



# SWANTON PACIFIC RAILROAD SOCIETY

Number 63

Cal Poly

July 1998

## On Track

with your Director,

Ed Carnegie

We're back to reality! Had a wonderful time in Europe, saw lots of trains--even the ICE--but didn't ride it. We noticed that the relationship between passenger and freight trains is just the reverse of what we see here in that for every freight train we will see 20-25 passenger trains. A big difference though is that their trains do run on time--almost to the second! Electricity is the main source of power and most trains are small in length. We even saw some trains with just two cars. Now on to the reality of "life at Swanton!" . . .

We still have NO good news to report from Fish and Game; we are still in the discussion phase. However, progress has started on the construction of the bridge on site. Welding and prep are a time consuming operations. We do have some welders, but the real time consuming work is in the prepping and painting the metal--many volunteers are needed for these operations--i.e., grinding, cleaning, washing, wiping, and rolling. If you would like to help out we could certainly find a task for you to do. Remember--many hands make the job lighter, faster!

One thing we can say about the El Nino rains, it sure made the weeds grow. For those of you who have not ventured past the downed bridge, or the washouts--we have lost track to weeds! So to win the battle there--when we can't spray because of too much moisture, not enough sun, Swanton Pacific RR bought a new weed wacker.

Tom Vertel and I christened it by wacking most of the weeds down from the bridge to Folger Point. Past Windy Point the tracks were not even visible through all the thistles!

For the June workday we had about 18 members show up to tackle all kinds of tasks.

The Track Crew under Elmer's guidance consisted of two potential members- a father son team--Jeff and Bob Ewart, along with members Bob Kubiawicz, Bob Nichols, and Art Laidlaw. They put in 16 switch ties, finished aligning the frog, and spread ballast. Jim Sutherland, his son Thomas and a friend, used the new weedwacker and cleared weeds on the north loop.

The Roundhouse crew - Bill Engleman, Jim Scott, John Tomlin and Geoff Tobin, under Marty Campbell's leadership took the 502 apart. The transfer case was removed, the trucks were removed, and the clutch was removed--so it is now sitting high and dry.

Bill Mc Nab, Hart Farclough and his friend Bob Campbell continued to finish up with the painting of the ceiling in the roundhouse.

The Car barn Crew - Fred Vertel, Andy McLean--under Secretary Fitz's direction cleaned and installed the new air compressor. Hopefully it will have lots of air soon.

The Bridge Crew - Randy Jones welded all day, while Tom Vertel and myself kept things ready for Randy to weld. We also had expert crane operation from Bob Nichols.

Hopefully the next time the crane is used it will operate smoother since Fred Vertel removed at least 20 lbs or was it 20 years of accumulated dirt off of the cab! It didn't get a wax job though!

The Grounds Crew - Francis Stone, Martha Neilsen, and Carol Campbell hoed and weeded in established areas and planted new plants along one of the hillsides behind the caboose. Lou Haughney continues to "baby and provide TLC" to Al's favorite roses. They are absolutely gorgeous. Linda and Molly Engleman, along with Carol Campbell and Mary Ann removed and "whitened" a fair amount of the light globes in the meadow.

The Historians (Lou Haughney and Fred Vertel) are keeping track of all the history our present society is making and will hopefully be producing an album this coming year. The first and second part articles, "From Panama to Poly" have been published in the Live Steam magazine. We have obtained several copies of the articles and will have them available for the membership at cost.

Many of you may have noticed a difference in the College Station. Fred and Tom Vertel have taken on a project to clean, prep, and paint the station. And when Fred wasn't cleaning the station, he cleaned up the turntable pit.

So as you can see or read, a lot was accomplished. My thanks to all of you for your efforts. Little by little we make progress and we will have a functioning railroad again.

Summer Solstice has now come and with the longer days we will be starting to have two or more work weekends a month. So if you are unable to make the second Saturday of the month, please come on the fourth. Mary Ann and I will be up there 5-6 days at time centered around the work weekends so if some of you may even be available and want to come up mid week, come by or leave a message on the machine shop phone and we'll call you back.

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

Donna Ewald	Larkspur
Matthew Hutchings	Felton
Tom Lang	Glendale
Dudley Westler	Piedmont

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.

