

SWANTON PACIFIC RAILROAD SOCIETY

Number 165

Cal Poly

June 2007

ON TRACK with your Director

Ed Carnegie:

Starting in May, with two work weekends a month, we certainly look forward to seeing each of you more frequently. Along with warmer weather, & longer days we also look forward to new and enjoyable projects, and some outdoor meals, and our annual Dutch oven cookouts. Bill McNab and I have been dreaming of adding a “redwood circle” next to Redwood Square, as well as cleaning up the area around Cosgrove. With the station at Cosgrove and two past weddings held there, it might be a good idea to re-establish the chapel for historical purposes.

The first work weekend in May, Pete initiated a project to re-condition a light signal for the main line. He and Stan got most of it chipped, primed and painted, and it is now ready for the finishing touches and placement. Edski concentrated on the flooring of the Keystone Car and is about ready to have the brake rigging completed. Randy seemed to keep Geoff and Bruce busy in the machine shop. Andy drafted everyone available to re-plumb the watering system between the meadow and the roundhouse. Our student intern, Colin, and I, concentrated on disking the train field in order to control the weeds. With Mother’s Day on Sunday almost all went home to spend the day with moms.

The second work weekend—Mary Ann, Zorro and I arrived on Thursday. Pete and Edski joined us a little later and assisted in getting the DR brush mower up and running again. Friday morning Pete and I took the mower and proceeded to remove the tall weeds encroaching on the track right-of-way, while “green-thumbers,” Martha and Amy

worked on getting the grounds in ship-shape. Bob trouble-shooted the Chinese tractor, and Mary Ann went into town to shop for the upcoming fun run. Saturday was dedicated to instruction and training to all interested in train operations under the capable leadership of Geoff Tobin. The 502 made numerous runs giving all the opportunity to develop a “feel” of being an engineer and pulling at least six cars. In between runs, the motorcar was used to haul water. Bruce, a visitor, and I, watered trees at Redwood Square and at the fruit orchard. Everyone came back to the BBQ area around noon to enjoy a delicious meal and time to share with all. Sunday was basically a repeat of good times for all. On Monday, Memorial Day, two visitors dropped in to see our world famous largest California Buckeye Tree by the machine shop. It appears this tree is gaining notoriety, as this is not the first time that visitors stop by with the sole purpose of seeing “THE” tree. Scott then instigated in providing a birthday run for his mom, Amy, which worked out perfect in that some of the Cal Poly stocker students arrived in time to partake. However, they wanted to first view the roundhouse so I showed them around and gave a brief history. When I pointed out the larger than life figure of Al—one of the coeds simply replied “He’s HOT”. Al would have surely smiled back with his mischievous grin and twinkle in his eye.

Down Behind the Railway

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

Reynold 'Fitz' FitzPatrick

RGBFitz@aol.com 650.737.9584

My Fellow Swantoons:

Next workday we have some track work down in the train field, the new switch is settling, as was expected.

Pete needs to pour about a yard of concrete as a base for the new signal.

EdSki will be securing the deck to the Keystone car and Rick will be working on the Keystone truck.

All of the above will need additional helping hands.

Again; August 11th through the 19th we will have our Swanton Summer Camp. We are planning to train some more conductors, firemen, and engineers as well as complete some multiple day tasks. If you are going to be staying over be sure to let Ed know if you need a room.

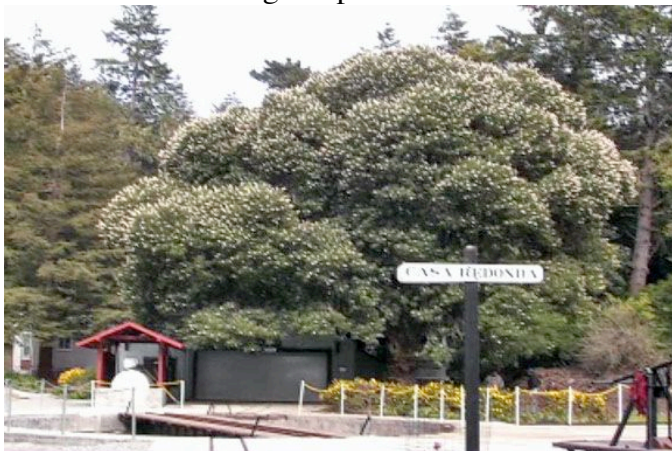
So, come on over to the railway, we'll have fun.

