

SWANTON PACIFIC RAILROAD SOCIETY

Number 66

Cal Poly

October 1998

On Track

with your Director, Ed Carnegie

The bridge is finally in place! It took a lot of work by many helpers and it looks great. Besides working on the bridge, we have had a lot of other activities taking place as well.

On August 29, the Cal Poly Alumni Board came to the Swanton Pacific Ranch to hold a board meeting. Also, that day, a qualifying class and tests were conducted by Andy McLean. Congratulation to Bob Morehouse and Bill Engelman for qualifying. The SPRR crew fired up the 1912 to provide more "hands-on" practice and to provide the Alumni Board along with new students to Cal Poly, a ride on the limited available track.

The Santa Cruz Land Trust day was held on Sunday, September 27. Even with rain the day before approximately 600 people participated in the event. Our crews did a marvelous job of operating the train with the 1912 and 1914 positioned at each end of the consist.

Late in August, a commercial sandblaster was contacted that would come to the ranch and sand blast the parts of the bridge. On the next two Saturdays, two-thirds of all bridge parts were cleaned and painted. The painting took longer than the sandblasting and required more people. I want to thank those that helped in painting, Mary Ann, Linda Engelman, Vera McLean, Geoff Tobin, Matt Zemny, and Bob Kubiawicz. The sandblaster was 8 to 10 times faster than the grinding that was being used before the sandblasting.

With the parts painted, the assembling of the bridge went like clock work. Tom Vertel and myself assembled most of the bridge in a little over one week. Drake Welding arrived with a crew of four welders and with the welder borrowed from Tom Vertel, Randy Jones was the fifth welder. In one day these five welders welded all the joints. Marty Campbell put on a great BBQ for lunch that day for the welding and Swanton volunteers.

King Crane was then contacted and arrived on Friday, the 18th of Sept. to set the bridge in place. Four lifting eyes were welded to the top cord of the bridge for attaching the crane. King Crane arrived before 7:00 am with a 135 ton crane and two trucks to transport the counter weights and rigging. In-view of about 20 of our members, the bridge was lifted and set in place before 10:00 am. It took more time to pull the old bridge out and place on the creek's edge, than it took to lift and set the new bridge. What a good feeling it was to see the bridge sitting on its revetments.

Decking on the bridge has now started and 30 feet of rail has already been placed. It is a good feeling to be putting our railroad back together. Hopefully this year we won't have as much rain damage!

A lot of work has also been done in and around College Park. Mary Ann has refinished all the large picnic benches and serving tables. They sure look great. Fred Vertel has been working on painting the station. He also refinished the College Station sign, and it look fabulous with new paint and 24 karat gold! Suzanne, Martha, Mary Ann, and Carol have all worked on the grounds while coming to Swanton. The work pays off as we sure get a lot of complements on how beautiful the grounds look.

Fitz and Andy have been working on the ballast car, with help from other members at different times. The modified ballast car works great. Ballast can be placed on either the right or left and the center of the track. Also, no ballast is placed on the rail which will make track work a lot easier. All the flat cars now have brakes and are in working order. Recently we were able to place the three side dumps on a flat car and move rock and soil. They work great and will be of enormous use as we finish work on our main line.

The track crew will have its work cut out for them now. Elmer won't be able to work on the track line for a while, but Frances and Bob Morehouse have kept us posted on how Elmer is doing. Word has it that his surgery went well, but that his recovery will take longer than his six hour surgery took! All of us hope to see both of you back down here at Swanton soon, and hope that each day is better than the previous one on your road to recovery .

Welcome to new member: Stephen McShane of Sacramento. On behalf of the entire organization we welcome 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 .



OUT IN THE WORLD

Publicity and Events

Mary Ann Carnegie and Fred Vertel

Well, now that the bridge is in place and more track will be laid for the few remaining events in 1998 Swanton's event planning committee is very busy gearing up for the upcoming bridge dedication and Cal Poly Day on October 18.

We trust all of you have received your fliers with notes and invitation. Now all we need to have you do is RSVP. Without an RSVP it makes ordering of food, etc. a little more difficult, so please send in your reservation **ASAP**. At the next workday (Saturday, October 10, we will be passing around lists for jobs that need to be performed to help make the day a success. We will be asking each of you to sign up for working on various committees to help out, i.e. regulating parking, BBQ (cooking/serving), set-up, cleanup. We will be needing as many volunteers as possible to help out with as many tasks as possible -- if you don't sign up for something we will more than likely be calling you to fill in the gaps.