## Social Committee Update

Fred Vertel & Mary Ann Carnegie

Though the trains are not up and running we still have some events scheduled in the near future--so be sure to mark your calendars with the following dates:

July 11	Work weekend-potluck afterwards
July 25	Golden Spikes (& 4th work weekend)
August 8	Work weekend
August 9	Board Meeting
August 22	Work Weekend
September 27	Land Trust
October 3	Cal Poly Days
October 4	Lone Star Picnic

For July 11 we will have a potluck after the workday. Meat, beans, and salad will be provided. All you will have to do is provide your own beverages and if you would like to bring something else that's O.K. If the weather is cooperative we will have "samores" that evening.

For Land Trust we usually just provide train rides, but for the October 3, Cal Poly Days we put on the entire show. So mark your calendars, line up your guests. In August and September we will be getting our committees organized to make this event very memorable and successful. We are hoping to attract a large crowd.

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## In the Caboose

with your Historian

Lou Haughney

### DISCOVERY OF OVERFAIR PHOTOGRAPHS IN SOUTHERN CALIFORNIA

An informative and valuable collection of material on the Jervis operation of Overfair Railway equipment in Southern California was given to the Swanton Pacific Railroad Society on the last Al Smith Day, April 5, 1998. The donor is Karl Hovanitz of San Luis Obispo, who has an interesting account of how he found the material.

It consists mainly of photographic prints of the equipment that Billy Jones sold to Quentin Jervis and Federic Shaw in November 1959; namely, the Overfair locomotives #1914, #1915, and #1500, plus Billy's 18-inch gauge 0-4-0T British switcher "Gwen" (See article in issue no. 53, August 1997 of the SPRS newsletter.) Those photos cover the period from 1960 through the 1970's. Also included in the collection are a few old photos from operations by MacDermot at the Panama Pacific International Exposition and the Oakland Zoo.

About a year and a half ago, Karl learned that this material was ready for "recycling" after being kept for some years at a train hobby shop in Pasadena. Karl is one of the early members of the SPRS, and he manages to come to the Swanton Ranch a couple times a year, always on the Al Smith Day.

So, Karl immediately recognized the significance of the material for the SPRS. Fortunately, he was able to retrieve it before it was discarded. He has spent several months in sorting it and in preparing a package for us.

The collection consists of about 75 photographs plus a few old clippings, a brochure, and a ticket for a round trip on the "Overfair Railway at the Orange County Fairgrounds". Karl has preserved the photographs by making copies of them in different formats; such as, 35mm copy negatives of all the original photos, 35mm contact positive sheets of these latter negatives, 35 mm slides, and then positive prints ranging in size from 4x4 to 8x10. Many of the prints appear to be the original. All these items are in a sturdy, box-type album, which will keep them enclosed but easily available for viewing.

I am just now starting to study and inventory the pictures. An item that first caught my attention is a sheet entitled "Railroad Equipment Inventory" typed on a letterhead of the Overfair Corporation. (That is the company that Federic Shaw and Quentin Jervis formed after buying the equipment from Billy Jones.) Unfortunately, the inventory is not dated; but, by comparison with other Overfair Corporation correspondence in the CSRM Library's files, I assume this inventory was composed some time after July 1973. The inventory lists, among other items, the Overfair locomotives, Nos., 1914, 1915, and 1500, as being valued at \$75,000, \$35,000, and \$51,250, respectively. Well, those amounts are much higher than Al Smith was willing to pay and, as far as I can determine, what he did pay for them later.

When the Jervis estate was sold in March 1983 by the County Administrator in Los Angeles County, the selling prices of the three locomotives were only \$5,500, \$2,500, and \$8,500, respectively, if I interpret correctly cryptic notes on a "buyers guide" made by an attendee at the sale. (This "buyers guide" is in the CSRM Library's files.). Does anyone have any information on these prices?

Another item on the inventory list was a surprise; namely, "1 U25B General Electric Diesel --- \$60,000". Marty Campbell says that is "the one and the **only 19-inch U25B GE diesel**" that we now have! Marty does not know how the diesel went from Jervis' ownership to the Keystone Light Railway Works in Pittsburgh, Pennsylvania, from which Al Smith bought it. (When?) Jervis must have disposed of it before his death because it does not appear on the inventory of the Estate sale.

This collection, put together so carefully by Karl Hovanitz, complements very well the batches of old photographs that have been **uncovered** in the past year from Al Smith's cupboards and shelves. Karl's contribution fills a gap in Al's **collection**. So, there is plenty of interesting work **ahead in sorting** and compiling all these photographs, **several hundreds** of them. Many thanks to Karl for his **great work** in preserving these photos for the SPRS' files.

## IN THE ROUNDHOUSE

Engines & Rolling Stock by Randy Jones  
328 Stanford Ave., Santa Cruz, CA 95062  
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July is upon us! Where did the first half of '98 go? Please don't say "washed away", 'tho that's probably most accurate.

