

SWANTON PACIFIC RAILROAD SOCIETY

Number 147

Cal Poly

Oct. 2005

ON TRACK with your Director

Ed Carnegie:

The end of the Summer, beginning of Fall always is very busy, and this Aug/Sept. is no exception. Since our last newsletter we had our annual BAGR event, though attendance was low, those present had a wonderful time. To add to the bustle we received a phone call that on Monday after the BAGR event we were scheduled to have our regular Haz-mat inspection. This meant that not only did we have to get ready and host the BAGR's, we also had to make sure that our chemical shed and other haz-mats were "IN OPRDER". A few of us jumped in to empty the storage shed and then re-packed it. As a last task, Randy Jones had to be drafted as his extra height was just enough to inch away at scrubbing the shed's ceiling. A few of the BAGR's arrived on Friday, followed by several more of the workers on Sat. all in time to have everything ready for the visitors on Sun.

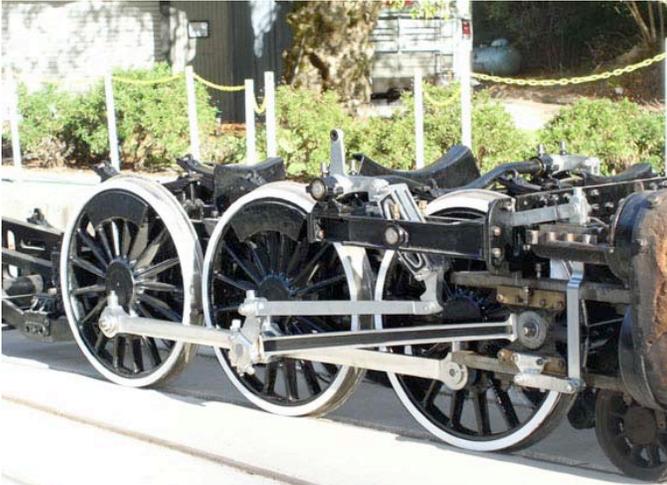
The work weekend in Sept. began with a bang. A little summer storm was encountered on the way up—it was enough to run the wipers—so we had to remember to turn on our lights. Upon arrival at Swanton, we met with Steve Auten to make sure that the last minute details were ready for Cal Poly Day. Earlier it had been decided that additional tables needed to be constructed for all the visitors that we will host in Sept. Friday morning a delivery truck arrived with the materials for the tables and benches. By noon on Sat. we had an additional seating capacity for 54 more people. We had a good turn out with over 20 volunteers for some very productive days: The Chinese crawler ran and was tested out; the crane truck actually started and then

ran so it was used to move equipment.; gardens and hedges were attended to; cobwebs and other debris and dirt were removed. Everything was put in "ship-shape" condition. A utility trench was dug to connect the car-barn and the roundhouse. Progress was made on the CL&E Boxcar; brake gear was installed on the 1500, and the machine shop had a general overhaul of clean-up and organization.

As a side note—Mary Ann and I went to Davenport Thurs. night for dinner and on the wall of the Whale City Bakery/café hangs the old railroad sign for the city of Davenport. This sign was stored for many years in the rafters of the machine shop. The Ocean Shore RR stopped operating in the latter part of the 1920's. It is nice to see it in a spot for all to enjoy. Below it, is also a very nice photo of George Del laTorré, a friend of Swanton RR for many many years.

Fitz, Andy and Richard came back during the week, prior to Cal Poly Day, to close up the utility trench to make sure it was ready for activities on Cal Poly Day event. By Sept. 24 everything was ready for our annual Cal Poly Day. Even though the crowd was small the 200+ visitors had a great time. We could not have asked for better weather. Our Cal Poly cooking crew, under the direction of Gil and Jennie Diaz, put on a spectacular feast. The ranch and railroad both had displays, and the ranch conducted two educational tours, as well as a roping demonstration. Our train crew did a wonderful job with inspiration from our very own "Fitz" FitzPatrick who stepped into a new position of Station Master. After lunch we had a "Tree Run" where approximately 20 additional trees were planted in the Redwood Sq. Grove by some of the families in attendance. A great time was had by all, and my sincere thanks goes to each and everyone of

you that helped in a variety of capacities to make this event such a success.