Other upcoming events that should be on your calendars:

- October 3 Cal Poly Staff Day
- October 4 Lone Star Picnic
- October 10 Workday/get ready for next two events
- October 11 Run day for 2472
- October 17 Setup and getting ready for tomorrow
- October 18 Cal Poly Day and Bridge Dedication



A little foundation work.



A view from the OBSERVATION CAR

Letters from members

Since the first of the year, I have been able to observe (and work with) the people involved with this railroad VERY closely. My family has spent quite a bit of time at the ranch working on various projects and almost as much time on the telephone or sending e-mail or discussing the projects and issues that must be dealt with in order to keep this railroad running.

I have been amazed with the depth of the involvement of our group and their commitment to keeping this railroad together. One of the most amazing things that I have watched is the construction of the new bridge. As I stood there yesterday and watched the crane lift it and put it into position, I wanted to shout to the world "LOOK WHAT WE DID!" (And I have paint on my jeans to prove that I helped a little bit.) It is probably the most dramatic thing we have done or will do for some time.

Watching our group of volunteers tackle this project under Ed Carnegie's direction (and all of the other projects that we take on) has given me a renewed respect for the skills and dedication of the members of the SPRR.

We have people in our small group that can:

-design a bridge,
-get the necessary permits and approvals,
-operate heavy equipment,
-weld, grind, paint and construct a bridge that will be one of the showpieces of our railroad.

.....take apart a motorcar or a diesel or a steam engine -- and put it back together!

.....turn a passenger car over and fix the trucks underneath and add air brakes.

.....lay track and make it level and safe to run on.

.....turn a dusty, dirty flat spot near the creek into a green meadow with flowers and a BBQ area that can accommodate hundreds of people (do you remember what it looked like 4 years ago?).

.....research and maintain the history of our railroad and all of its pieces.

.....design and build a ballast car that is customized to work for our scale railroad.

.....organize and throw a party for several hundred people.

.....work with all of the various people outside of our Society that use our facilities for events or have some other impact on our group.

This list is not in any kind of order and I'm sure I've left out some of the amazing things we do. Everything that is done is necessary to get all of the other things to work right. You can't operate a steam engine without track, you can't move cars and engines around very easily and quickly without a motorcar or diesel, you can't tell people how wonderful and historic this whole railroad is without learning all you can about its history.

Al Smith wanted us to maintain and operate his railroad and show it off to the public. I think we're doing a wonderful job of doing just that. I want to take this opportunity to say THANK YOU to all of the "worker-bees" of this railroad for all of the time, dedication and hard work they have contributed to this group of volunteers that we call the Swanton Pacific Railroad Society.

Linda Engelman



← Waiting for a cure. ↑ To vet or

CALL for NOMINATIONS of OFFICERS

In accordance with the SPRS bylaws, nominations are now open for one-year terms in these offices:

1. President,
2. First Vice-President,
3. Second Vice-President,
4. Secretary,
5. Treasurer.

Nominations will close in October. Elections will be in November. So that the ballots may be published in the November newsletter, please submit your nominations by Monday Oct. 19, 1998 to one of the following:

Martha Neilsen, (408) 257-2683, 6097 W. Wallbrook Drive, San Jose, CA 95129

or

Louis Haughney, (650) 592-2517, 884 Cordilleras Avenue, San Carlos, CA 94070-3732
e-mail: HLHaughney@worldnet.att.net

You may volunteer to serve in an office, or you may suggest any other member. If you wish more information about the duties of the offices, check the bylaws; or, if you do not have a copy, contact Martha or Lou.

Help and things wanted (and needed)

One or two
unloved 55 gal.
steel drums
Empty.
We'll fill them.

PAINTERS:
Lou needs to
have Al's OSH
caboose/office
repainted.

CARPENTERS:
Casement windows
in a caboose
experience desired.