Hearty hurrahs and **atta-boys to Pres. Bill** for his work on the **Double-naught last month!** For a while he sounded as if he had been put in motorcar Purgatory.

Last workday saw the next project highballing ahead as Marty Campbell, Jim Scott, Geoff Tobin, and Bill Engelman began the 502's overhaul by **removing the trucks, fuel tanks, torque converter and gearbox/transfer case**. Jim delivered the faulty drive components on Monday to our friends at Central Hydraulics in Redwood City. As I write this, they have already rebuilt the torque converter (it had blown seals) and have **opened up the gearbox** and found the gears need **replacing**.

We believe the **gear manufacturer is still** in business, so we may **get lucky finding parts**. The next steps are: **cleaning, inspecting, and painting** the trucks; re-installing the drive components; fabricating a new forward/reverse lever; installing permanent air lines; hydro-testing air reservoirs; re-locating the alternator; design, fabrication and installation of sanders; and finally ... a heater?

(Don't laugh. You should try to run this thing on New Year's Eve after dark. It's FREEZING!) Check in with Marty, Bill, or me if you're interested in getting involved.

While the diesel was under assault, Bill McNab and Hart Fairclough made more progress painting the inside of the roundhouse. It's getting so much brighter in there, I don't know how we ever got along the way it was before.

Geoff, Fred Vertel, and I had a meeting there after the board meeting and began the process of planning how the inside will be finished off as well as how it can be best used to support the railroad. If you have ideas, please share them. More on this at a later time.

Andy McLean and Fitz FitzPatrick had their focus on infrastructure too, as they were installing the **carshop air compressor in its enclosure**, and running **air lines and the electrical supply**.

As for myself, I spent most of the day welding on the new bridge truss. At one point we had to stand it up to turn it over, and boy!, this thing is going to be **impressive!** When Ed sets out to design something, he sure doesn't go about it in a small way! More on the engines next month.

Hope to see many of you at the next workday.

**Work Safe**

**Be Happy**

# SWANTON PACIFIC RAILROAD SOCIETY

**Executive Board Meeting**  
**Swanton Pacific Ranch - Redhouse June 14, 1998**

The meeting was called to order by President Engelman at 9:35 AM, June 14, 1998

## ATTENDANCE

### Officers

President	Bill Engelman
First Vice President	Bob Morehouse - absent
Second Vice President	Andy McLean
Secretary	"Fitz" FitzPatrick
Treasurer	Ed Carnegie [Director]
Immediate Past President	Marty Campbell

### Committees

Track	Elmer Stone
History	Lou Haughney - absent
Engines & Rolling Stock	Randy Jones
Operations	John Tomlin
Social & Publicity	Mary Ann Carnegie and Fred Vertel
Machine Shop	Geoff Tobin

### Guests

Linda Engelman, Art Laidlaw, Bill McNab, and Tom Vertel.

The Executive Board minutes of March 15, 1998 were approved.

## REPORTS OF OFFICERS AND COMMITTEES

### TREASURER'S REPORT - Ed Carnegie

The Society has a current balance of : \$21,933. July 1, 1998 we **will receive a draw** of: \$20,000. This nearly \$42,000 is being held in reserve for the Scott Creek bridge construction and re - vegetation. No other major **expenses are planned at this time.**

The endowment continues to do well in this economy.

### DIRECTOR'S REPORT - Ed Carnegie

We tacit approval of the bridge engineering and design signed off by a Civil Engineer. As yet to be resolved are the re-vegetation and bank stabilization plans.

We do not have direct contact with the Department of Fish and Game, [DFG], but rather work through Cal Poly's hydrologist who contacts DFG's flumeo morphologist, *[if I spelled that right. I assume this is a specialization within hydrology dealing with the effects of land or water development on the flow of a 'flume' - Fitz].*

Thursday, June 11, we submitted a plan for bank stabilization and re-vegetation which, if approved, should cost about \$12,000.

### DISCUSSION

Ed gave a brief description of DFG's **authority, biologists and hydrologists supplanting Wardens**, and the **federal Endangered Species Act impact on the State's authority and responsibility.**

Randy Jones noted that DFG has in SPRR the best use of the creek and surrounding land as we are minimally intrusive and wish to **preserve the creek and environs for their scenic qualities.**

Regarding the North Loop; all plans are at a standstill pending judicial decision on Santa Cruz County's opinion that forestry is an industrial use, not agricultural, and therefore not entitled to the tax benefits granted by the Williamson Act.

