On Track
with your Director,
Ed Carnegie

The Academy Awards have been presented in
Hollywood, and here at Swanton we could
'Confidentially' present awards for our own Titanic
of a sinking "Scott Creek Bridge". Hopefully though
this is "As Bad As it Gets", and come Spring we
can "Boogie During the Day" provided Fish and
Game gives us a go ahead for some "Goodwill
Bridge Building". Yes, we have "Full Plate" of work
ahead of us.

Last year, at this time, we had repaired all the
damage from the Winter rains, but not this year. El
Niño has provided an entirely different scenario.
This year we have far more damage and are
having to work with the Fish and Game Agency for
permission to replace the Scott Creek Bridge. This
bridge has washed out so many times (three) it was
decided this time to improve the entire creek
crossing and as a result, hopefully prevent future
washouts. This will be accomplished by having
concrete revetments with deep footings to prevent
them from being damaged by heavy Winter
downpours. It is proposed that the bridge will be
constructed on site. The bridge will be a Warren
Truss Bridge, i.e., much like ones you see on old
railroad lines. The net bridge will be built higher off
the water and the span will be increased from 80
feet to 120 feet. This increased opening will allow
for 85% more flow than that of the old bridge. The
"bridge building" will be a challenge, but we can do
it, and we will. With this new and improved bridge,
we all hope that we will never have to go through
anything like this again. After all, the third time is a
charm—so they say.

The March work day saw a group of dedicated but
somber members gather to work on all the damage.
Track was removed from the downed bridge, as
well as south of Scott Creek Bridge. This task was
done so as to make room for the construction phase
of the bridge. What is so sad, is that the track, south
of the bridge, had to be removed before any trains
were able to run over it. The track north of the
bridge also had to be removed. This track only saw
two runs, as it was installed just prior to the Oct.
run for the 2472 group and for the New Year's Eve
run. I'm sure it didn't make for happy workers to
remove what was just installed, but one can't fool
Mother Nature or El Niño.

The new bridge should be a great addition to our
railroad. All of the steel is being precut and drilled
at Cal Poly. (It's coming together like a giant
erector set!) The bridge crew has been working long
hard days, starting before 8am and not stopping
until 7 or 8pm. By the time you get home, you
know, or at least my body tells me, that a full day's
work was definitely given. By the time we complete
the bridge kit we will have handled well over
23,000 pounds of steel.

The task started bright and early on Saturday
morning with a crew of Randy Jones, Art Laidlaw,
Tom Verteil, Geof Tobin, Phil Gould and myself.
By the end of the day on Sunday all the major side
members were cut to length and laid out to make
sure they would fit. The next day Art, Phil, Tom
and I finished cutting all the remaining construction
members.

The next few days were taken up by drilling over
2,000 holes. These holes are needed to bolt the
bridge together—just like an erector set.
New membership(s) received over the last few months were as follows:

- I. J. Brain  San Francisco
- Paul Cregan  Half Moon Bay
- Benjamin Engelman  Turlock

On behalf of the entire organization we welcome each of you into our “train family” and we certainly look forward to seeing you at some of our next events. Many of our members may not recognize you right away so please introduce yourselves so that we can get to better know you and vice versa.

Al Smith Day is Sunday, April 5. Hope to see you there and remember too that it is daylight savings time too—so Spring Forward one hour!

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Behind the Throttle
with your President: Bill Engelman

ingelman @ compuserve.com
Voice: 650.726.6908   Fax: 650.726.7039

All Aboard for the fifth annual Swanton Pacific Railroad Al Smith Day! We are looking forward to seeing you at our annual celebration of Al Smith on April 5th. We plan on having a great time even though we have a short track this time. We plan on having both the 1912 and 1914 locomotives out and running. If you have not already done so, please RSVP to (805) 995-3659 by March 31. Hope to see you there!

The weekend of March 14 and 15 was a busy one, the workday Saturday saw some more progress: Bill McNab took his turn in the ongoing roundhouse painting project, so we are getting closer to completing that phase, with another couple of days work we may have the ceiling completed by Al Smith day. Marty worked on hanging the light fixtures in the roundhouse, so now, with a white gloss ceiling and more light fixtures we won’t be able to refer to it as “the cave” any longer.

