

SWANTON PACIFIC RAILROAD SOCIETY

Number 159

Cal Poly

Dec. 2006

ON TRACK with your Director

Ed Carnegie:

I was not able to attend the November work days as I had an accident with a table saw and lost the end of my left thumb. Thanks goes out to all of our members that showed up and helped out and then to those that let me know what went on so that we have a good record of the activities. Notes of these will follow. We were also told that Martha and Amy prepared a delicious dinner for all the folks that stayed overnight.

As a reminder, your annual contribution to SPRR for 2007 can be sent in now. Your generous contributions amount to about 12% of our total expenditures for the year. These funds allow us to purchase tools and equipment that make the job of maintaining and operating our railroad easier. Thank you one and all!

NOTES FROM SPRR VOLUNTEERS:

Pete McFall, Secretary

The Saturday morning exercise group met to replace the bad switch ties on the house track. The group consisted of Randy, Andy, Stan, Amy, Scott, Pete, Chris and Bob from Oregon. The old ties were removed and new ones inserted in their place. We all thought that this would be a simple morning job, but turned out to take all day. Since there were no trains out, it was easy to just close the line and get our work done. We all decided that we would not have to work on this switch again; it would now be up to the youngsters that follow us in another 25 years or so...

Also, if you would like an up-to-date volunteer list for your Swanton Pacific Green Book

e-mail the secretary at pmcfall@prodigy.net and request either a printable copy emailed to you or a printed copy to pick up at the monthly work weekend. If you would like email notification of activities at the work weekends email the secretary with your current email address.

In the Roundhouse, from Randy Jones

Progress Reports: Victor Morris has finished the design for the roller assemblies for timing the locomotives. They will suspend the drivers on rollers just above the rails, allowing us to turn the wheels in place in order to properly set the valves, as well as checking clearances in the running gear. Victor's design is complete down to every last bearing and bolt, so now we just need a project foreman to get started.

We had a meeting at Bay City Boiler to go over the 1913's boiler with the state inspector. The major repair to date was the replacement of a portion of the firebox throat sheet, along with the attendant stay-bolts and mud ring rivets. The work looks great, but now the State will require a 5 to 1 safety factor rather than the 4 to 1 which will equate to an operating pressure of 166 psi.

Rick Coates and I looked to find the throttle leak in the 1912. Turns out it was at the sealing ring between the throttle and the dry pipe. We removed the throttle, cleaned and polished the usual suspects, and reassembled things to be ready for New Year's Eve.

Marty Campbell helped Dennis Johnson and "Oregon Bob" dismantle the 1914's cab and back-head piping for some much needed rehab. We will clean the boiler back-head, check it with ultrasound, paint it to prevent corrosion, and reassemble with new valves wherever needed. If possible, Marty

would like to paint the boiler jacket before Al Smith Day.

Pete McFall has continued helping with car maintenance by cleaning old cotton waste out of journal boxes and replacing with new wool felt pads. We have found this to be a tougher and provide more reliable lubrication. Pete contributes all over the railroad, in more places than I can count.

To those I have missed mentioning, my apologies. I will try to do better in the future! Thank you all for your continuing participation, you really do make a difference!

“Edski” with the Keystone car

Well, on Friday I helped Pete pull the ties for the new switch in the train meadow and to replace the house switch. We took the ties for each and placed them down at the sites where they will be needed. Saturday, I started to really look at the Keystone skeleton, along with Fitz, and we came to the conclusion that it was turned around, so the B end was at the wrong end. So that no one will get things mixed, Fitz marked the B end with yellow paint. We discussed the way I thought we should put it back together. I then started to get ready to start on the A end and fit the first piece of plywood decking in there, along with help from Matt Zemny. It wasn't easy getting that first piece to fit, even though we measured and measured, we had a hard time. We finally got it to fit down to about 2 inches above the frame and on Sunday I used the belt sander to make it fit pretty close to level. Next work weekend I will try to get one corner that seems to still be about a 1/4 “high leveled out and then cut and fit the next compartment floor in place.