#### **SECRETARY'S REPORT - Fitz FitzPatrick**

The deadline for submission to the July newsletter is June 25, 1998

Bill McNab noted the Immediate Past President, as a member of the Executive Board, has not been included in previous reports nor in the newsletter. Fitz will correct same.

#### **TRACK - Elmer Stone**

Tom Vertel trucked in the treated switch ties during the week. Jeff and Bob Ewart, 'Boulder Creek Bob' Kubiutowicz, Bob Nichols, and Art Laidlaw replaced the switch ties near the Depot. The remaining ties have been sorted for use at other switches.

The track near the platform needs to be lowered and ballasted.

Elmer is attempting to find a **sleeping car or a business car** that could be used for members spending the night at the railroad as use of **the Redhouse is now restricted.** Discussion: Trucks are not necessary, however they would provide continuity **with the existing cabooses.**

Reported that Bob Morehouse may have found some sixteen pound rail we might be able to buy from East Bay Municipal Utility District, [EBMUD], at a scrap price of three cents a pound. Ed, as Director, to write EBMUD for formal agreement.

#### **FACILITIES AND GROUNDS - Ed Carnegie**

El Nino rains have produced a bumper crop of weeds.

Francis Stone, Martha Neilsen, Carol Campbell, and Mary Ann Carnegie weeded, hoed, and planted around College Park Station as well as cleaning the light globes.

Tom and Fred **Vertel are cleaning and painting the depot.**

#### Discussion:

Bill Engelman asked about the disposition of used oil. Ed stated that Cal Poly has an oil disposal facility but he needs sealed containers of five gallons or less for transportation.

The oil storage facility is still pending.

#### **HISTORY - Fred Vertel for Lou Haughney**

We have obtained some pictures of the 1913 at the Oakland Zoo.

Fred is developing a 'Year Book' of members, current history as it were.

Fred will be working with Elmer on a video history of Swanton.

#### Discussion:

Randy Jones has a recorded interview with Neil Vodden, which Vera McLean transcribed, and will give a copy of the transcription to the Society after he reviews the transcription.

Randy Jones **also has a 'shoebox' of McDermot negatives he will donate to the Society.** Fred will look into the **preservation of the old nitrate negatives and possible printing of appropriate photos.**

Randy also has a slide collection of Calistoga and early Swanton which may be converted to CD-ROM.

**ENGINES AND ROLLING STOCK - Randy Jones**

The 1913 - Golden Gate Railroad Museum will turn the drivers by the end of August.

John Greco of Bay City Boiler and Engineering Co. has looked at the boiler. We are to remove the appurtenances, (which Bill Engelman and Geoff Tobin have started), have the boiler commercially descaled, sandblasted, and primed, and then take it to Bay City Boiler for retubing and inspection.

Considering the use of the engine, we should not have to provide other than proper maintenance and care in our lifetimes.

The 1912 & 1914 - Both are OK.

The '00' motor car is operational thanks to Bill Engelman and others.

The 502 - Bill Engelman, Marty Campbell, and Jim Scott have removed the transmission and torque converter and sent them out for inspection and repair. The trucks have been removed for inspection.

The gondola car #175 - Andy McLean and Fitz tested the air brakes and found the wheels lock up when the car is not loaded. At Andy's suggestion Fitz recommended the car be used as the tool car thereby avoiding flats on the wheels and freeing up a longer flatcar. Ed agreed as we now have to load rail on the top of the tool box of the current tool car.

Hopper car - brakes are hanging up. Car barn folks to inspect and repair.

Chief Car - brakes are hanging up. Car barn folks to inspect and repair.

**SOCIAL AND PUBLICITY - Mary Ann Carnegie and Fred Vertel**

Mary Ann reported the following calendar events:

July 25	Golden Spikes Run
September 27	Land Trust Run
October 3	Cal Poly Days
October 4	Lone Star Picnic

Discussion:

The BBQ following the Saturday workday was such a success that we will be having more of them during the summer, additionally we will be having Sunday family days.

Linda Engelman said that Molly had picked out some toys and games for Family days.

Fred said he and Tom have brought a #1 scale train set for children, of all ages, to enjoy.

Bill McNab inquired about increasing alumni participation. Mary Ann said alumni mailing lists are available, but we need to form procedure before inviting the entire alumni body to join us.

Mary Ann reported that we can schedule bus transportation between San Luis and Swanton at \$10 per passenger.

