

SWANTON PACIFIC RAILROAD SOCIETY

Number 153

Cal Poly

May, 2006

ON TRACK with your Director

Ed Carnegie:

Al Smith Day, what a success!! All of our planning & scheming against the rain dancers really worked. Plan "A" stayed implemented all day long. Our great BBQ team, led by Gil & Jennie came up from San Luis Obispo on Friday. They also brought a crew of four others up to help with the cooking. Additional SPRR volunteers assisted with the preparations, cooking, & serving, too. The registration count showed that over 530 friends & guests were in attendance. Amazingly everyone was served their meal within 40 minutes—now that is quite a feat & excellent team-work. The train crew organized a ride to go out around 11:45am with a fully packed train of about 150. The guests that remained behind were served their meal so that when the train returned that group could be fed & the program then began. Remarks & updates were heard from several people. As host, I started, followed by Dr. Brian Dierrick, Professor & Director of SPR; Steve Spafford, nephew & spokesperson for the Al Smith Family; all alumni from Cal Poly-SLO were recognized; & Dr. Dave Wehner, Dean of the College of Agriculture-CP/SLO gave a warm welcome to all. Again, the day was a huge success. Numerous phone calls, or e-mails have been received, since the event, to thank everyone for a GREAT day & how we were SO successful with "weather-mandering".

The success of the event though, just doesn't happen. All our volunteers contribute in varied ways. Some arrived the Thursday before to start the process. Upon our arrival, we found Bill McNab & Martha Neilsen already involved in their special projects. Martha planting "color spots" in the

garden, & Bill tending gardens at George's Gulch, Redwood Sq. & McNab Redwood Grove. Since everything was dry, I mowed the meadow. Randy was busily working on the engines inside with a new companion—Bandit, his new puppy. Friday brought Edski, Pete, Ernie, Fitz, Richard, Bob Wilkinson, Dennis, Eric, Aaron, Andy, Randy, Geoff, & Rick. Each contributed in many & various ways. All efforts were rewarded with one of our infamous SPRR dinners where great dishes were provided by all, & Bob BBQ'd some delicious tri-tip. Tasks accomplished between rain-showers were: mainly track work, tree removal & chopping, & clean up. Mary Ann went into town to buy all the food & paper supplies for Sunday. Saturday, the sprucing up of everything continued with a volunteer force that grew even more with Marty & Carol, Dick Toulson, Martie & Dave, Frank Smith, Mark Cooper, Chris & Margaret Taylor, along with the SLO BBQ team arriving. Martie & Dave were chefs for Saturday night's dinner. The Cal Poly SLO-BBQ team got up bright & early to get the wet wood fired up for the big event AND to provide a "gandy" breakfast to all the early risers.

From around 8:30am on guests starting arriving, including the antique/classic car club from San Jose with a static display of beautiful cars; the Cal Poly logging team with a dynamic display of actual axe throwing, axe cutting & log sawing & even "chipped-in" to take care of parking; and Swanton Ranch's livestock specialist, Gorden Claussen with his roping demo. Train rides, tours, dry weather & other events entertained our guests throughout the day. Around 3:15, the sky openly briefly & a few raindrops were shed as the crowd started to leave. The traditional picking of daffodils at Folger Point & the wve was unfortunately eliminated since the

daffodil field was sitting under several inches of mud & water. This did not however, put a damper on the event's huge success. This is one of the largest crowds to date for Al Smith Day & as it continues to grow it also continues to be very successful due to all the contributions that Swanton volunteers give in so many ways. I am sure that Al himself would say "job well done & thanks to each and every one."



New Swanton sign

Down Behind the Railway

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

My fellow Swantoons:

Thank you all for making Al Smith Day yet another success. Pat and I were unable to attend as some variety of the yellow pappyumas had us down. My voice took the day off and if I can't talk... well, I may as well stay home. We were also reluctant to share our condition with you, it wasn't fun. My apologies for not being able to thank you individually this year.