Running gear on 1913

REMINDER: *Anyone wanting to have an article/photo printed in the SPRR newsletter should have copy sent to ecarnegi@calpoly.edu by the 20th of the month.*



What a Day

Down Behind the Railway

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

My Fellow Swantoons:

Our October 9th workday is also the first General meeting of the membership this year. There will be a special order of business to nominate candidates to the offices of First and Third Vice-Presidents and Treasurer. Following the

special order the meeting will be open for new motions submitted by any active member.

Elections will occur on Saturday, November 12th, the next General meeting.

Fellow members Barbara McCrary and Al Wilson have volunteered to help Lou with digitizing our photos and memorabilia.

New members Trina Gallagher and Nikkos Hunner enjoyed the Cal Poly Day weekend and were immediately put to work. Thanks you two.

By the by, if you Google Swanton Pacific RR there are 34,800 sites on the list.

In order to improve our operating experience and training on steam train operation, next year we will be firing a steam loco each workday and place it in switching and shuttle service. This practice will allow us to more quickly train firemen and engineers, as well as keep the existing engineers and firemen fully qualified. Perhaps it will even inspire more members to become engineers.

See you at the October workday.

Fitz



Fitz and Bob at work

Positions for SPRR photographer & organizer are still open. We MUST have someone out there interested in taking photos of workday projects, to have a pictorial history of what takes place at Swanton. Wages or rewards are seeing them published in the newsletter. Contact me ASAP.

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

Oct.	2	Land Trust Event/Run
Oct.	8/9	regular work weekend
Nov.	11/12/13	Veterans Day work weekend



Tree planting during Cal Poly Day

REMINDER: anyone wanting to stay overnight for work weekends should call or email reservations in ASAP. Facilities are limited & we want to make sure we can accommodate everyone. Call (805) 995-3659 or e-mail ecarnegi@calpoly.edu. It also helps immensely in trying to successfully plan for how many people are staying for a Sat. night dinner!

I would also like to take this opportunity to thank everyone that helped with the annual Cal Poly Day Run. It would not have been as successful without your volunteering to assist in so many ways—either the day of the event or before hand to get things ready. These events don't just happen overnight and we know that all the little jobs come together eventually to make one big successful event.

Now that Fall is upon us and the weather is a changin' we will be going back to our one Swanton volunteering weekend a month. You may also want to get your all-weather rain gear/waders out to make sure they are "fit and ready" for wear. The only other thing that we need to be looking at in the upcoming months is the annual New Year's Eve Run. If any one has any or even just one grandiose ideas for what they may want to see the Cal Barn be transformed into—please, please, express yourself

to us so that we can start the idea planning ASAP. Last year's Polar Express was really nice, and I know we can come up with something again this year to top that. In Nov., we will try to plan for a nice Thanksgiving Dinner of sorts on the second work weekend, as well as in Dec. for an end-of-the-year-special of sorts.

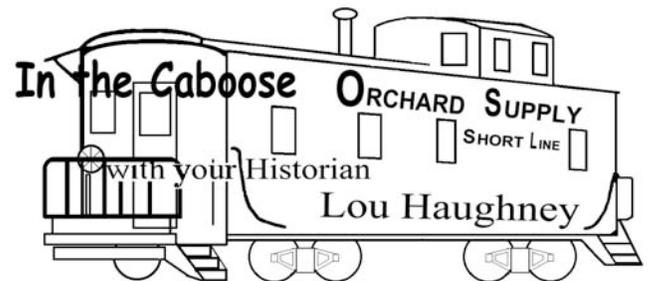
Stay tuned for what's happening.