RECYCLE:
Quality used tie
plates and spikes.
Get them now while
they're cheap

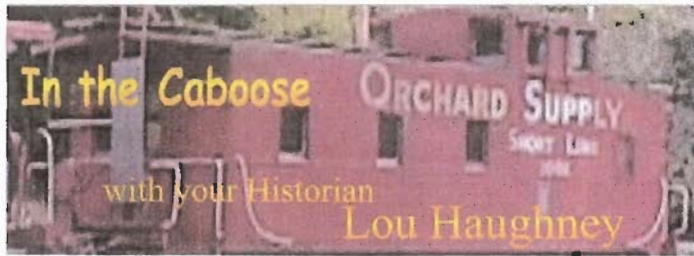
FORGE:
Save Andy and Fitz
from building one.
An anvil would be
nice.



.... revet. That is the question!



Parts is parts, bridge that is.



A MEETING WITH AL SMITH IN 1944

A visitor to the Swanton Pacific Ranch in July told an interesting story of how he met Al Smith. As a senior high school student in the spring of 1944, August Motmans and his parents went to San Luis Obispo to tour the Cal Poly campus. Their guide was Al Smith, then a senior and the President of the Student Council. Al conducted a successful tour; his enthusiasm was one of the factors that persuaded August to enroll at Cal Poly. He graduated in 1948 with a degree in aeronautical engineering. After ten years working with big aircraft companies and service in Korea, August taught industrial technology for many years at Gunn High School in Palo Alto. Now, he and his wife Shirley live in Santa Cruz. August told how his 106-year old mother still remembers Al's taking them around the campus. What an impression he must have made. August enjoyed looking through the Cal Poly 1944 "yearbook", which is in the SPRS's archives. He recognized many of the faculty, staff, and students who are featured in the book. (There were not very many compared to the postwar and the current enrollments.) Thanks to August and Shirley for sharing their reminiscences with us. Hope to see you again



AL's BOOKS ABOUT GEARED LOCOMOTIVES
Books about geared locomotives have been found among Al Smith's memorabilia. They give detailed descriptions of the many varieties of geared locomotives developed principally for the logging industry where sharp curves, steep grades, and uneven tracks were prevalent. The books indicate the appeal of these special locomotives not only to the logging applications but also to many non-timber industrial yards. The number that were built from the 1880's through the 1920's is amazing; for example, 1100 Climax engines were made. The books, which will be available for viewing in Al's caboose, are as follows:

1) "Climax - An Unusual Steam Locomotive" This hard-cover book by Thomas T. Taber III and Walter Casler, was published in 1961 by the Railroadians of America. It includes four chapters, one of which is about other manufacturers who built locomotives similar to the Climax. This book gives a good account of the introduction of these locomotives.

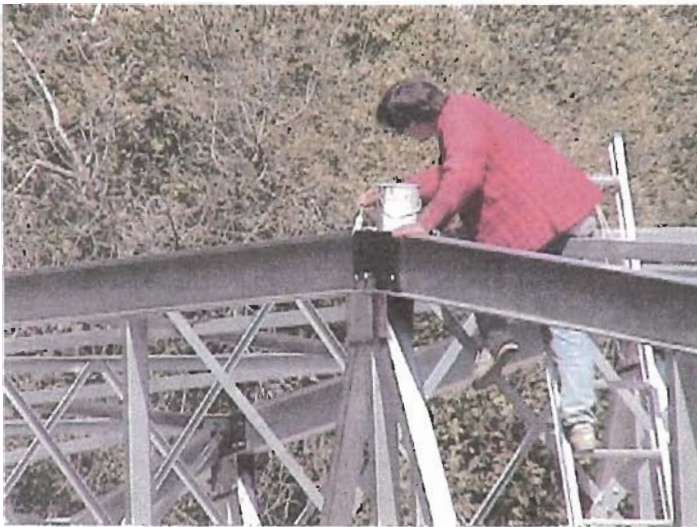
2) "The 1919 Shay Locomotive Catalog" and "The 1921 Shay Repair Parts Catalog". These are soft-cover reproductions in 1979 from the Pacific Fast Mail. Interesting material on acceleration and spotting tests of Shays are presented in the first book. There are also tables for determining the radius of a curve and the total resistance offered to the passage of a train.

3) "The Baldwin Locomotive Works/Logging Locomotives/Record No. 76". This is a reprint of a Baldwin publication in 1913. Baldwin suggested several types, some special designs as well as some variations of its standard engines.