While we were working on the A end first compartment, Fitz was fitting the brake air tank into position, while trying to figure out if it and the battery will fit in the B end, kids compartment. I believe he has it all figured out.

Down Behind the Railway

With your President, air monkey, & car-barnist.

Reynold 'Fitz' FitzPatrick
RGBFitz@aol.com 650.737.9584

My Fellow Swantoons:

Well folks, here we are again at the end of the year with shorter days and time for reflection and planning. A good portion of our last Executive Board meeting was dedicated to discussion of projects awaiting completion, their priority, and means of implementing them.

The immediate jobs we have scheduled for the December workday are:

Refurbish back head of 1914—Marty, Geoff & Randy..
Round up firewood for New Year's run – Andy, Pete,
Stan, Scott, and you.

Install decking in Keystone car – EdSki & Matt.

Clean and paint Keystone trucks – Rick.

Finish interior of Cal Barn before New Year – Myself
and anyone else I can get.

There are over fifty jobs on the to-do list involving repairing and maintaining our facilities, rolling stock, engines, and track. The most pressing are the gathering of firewood and finishing the interior of the Cal barn before New Year's celebration. Next is the refitting of the 1914 and getting raw water to the boiler water treatment facility – both before Al Smith Day, April 15th, 2007.

EdSki's Keystone project is next, to clear up space in the car barn, along with reducing the stock of aluminum scrap to usable ingots.

Longer term projects include replacing the engines in the forklift and white boom truck, replacing switch ties, repairing the windows in the OSH caboose, building additional display facilities for our historical collection, and such.

We also need a draftsman/woman to document our equipment and facilities, as well as organize and maintain those documents.

I hope to have a full list of projects available in the machine shop by next workday. Please examine the list and see if you can take ownership of one.

Come on over next workday, we'll have some fun. And may you have a joyous Christmas, Hanukkah, Kwanzaa, solstice, or whatever your fancy. Fitz

NEW SOCIETY SUPPORTERS are:

Richard Beahrs Berkely

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.

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

Dec. 09-10 work weekend—

WREATH MAKING

Dec. 30 getting ready for New Year's Eve Run

Dec. 31 New Year's Eve Run/potluck

Jan. 13-14 work weekend

We are “thumb’s up” for getting ready for the upcoming work weekend and for the annual New Year’s Eve run. After a very filling Thanksgiving meal and the holiday ones that are following getting a good workout at Swanton is very much looked forward to doing. We hope that many of you will also participate in all the fun and festivities that are provided. Contact was made with the Ag. Office of Santa Cruz and many types of “greens” are still off limits to leave Santa Cruz County. A list of the exact trees, etc was received and will be brought to verify wreath destinations allowed or not. Wreaths will be made and many that will not be able to leave the premises will be used to provide festive holiday decorations on the beautiful Swanton grounds for all to enjoy.

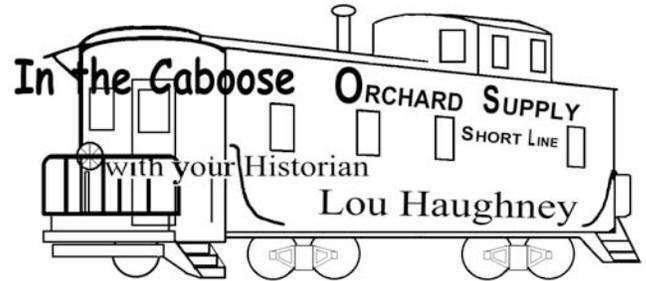
New Year’s Eve run will be under the theme—“electrical illumination”. We will light up anything and everything so if you want to bring lights, battery operated or otherwise we will work on getting it all together. Remember this is a family night—we encourage friends and neighbors to come and join in the festivities to say good bye to the old year and bring in good tidings for the new year. After all projects, decorating, preparations for the evening are pretty much completed—an early evening train ride is taken to make sure all is in order. Around 7:00PM the annual potluck will start in the completed, electrically illuminated Cal Barn. Visiting, good food, and staying dry will be the main menu, followed by several fun filled train rides and gathering around a warm bonfire. Bring a dish of your choice and NON_ALCOHOLIC beverages. This is a family event and alcohol will not be allowed.

