REPORT FROM THE FIREMAN
Charlie Crabb, Director

It is an exciting time to be involved with the Swanton Pacific Railroad. Although we have canceled our two main public events for this year the volunteers are active with a wide range of projects that will add great value to the railroad. Every week there is significant progress in the effort to put the 1913 back in to service. With a new boiler, it is expected the 1913 will be our primary steam locomotive. With the track pulled up in several locations the volunteers have taken the opportunity to do some preventative maintenance on our diesel locomotive, the 502. The upgrades will help to ensure that our workhorse locomotive is always ready to do the heavy pull it was designed to do. The volunteers are also working on upgrading rolling stock and facilities. Last month we took delivery of new rails so we will be prepared to lay new track coming off the turntable and other key areas along the track. Finally, our colleagues at Ranch have taken the lead to work through the design and agency-permitting process that will lead to what we hope will be a long-term repair of our washout. All this means that despite our inability to have our signature events, work at the railroad continues. If you are a past volunteer interested in re-engaging or if you are looking for a new and rewarding volunteer activity this is a great time to consider Swanton Pacific Railroad. As a reminder, our volunteer work weekends during the summer start on the second and fourth Saturdays of each month. If you are looking for a mid-week volunteer experience you can give us a call (831) 458-5424 and we can explore options that might work for you.

DOWN BEHIND THE RAILWAY
With your President, air monkey & car-barnist.
Reynold ‘Fitz’ FitzPatrick
RGBFitz@aol.com 650.737.9584

My Fellow Swantoons:
Yeah – Summer Camp. This year we rearranged some of the materials in the roundhouse, car shop and machine shop to make better use of the facilities. The cab for the 1500 was moved from the roundhouse to the car shed creating a work space, after insulating and finishing the wall.

In the car shop we finished the shelving that we started last year and then put things away. The new parts for the Marvel saw were installed, its pinion froze up earlier this year.

Then there is the stuff at Gaddis Flat – we used a trailer and a pick-up to sort out and dispose of the scrap.
In addition, look at the list below from the last newsletter for any one of the many tasks available.

✓ Design and build a device that allows us to weigh railcars using our load cell.
✓ Extend the air line in the car shop over to the door to allow filling tires and such without having to drag a hose through the shop.
✓ Head up a committee to evaluate the condition of the Station in the meadow and make repairs or improvements as needed.
✓ Set up a permanent secure display of some of our historical archives in the Cal Barn.
✓ Set up a woodwork shop in

the Cal Barn. Build workbench, cabinetry, roll-away cabinets to hold our woodworking tools including the table saw, radial arm saw, planer, joiner, a drill press and dust collector. May require installing a ceiling and dust barrier. Must also still be able to become a clear work space for festive gatherings.

✓ In the Machine Shop, build out the stub wall by the west doors to hold the AED, First Aid kit, eyewash station, mirror, and phone. Install cabinetry and wash facilities.
✓ Inventory the sand casting patterns and find a secure place to keep them. We may wish to display some of them.
✓ Design and install solar lighting for the turntable.
✓ Replace the storage shed at the BBQ with a mouse-proof one.
✓ Design and build an “Observation Car” speakers platform in the meadow.

✓ Cut and patch the damaged side of the Santa Fe Car.
✓ Sort out the ‘good stuff’ in Gaddis Flat and dispose of the trash.
✓ Repair the China crawler.
✓ Build a test stand for rail cars.

There are more projects if you are interested. I’d like to have a couple of passenger car trucks on hand as spares but that requires finishing some projects in the car shop first.

Come on over and find something fun to do. Fitz
OUT ON THE TRACK  
With Pete McFall

All Crew Members:

Have you finished the Safety Manual or the Conductor Brakeman manual? If not let me know and I will email them to you. We try to keep the Qualification list up to date on the machine shop bulletin board. If you are not listed there let me know so I can add you to the list.

We still have small projects in the signal department that need to be completed; these include cutting and soldering bond wires for the track circuit.

Our track supplies have a new home; the OSH boxcar is now along side the yard tracks. We still have items in outdoor storage that need to be moved into the boxcar. Big thanks go to Fitz for its construction and to Lloyd, Walter, Sue and Tom for their help in painting and construction of the loading ramp. It will allow a pickup truck to back in and allow a hand truck to go up the ramp.

As soon as we get word regarding progress on the wash out we can start planning a track work schedule.  

Pete

Since my last column, the Roundhouse itself has received some overdue maintenance. A new roof was installed, together with all new trim, gutters, and downspouts. The design of the trim was changed (expanded) to provide better protection for the walls and doors, and to facilitate the future replacement of the wall sheathing. We used local contractors so our volunteers could concentrate on “railroad” work. During this time, the Motor Car work was completed, and the new Kohler engine is running very smoothly and powerfully.

New Kohler engine on motor car

While we’re not happy last winter’s storm damage has shut down operations, it has afforded us an almost unique opportunity to engage in some long-planned work that is hard to fit in between traditional run dates. The diesel #502 has long needed wheel work, and that means an extended
shutdown. Adding to that, an inspection by Cal OSHA Pressure Vessel Division revealed the 502’s original air tanks to be Dept. of Transportation type certified vessels, and they are not approved for our type of use, our hydro-pressure testing notwithstanding. We need to use ASME certified tanks, just like our new boilers. To remove and replace the inboard tanks, the rear hood would have to come off. Because we also needed to check the fuel-injection pump, we lifted the center hood as well. During work week, Eric Johnson installed a re-built pump and injectors, tested the compression, adjusted the valves, and changed the oil. The engine is close to running, but has a timing issue to be resolved. The fuel tanks were removed and thoroughly cleaned of years of slimy deposits, a needed inspection hole was cut and a new cover made and installed. The tanks were sanded and painted, with Dennis Johnson leading the effort. Marty Campbell applied the finish coat. New air tanks will be ordered soon.

