

## SWANTON PACIFIC RAILROAD SOCIETY

Number 145

Cal Poly

Aug 2005

### **ON TRACK with your Director**

Ed Carnegie:

Well here we are half way through the summer and well under way with our two work weekends a month. It seems like no sooner do we get home and get settled in and it is time to turn around and head back up. Summer has always been a busy time at Swanton but with the big difference this year being that we are concentrating on finishing up existing projects and trying NOT to start any new ones. The weather in the summer also lends itself to making work weekends far more enjoyable and in making faster progress on the various projects. The lure of new projects is always present, and Dick Toulson and Pete McFall have active minds always thinking up new and challenging possibilities. A new lawn was planted between the machine shop and the round house, however the sprinkler system never got installed which needs to be done. So if anyone is interested, talk to Dick Toulson.

The car-barn has been the center of activity for the refurbishing of the covered passenger car, final details are being made prior to sand blasting and painting. The CE & L Company is making steady progress on the frame of the boxcar. The last two workdays truss rods and queen posts were installed, fitted, cleaned and painted. Discussion is still continuing on whether the car should be finished as a boxcar, as was originally intended, or whether it should be finished as a cattle-car, with slatted sides, rather than solid, which could then also be used as a passenger car. I feel it would be difficult to convince people to ride in a closed boxcar. If you have any feelings on this issue, let it be known, as it

will be some time before that final decision will be made.

Machine and Round House News: progress is being made on both the 1500 and the 1913. If you have not seen the refurbished running gear for the 1913, take a look in the round house. Randy Jones has found a way to clean up and fill some of the pits and then have a baked porcelain type finish that has the luster of polished steel, not the glitter of chrome. This process makes the old part look brand new.

Progress is also being made on the removal of the red-tag on the Cal Barn. This past month we had an inspection on the building framing which was approved, and an engineering observation of the setting of the ten-seven/eighths inch hold down bolts. All the new timber and steel supports have produced a barn that is much much stronger than the original barn built in 1908. When completed with windows and doors, this will make a very nice meeting area, and we are planning some historical exhibits to be displayed in the barn. This will make an ideal location to depict the history of the Swanton area, as well as the ranch and railroad.

As always our ground crew has been overdoing themselves. Most of the flowers are in full bloom, and I don't believe the meadow area has ever looked better. I am always so proud when I make the turn around the cabooses and I see all the work and accomplishments that have produced a first rate park setting. This past weekend the Golden Spikes (retired SP employees) had their annual outing at SPRR. Even though their numbers are down, a good time was had by all. My special thanks goes out to Martha Nielsen, Bill McNab, Bob and Wendy

Morehouse, and MacGaddis for making the event so successful.

If any of you in your wanderings happen to find an old agricultural windmill let me know the details. We are thinking that one would make a good addition to the train field at Windy Point. The wind is always blowing at that end of the field and we could store water for watering the trees there.

Please mark your calendar for the upcoming BAGERS event in August, Cal Poly in September and Land Trust in October. We will be asking for everyone's assistance in keeping up our tradition of being excellent hosts/hostesses in representing Cal Poly., Swanton and the railroad.



Eric adjusting truss bars

**REMINDER:** Anyone wanting to have an article/photo printed in the SPRR newsletter should have copy sent to [ecarnegi@calpoly.edu](mailto:ecarnegi@calpoly.edu) by the 20<sup>th</sup> of the month

Positions are still open for SPRR photographer & organizer. I know we MUST have someone out there that would be interested in taking photos of workday projects, so as to have a pictorial history of what takes place at Swanton. Wages or rewards are getting them published in the newsletter,. Contact me ASAP.

### Down Behind the Railway

With your President, air monkey, & carbarnist.  
Reynold 'Fitz' FitzPatrick

RGBFitz@aol.com 650.737.9584

My Fellow Swantoons:

Coming soon to a railroad near you: BAGRS weekend, August 28 and Cal Ploy Day, September 25<sup>th</sup>

We need your help with the parking, setup, and clean up. All the usual requirements for a successful day.

