

## SWANTON PACIFIC RAILROAD SOCIETY

Number 120

Cal Poly

May 2003

### ON TRACK with your Director

Ed Carnegie:

We were really lucky this year; it rained all day Sat. before the event. Sun. we woke up to a sky that was blue with a few clouds, but then down came the rain—fast & furious. So, rather than getting discouraged, over something we have no control over, we broke out our temporary shelters, thumbed our noses at the clouds, & amazingly they went away. By 10–11 o'clock the sky was clear & all our guests started arriving. By noon we had a little over 230 visitors. Our cooking crew, under the leadership of Gil Diez & Doug Debs did a superb job of organizing, cooking & being ready to serve at 12 sharp. Lunch was served as the 12 o'clock express train left the station. This worked out very well, in that we had half of our guests on the train, while the other half that was left behind, could get fed fairly quickly. When the express train returned the lines were gone & this group could then be fed without the fuss of a rush. Assisting in this coordination effort were 20 Cal Poly students from the Beef Enterprise Project's Class.

After lunch the Dean of Agriculture, Dr. Dave Wehner welcomed our visitors & participated in a presentation for recognition for 1000 hours of donated service & a life membership. This years recipients were Dennis Johnson & Geoff Tobin.

The first train after lunch was our special "Redwood-tree-planting-Run". Here visitors had the opportunity to plant 13 redwoods in our new redwood square grove. At the same time, two van loads of visitors were either treated to a tour of the ranch's activities, or chose to be a group of hearty souls to go on a hike led by Wally Mark into the Swanton Forrest. Our 2 o'clock run was the

"Daffodil Express" where all were welcomed to disembark at the wye & pick all the daffodils they wanted. Al Smith planted this field over 15 years ago. Every spring they seem to bloom just in time to honor Al for the annual Al Smith Day. This year, they were in bloom for over a month & we weren't sure we would have some come April 13, but thankfully we did. The last run of the day was the favorite for RR enthusiasts—the 1912 & the 1914 double headed. The train stopped at Windy Point where all those who wanted to participate in a photo-op, disembarked. A run-by was offered under full steam allowing for some very interesting photos.

The week prior to Al Smith Day, Richard Mehr, Randy Jones, & I loaded up the 1913 boiler on to Swanton Pacific Ranch's goose-neck trailer & delivered it to Bay City Boilers, in South San Francisco. After unloading the boiler there, we then picked up the boiler for the 1500 & returned it to Swanton. This will allow us to make a decision on what work needs to be done on the 1500 boiler, as we complete work on the running gear of that locomotive. Hopefully, the 1913 boiler will be rebuilt by the time we are finished with the 1500's work. That way we can swap them out again & then be able to finish the overhaul on the 1913. It feels good to be making progress on these projects.

Again, I want to express my sincere thanks to all the volunteers for making Al Smith Day such a success. It was truly a joint effort where many people stepped up to volunteer to do what ever was necessary to put on an event like this. Several complements, both at the event & after were received, & this is all due to everyone's contributions. Thank you.



Visitors eating under covers & dry, blue skies



Daffodil pickers at the Folgers Wye

### Down Behind the Railway

With your president, air monkey, and carbarnist;  
 Reynold "Fitz" FitzPatrick  
[RGBFitz@aol.com](mailto:RGBFitz@aol.com) 650.737.9584

My Fellow Swantoons:

Al Smith Day was another success with Ol' Mister Sun arriving for lunch, ranch tours, and the afternoon train rides. My thanks to all of you who participated in the spring-cleaning and making the day a delight.

Spring is well sprung and with the warmer and longer days comes the joy of two work-weekends at Swanton. And we have things to do.

EdSki's Keystone car needs a few new holes drilled and the steel deck, with the wrong type of holes, removed. Then it's off to be sandblasted and painted.

The ballast car, when stripped of adornments and not needed in service, is also ready to be cleaned and painted. A graffiti motif has been considered, but I believe cooler heads will prevail.

Would you believe the 1913 and 1500 still have dirty, unpainted parts? Of course you do. See Randy, Bob, or Mark - they will welcome the help.

