected officers, wish you all a happy new year and we look forward to a very productive year at Swanton -- complete old projects, start new ones, and continue to have our bonds of friendship grow stronger.

Don'tcha snooze and forget'cha dues.

In the Caboose

with your Historian

Lou Haughey

GIFT OF SOUTHERN PACIFIC SYSTEM MAPS

Thanks to Ernie Hills of San Mateo for sending us a set of eleven Southern Pacific maps for various divisions of the SP's Pacific System. These maps show the routes of the main and the subsidiary lines as of June 30, 1916. The dates of completing each segment of a line are noted, also, for those lines taken over by the SP, the original operator is identified. For example, the sequence of opening sections of the historic, transcontinental line between Sacramento and Salt Lake City may be found on these maps. The maps will be available for inspection in the AF Smith caboose.

Behind the Throttle

with your President,

Bill Engelmann

Greetings to all of the Swanton Pacific Railroad Society membership! On behalf of this years newly elected officers I would like to thank all of the members who turned in their votes for this last election, as well as those who volunteered to run for office. I would like to also thank the outgoing officers of the SPRS for their contributions of time and energy this last year. I would like to introduce myself to any of the members that I have not previously met. My name is Bill Engelmann and together with my wife Linda and daughter Molly have been involved in the SPRS for several years. Many of you know me as "Molly's Dad", which is fine with me! I have enjoyed volunteering in a number of different areas, and look forward to serving the group in this new capacity. This is the time of year we set goals and priorities, so If you have any that you want the board to consider, feel free to contact me. I want to hear from the membership, and I would like to find ways to encourage more membership involvement. So If you have any ideas, let me know. Here is how I can be reached: E-MAIL:

ENGELMAN@COMPUSERVE.COM

Mail: 55 VENTURA STREET,
HALF MOON BAY, CA. 94019
FAX: 650-726-7030 Home: 650-726-6908

Between the hours of 8AM and 9PM, PLEASE

Ernie asks whether or not any SPRS member has information about the SP’s studies in the 1910’s or 1920’s to reroute the Cuesta Grade section between San Luis Obispo and Santa Margarita.

According to the division map, this section was opened on May 4, 1894, as many SLO area members commemorated in 1994. This was the last link in SP’s Coast Division between San Jose and Los Angeles. Ernie can be contacted at 3378 Shasta Drive, San Mateo, CA. 94403-3766, phone (650) 341-1663.
In the Roundhouse

by Randy Jones

This is the first of what I hope will be a regular report to the membership on the work of the Mechanical Dept. Dramatic progress is consistently being made by Andy and Fitz on car air brakes, and they are also performing extensive routine maintenance on each car they go through. The first priority has been to get the air brake pipe installed on each passenger car, and that is now complete! Second task has been to make the brake rigging functional on all the MacDermott (Overfair) passenger equipment. Depending on the car's builder (MacDermott, Calistoga, or Cal Poly) and condition, this has ranged from simple tune-up to modification and re-construction. Significantly, this job is also virtually complete! I have to tell you it's a real pleasure to be able to operate trains without the extra-restrictive rules we used before this was done. Thanks again to all who have helped!

The next Car Shop projects are not nearly so easy to prioritize and will probably be carried out in parallel, with whatever is needed most rising to the top of the priority list. These include: air brakes on freight cars, hand brakes on all cars, brake rigging on Keystone passenger cars, and complete brake system on the Crown passenger cars. Ed Carnegie and Tom Vertel have been working diligently to add Overfair car bolsters and draft gear to the Crown cars so they can operate with the rest of our equipment. The Cal Poly Worknight crew has pitched in significantly, building trucks for these cars.

At the locomotives, diesel #502 is in need of a torque converter overhaul which we hope to accomplish this Spring. Motorcar #00 (the Double-naught) has hydraulic problems of her own, being in need of a new hydro-static drive. Locomotive #1914 needs new bearings on both main rods, as well as left-side piston rod work and re-packings on both sides. Locomotive #1912 needs piston valve work, including new valve cages like Seven's Edmonds made for the 1913 before Al passed away. To be able to organize and prioritize these and many smaller jobs, the R.R. has purchased several large, dry-erase, metallic production boards. All the jobs will be written on magnetic tags so they can be easily arranged on the boards for all to see. With so much that we need to do, as well as everything we'd like to do, I hope these boards can help illuminate what must seem to some to be chaos.

On the topic of Need to do, John Tomlin has volunteered to organize the routine maintenance on the steam engines, such as boiler washes, water chemistry, etc. Thank you, John. And while I'm saying thank-you's, a big one covering several years needs to go to outgoing President Marty Campbell for consistently working to see that clean and well-detailed locomotives pull the Swanton Pacific's trains. I know that others have helped, both many and often, and we thank them all, and Marty has always been there taking the effort and doing the bulk of the work over time. It really shower and we all appreciate it more than we say. Thanks again!