And now, the history paragraph. Do you remember when May Day was a celebration of the middle of spring with Flora and the Green King, dancing around a Maypole, Morris dances, and baskets of flowers (to hopefully keep mischievous pixies at bay)? All before the Marxist co-opted May Day with parades of drums and guns and tanks. Also, Cinco de Mayo gives us an excuse to share in a celebration, party, and dance. A few more dances of joy and less watching parades might help reduce the reported obesity in the population.

Perhaps some celebratory gandy dancing at the Swanton Exercise and Fitness Club?

Our May Day is the 13th, and probably extends into the 14th as well. All the usual goings on of railway maintenance and housekeeping. Then there are some specific projects, such as;

-  Building a rack for the portable radios,
-  Mount the machine shop bench vice,
-  Run public address wire from podium to Station,
-  Run phone line from Roundhouse to Car barn,
-  Clean and paint inside of Santa Fe caboose.

There is whole page more of projects, please see me if you want to review the list and become a star by making one your own.

Considering there are more than fifty items on the "To-Do" list a "workweek" or summer camp seems to be in order. To that end please schedule some time during the week of Saturday, August 12th through Sunday, August 20th if you would like to complete one of the projects on the list. How nice it would be if some of us could help the CE&L Carbuilders finish their boxcar before CalPoly Day. (A project completed in less than two years!!!)

This time would also allow us to provide some comprehensive training for fledgling conductors, firemen and engineers.

I've set the days aside. Please let me know if you are interested.

See you down behind the railway on the 13th.

Fitz



Marty and Randy tuning up 1912

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.



Lunch, Al Smith Day

UPCOMING EVENTS/PUBLICITY

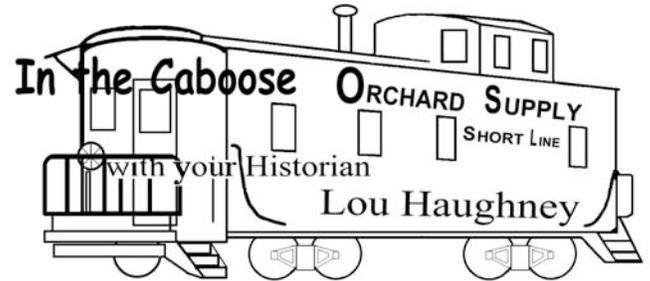
Mary Ann Carnegie

May 13 work day
 May 14 Sun.-Mother's Day—go home to Mom!
 May 27-29 3-day work-weekend-Memorial Day
 June 10-11 work weekend
 June 24-25 work weekend

Well, with our first big event behind-us, and good weather being forecasted, [the creek shouldn't be rising too much more] so it should be smooth tracking down the rail from here on out! As May approaches we now begin the two volunteer weekends a month, where it is hoped that SPRR's "to do" list will also be shortened. Saturday night dinners will hopefully continue to be offered, but it is also hoped that it won't always fall on the same people all the time. With nicer weather & longer daylight we hope we can organize a night under the stars with another "Dutch-oven" dinner buffet; or a dinner of an international flair, or a simple ABC or just a plain P meal. Ideas are always welcomed & better yet tried! Summer months are busy for all with vacations, company visiting, etc., but we hope to see you as often as you are able to make it to Swanton's paradise.

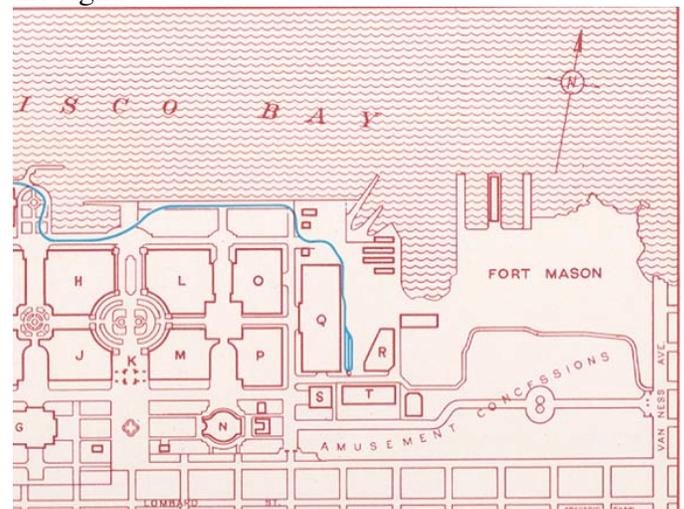
PLEASE, PLEASE, PLEASE: **anyone wanting to stay overnight for work weekends call or e-mail reservations in ASAP.** Facilities are limited & we want to make sure we can accommodate everyone. Call (805) 995-3659 or e-mail ecarnegi@calpoly.edu.