The track crew headed by Elmer evaluated the condition of the track on the other side of the bridge and made some preparations for the bridge rebuilding. Ed moved the grass in the meadow and cleaned up the weeds.

Geoff was able to machine the bearings for the 1914 drivers and the roundhouse crew was able to reassemble it that evening. Fitz worked on another Crown car while Tom and Art took turns at the beltd blast machine making old parts look like new again.

We would like to welcome Paul Cregan as our newest member. I invited him to come on down with me the week before to see what we were doing at Swanton and he had so much fun that he signed up the next week and jumped right in helping Randy with some motorcar repairs. Welcome aboard, Paul.

We had our Board of Directors meetings on Sunday the 15th and had a full agenda. Lots of projects on our plate for this year, along with the major setback of losing the bridge again. If any of you wish to get in on any of our projects, give me a call and I will get in touch with the committee coordinators, or just come on down for the workdays and ask for me or Ed and we will be glad to get you involved in whatever is going on that day. We have lots of projects we would like to work on this summer, but we need more volunteers to help us out. Remember that not all of these projects require mechanical knowledge or heavy lifting. We need some help painting, weeding, sorting through historical records and photographs, and we would like to refurbish both of our cabooses, just to name a few. Sure we will be building a new bridge and doing lots of track work, but we need some help in other areas as well to free up the people needed on the heavy projects.

You can also feel free to pick a project if you see something that needs to be done and you are willing to “make it so”, then contact me and we will get it rolling. Of course if you have any skills in welding, plumbing, carpentry, electrical, painting, concrete, sheet metal, hydraulics, steam, or whatever, we can always find something for you to do! Many hands make light work and more time for fun.

We have a new co-chair for our Social Committee, Mary Ann Carnegie and Fred Vertel are now heading up that position and I am looking forward to their participation. They will be coordinating all aspects of our social events and hopefully we will be adding some more “fun” outings for the membership as well. Congratulations to Mary Ann and Fred.
The 1913 project is slowly beginning to move, we have had of course many more urgent problems to deal with lately. Randy and I are beginning to make progress on it and contacts have been made to get the boiler repairs started soon and to get the necessary machine work done by our friends at the Golden Gate Railway Museum. Once these items are out of the roundhouse and into their hands, we can begin assembling our "locotive Kit" from the frame up. Randy has just informed me that the possibility of attending Railfair in Sacramento next year is now becoming a reality, the railway museum has enthusiastically responded to the idea of having one of our engines operating for the event, hopefully it will be our 1913, freshly restored! As you know, the 1915 is on permanent display in the lobby as you enter the museum.

We had a small birthday party for my daughter Molly Sunday afternoon which gave Art, Andy and Tom an excuse to get the 302 diesel out for a run and to check out the remaining track for our event on the 5th of April. Molly and I came down by ourselves again on the 21st to continue repairs on the motorcar and delved into the mysteries of hydrostatic drive. I hope to have the problem solved this week. Molly is probably the only kid her age with a working knowledge of hydrostatic drive, with the possible exception of Tony Piaskinis.

The 302 Diesel project, headed by Marty has been mapped out and will begin after Al Smith day. Lots of repairs planned for it and it will take about three months to complete the repairs. Contact me or Marty if you wish to help.

The big news of course is the bridge project. We are well under way as Ed and several volunteers are at Cal Poly this week cutting the steel for our new bridge. That phase will be completed by the time you get this newsletter and the materials will arrive at Swanston around the end of March. Then the fun really begins as our volunteer crew fabricates the bridge in sections in preparation for assembly and placement this summer. April 4th will be a workday, as we prepare for the event on the 5th. Come on down!
The SP Pacific locomotives, Class P-6, were built by Alco-Brooks, builder’s numbers 53333 to 53338, in May 1913 and were put into service between August 3 and 12, 1913.