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

Marcel Marchon

Mountain View

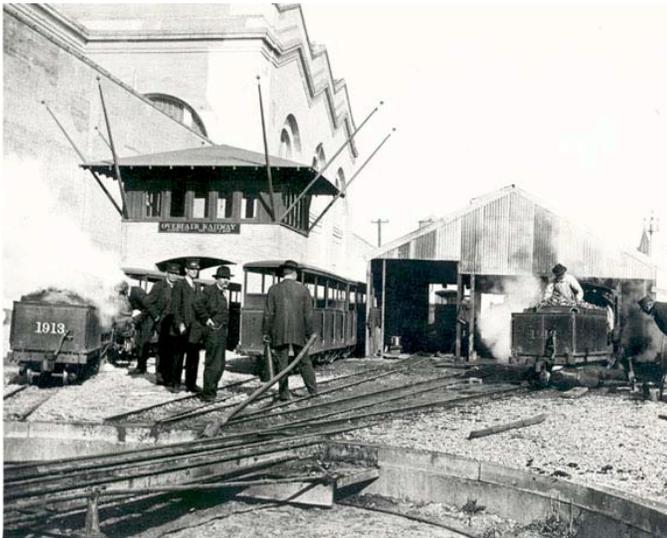
On behalf of the entire organization, we welcome each of you into our "train family" & we certainly look forward to seeing you at some of our next events. Many of our supporters may not recognize you right away so please introduce yourselves so that we can get to better know you & vice versa. Also be 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.



ACTIVITY IN THE OVERFAIR RAILWAY'S MAIN YARD

Much activity took place in the Overfair Railway's main yard as the crews prepared the trains for the daily runs at the Panama Pacific International Exposition. This photo (SPRS Archive # 1913-1915 LMM-0023) depicts what appears to be unusual activity on one day. The car barn crew is busy replacing a set of trucks on the 1913 tender while two gentlemen and two passenger crew members, standing by, await the completion of the maintenance. The business suits

of the gentlemen suggest that they may be "Front Office" administrators; or, maybe, they are only visitors. We have no records of the Overfair Railways' staffing complement and of the assignments of each staff person. The only identification made so far is that of one engineer, Arthur Hirst, grandfather of an SPRS member in Stockton.



Replacing the trucks on the Overfair Railway 1913 tender. SPRS Archive no. 1913-1915 LMM-0023

On the left in the photo, engine #1913 and its tender seem to be ready. Note that both tenders are filled with coal. In the foreground is the turntable with tracks leading to the car barn, the storage tracks, and the main line track. In the middle background is the impressive control tower. MacDermot carried out his exact, 1/3 scale duplication of a standard railway to the extent possible; only the passenger cars were not precise replicas.

This yard is the eastern and principal terminus of the Overfair Railway. The Railway's main line ran out of the yard between the control tower and the back of the Machinery Palace on the left.

This photo (SPRS Archive 1913-1915 LMM-0025) was taken in the opposite direction from the view in the previous photo (SPRS Archive # 1913-1915 LMM-0026). The downward line of sight suggests the photographer may have been in the yard's control tower, shown in the previous image.



Turntable in the main yard of the Overfair Railway at the Panama Pacific International Exposition; Panama Canal Building in the background. SPRS Archive No. 1913-1915 LMM-0025.

One of the Overfair's Pacific locomotives is being rotated on the turntable. Note that the engineer is standing as the back of the cab rather than sitting in his usual, cramped driving position.

In the background is the facade and the entrance to the Panama Canal building, which contained a model diorama of the entire canal. Entrance fees were 50 ¢ and 25 ¢ for children.

Of particular interest is the booth with turnstiles at the right and the fence behind the turntable. These structures suggest that this site in the main yard was also a passenger station; and, the well-dressed couple in the lower right may well be waiting to board a train as soon as the locomotive is repositioned. This site was the closest point of track to *The Zone*, the large area of amusement shows, rides, exhibits, and eating places, etc. So, much foot traffic of visitors going to or from *The Zone* would pass this site. The booth's design and the enclosing fences are very similar to those depicted in the picture published in the August 2005 article of an Overfair station near the Stock Exhibit (SPRS Archive # 1913-1915 LMM-0022). In that article, I speculated as to the reason for the fence. Now, the same arrangements at two boarding sites imply that the fences separated the stations from the pedestrian paths and that the passengers had to pay their 10 ¢ fares before boarding the train.

The track in the middle background where the persons are walking is probably a standard gauge track left over from the construction phase of the grounds and buildings.