4) "Heisler Geared Locomotives/1908 Repair List". This is an original booklet distributed by Whitney Engineering Co., of Tacoma, WA, the Western Representative for the Heisler Locomotive Works. It contains excellent engineering drawings of various components; such as, the boiler, the center shaft and couplings, the geared wheels, etc.



Art work.



Finishing touches by Tom and Ed.



Barney pointing the way.



q.v.



Almost ready.



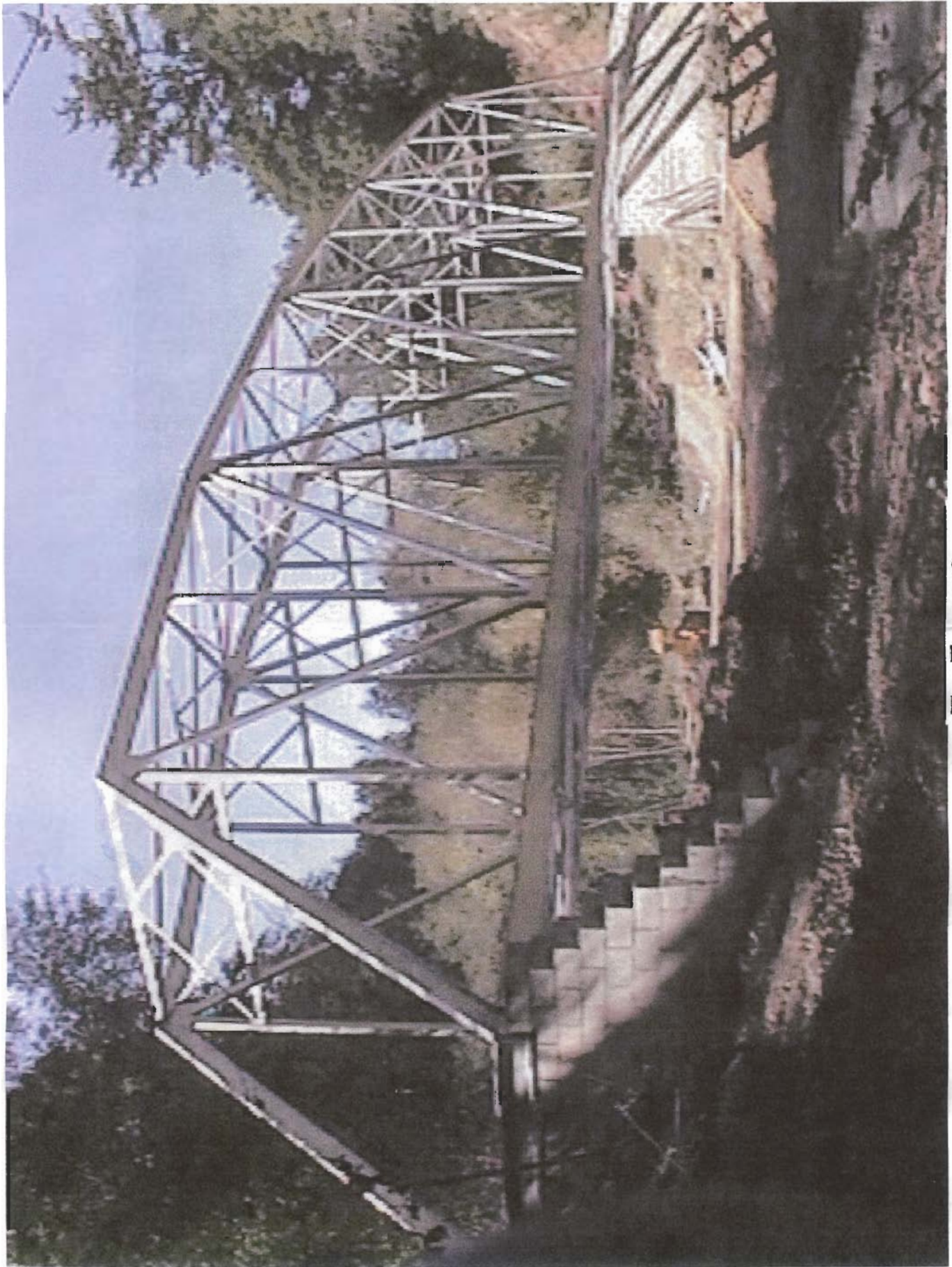
Up she rises!



And down she comes.



Just like Cinderella's shoe, a perfect fit.



Voila