As usual, Dennis has a list of track projects as part of the Fitness and Exercise Club.

Geoff could use a hand rearranging the furniture, requiring the use of the shop crane, in the machine shop.

Come onna over. We'll have fun.

### Observation Car

From our members

When you are filling out the time sheet in the Machine shop, please check the Membership Roster that is there to verify that your information is correct. If there is an error please let the secretary know so that it can be corrected.

Reminder: contributions for 2003 are past due on Track One; so don't find yourself getting sidetracked.

**REMINDER: BEFORE LEAVING SWANTON'S PREMISES, PLEASE, BE SURE TO FILL OUT & SIGN THE WORK LOG FOR HOURS YOU WORKED. THE WORK LOG IS IN THE MACHINE SHOP NEXT TO THE PHONE.**



Visitors planting redwood trees in Redwood Square



1914 and 1912 during a photo-op from Windy Point

**Redhouse Reservations:**

I need to know at least one week in advance whether room reservations are needed or not. That way I can better coordinate with Wally Mark to make sure that things move smoothly. If you do not call in to reserve a room, you may not have a place to stay.



Geoff Tobin & Dennis Johnson receive 1,000 hours awards

**UPCOMING EVENTS/PUBLICITY**

**Mary Ann Carnegie**

- May 10 Sat.=Work Day/Sun=Mother’s Day
- May 24-26 2<sup>nd</sup> work weekends start up
- June 14 Work Day
- June 15 FATHER’S DAY–**FAMILY DAY RUN**

Well, rain or shine Al Smith’s 10<sup>th</sup> Annual event was simply devine! A lot of hard work & preparation went into making it such a success & we thank all of you for all your efforts to make it so.

Being prepared for all our plans [A, B, or C] certainly paid off, but going with our original Plan A for good weather was certainly the best.

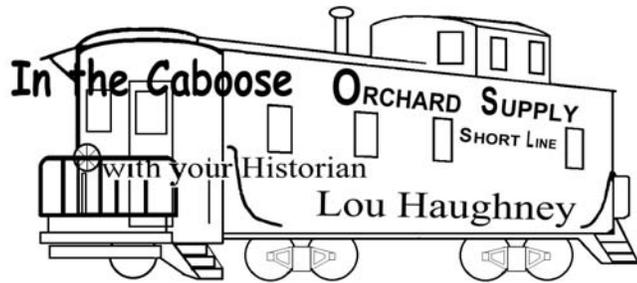
Now that spring has sprung you are reminded that there will be two work weekends a month. May starts this tradition with the first work weekend being the Mother’s Day weekend, May 10-11, & the second weekend being the Memorial Day Holiday, May 24-26. Mark your calendars, & remember if you are planning to stay overnight you need to make reservations. Space will be limited.

Notice too, that in June for the Father’s Day work weekend, the board decided to honor all our male members by celebrating Father’s Day here with a **FAMILY DAY RUN & BBQ** on Sun. the 15. SPRR will provide the meat, beans, soft drink, & bread. Those of you with Dutch ovens mentioned an interest in using them. This event would be a great way for all Dutch oven owners to make some delicious desserts or appetizers in them. “If it ain’t Dutch—it ain’t much!” Others attending, should bring either a salad or veggie dish. Please call, email, or phone in your RSVP so adequate food plans can be made.

**MARK JUNE 15** This will be a day to enjoy each other’s company, have a BBQ, celebrate Father’s Day, & give everyone an opportunity to run or ride the trains.