The first MacDermot drawings with a title "... for a Pacific type passenger engine" are dated in November 1913. Titles of other drawings suggest that the design of the Overfair equipment, including the engines, started in August 1913. So, if MacDermot did use the P-6’s in his model, then he was copying the very newest version that SP had just introduced into service. The period between the building of the full-scale engines and the issuing of MacDermot’s designs is rather short, six months at most, for such an enormous, complex design and machining job.

Had MacDermot obtained in advance a complete set of drawings from Alco-Brooks or SP? Or, did he work from photographs, plan views, and tables of specifications to design, or redesign, the components to fit the one-third scale? From the scant information I have been able to find, MacDermot was awarded the concession to build and operate the Overfair Railroad sometime in the middle of 1913, in the same period as when the P-6’s were finished and put into service.

Three of the SP’s six Pacific P-6’s, Nos. 2455, 2456, and 2457, were leased in February 1937 to T & NO, which rebuilt them in Houston as “streamlined” P-14’s and then purchased them in May 1946. Their subsequent fate is not given in the record I received.

The three P-6’s that the SP kept, nos. 2453, 2454, and 2458, continued in SP service until 1955 and 1957. In the post WW II years, they were assigned to the Del Monte passenger run between San Francisco and Monterey/Pacific Grove. Nos. 2453 and 2458 were retired at Bayshore Yard on September 19, 1955 and November 15, 1955, respectively; and, two years later, No 2454 was retired at Bayshore on October 2, 1957. Nos. 2453 and 2454 were then scrapped.

The record is not clear as to the ultimate fate of No. 2458; it was sold in 1957 to Pardy Co., the same outfit that scrapped one of the others.

These three Pacifics were probably the last steam locomotives operating in regular passenger service for the Southern Pacific.

Note on the History of the Pacific 4-6-2 Locomotive

The 4-6-2 type of locomotive was used worldwide for passenger service from its introduction in 1901 until the 1950’s when diesel engines became dominant.

The first 4-6-2 locomotive was built in 1886 for the Lehigh Valley RR; but, it was not widely duplicated for many years. In 1901, Baldwin built a number of 4-6-2’s for the New Zealand Railways, their “Q” class engines. Then in 1902, the Brooks Locomotive Works of Danbury, New York, used the same type for an order from the Missouri Pacific lines.

One author suggests that the type then became known as the “Pacific” type. After those two orders, the Pacific type rapidly became the successor to the earlier “Atlantic” 4-4-2 type, which was widely used in the late 1800’s and the very early 1900’s.

The Pacific’s larger firebox allowed by the four-wheel trailing truck made it more powerful than the Atlantic type. The Pacifics were the most popular passenger locomotives for a generation into the late 1920’s. Many classes of the 4-6-2 Pacific type were adapted by railroads throughout the world for their particular needs; such as P1, F3, K6, P-6, G-2-SA, in the USA, and the “Gresley” class in Great Britain. They became the standard locomotive for many “Limiteds” in the early 1900’s, for example, the Broadway Limited, the Crescent, and the Empire Builder in the USA, and the Great Northern and the Flying Scotsmen in Great Britain.

The last Pacifics were built in the late 1920’s, when their design was replaced by longer types, such as, the New York Central’s 4-6-4 Hudsons. These latter engines were able to pull the heavier and longer passenger trains then in use and to provide more rapid acceleration from intermediate stops on long distance runs. An impressive and awesome example of a Pacific is displayed in the Smithsonian Institution’s Museum of History and Technology in Washington; it is the Southern Railroad’s No. 1401, a 4-6-2 with six-foot drivers built in 1926 by American Locomotive Company (Alco) and retired in 1951 when the “golden era of the steam locomotive” was over.
Executive Board Meeting Swanton Pacific Ranch - Redhouse

The meeting was called to order by President Engelman at 9:30 AM, March 15, 1998.

ATTENDANCE

Officers

President
Bill Engelman
First Vice President
Bob Morehouse
Second Vice President
Andy McLean
Secretary
"Fitz" FitzPatrick
Treasurer
Ed Carnegie [Director]

Committees

Track
Elmer Stone
History
Lou Haughney
Engines & Rolling Stock
Randy Jones
Operations
John Tomlin

Guests:
Marty Campbell, Mary Ann Carnegie, Linda & Molly Engelman, Art Laidlaw, Bill McNab, Geoff Tobin, Fred & Tom Vertel.