Many have asked when the #1913 might be running again. A unique opportunity to give ourselves a deadline may be available to us. The Calif. State R.R. Museum will be holding a Railfair in 1999, and it has been suggested that we approach them about taking a steamable locomotive to the event. What better candidate than the 1913? One major job has already been done, the repair of the third driving axle. It was the loosening of the right wheel on that axle that caused the engine to be pulled out of service. For those of you who haven't heard the story, it was Pres. elect Bill Engleman who took our problem to his employer, United Airlines. Their maintenance department did an excellent repair of the wheel set, asking nothing more than that we let people know that a big company sometimes really does have heart. So if you have the opportunity, Fly United!

That is probably enough for now-- more details on these and other topics to follow in the next newsletter. If you have questions or concerns you would like me to address, you can write to me at 328 Stanford Ave., Santa Cruz, CA 95062, or call me at 408-425-5065. I hope everyone has a great New Year and 1998!
Observation Car
Smith, Swanton and Bygones Days - #10
by Hart Fairclough

Shortly after returning from Europe at the end of WW II, Al told me to come down and "give oil Swanton the once over." While there, we took an extensive jeep ride back to parts of the old Swanton camp area where I had never been before. One special spot way up and back in a remote part of the property, he proudly pointed out what he claimed was the largest redwood on his property. As in state and national parks, where the biggest trees are named after famous generals (e.g. General Grant and General Sherman trees), he named his the "General Smith" tree. After the jeep trip, and looking over the old Scout campsites, he took me out to dinner at the big old Davenport Hotel. Al said it was to celebrate my return to civilian life. While waiting for dinner, we compared each of our old charts of the unfinished war game, "Battleship." The result was called a stalemate. Not too many years later, the old hotel was no more - destroyed by fire.

Speaking of fire, in 1957 a big fire in Big Basin State Park area blew south out of control. Many old Scouts and friends of Al came over to help fight the blaze as part of it came onto the Scout camp property. Fortunately, it was checked before it got to key spots and buildings.

In 1957 Betty and I purchased a 1-1/4 acre piece of land in the foothills of Mt. Diablo, just one-third mile from the north gate to the state park of the same name. It had a small creek winding its way around half the property. When I told Al how it was an ideal spot for lots of trees, he gave me free rein at Swanton to take home some small seedling trees that could easily be found. Many years later, I started needling Al to come see the results of the redwood planting of some 12 to 15 years ago. Because of his busy schedule with OSH business in the later 60’s and early 70’s, it took several years before he made it to our place near Walnut Creek. Besides the 13 tree "Swanton Grove", we led Al to the 10 tree "General Smith Grove", where our 4 daughters, Betty and I presented Al with a special proclamation, "Be it resolved on this 12th day of September in the year of our Lord, nineteen hundred and seventy-four. . . . and it went on and on with

"whereas this" and "whereas that" much to Al’s surprise and enjoyment. After the proclamation was finished, our daughters cried out, "Speech, speech" until Al finally gave out a clever short reaction in his typical folksy style. Today there are over 90 adult redwood trees on our property. Except for the 23 trees in the two main groves, the rest are offspring seedlings that came along in later years from the oldest big trees of the "Swanton" and "General Smith" groves.

It was not my original intent to go on so long about memories of Al and Swanton, but things just kept popping up. However, it has been great to think back on so many wonderful situations and experiences. I did not plan to go further into the gradual buildup of the Swanton Pacific Railroad and the role of Cal Poly since Al started the eventual transfer of property, etc. to the University. Most of that is recent history and most of you who read this have been a part of those years.

A special thanks to Al’s sisters, Frances LaMar and Lois Spafford, and particularly Ken Robison for helpful dates and information that were unknown or hazy in some of my recollections of yesteryear. Lastly, I must acknowledge the part played by Bill McNab. He kept badgering me for a year and a half to put down in writing some of my past memories of Smith and Swanton.

To "Big Al", my cherished friend of 60 years, this work is gratefully dedicated.
Executive Board Report

November 1997

SWANTON PACIFIC RAILROAD SOCIETY

Executive Board meeting Swanton Pacific Ranch - Redhouse.

The meeting was called to order by President Campbell at 8:45 AM, November 9, 1997.


REPORTS OF OFFICERS AND COMMITTEES

TREASURER’S REPORT - Ed Carnegie.

Present balance in the operating budget is $15,892. The Society will take one more $18,000 draw from the endowment this year. From this $33,892 balance $22,052 will be deducted to cover track, construction and plant expenses.

TRAINING - John Toolin.

October Motorcar and Diesel Engineer classes were canceled pending qualified candidates. Ready for promotion to: Fireman; Ken Fisher, Andrew Martin Conductor; Bob Marehouse, Tom Vertel

Currency Requirements: Annual review for qualified and in-training crew members. All train crew members will review the Conductor material and then review by qualification/equipment. Failure to complete review will result in removal from qualified or in-training status.