It also helps in trying to successfully plan for how many people are staying for a Sat. night dinner!



TRANSPORTING OVERFAIR RAILWAY EQUIPMENT FROM OAKLAND TO THE PPIE

This map is an excerpt from the Railroadians' Ninth Commemorative Calendar of 1954. The blue line on the map shows the route of the Overfair Railway through the northeast sector of the 1915 Panama Pacific International Exposition's grounds. The Overfair Railway's main yard is between the large, rectangular Machinery Palace (Q) and the Automobiles building (R). The Panama Canal Building (T) faces the rail yard on the south, and the Southern Pacific Building (S) is catercorner from the yard. Lombard Street is the E-W street at the bottom, and Van Ness Avenue is the N-S street on the right.



Map, Overfair Railway northeast sector of the 1915 Panama Pacific International Exposition's grounds

Ferry boats and lighters brought passengers and freight from the East Bay and the Northern Bay to the docks at the upper right of the Machinery Palace. The buildings by the docks were warehouses, and the open area was probably a storage yard

MacDermot had to ship all the Overfair running stock, four locomotives and about 60 passenger cars, plus rails, turntables, and other support equipment, by boats from Oakland to the Exposition's docks. Quite a logistics task! Fortunately, he could locate his main yard close to the receiving docks. The 0-6-0T 1500 work engine was the first locomotive completed and transported to the Exposition site.



Loading locomotive 1500 onto a drayage truck for shipment from MacDermot's shops to the main yard of the Overfair Railway at the Panama Pacific International Exposition. About mid 1914. The MacDermot mansion is in the background. Machine shop or part of the mansion on the left? Locomotive shops on the right?

Both passenger and freight boats were berthed in this location. The freighters brought construction materials, large exhibit items, and supplies to the Exposition grounds. The San Francisco Belt Line railroad did not reach the Exposition site until late 1914 when a tunnel was completed through what is now the site of Fort Mason. Thus, particularly during the construction phase, most of the Exposition's materials had to be delivered by boats to the docks at the Exposition's site. All of the Overfair Railway locomotives and passenger cars, which were built in Oakland, were transported across the San Francisco Bay by the numerous transbay lighters and ferries. (The Golden Gate and the Bay Bridges were not constructed until the 1930's.)



Overfair train passing the boat docking area of the Panama Pacific International Exposition. The train is pulled by the No. 1500 0-6-0T work locomotive. The boat in the background appears to be a passenger boat.

The dock for the passenger ferries was busy during the Exposition. Passenger ferries brought visitors from the North Bay area, Sausalito, San Rafael, etc., and from the East Bay area, Oakland, Berkeley, etc. So there was likely an Overfair Railway station at this site to pick up visitors arriving by boats.

A more complete description of the Overfair Railway's main yard, as well as accounts of the rest of its route along the bay front to the western end, will be given in future issues. The map showing the entire railway route and the Exposition's layout will be presented in future issues. This map appears also in Frederic Shaw's book, *Little Railways of the World*, (Howell-North books, 1958). The map does not indicate where the stations were located, nor does it provide details of the trackage. Such information has to be inferred from the photographs in our collections. I am still looking for a more detailed map of the Overfair trackage.

Dues Reminder: if your 2006 contributions have not been sent in yet; they are still being gladly accepted. Send them in today; Don't get side-tracked!