



# SWANTON PACIFIC RAILROAD SOCIETY

Number 61

May 1998

## On Track

with your Director,  
Ed Carnegie

Greetings from somewhere in Europe--by the time you receive this Mary Ann and I will be enjoying the windmills of Holland or sipping the foam off some good German beer with oompah-pah music! Now, back to reality--the Al Smith Day event was very successful thanks to all the hard work everyone of you donated during and prior to the event. The weather was very cooperative, and everyone seemed to enjoy the El Niño short ride special. We fed over 170 people, this made for one of the largest attended Al Smith Days. In addition, we had a very large turnout of the "Smith" family.

Saturday, prior to the event, and in-between some showers everyone was busy doing all kinds of cleaning and other prep work for Sunday's event. The engines were scrubbed, polished and fired up. We removed the handrails from the old bridge to get ready for construction of the new bridge. I fought with the lawn, and the lawn didn't win! Many areas were weeded and cleaned up by all. Some prepping for the BBQ on Sunday was accomplished. The parking lot area was cleaned up for the coming crowd, and the turntable was aligned.

The week prior to the work-weekend preparations at Cal Poly were going smoothly for getting all the steel cut and transported to Swanton. Special thanks go to the hard working crew of Tom Vertel, Bill Engleman, Randy Jones, Phil Gould, Geoff Tobin, Art Laidlaw, Gary Weisenberger - faculty member of Cal Poly and student Matt Yore. Everything was cut and loaded a day earlier than anticipated. Total payload transported was 32,000 pounds - 16 tons,

whadda you get??? Hopefully a new bridge. Speaking of the status of a new bridge. . . All applications and fees have been turned over to Fish and Game. Now, we just have to wait for them to respond.

The immediate plans for the next few workdays is to work on the bridge preparing the metal for painting and assembling subassemblies. If time permits, track work could proceed in the station area, both the mainline and the siding. After a long waiting period a steam driven turbine generator finally arrived and hopefully the engine crew can check it out to see if it will meet our needs.

Hope it doesn't come as too much of a surprise for the car-barn crew, but Christmas came early this year as a result of an auction held recently at Cal Poly. I bid on a ton of nuts and bolts, two three-phase motors, and a welding rod oven - all this was obtained for just a couple hundred dollars.

New memberships received over the last few months were as follows:

Christopher Davis Stockton

John Dunn Avenal

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.

**FIRST SAFETY**  
**THEN FUN AND GAMES**

## Behind the Throttle

with your President Bill Engelman

engelman @ compuserve.com

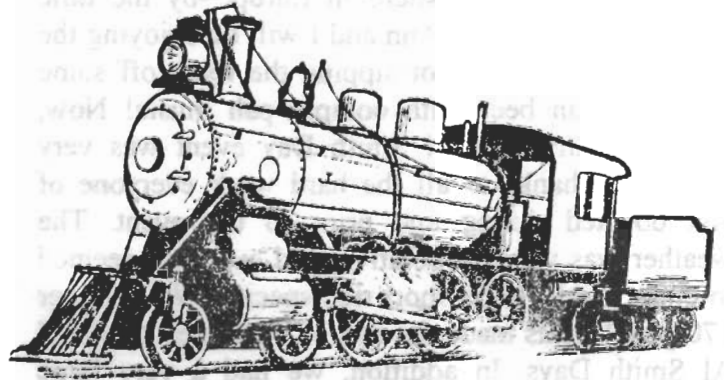
Voice: 650.726.6908 Fax: 650.726.7030

The end of March saw 23,000 pounds of steel delivered to the Ag Engineering shops at Cal Poly where your Swanton Pacific volunteer crew met to cut, drill and fabricate the components of our replacement bridge. We had less than one week to complete our work while the shops were available during break. Under the direction of Ed Carnegie, with help from Art Laidlaw, Phil Gould, Tom Vertel, Randy Jones, Goeff Tobin and myself, your volunteers were able to beat the deadline and had the flatbed loaded by noon on Friday the 27th. Even though Ed, Tom and I had a long day Friday by the time we got to Swanton, we still had enough energy to work on the motorcar for another hour before calling it a day. Saturday saw the steel delivered and unloaded at Swanton, while Randy Jones and Ken Foreman did some continuing work on the turntable. Many thanks to all who participated in the fabrication of the bridge parts. Our next phase is to pre-assemble the eight sections of the bridge, weld and paint them in preparation for final assembly on the site. This will be our prime focus for the next couple of months. Any assistance from the membership is welcome. On our April 4 workday, among other things, we had Randy Jones working on the ongoing turntable project while Goeff Tobin cut a taper on the four turntable wheels with Ken Fisher assisting. Meanwhile Marty worked on cleaning up and shining the 1914 as the rest of our volunteers made their own preparations for the event the next day. April 5th turned out to be a very pleasant day for our annual Al Smith celebration with about 150 people at the ranch, and Al's family was well represented. We had surprisingly good weather, despite the weather reports, and not a drop of rain fell at Swanton the entire day. We had both the 1912 and the 1914 locomotives out and steaming, with rides for all. We had a lot of fun, despite our temporary abbreviated track situation. Lots of good food and good friends, and thanks to all of you who came for our celebration. April 25 saw a few of us diehards again at Swanton where Randy did some

fine tuning on the turntable in preparation for the pouring of the new supports. Ken Foreman worked on the bridge preparations and welded up some horses upon which to construct our bridge sections. I worked on our motorcar and pulled the hydrostatic drive unit once again, hopefully for the last time, so we can send it back to the rebuilder who seems to have left out the horsepower when they rebuilt it. The next workday is May 9th, hope to see you there.

