

SWANTON PACIFIC RAILROAD SOCIETY

Number 149

Cal Poly

Dec. 2005

ON TRACK with your Director

Ed Carnegie:

Happy Holidays! Hope all had a wonderful Thanksgiving and are well under way with your Christmas shopping. Our work weekend activities started on Thursday bringing materials and having things ready for the long weekend of Veteran's Day. I was quite surprised as volunteers started arriving Friday and by noon we had over 20 stouthearted volunteers working on various projects. Roundhouse and machine shop activities are covered later under Randy's article. The track crew consisting of McNab, and Pete worked on the right-of-way, and on taking care of the newly planted trees. Randy, Fitz and I, aka "Swanton Construction Crew" worked on the Cal Barn, installing windows, electrical hookups, and replacing the shingle siding. Martie Way, Bob Wilkinson, joined forces to prepare a small meal for 6-8, but ended up being 16 for dinner. Our fishes and loaves effective planning always seems to work.

Saturday's volunteers increased by at least 7 more, with two of our new volunteers—Chris and Margaret Taylor, came to be our photographers and spent the day documenting what was being accomplished. The work schedule was basically a repeat of what was started on Friday, with the exception of our general membership meeting with election of officers at noontime. The approved slate of officers are: President—"Fitz" FitzPatrick, 1st VP-Geoff Tobin; 2nd VP Andy McLean, 3rd VP-Bob Wilkinson; 4th VP-Randy Jones; Secretary-Pete McFall, and Treasurer-Ed Carnegie. The day was topped off with another great dinner prepared by Chefs—Martie, Bob, Geoff and Martha.

Sunday started off with committee meetings and a Board Mtg. The board reviewed what has taken place and then set in motion activities for 2006. The afternoon found a reduced volunteer crew, but still much was done. Fitz, and I concentrated on windows and siding, while Randy and Geoff worked on electrical. Andy and

Pete worked on track, right-of-way and general clean up. Mary Ann spruced up some more in the gardens and continued planting the wide array of plants that Matt Zemny had brought over. Martha and Margaret had helped in that capacity on Saturday as well.

As the New Year approaches it is now time to start thinking about your financial gift to the Swanton Pacific Railroad. The personal donations contributed cover the cost of the newsletter and supplies funds for special projects that we would not be able to do without your contributions. I would like to wish all of you a very Merry Christmas and a safe and Happy New Year. Hope to see you in the near future and my thanks goes out to all for your continuing support and endless volunteering throughout the year. All of your efforts are always appreciated.

In the Roundhouse

with Randy Jones

Seasons Greetings! I hope you have all had a fantastic Thanksgiving. I give thanks every month that we have such gifted volunteers who give so much time so cheerfully to keep the Swanton Pacific running. It is a privilege to be associated with you all!

Over the past couple of months, Matt Zemny has been making great progress on the 1913's brake rigging by cleaning, sand blasting, and painting most of the parts. This is a continuation of Bob Wilkinson's efforts, which were halted temporarily when he got "promoted" to 'dozer mechanic. Reassembly is now under way, and we are approaching the point where we will need a boiler. I've spoken with John Greco, and he anticipates that he will have a boilermaker working on it again

soon, as his shop's workload is easing up a bit. We appreciate John's generous efforts on our behalf, which are partly possible by using our project as "fill in" work during slow times. An ultra-sound thickness survey has been done on the boilerplates and the stay bolt and rivet repairs are complete. The next steps are sandblasting and painting, and another State inspection prior to installing the tubes. I am hoping to have the boiler back at Swanton sometime in the spring.



Frank Smith working on 1500

On the 1500, Frank Smith and Mark Cooper made some replacement parts for the brake rigging. They have nearly completed the installation, with only the modification of the main pushrods remaining. Mark and Corine spent the better part of a weekend measuring and documenting all the crankpins and rod bushings. The delightful results of which are that the pins and bushings are in good condition and will not need any work before assembly!

Marty Campbell has been his usual, stalwart self, applying his efforts to keeping the 1912 and 1914 running well. Injector maintenance has occupied him lately, along with planning how and when to repaint and clean the 1914 so she will look more like the '12. Marty also rewired most of the '12's electrical system after a short circuit burned it out. Next up for the '14 is maintenance of the boiler backhead. We are seeing a build-up of rust around the firedoor, so we will remove the piping, jacket, and insulation, in order to inspect, clean, and paint the affected area. This will also present the best opportunity to revise the brake piping and install

new valves. Geoff Tobin has been directing his machinist skills wherever we've needed them, as well as tutoring volunteers in the proper use of the tools, and we greatly appreciate both his flexibility and patience. Pete McFall continues to do routine maintenance and safety checks on the cars, including the very messy task of replacing old oily cotton waste in journal boxes with wool felt pads. The latter provide more reliable lubrication for the axle journals. Eric, Clinton, and Logan have nearly completed the brake piping on the CL&E boxcar frame, and it looks good! This was quite a challenging learning experience for these guys, as the freight car frame has so much less space than a passenger car, and the components are so much closer together, that just getting the piping squeezed into place is tough enough. Actually wrenching everything together tight was an ordeal! Next comes the wiring and control valve, and then a pressure test.

I hope everyone has a wonderful holiday season, and that we all have a grand New Year's gathering at the Lazy SP.