Marty and several unsung helpers removed the 1500 cab and other materials from Roundhouse Bay 1 (left side) to more appropriate storage, moved cabinets creating more space, set up a battery storage/charging station, and brought in a heavy work table. All this will facilitate work in the Roundhouse, and is much appreciated.

Progress on the 1913 has been steady but slow, as a number of missing parts have had to be planned and fabricated. The running boards and ASME air tanks are finally secured, along with the cooling coils and connecting piping. Air pipes to the cab are almost done, including main reservoir air, train brake line, and independent (locomotive) brake line. Space for these pipes is very constricted under the running board, between the front edge of the firebox and the cooling coils, partly due to the coils being longer and deeper on the 1913 than the other locos, and to the reach rod (valve gear control) and cylinder cock rod passing through this space as well. Add to this the original piping doesn’t exist, and the 1975 rebuild didn’t even include the brake pipe to the front of the loco, and I would politely describe the process as “interesting”. The steam piping to the air pump control valves is complete in the cab, and I have done prep work for weighing and balancing the loco.

Fitz has mostly completed the tender by installing the water tank “shell” and new diamond plate gangway. Only the oil bunker remains to be done, and this was another cleaning project done during work week, with painting yet to come. Bill Engleman installed the exhaust stand in the smokebox, put together the blower pipe penetration into the smokebox, and measured the alignment of the crossheads to the piston rods. We feel very fortunate that the alignment is quite good, and that special tooling and machining won’t be necessary. Mark Cooper finished the tops of all the new boiler plugs in the new (to us) large lathe. Also of note: the state pressure vessel inspector was very impressed with the new boiler.

With the new boxcar and the tender out of the car shop, Fitz, Pete, Susan and Pierce made significant progress on the Handi-car upgrade. Quite some time ago, Geoff designed a counter-weight of steel plate to balance the weight of the hydraulic wheelchair lift, replacing the temporary random pieces of large RR rail placed under the seats. The plate and some plywood “skins” replace almost the entire side of the car opposite the lift. New volunteer Bradley Slane drilled all the holes in the plate, and by the
end of workweek it was in place – and the car level – with seat and finish work remaining.

New volunteers David and son Lorenzo pitched in pressure washing. Lloyd, Tom, and Ken were all over all week. Molly Engleman worked on several tasks, notably cleaning and painting the wig-wag crossing signal and the train order signal from a boom-type man lift. Debbie Johnson and Carol Campbell worked long on our logs and files in the Roundhouse. New volunteer Walter Russo helped in several areas, and is deeply involved in upgrading our record keeping of training and safety inspections in support of Pete, our safety officer. To those I’ve forgotten, especially our regulars, I sincerely apologize. We appreciate everyone’s efforts toward keeping the Swanton Pacific open and growing.

During the past Summer Camp Work Week, four amigos, Richard, Jim, Kua, and myself diligently worked on sanding and painting the Pennsylvania Keystone Car that Edski started and gave us a very good base from which to work. This has been one of my main projects for the last year, and now with the help from these other fine amigos the project is almost completed. Marty also helped with installing a light switch for the inside lights, and added his steady hand with cutting in the fine lines on the painting portion.

One of the hardest parts was working inside the small one-third scale tight spaces of the car. A few finishing details still need to be done, such as: the building of the car’s six thresholds, touching up the window trim, cleaning/painting the trucks, vestibules and the deck.

Randy

Jim Brummit from Victor, MT
The final finishing touch on the car will be Marty’s adding lettering and the car number.

**Richard Kingdon from Missoula, MT**

This project will continue to be worked on during the upcoming work weekends, so if you would like to be a part of it, contact Ed Carnegie.

**Finished Project at the End of the Week**

**New Society Supporters**

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<td>Ian &amp; Denby Adamson</td>
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<td>Paul Robinson</td>
<td>San Francisco, CA</td>
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<td>Jim Brummit</td>
<td>Victor, MT</td>
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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 supporters may not recognize you right away, so please introduce yourselves so that we can get to better know you & vice versa.

**Important Reminders:**

2017 DUES are now DUE!!!

**Treasurer’s Report**

Swanton Pacific Railroad is still open to receive annual dues. For many, this is a wonderful way to keep a living, operational, historical railway “on track.” We welcome both financial and volunteer support. A membership form is attached on the back page of the newsletter. Also, if any of your information has changed, please let us know that via the form, phone call, or e-mail.

If we do not hear from those of you who are delinquent with your dues, you may, unfortunately, be dropped from our membership list. And as a result, you will no longer receive the newsletter and discounts for some of our events.

As of today, here is a list of the number of “no dues paid” for each year — check your records to make sure you are not included in these numbers. Soon, we will be sending out reminder letters.

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If you have any questions about dues, please contact ecarnegi@calpoly.edu or phone (805) 995-3659.

**Make your check payable to Swanton Pacific Railroad; mail to:**

Ed Carnegie;
BRAE Dept. Cal Poly
San Luis Obispo, CA 93407