And speaking of help; we, that is you the members of our railroad society, need more engineers and train crew. We also have need of folks to aid in recording our activities, preparing and preserving our historical archives, keeping track of our membership – duties that do not require a lot of physical effort.

Andy and I are off once again to cross the Rubicon, see you next workday.

Come by and see the progress the CE&L Boxcar company has made – you'll be impressed.

Fitz



1912 Arriving at College Station

### UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

Aug.	13/14	work weekend
Aug.	27/28	BAGRS weekend/
Sept.	10/11	work weekend
Sept.	24	work day and prepping for
Sept.	25	Cal Poly Run Day
Oct.	2	Land Trust Event/Run
Oct.	8/9	regular work weekend

**BAGRS DAY AT SWANTON PACIFIC**

August 28, 2005

Enjoy a full day of unlimited train rides, a great barbecue lunch, tours and just relaxing on the lawn watching the BAGRS Short-line and Live Steam modules. The official hours are from 10:30 AM to 4 PM. However, if you would like to see the Pacifics getting fired up plan to arrive by 9 AM. The cost will be the same this year: \$15 for 18 and over, \$8 under 18 and little kids free. Checks or cash may be paid to Bob Wilkinson at the gate. I will be buying food that weekend before so please RSVP by August 19. Swanton volunteers helping that day will only have to pay \$8. Hope to see you all there. We will have our usual cook'em yourself steak feed on Friday (\$5) and potluck on Saturday. Would like a rough head count if possible on the Swanton folks thanks

Bob Wilkinson (650)343-8150  
[wilkie@pacbell.net](mailto:wilkie@pacbell.net) Please put BAGRS in the subject line so it won't get mixed with spam

**Invites for Cal Poly Run Day** will be going out the end of Aug. If you wish to have invites mailed directly to special guests, get names and addresses to us ASAP. Otherwise you will need to copy your invite when received to self-distribute.

Remember too that **reservations for wanting to stay overnight for the work weekends should be called or emailed in ASAP.** Facilities are limited & we want to make sure we can accommodate everyone. Call (805) 995-3659 or email [ecarnegi@calpoly.edu](mailto:ecarnegi@calpoly.edu). It also helps immensely in trying to successfully plan for how many people are staying for a Saturday night dinner!

On another note: It has been brought to our attention that **ANYONE STAYING IN OR USING** the red-house facilities for cooking, meeting, showering, etc. needs to set some time aside before their departing from the premises to make sure the place is as clean, or cleaner than it was before they had the privilege to use it. Your Mother/wife DOES NOT live or work here and it is up to **EACH AND EVERY ONE** of us to keep the

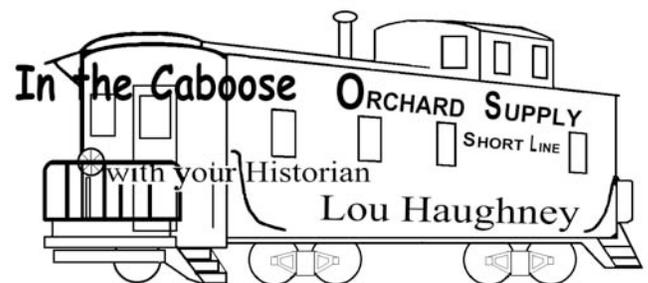
facilities in good, clean conditions for ALL to enjoy. Cleaning supplies are readily available in the train cabinet; mop/bucket, broom, dustpan, and vacuum cleaner are all located within the red-house. There are **NO EXCUSES** for not cleaning up after our selves. If you cannot find anything please check with Ed or myself.