The boiler for the 1500 arrives at Swanton



### VISIT OF FAMILIES AFFILIATED WITH THE OVERFAIR, CALISTOGA STEAM, AND SWANTON PACIFIC RAILROADS

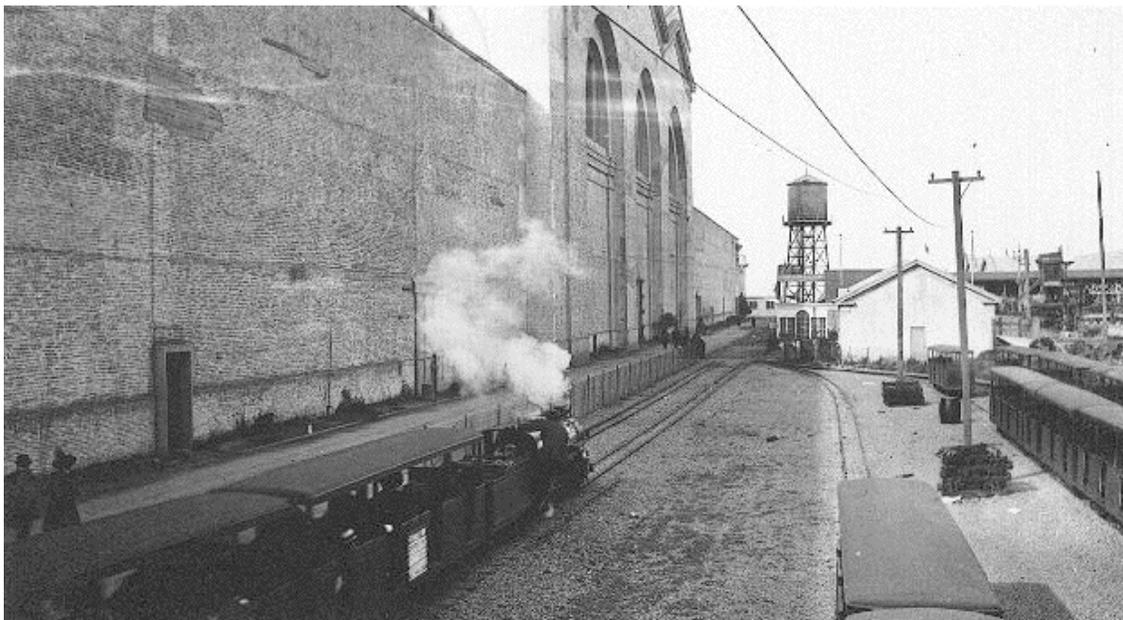
Three families with affiliations to the history of MacDermot's locomotives attended last month's Al Smith Day. Their associations ranged from the Panama Pacific International Exposition's Overfair Railway through the Calistoga Steam Railroad to the Swanton Pacific Railroad.

Paul Hirst brought his family & friends from Stockton to see the locomotives on which his grandfather, Arthur Hirst, was an engineer for the Overfair Railway at the PPIE. Paul was delighted to have his grandson ride behind a locomotive that their grandfather & great, great grandfather once drove. Prior to his work with the Overfair Railway, Arthur Hirst had been an engineer on Southern Pacific runs in CA & NV. This is the first time we have met a descendant of some one directly connected with the Overfair Railway.

Next, in order of history connections, Bob Maxfield & his sons came to see & ride, again, behind the trains they once owned & operated as the Calistoga Steam Railroad in Napa County in the late 1970's. Bob bought the 1912 & the 1913 Pacific locomotives in 1970 from the Billy Jones estate. He had the 1913 undergo major inspection & maintenance at the Redwood Valley shop of Eric Thomsen in Oakland. Then, he operated the 1913 & passenger cars on a 3-mile track near the Calistoga airport from 1975–1979. Because the 1913 is once again undergoing major inspection & overhaul, the Maxfields this time rode behind the 1912 locomotive which they had owned, but never ran. When they ceased operations in late summer of 1979, Al Smith bought all their rolling stock & equipment to start the Swanton Pacific Railroad on his ranch at Swanton.

Finally, Susan Spafford-England & her family were present to represent Al's family. Susan, Al's niece, reminded us that she & her husband, Robert were married on a Swanton Pacific train. Susan & family have been regular attendees at the annual Al Smith Day event since it began in 1993.

Meeting three families who have had close interests & pride in the Overfair – Calistoga - Swanton Pacific Railroads was indeed an unexpected but delightful pleasure. Our thanks to all of them for coming. You will always be welcome, as you are truly part of our historical family.



Overfair yard during the 1915 Panama Pacific Exposition