CL&E crew working on brakes

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.*



Aaron, ditch cleaning along track

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

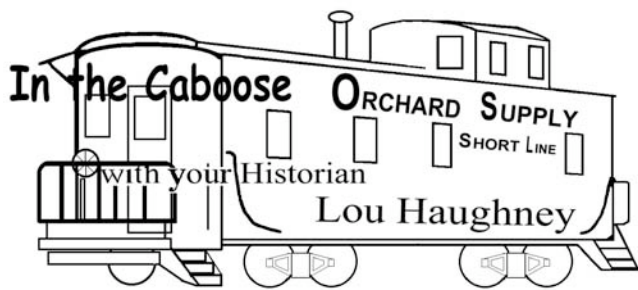
Dec.	10/11	work weekend/wreath making
Dec.	31	New Year's Eve potluck/train Rides
Jan.	14/15	work weekend-fun, fun, fun

First off—holiday greetings to all! We hope that this holiday season will find all of you in good health and enjoying celebrating all of its festivities with family and friends. I would like to take this opportunity to thank all of you for your generous contributions this past year—if it was for pulling a simply little weed, to preparing a dinner, or building something elaborate and lavish — everything, and everybody, contributes in whatever way they can to help make Swanton so very special to not only us the volunteers, but to the many guests that pass through our gates. You are very much appreciated for those efforts, but more importantly for the bonds of friendship that develop between us as volunteers. We thank you muchly, and look so forward to the New Year of getting to spend more time with all of you.

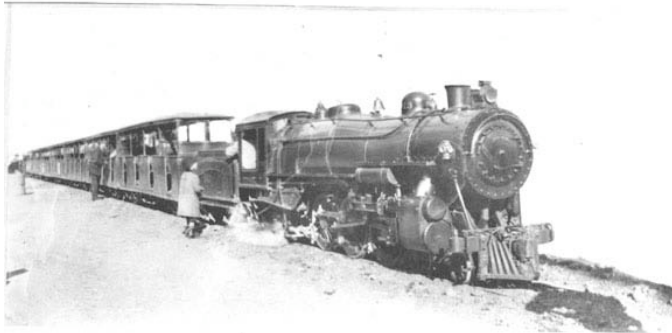
Now for the Dec. work weekend, we again offer our wreath making class for anyone interested. Like last year, your wreaths will be made from Swanton greens, etc. Come join in the fun and create several wreaths for friends, as gifts, or to grace your homes, and/or Swanton. Remember there is a minimal cost of \$5.00 to cover for the decorative supplies. Class starts at 10AM on Sat. Hot chocolate/cider and sweets of sorts will be provided. Come gain weight with all of us!

New Year's Eve—as always, falls on Dec. 31! [duh] and again we will be having our traditional potluck dinner around 8:00PM. The Cal Barn will begin to get transformed on the 29th or 30th to fit the theme of “Barn-Raising”. Any suggestions or donations on barn raising type decorations would be appreciated. Regarding weather for that night—come prepared for almost anything—cold, wet, dry—maybe even snow!! Who knows? We just hope you come and participate in this great family affair that is celebrated with good food—we may even have some of Jack Roberts great clam chowder (????) along with other great dishes; then there are the fun train rides, finding Martha at night with her hat that lights up, Ken McCrary's infamous hot mulled apple cider, the warmth and drying power of the huge bon-fire, and then of course just celebrating with good friends. Hope to see all of you there, around the fire, or on the trains. Also look forward to organizing and doing different events in 2006 with our new VP Mr. Bob Wilkinson. I know he would gladly accept any suggestions, or ideas on what you, the volunteers, would perhaps like to do in the coming year for events, socials, etc.

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!



OVERFAIR RAILWAY TRAINS and YOUNGSTERS



SPRS Archive No. 1913-1915 LMM-0041, from the Al Smith Collection.

The wonder and the attraction of a steam locomotive for youngsters is captured in this photograph of a small boy and the locomotive engineer in serious conversation as the Overfair Railway's train awaits the loading of passengers. The lack of a background prevents identification of this station at the Pacific Panama International Exposition. The roadbed for the tracks can be plainly seen. Note how the ballast is piled along side the rail. There seems to be five, maybe six, passenger cars in this train. That large, irregular, dark spot in front of the locomotive appears in the original print; it is not a dirty spot on the print.

OVERFAIR TRAIN ALONG THE SAN FRANCISCO BAY FRONT

Most photos we have of the Overfair Railway's trains are front or side views. Here is a view taken from the back end of the train, probably from the last passenger car. The train is on a slight curve; so, the locomotive and 5 or 6 passenger cars are visible ahead. Only a few passengers are on this train.



SPRS Archive No. 1913-1915 LMM-0042, from the Al Smith Collection.

Variations of brightness and contrast of the digitized image bring out different aspects of the photo's content. In the left foreground are two passengers seated in the rear of the car just ahead. The lady facing backward is wearing a stylish hat of the 1915's; it is jauntily tilted across her forehead. The gentleman on the forward facing seat has turned his head to watch the photographer.

If the contrast and brightness are adjusted to emphasize the background, then small figures, like waiting passengers, are standing beside the track in the middle of the scene. At the far background is a long, black band with a plume of smoke above the front end of the band. Is that an approaching train?

The low stonewall on the right side of the track and the nondescript, fairly level surface to the right of the wall suggest that the train is traveling in the western direction along the shoreline of the San Francisco Bay. The surface on the right may be that of marshland or sandy, scrub beach.

In the far right side, the landscape rises as on a low sloping hillside. Could that be part of the Presidio grounds on the south side of the Golden Gate or part of the Marin highlands on the north side? Well, this has been much fanciful speculation as to the site of this scene. Your interpretations will be welcome. Anyway, it looks like the passengers on the Overfair Railway had a very scenic ride, the majestic buildings and esplanades of the Panama Pacific International Exposition on one side and the San Francisco Bay on the other side.