NEW SOCIETY SUPPORTERS received over the last month were as follows:

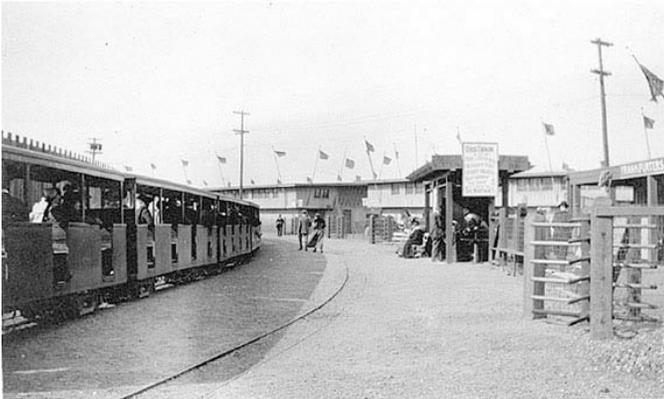
Amy Herman

Berkeley

On behalf of the entire organization, we welcome each of you into our "train family" & 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. Also be sure to introduce yourself to both Pete McFall, Secretary to obtain your membership book with bylaws, etc. & then to Bob Wilkinson so that he can make up your very own "gold", laminated nametag with all pertinent information.

**AN OVERFAIR RAILWAY STATION**

A passenger station for the Overfair Railway at the Panama Pacific International Exposition is shown in the above photograph (SPRS Archive No. 1913-1915 LMM-0022). The cars in the train on the left are almost filled with passengers; and, in the center, a man and a woman are walking across the tracks to board the train. The station, at the left center, consists of a small building, which may be a booth. The waiting area has benches outside the booth.



An Overfair Railway Station at the Panama Pacific International Exposition, 1915. SPRS Archive No. 1913-1915 LMM-0022w, from the Al Smith Collection

The large, white signboard attached to the building's roof indicates the stations, or the Exposition's areas, that can be reached from this station. An enlarged image of the center signboard allows a partial and tentative interpretation of the writing as follows. The questions marks indicate illegible characters and words.

THIS TRAIN  
\*        \*  
  
STATE?? BLDG  
CALIFORNIA BLDG  
  
EXHIBIT??  
PALACES  
???? ?????  
  
THE ZONE  
\* \* \* \* \*  
  
THE MARINA

Flanking the upper part of the large signboards are two smaller, horizontal signboards. Because of their darker background, these are hard to read.

Left signboard:

????????  
STATION

Right signboard:

FARES 10¢

The ordering of the stations on the large signboard suggest that "THIS STATION" is located on the west end of the Exposition's grounds beyond the Palace of Fine Arts. The Overfair Railway ran around the bay side of the grounds for the most part. A dead-end branch line ran inland between the Stock Exhibits on its east side and the elongated Polo, Athletic, Drill, and Aviation fields on its west side. The scene of this photograph appears to be along this spur line. The two-story buildings and the many flagpoles in the background suggest that we are looking at the inland side of the Stock Exhibits area. According to an Exposition guidebook, those buildings contained stables and stock pens on the ground level and storage or work rooms on the upper level. The many flagpoles in the far background may indicate the Stock Exhibits Stadium, which was in the center of the buildings. A quick food building is at the right side of the photo behind the turnstile. Its facade reads "FRANKFURTERS"; their cost is not evident.

That turnstile on the right present a puzzle in regards to its function. An enlarged image shows three more such turnstiles aligned in the middle background. The four turnstiles are linked by wire fences, which separate the tracks from the line of buildings. Was the purpose of the fence to limit access either to the buildings or to the train tracks? Or, if this location is truly behind the Stock Exhibits area, is the fence to confine any wandering livestock?

Hopefully, some P.P.I.E. historian or collector can identify better the location of this site. The maps I have do not designate the Overfair's stations. Help will be appreciated in describing more accurately not only this photograph but also the many other pictures that have been found in Al Smith's collection of MacDermot and his Overfair Railway memorabilia.