The Executive Board minutes of January 11, 1998 were approved.

REPORTS OF OFFICERS COMMITTEES

TREASURER’S REPORT - Ed Carnegie

The Summary Report for calendar year 1997 and the 1998 budget were presented. Due to the monies needed for repair and bridge construction certain projects, such as the track pit, may have to be delayed.

TRACK - Elmer Stone

The track south of the Scott Creek bridge is inaccessible until Ed builds the bridge. Two sections are completely undercut and will require a trestle or rerouting of the railway.

Once the ballast loader is repaired the switches near the yard can be upgraded. Jones reports the new switches have been treated and should be delivered soon.

Elmer reported there is a possibility we may be able to get a searchlight signal from Niles Canyon Railroad. In summary, most of the track work is dependent upon completion of the Scott Creek bridge with just enough work near the yard to keep us busy.

FACILITIES AND GROUNDS - Ed Carnegie

Between raindrops the lawn has been mowed, there is a lot of weeding to do. Mary Ann has been planting and cultivating ground cover.

Plans for the oil storage building/water tank have been completed, however construction will be delayed as the money will be used for damage repair. The construction of a watch tower will be deferred until next year.
Plans for the North Bridge have been completed and are ready for submission for approval of governmental authority over the project.

Plans for the replacement Scott Creek bridge have been completed and signed off by a Civil Engineer and Hydrologist. The steel for the bridge will be delivered to Cal Poly where two shops are available during Spring Break, 21 to 29 March. The work crew will cut, drill, prefab some small parts, and load pieces onto a trailer near the shops. Once delivered to Swanton they will be painted and prepped for erection.

Revetment and revegetation plans are being developed with the aid and assistance of Fish & Game folks.

Summary, the major project is to build the Scott Creek bridge with other projects being deferred until money and time are available.

HISTORY - Lou Haughey

Hart Fairclough and Fred Vertel are assisting Lou with the historical record of the Overfair railroad and Swanton, with Fred concentrating on the time since Al, the railroad, and Swanton all came together. Lou asked the board if there is a policy regarding access to the cupola in either caboose, and if there is none should there be one? The Cabooses [caboose] are a major attraction and children, of all ages, enjoy climbing into the cupolas.

Ensuing discussion determined that children, with adult supervision, would be allowed into the Santa Fe cupola. [See New Business]

In regard to the running of the 1914 at Swanton, as reported in Lou’s article in the March 1998 newsletter, Elmer reported the 1914 first ran under steam at Swanton on Saturday, April 11, 1987.

Fred presented his copy of the article “From Panama to Poly - The Saga of the Overfair Railway Pacifics” by Walter Rice and Karl Novitz printed in the March/April 1998 issue of “Live Steam” magazine.

ENGINES AND ROLLING STOCK - Randy Jones

The 1914 - After some machining by Geoff, he and John Tomlin and Randy reassembled the main rods. Some final adjustments are still needed.

The 1913 - The boiler is in the roundhouse. Randy is playing ‘phone tag’ with John Greco - Bay City Boiler and Engineering Co. attempting to set up an appointment to have the boiler inspected and determine if we should do the retube work here or have it done in John’s shop. The “00” Motorcar - Repairs to the hydro unit were ineffective, it does not run as well as it did before. Randy will contact Bay Hydraulics, which did the work.

The Scott Creek Crown car is operational with a brake pipe, hand brake, and air brakes. It needs paint, signage, and seats.

Car 175, wood truss gondola, formerly the wood ballast car will be operational with brake pipe, hand brake, and air brakes once angle cocks and boxes are installed. The freight trucks under this car have wooden bolsters and from the vent on the car it was determined not to use it as a ballast car.

Ed and Randy both have plans for a new steel ballast car. With the moderation of Elmer they will finalize plans for a ballast car designed for our railway.