Ed mentioned that the Roundhouse is the center of the railroad and posed a question regarding its 'museum' status. [See New Business]

**SAFETY - Andy McLean**

Reported that the switch stand between tracks leading to bays 4 and 5 should be converted to a ground throw as it is a tripping hazard for certain operations. The switch cannot be moved closer to the road lest it become a traffic hazard. **There are not any scale ground throw switches available at this time so watch your step if switching in that area.**

Reported that the turntable lock has once again been removed. Ed said that the key has gone missing once again. Randy suggested we either obtain additional keys, put the key back where it belongs, or convert to the common padlock. Andy to work on a solution.

**OPERATIONS - John Tomlin**

Requalification exams have been passed out. Andy McLean is qualified to correct exams.

Home study courses for General Safety, Brakeman, Conductor, Fireman, and General Operator are being developed.

Now that the motor car is operational Bob Morehouse and Geoff Tobin will begin training.

Discussion:

Bill McNab stated we should provide all new members general safety training, at a minimum, and that we should schedule them for class, not wait for them to ask. Much lively discussion ensued regarding; scheduling, methods of instruction, responsibility of crew leaders, learning materials and development thereof, progression of training, members who only want to drive the engine, and other divers but related topics.

As a start an initial contact brochure will be developed. [See New Business]

**MACHINE SHOP - Geoff Tobin**

Noted the lifting slings available are all worn and **should be replaced.**

Requested we purchase a set of large twist drills, **1/2" to 1"** with 1/2" shank, for the machine shop. Ed to order same.

**OLD BUSINESS**

**1913 Boiler inspection report.** - Fitz reports he has had no joy contacting Hartford. Linda Engelman said she would contact her insurance agent for further info.

**Bylaws** - Bill McNab reported the Bylaw committee recommendation that no action be taken pending resolution of issues with the ranch and construction of the Scott Creek bridge. Ed noted that the quorum needs to be changed for efficient operation of the Society and that he had not sent out a copy of the old bylaws to each member while anticipating a report out of committee.

Ed will distribute copy of existing bylaws and membership list.

**Turntable** - Jones reports that stanchions are in place and Cosmo DeFrancesco has built slip forms for the concrete piers. Ed to purchase materials for next workday.



**NEW BUSINESS**

**Workdays** - President Engelman proposed having two workdays per month starting this month on the 27th. and continuing on the second and fourth Saturday of each month through October. Approved by unanimous consent.

**Discussion:** Ed noted that some members may work on other than scheduled workdays and to that end the sign-up roster would be by the telephone in the machine shop. Be sure to record the hours you have worked. The Board sees no conflict with working on the bridge and other projects on Run Days.

**FunDay** - Ed noted that we have been so busy that we haven't had any time for just fun. Moved that we have a FunDay for member and their families on Sunday, June 27th. Seconded and thirded. Approved by unanimous consent.

President Engelman to write, and Secretary to mail, notice this week.

**By Action of the President:**

The next Executive Board meeting will be Sunday, August 9, 1998 at 9:30AM in the Redhouse.

Formed committee ad hoc: Roundhouse Direction Committee to determine the best use and practice of the Roundhouse as both a working facility and a focal point of the railroad. Appointed Fred Vertel as chair with Ed Carnegie, Marty Campbell, Randy Jones, and Geoff Tobin as members.

Requested proposals for disposal of scrap tie plates and spikes. Fred Vertel volunteered to write 'Barnhart' for ad pricing for "Tie Plates & Spikes -suitably aged."

Requested proposals to repair caboose soonest. Bill McNab to contact Niles Canyon regarding their restoration project and report to the President.

Requested that Fred Vertel and John Tomlin develop an "Initial Contact" brochure including, but not limited to; safety on the railway, training available, and description of the Society and railway.

Requested Ed Carnegie and Fred Vertel produce a video of signals used on the railway in action settings.

**GOOD OF THE SOCIETY**

Bill McNab reported he had attended Cal Poly Days in San Luis Obispo and was dismayed to learn how few students, faculty, and alumni knew of Swanton Pacific. Bill felt if we could include the Cal Poly logo on the newsletter perhaps this would increase awareness. The Secretary will do so.

The Board discussed several ways of recognizing more members and increasing participation in projects including; Fred's Year Book project, Ed's picture board of members/ hours worked, and FunDay cab rides.

**ADJOURNMENT:** The meeting was adjourned at 2:10 PM. The next scheduled meeting is Sunday, August 9, 1998. 9:30AM Redhouse.

Respectfully submitted, R.G.B. FitzPatrick - Secretary