### NOTICE

The next Executive Board meeting will be  
SUNDAY JUNE 12, 1998



WILDLIFE ENTERPRISES

### In the Caboose

with your Historian

Lou Haughney

Several more collections of photos, past and present, were given to us at the Al Smith day. Karl Hovanitz of San Luis Obispo has given the SPRS an excellent collection of photographs about the Jervis/Orange County Fairgrounds period of the Overfair Railroad engines 1914, 1915, and 1500. Karl rescued these photos just as they were to be discarded in a train model shop in Southern California. More about this collection in a later issue after I have had time to examine them thoroughly. Second, photos of the flood damage to the Scott Creek in February were taken by LaDonna and Tom; Mary Ann put them together for a poster display. Also, Hart Fairclough has donated a set of prints he took a few days after the collapse. Many thanks to all of you.

## In the Roundhouse

by Randy Jones

328 Stanford Ave., Santa Cruz, CA 95062

RnRJONES@pacbell.net

Voice: 408.425.5065 Page: 408.699.6800

The month of April saw a lot of progress at Swanton, even in spite of the storm damage from this winter.

The turntable pit re-build was kicked into high gear by a crew on the day before Al Smith Day. Matt Zemny, Mark Cooper, and Jed Dunn spent the day at the tedious task of leveling the pit rail. Ken Forman welded stanchions in place and welded up joints while I cut and set hold-downs and radial stays. Tom Vertel had previously done as much of the welding as could be done before hand. Don Love crawled around in the pit removing the out-rigger wheels, and then re-installing them after machining. This was a most difficult and uncomfortable task, especially when we would turn the table on him! Geoff Tobin and Ken Fischer worked to get the lathe set up to turn a slight taper on the wheels, and Geoff then turned all four wheels. By the end of the day we were really in the ballpark on everything.

For those unfamiliar with the story, all this work is necessary now because the old wood support blocks for the pit rail were all rotting out at the same time, and we can't afford to let anything go to the point where it becomes unsafe. The new arrangement has the rail supported on adjustable stanchions for proper leveling, and then concrete will be poured around them for a permanent installation.

John Tomlin had been over previously to sand down the locomotives' steam dome rings to remove pits, as well as other tasks to bring the "old girls" out of hibernation. Marty Campbell and Jim Scott put in a long day completing that job, assisted when possible by Geoff and Ken. All the work sure paid off as Sunday's run came off very well, indeed!

One of our members who came out to enjoy a gorgeous Spring day was John Greco, from Bay City Boiler and Engineering. John plans on doing the

re-tubing of the 1913's boiler, and this was our chance to plan the work. It's a real pleasure to visit with John about these boilers, as he is so appreciative of the craftsmanship they display. He says "You just don't find workmanship like this anymore!"

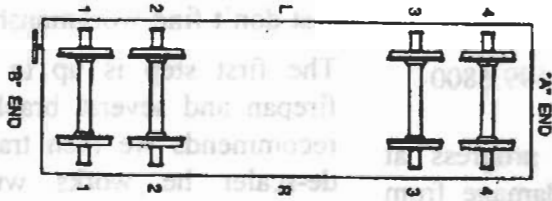
The first step is up to us: we must remove the firepan and several brackets from the boiler. John recommends we then transport it to a commercial de-scaler he works with to have the insides thoroughly cleaned. Next comes a visit to the sand-blaster and a protective exterior coat of paint. Then Bay City can swing into action on the tubes. Finally a hydrotest and it's back home by late Summer if everything goes as it should! Another piece of the 1913 puzzle began to fit into place the next week, as I got in touch with the Golden Gate RR Museum about machining the drivers and driving boxes. They have a commercial branch of their organization called Doublerock Rail Services that handles the machine shop and railroad switching in Hunter's Point, so if you hear us mention "Doublerock", that's the GGRM.

Anyway, I had a good talk with Severn Edmonds who is managing the shop, and he's sure we can get the work done there in a good timeframe. I anticipate that we'll be making real progress if we can be ready to set the frame on the wheels by late summer, and then the fun starts. We still think we can make it to Railfair in Sacramento in June '99, but it's goin' to be tight!

Another development this month was the installation of the rebuilt hydro-static drive in the motorcar and the discovery that it doesn't work even as good as before! Bill Engelman came down last weekend and pulled it out again, and I took it back for some warranty work. We hope this can go back together next workday so we can finally get seriously started on the 502, which needs torque-converter and gearbox work.

So, if you don't have plans made yet for next work-weekend, why not come out and join the fun?! It's beautiful in Swanton this Spring, really a special place to get together with friends, have a good time, catch up on railroad gossip, and all the grit and grime are free!! Hope to see you there.

**AIR BRAKE APPLIANCES AND FUNCTIONS  
CAR COMPONENT LOCATION AND IDENTIFICATION OF  
"A" OR "B" END AND RIGHT OR LEFT SIDE OF CAR.**



WHEN A CAR HAS A  
HAND BRAKE ON  
BOTH ENDS, THE "A"  
AND "B" ENDS WILL  
BE STENCILLED.  
THE RIGHT AND  
LEFT SIDES ARE  
DETERMINED BY  
LOOKING AT THE "B"  
END OF A CAR. THE  
1ST AXLE IS ON THE  
"B" END OF A CAR.