Miscellaneous: Only persons that are qualified on equipment or have completed the training program are allowed to operate the equipment.

Review of General Code of Operating Rules (GCOR). The "Hours of Service" rule was discussed. (See New Business)

SAFETY - Andy McLean.

Switch stands still need to be welded; pending mobile equipment and qualified welder. Flat work cars need brakes.

TRACK REPORT - Elmer Stone.

Switch at South end of Cosgrove needs work. Kudos to Tom Vertel for setting 120 ties by himself, we are out of ties until next week.

Restricted speed posted at San Vicente Junction and switch.

North run of line looks promising - Jones.

Machine Shop - Geoff Tobin.

The shop is full of “1913” pieces. The motor car needs work on its transmission.

Four vendors of 20x18 foot used or refurbished storage containers were identified with delivered prices of about $2,200.

Demonstrated a red strobe bike light that could be used as a rear end device (TRD) for night operations.

There are project boards now in the Machine Shop and Car Barn as well as a pigeon-hole mail box near the phone in the Machine Shop - Jones. The shop building needs repair - Carnegie.

COMING EVENTS - Martha Neilson.

The New Year’s Eve run was discussed.

CONSTRUCTION PROJECTS - Ed Carnegie.

Work continues on the water system. Proposed an 8 foot square concrete structure in the hillside for oil storage, design pending completion of water system.

Proposed elevated work track or pit - Jones

Discussion resolved that a pit in the machine shop would be better as it would be under cover during inclement weather as well as secure from misadventure when the shop is locked. (See New Business)

Proposed ad hoc committee to define work needed on machine shop - Carnegie (See New Business)

1998 projects: Complete water system.

Design and build oil storage facility.

Mount air compressor and install air lines in car barn.
ROLLING STOCK - Randy Jones

New cars need to have trucks, couplers, and brakes installed.
The open passenger cars have operating air brakes and a through brake line.
The Keystone cars have a through brake line. Operational air brakes pending design and construction.
Priority work is to complete brake work on passenger cars. The tool car needs axle retainers - Stone.
The boiler for the 1913 needs wash out plugs and to be retubed. Jones to contact John Greco.

The steam locos are basically serviceable. The 1914 main connecting rod bushes need some work. Boilers need to be hydro tested - Campbell.
The 502 needs work on the transmission, but it appears that the motor car work should be completed first. The motor car could be repaired in two days if parts are on hand - Tobin.

Geoff Tobin and Ken Fischer to possibly recreate an aluminum top for one of the Keystone cars over the Christmas Holidays.

Keystone cars need end doors to prevent children from standing on the platforms or getting between cars out of view of the conductor - McLean, Fitz to make doors.

OTHER ITEMS OF INTEREST

1997/1998 RUNS: The Lone Star and Red Cross runs were a success. The Red Cross awarded us a certificate which will be posted in the History Caboose.

We expect to have approximately the same number of runs next year as this year. CAL POLY DAY: Next year the CalPoly Day will be held in September. McNab reported that the alumni association is going to "really push" attendance at CalPoly Day. Neilsen - perhaps park and shuttle arrangements could be made to accommodate guests.

ROUNDHOUSE: The drywall work is completed and the painting about one-third done. Adequate lighting and keeping the engines above dew point were discussed. Jones reported he has contact with a Benjamin-Moore Paint representative and there may be special paints available at reasonable cost.

TURNTABLE: Work in progress - Jones.

SANDBLAST CABINET: Need was affirmed, size and style were not. (See New Business)

BYLAWS: A review of the by-laws was suggested as the initial by-laws were written, by Ed Carnegie and Mark Cooper. Before we had much operating experience. An ad hoc committee will be formed. (See New Business)

NEW BUSINESS:

Carnegie - move to rescind motion of September 13, 1997 to strike the 12 hour limit from Swanton rules. Seconded - Tobin. As the 12 hour limit refers to aggregate, not clock, hours the General Code of Operating Rules, Section 1.17 does not negatively impact our operation making the previous action moot. Approval of this motion will restore close compliance with the General Code. Passed by unanimous consent.

By action of the President:

Formed committees ad hoc to:
Design and estimate costs of constructing track pit within the machine shop.
Members: Carnegie, Jones, McLean, Tobin.

Survey the condition of the machine shop and recommend appropriate action.
Members: Carnegie and Tobin.

Determine best type of sand blast cabinet. Material information by December workday.
Members: Carnegie and Tobin.

Review current by-laws and recommend changes, if any.
Members: Mark Cooper (in absentia), FitzPatrick, McNab.

ADMJURMENT: The meeting was adjourned at 11:22 AM.

Respectfully submitted,
RGB Fitz/FitzPatrick - Acting Secretary