

SWANTON PACIFIC RAILROAD SOCIETY

Number 154

Cal Poly

June 2006

ON TRACK with your Director

Ed Carnegie:

Spring is upon us and summer is just around the corner. With spring, starts our two work weekends per month, the second and fourth. So hopefully one of the two fits into your busy schedules. On the work weekend of May, Mary Ann and I arrived on Thursday to find everything very quiet, and had the entire place to ourselves. Others started arriving beginning with Pete working in the shop. I began to document the as-builts for the car-barn, fuel storage, and water-tower. Later Dick Toulson joined in, followed at lunch time with Bob Wilkinson and Randy. Mary Ann approached me holding her nose in the air. It seemed the GFI had tripped the feeds to the freezer and refrigerator in the Roundhouse. Electricity had apparently been out for quite some time in that everything was good and ripe. All the surplus of food, meat, and other items planned for our summer workdays/dinners had to be discarded. That afternoon, Randy and Pete fired up the steam cleaner, cleaned out the freezer and refrigerator along with the floor in the roundhouse from the leakage. An emergency call was made to Dennis to stop on his way to Swanton and pick-up some tri-tips so that Bob's wish to BBQ dinner that night could be fulfilled.

By Saturday morning the stench had finally left the building. The scrub team then came in to Clorox it all down. At least the smell was gone when approximately 19 of our volunteers showed up to work on various tasks and never "got wind" of the previous disaster. Major project of the day was to rebuild the underground vaults that feed the electrical system in and around College Park. The

area was completely dug up; pavers were installed in the bottom of the vaults; and concrete blocks were installed for the sides. The vaults are now larger, and hopefully gopher proof, and they will be easier to access. After completing this task, the crew divided up. The track crew of Stan Andy, Dennis and Pete re-leveled the track coming off of the bridge. The engine crew under Marty's guidance worked on the 1912. The ever important gardening crew were busily working away in the "Garden of Weedin'" sprucing, planting, watering and weeding to get things in order for all summer events. That evening Marty and Mary Ann prepared another great meal for all that stayed.

With Sunday being Mother's Day most everyone had left. When we left in the early morning, only Pete, Geoff and Andy were still on the premises. Hope all had a nice day celebrating.

Recently, Barbara McCrary who is working on hosting the Central Coast Forest Association contacted me to see if they could coordinate with the railroad to visit and see this part of history, use College Park AND maybe get some train rides. They will be visiting on June 10. We naturally agreed to help the McCrarys with this activity and will definitely supply train rides for all. If you can come by and help, please do. This will also provide for a good opportunity to hone your operating skills as conductor, brakeman, and train handling.

I am currently working on a project to produce DVD's on the many hours of video that I have taken over the last 16 years. Each work weekend I will bring some with me and if you would like to view them we will somehow arrange a means for you to do so. Some are educational, some are hysterical-historical and some will find you younger, thinner, but they are enjoyable.

Down Behind the Railway

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

My Fellow Swantoons:

This being June and Hangtown having a Druid monument at the east end of old town, my passing by brought to mind the celebration of the summer solstice and the season of Litha. The Holly King now reigns, having banished the Oak King until Yule.

The Druids apparently saw the natural change of the seasons as a conflict between light and dark, the Holly and Oak Kings. All very confusing to us as we are aware of the mechanics of the solar system.

And what you may ask has this to do with railroading? Well, Placerville used to have a rail line running through town, it's now a bike trail, (That's a stretch, but one takes what one can get.) and the change of seasons brings to Swanton's run season.

Therein lies the conflict. Run days consume much of our time, most valuable commodity, but are the most fun. While routine maintenance and projects are necessary or we could not have run days.

The projects: rebuild the 1913, 1500, and Keystone cars, signaling, boiler feed water, and the rest of the list are all still ongoing. Routine maintenance is patiently awaiting your attention. Where we need your extra help is in all the de minimus work involved in hosting an event.

Most important though is the need for more qualified conductors, firemen and engineers.

How can we help you become qualified? What is stopping you from becoming an engineer or a conductor?

Fitting pieces of pipe together is my forte, so I need some help when it comes to training conductors, firemen, and engineers. I would truly appreciate any your sharing any insights, from either the learning or teaching side, you may have.

That said, come on over to the old SP next work day. We'll have fun.

Fitz

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.

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

May 27-29 3-day work-weekend-Memorial Day
June 10-11 work weekend
June 24-25 work weekend

We have now begun with our two volunteer weekends a month, where it is hoped that SPRR's "to do" list will also be shortened. However with longer daylight luminating the skies, many Saturday night dinners will be shared under the stars. We had hoped to be able to BBQ much of the uncooked tri-tip from within the freezer, but unfortunately the GFI turned the freezer off and the surplus of meat had to be tossed out. Plans B-H will now be implemented! Soooooooo for the first work weekend in June—Saturday night dinner will be a potluck of different sorts—we ask that if you are planning on staying for dinner that you bring a dish that begins with the first letter of your last name. For instance—"C" for Carnegie—carrots, cookies/cake, curd, cheese, chicken, etc. etc.—I think you get the idea. It will not be structured to guarantee anything except fun and creativeness. No one has ever left a Swanton meal hungry, so this will be no exception. For the second work weekend in July we will more than likely BBQ some ribs or steaks. I would like to plan for the first weekend in July a Dutch oven buffet for all. So all Dutch Oven cooks get your gourmet delights ready to serve up. Any further planning in advance than that is always subject to change so could prove fruitless for now. Stay tuned for further information next month. However, do keep in mind that Cal Poly Day will be Sunday, Oct. 1, so mark your calendar and then start thinking of everyone you would like to invite to share in our crown jewel of Swanton—a grand day of celebrating, being with friends and riding the rails.

