

SWANTON PACIFIC RAILROAD SOCIETY

Number 239

Cal Poly, San Luis Obispo

Aug-Oct 2017

REPORT FROM THE FIREMAN
Charlie Crabb, Director

I am reminded, when you are given lemons it is time to make lemonade. The winter storms were the lemons ... the lemonade is the opportunity to get to those projects that we were not able to get to when the focus was on hosting events. We have been busy working on projects that will really enhance our railroad and operations.

Some examples are:

- The 502 has been torn down to repair the trucks, refresh the engine and replace the pressure tanks.
- Work continues on the 1913 steam locomotive. We will have a beautifully restored locomotive with a state of the art boiler.
- Train yard drainage has been a focus for some of us. We are installing new drains.
- This summer we arranged to get a lift so we could get up to paint our train signals around near the roundhouse. It is amazing how nice the facilities are looking.
- Work is underway to create a compliance station that will help ensure that we have records that are appropriate and necessary for the safe operation of a railroad.



MOLLY PAINTING FROM THE PEOPLE LIFT

- We have seen some excellent progress as we continue to enhance our passenger cars in order to create a better experience for the people who come to ride the trains. See below.



- This summer we completed work on a rail car styled storage building. This is modeled after an old box car and provides us with easy track side access to track supplies.
- We have attended some railroad themed events that help increase our exposure and often results in attracting new volunteers.

While we are working on these and many other projects, the 1912 steam locomotive is in Wyoming getting a new boiler installed. We expect to have the company deliver the locomotive ready to run by this summer.



The Swanton Pacific Ranch personnel have taken the lead in working with the appropriate government agencies to complete the repairs to the track washout. We expect to be able to complete the construction this coming spring or summer ... and at that point we can begin rebuilding the track.



While we have been busy with the railroad, the county has been working to restore the Swanton Road crossing over

Molina Creek. That work is in its final stages so before this winter we should have an improved crossing so our volunteers and guests can more safely make their way to the railroad.



It is exciting to see the activity that is underway and it is making all of us excited about the opportunity to be running trains down the track.

DOWN BEHIND THE RAILWAY

With your President, air monkey & car-barnist.
Reynold 'Fitz' FitzPatrick
RGBFitz@aol.com 650.737.9584

My Fellow Swantoons:

Twelve members attended our first General Meeting of the year and the nomination of officers of the Society. It has been quite some time since we held our meeting in the meadow as there was not enough room in the roundhouse.

This being an odd numbered year we elect the First and Third Vice-Presidents and the Treasurer. The nominees are Geoff for 1st VP, Bruce for 3rd VP and Ed for Treasurer. Elections will be held on Saturday, November 11, 2017, our next General Meeting and workday.

As has been our past practice you may nominate another member for one of the Society's offices via e-mail, mail, text, or written note presented to any officer, preferably the Secretary, Charlie Crabb, or myself, prior to the day of the election.

Nearly twenty years ago when we had more active members and multiple contestants for office we conducted a written ballot election. However as the membership diminished we organically evolved to a voice vote to elect the nominees. We still have the ballot election method available should there be additional nominees.

Following the nominations, Geoff noted we need to somehow become more visible to alumni and the public, such as Rhoda Fry's efforts through Facebook, which have resulted in some additional interest from the public.

Charlie reported that the Ranch is increasing the security of the property and will be installing a gate at the entrance to the railroad facilities. We anticipate it will resemble a railroad crossing guard arm.

Following the meeting, Brian Dietterick, Ranch Director, presented an update on the progress in obtaining the government permits to repair the washout as well as the work the Ranch has done regarding watershed restoration. Unfortunately, it does not appear that we will be able to do any work on the washout until after the 'rainy' season is over.

The Society's Executive Board will have our last meeting of the year on Sunday November 12th, following the elections. The meeting starts at 10:00 A.M. in the Red House. We have a social hour just before the meeting to iron out any nit picking, to lobby for causes, and generally socialize without any projects awaiting our attention. All members are invited to attend the 'social' and meeting. However, we ask you not to participate in meeting discussions unless called upon.

That's all Folks!!

Fitz

OUT ON THE TRACK

With Pete McFall

All Crew Members:

The track department has been working on other projects while waiting for permits to start the repair of our track.

Tom has been working hard to get curbs and gutters ready for concrete by the Roundhouse to get the

water away from the track. Bill and Tom have been taking lessons in rail bending from Randy. I hear they can now curve a rail with the best of them.