As the holidays are fast approaching, Ed and I would also like to take this opportunity to wish all of you and your families the very best; if traveling during the holidays to have safe travel journeys, be safe, and stay healthy. We also thank all of you for your gift of friendship.

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.



Overfair Railway Construction and Operations at the P.P.I.E.

The Overfair Railway's building and operation must have required sizeable work forces. We do not have information about the number of persons employed, but we do have photographs showing the activities and the people involved with the Overfair Railway. A few of these are shown in the accompanying pictures.

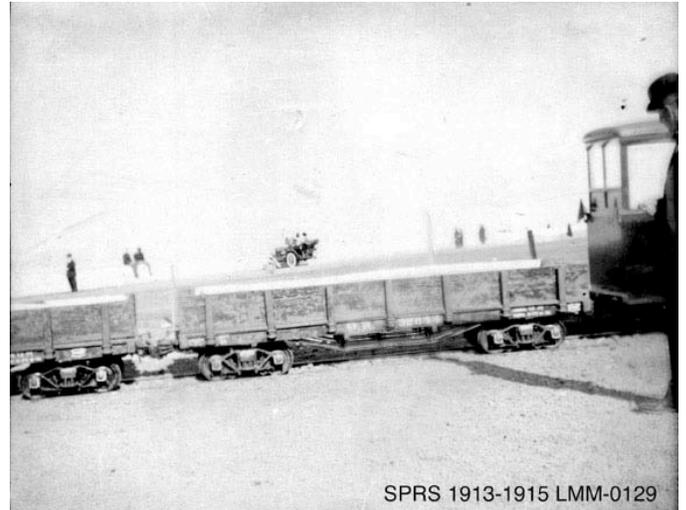
The construction phase required laying about 2.5 miles of double track, installing three turntables, erecting six passenger "stations", and building a control tower and a maintenance shop at the main yard. All these facilities had to be ready within about 20 months. The contract for this railway concession was awarded to MacDermot in midsummer of 1913, and the opening date for the P.P.I.E. was February 20, 1915. The design and the fabrication of the trains was done at MacDermot's estate in Oakland, as described in previous newsletters. The date when work on the Overfair Railway started at the P.P.I.E. site, however, is not known.

The operations phase required another work force. In the OSH caboose is a panoramic photo of the main yard with three trains and their crews. Each crew consists of one locomotive engineer (no fireman), one conductor, and two ticket takers/brakemen. Another picture, in a previous newsletter, shows a shop crew of three persons replacing a tender's truck while the train crew is waiting. There must have been also a track maintenance crew, control tower personnel, schedulers, and administrative aides. All in all, the daily operation of three trains between February 20 and December 5, 1915 would have required a large number of skilled workers. What was their background and prior experience? For example, had the locomotive engineers worked earlier on standard gauge railways? Then, where did they go after the Exposition? To other railroads?



SPRS 1913-1915 LMM-0018

Overfair locomotive 1500, 0-6-0T, with work train cars at the Panama Pacific International Exposition. Unidentified engineer. Unidentified building in left background.



SPRS 1913-1915 LMM-0129

Overfair gondola cars side view. The lettering on the middle bottom reads "O. R. 32644". Note that the work cars are attached to a passenger car. Location is difficult to identify because the background is washed out. This image comes from an old negative. However, pedestrians and an open automobile can be distinguished.



SPRS 1913-1915 LMM-0023

Overfair Railway work crew laying track along side an unidentified exposition building. This photo must have been taken early in the construction phase of the P.P.IE. since framework of buildings are visible in the background.



SPRS 1913-1915 LMM-0050

Overfair Railway storage tracks at the main yard. In the foreground are the gondola cars with their sides removed. On them are parts of a turntable ready for installation. In the middle background are stored passenger cars. The large building in the far background is an unidentified support building for the Exposition.