Bill Engelman reported the ‘Committee of 1913’ has developed a plan and flowchart for rebuilding the 1913 in time for the 1999 railfair. There are three possible bottlenecks, 1) boiler work, 2) driving boxes, and 3) turning the driving wheels. The committee believes we will be able to run in time for the railfair.

Randy stressed the need for a routine, boiler wash, hydro test, and maintenance as well as records thereof.
OPERATIONS - John Tomlin

John, Randy, and Andy are heavy into the latest rewrite of the brake rules.

No classes scheduled at this time.

A reminder, Daylight Savings on April 5th.

SAFETY - Andy McLean

The motorcar seats need to be repaired. Ed to handle, in his spare time.

The caboose cupola windows should be secured to prevent egress.

OLD BUSINESS

Machine shop - Geoff reported that several lights have been installed and that the location for the blast cabinet determined. The air compressor will be moved outside the shop proper to a site near the blast cabinet’s location thereby providing the cabinet with a good supply of air, reducing the noise level in the shop, and increasing working space in the shop.

Blast cabinet - Is in use temporarily in the car barn.

Track pit - Bill Engelman reported after considering the problems associated with a pit and the work to be done on engines we would be better served with a lift located in the roundhouse. There are several manufacturers of automotive truck lifts capable of lifting the locos. Ed noted that this is another item in suspense pending railway reconstruction.

Roundhouse - Bill McNab reported that two stalls are painted. We have a need for at least one 8 to 10 foot step ladder. Elmer said he may be able to get one. Randy noted that the roundhouse is swampy, as usual, to be dealt with later and that with the new paint and lights is much brighter.

By Laws - Bill McNab reported the committee’s concerns regarding the number of members who could make policy for the Society. In effect three Board members can make policy and resinding the policy is an involved process. The question is how to involve members in matters of policy without adding to the bureaucracy or making it impossible to establish policy.

Ed asked if the committee had considered two year terms in office, noting that we never have had a ‘running through the chairs’ to give new board members some experience in office. Fitz to take Ed’s comments back to the committee.

Turntable - Randy reported that the turntable is operational now and that further work is on hold pending completion of other projects.

Oil storage - On hold.

1913 Boiler inspection - Not found as yet, Fitz to contact Hartford.

Automotive paint - Fitz reports can be used with standard spray gun, but requires use of a respirator not a dust mask.

Letter to Hart Fairclough - Bill read the letter which will be sent to Hart. All approved.
NEW BUSINESS
By action of the President:

Appointed Mary Ann Carnegie and Fred Vertel as co-chair of the Social and Publicity Committee. This action brings to the committee Mary Ann’s experience and knowledge, plus Fred’s skills and abilities.

Welcome to you both.

Instructed the Historian to cordon off the cupola in Al’s caboose and post signage in the Santa Fe caboose allowing children’s access to the cupola only under adult supervision.

502 work list
Randy presented the 502 work list prepared by Marty Campbell. Repair of the torque converter and transfer case simultaneously. This work to begin after the motorcar is back in service and proven reliable.

Al Smith Day preparations
Vice President Bob Morehouse to assign crews. Ed stated the food, etc., will come from Cal Poly. We will need four or five ‘BBQ’ers. We will have to bring water for cooking. Even with the new system the water doesn’t taste that good. Randy recommended we place two steam locos in a push-me pull-you arrangement on the short length of track as we have no wye to turn around in. Bill Engelman suggested we have nature walks in addition to the train rides. Ed suggested we have a photo board of the damage done by the winter storms. We will need a warning sign for the Scott creek bridge.

Canceled runs
The Cal Poly [May 15] and Red Cross [June 7] runs have been canceled.

GOOD OF THE SOCIETY
Ed presented a letter from new member Insley Brain.

Ed reported he received a call from Phil Reader, a mechanic at Roaring Camp, asking if Roaring Camp could have a five chime whistle we have. Agreed to loan it to them subject to recall.

Fred will be taking pictures of folks involved in working on the railroad.

Bill McNab will be presenting a video of Swanton at the Cal Poly open house in mid April and hopes to attract some new members as well.

ADJOURNMENT
The meeting adjourned at 12:00 Noon. The next scheduled meeting is Sunday, May 10, 1998.