A lot of work has been taking place during the week on Tuesday and Thursdays. If you would like to participate during the quiet time call and find out our schedule.

Pete



ROUNDHOUSE DRAINAGE WORK



Since the summer session our work has focused on the 1913, the 502, and our facilities. A crew headed up by Tom Heaton and Pete McFall has been working hard on a drainage system to keep water flowing down our driveway and away from our tracks. Water and silt together combine to hold moisture up against the bottom of the cross-ties and greatly accelerate decay. The new drainage and grading should work very well to control even the heaviest flows. This work needs to be completed before we can repair and re-align the turntable lead track.

Our diesel fuel supply tanks were both showing their advanced age with both corrosion and fuel contamination, so a replacement double-walled tank with pump included was purchased. Our volunteer crew did a great job of rigging in order to shoe-horn the tank into place in the containment structure. There were only inches to spare in any direction.

The Marvel Bandsaw is just about ready to run. Following the work this summer, the only thing remaining was to adjust the clearance between pinion gear and bull gear. The gears were too far apart, and rather than just being able to add shims, the pinion gear bearing block needed to be machined, and adjusted. Fitz and Bruce tackled this, and Fitz also sealed the coolant catch pan under the saw. It's just about ready to be put to use.

The 1913's tender oil bunker needed to be painted. We already had the carriage we made earlier to transport the tender water tank to the body shop, so Pete and Lloyd added some support framing that fit the oil tank. Fitz applied the same rust preventative coating he used on the water tank to the underside of the oil tank. Brian Deutscher is our very kind and friendly auto-body shop owner, who did such a beautiful (and discounted) job on the water tank. He said he could do the job next week if we could get the tank there. Ranch Director Brian Diederich kindly provided transportation on the spur of the moment, and the job will be done very soon.

On the 502, the fuel injection pump timing issue is at least moving toward resolution, in that the engine has actually "lighted off" briefly. It could have been left running, but was spraying oil from the open timing gear cover. "Fine tuning" will happen soon, and the hope is that the engine may run better and cleaner than ever. It seems likely at this point that the engine wasn't timed properly from the very beginning when new, but we shall see. A new battery has been purchased for the engine, and it cranks much, much better.

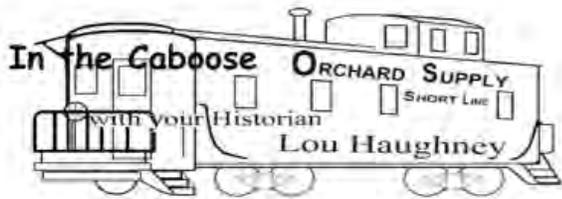
On the 1913, I continue finishing parts and piping, then cleaning and painting same. Final assembly of parts that have been "in process" for a while is very gratifying! I had to spend some time fitting the furnace bearer shoes to the front of the firebox and

adjusting the load on them. This was possible using our load cell and a hydraulic jack to measure the actual weight on the back of the frame, and a dial indicator to measure the actual height change. I was lucky that the jack and cell barely fit, and all turned out well. Many thanks to Don Michiletti for his kind advice on this. A two-man crew from Wasatch, our boiler contractor, stopped by to relocate and weld studs to the left side of the boiler for the air pump bracket. I appreciated their care and evident skill. There is some sheet metal work to do in the cab, and then Fireman's Manifold steam piping and Air Brake Valve work can commence. **Randy**

CHRISTMAS TREE SALES

by Robert Ritchey

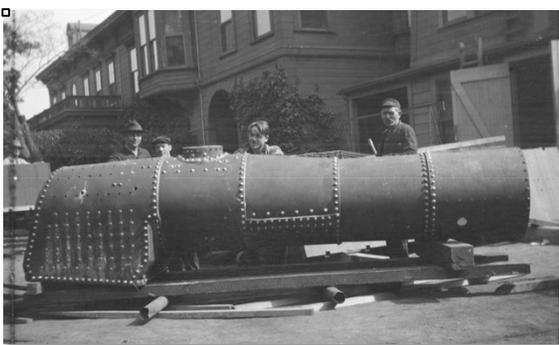
Our Christmas Tree farm will unfortunately be closed this year. Due to our washout we have no way of getting a train down to our Christmas trees. We would like to thank those of you who have come the last many years for a Christmas tree. We hope to offer sales again in the future.