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!

You will find below some still photos taken from the video recording on activities of the past.

A TRIP DOWN MEMORY LANE



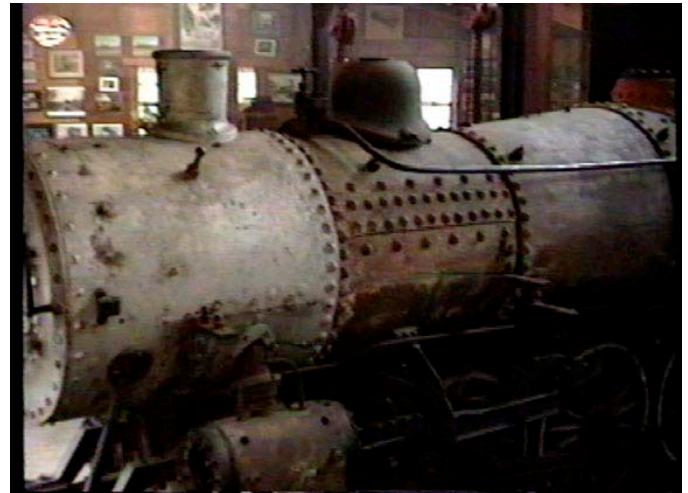
In 1991, one of the original Overfair cars was transported to Cal Poly to blue print and build a new car.



This is what the roundhouse looked like until Bill McNab got hold of a can of paint and a brush.



As parts were taken off the original car, they were drawn to scale, & new parts were made or old parts cleaned and painted.



Can you believe this is the 1914 as it looked in 1991?



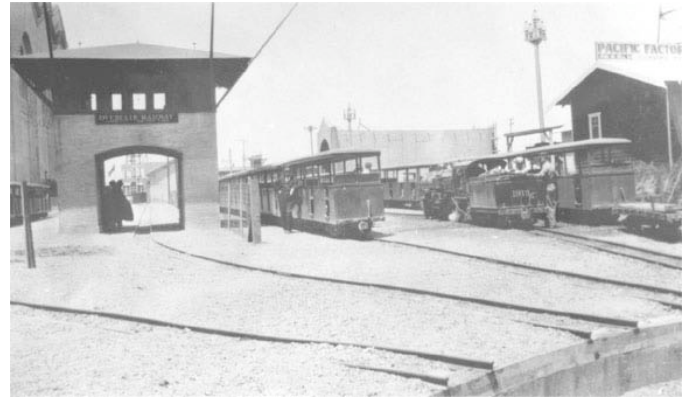
When the car was finished it was loaded on a trailer and transported to SPRR.



Elmer, Mac and others contemplating what and how to set the Little Creek Bridge



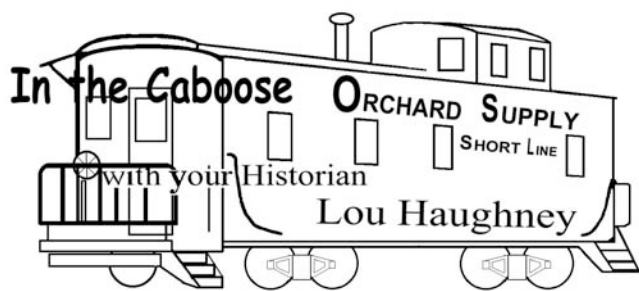
Little Creek Bridge and track approaching, Aug 1992



route along the shore line of the San Francisco Bay, the northern edge of the P.P.I.E.'s grounds. The edge of the turntable is visible in the lower right corner. The building at the right foreground may be part of the Exposition's support facilities.



Cal Poly students building lamps during Poly Royal 1993



OVERFAIR RAILWAY'S MAIN YARD AT THE P.P.I.E.

The photo below is of the Overfair Railway's main yard shows the control tower and the tracks used to store the 60+ passenger cars. It looks like crews are preparing the No. 1913 locomotive and cars for the day's runs. The tracks on the left lead out to the



This picture, looking north from the control tower, provides a good view of the extensive main yard for the Overfair Railway. On the left, alongside the back of the Machinery Palace, are the tracks for the main line. At the far end of the Palace, they turn left, or west, and run almost two miles along the San Francisco Bay's shoreline. The outbound train on the far left has at least six passenger cars. A fence in the middle of the picture separates the main line tracks from the storage tracks on the right. The extent of the rail yard is impressive. In the opposite direction from this view is the locomotive shop, the turntable, and a passenger loading station. The buildings in the background are probably part of the Exposition's support facilities.