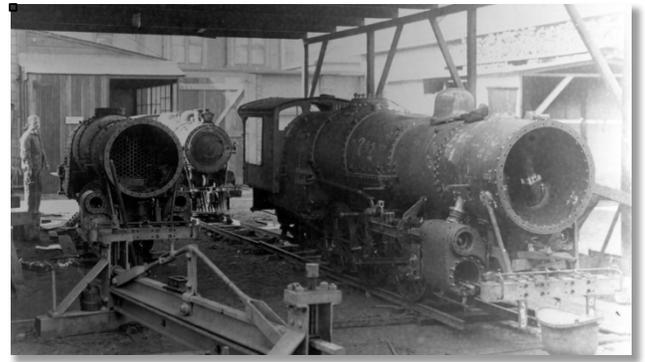
THE BUILDING & REBUILDING OF THE 1913

This is an updated reprint of an article originally written by SPRS's historian, Lou Haughney highlighting the original building and the multiple rebuilds of engine 1913 during its 100+ years.

BRAND NEW BOILER AWAITING INSTALLATION BEHIND



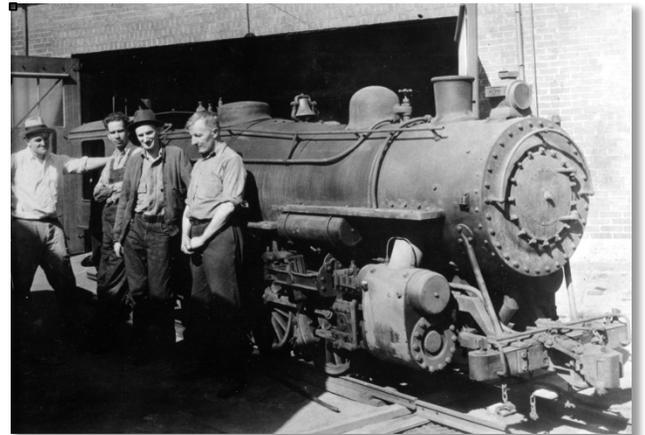
MACDERMOT'S OAKLAND MANSION PRIOR TO 1915



ENGINES 1912, 1913, AND 1914 UNDER CONSTRUCTION IN OAKLAND. MACDERMOT IS IN THE BACKGROUND



FULLY OPERATIONAL 1913 AT THE 1915 EXPOSITION



IN 1940, MACDERMOT (FAR RIGHT) MOVED THE 1913 TO THE OAKLAND ZOOLOGICAL PARK TO BE OPERATED FOR THE FIRST TIME IN 25 YEARS



LOADING THE 1913 FOR TRANSFER TO THE OAKLAND ZOOLOGICAL PARK. MACDERMOT (IN THE DARK SUIT) SUPERVISES



THE 1913 OPERATING AT THE OAKLAND ZOOLOGICAL PARK DURING THE EARLY 1940S



BY 1949, THE 1913 WAS AGAIN OUT OF SERVICE SITTING IN A FIELD IN THE SAN TOMAS AREA OF CAMPBELL, CA



RESTORED BY ROBERT C. MAXFIELD IN THE 1970s, THE 1913 RAN ON THE CALISTOGA RAILROAD FOR 4 YEARS.



THE 1913 BEING REBUILT IN THE RAILROAD SHOP IN 1974 REDWOOD VALLEY.



TESTING THE 1913 BOILER AT SWANTON IN 2008



RESTORED RUNNING GEAR OF THE 1913 AT SWANTON



LOADING THE 1913 FOR SHIPMENT TO WASATCH RAILROAD CONTRACTORS FOR BOILER RESTORATION IN 2011



1913 BOILER RESTORATION AT WASATCH RAILROAD CONTRACTORS



1913 AT WASTACH RAILROAD CONTRACTORS AFTER REBUILD



1913 BEING REASSEMBLED AT SWANTON IN 2017

NEW SOCIETY SUPPORTERS

Alan Drew	Eagle, ID
Gary Green	Aptos, CA
Gus Stamates	Redwood Shores, CA

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:

Treasurer—Ed Carnegie

DUES are DUE in Jan. 2018

Treasurer’s Report

Swanton Pacific Railroad is still open to receive annual dues. We currently have 127 paid up members. 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 a note of interest, we had 1300 hours of recorded volunteer hours in July, which is the highest number, recorded.

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.

Year	No Dues Paid
2016	16
2015	16
2014	15

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