Fitz

On behalf of the entire organization, we welcome 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.



New loading ramp at the train field



Swanton Pacific Ranch, world class Buckeye



Stan under instruction by Geoff, SPRR fun day



Class on operation of 502

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

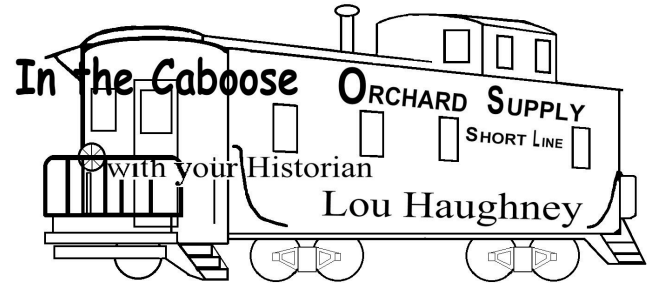
NEW SOCIETY SUPPORTERS are:

Richard Kingdon Hamilton, MT

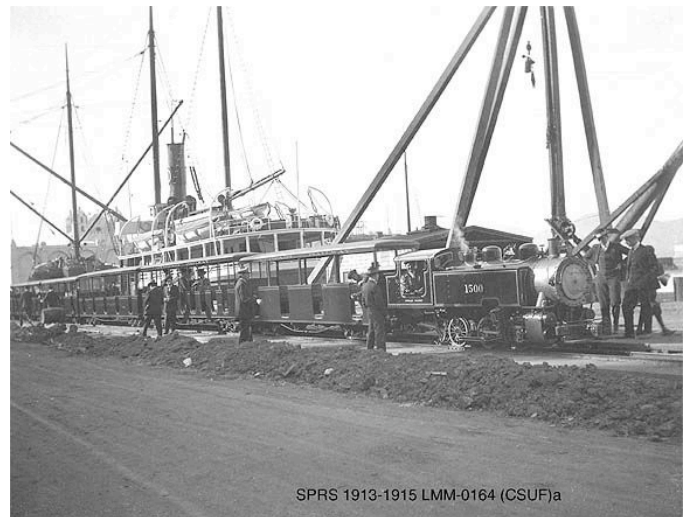
June	09/10	workday
June	23/24	workday
July	14/15	workday
July	28/28	workday & Golden Spikes Run Day

For those of you who missed the family fun day—mark your calendar for next year. Almost all that were present participated in being an “engineer” for at least one run, if not several. Not one got derailed or sidetracked and all thoroughly enjoyed the experience. Hopefully we shall have more engineers in training down the track. SPRR needs you. Our thanks to Bob for cooking the hamburgers, and to everyone that provided some great side dishes. The Memorial Day weekend kicked off SPRR’s two work weekends a month, so for the next few months we hope to see many of you at one or both of the work days. We plan on hopefully doing more cookouts, Dutch oven dinners, and other testing or tasting of your gourmet skills. If you’d like to be in charge of providing a dinner for one of the Saturday nights we will gladly accept your volunteering to do so. Remember too that Pete is soliciting many of you for your infamous Swanton “tried and true” recipes to put in a bestseller cookbook. June is now upon us and that means that Christmas is only six months away!! AND that means that the New Year’s Eve run is approaching faster than you think—so be thinking of a theme again. Last month we were also discussing the idea of organizing many of us to participate in taking the “Snow Train” to Reno/Tahoe this winter. So think about this and let us know if you would be willing to participate so that we can get an estimate of how many and work on getting further details to possibly organize this trip for all. For another outing, it was suggested that we might want to go to Niles Canyon this July. Give us feedback on this as well, so we can make arrangements ASAP. Till next month then we will sign off and look forward to seeing you.

PLEASE: anyone staying overnight for work weekends, call or e-mail reservations in ASAP.
Facilities will be limited over the next month or so & we want to make sure we can accommodate all. Call (805) 995-3659 or e-mail ecarnegi@calpoly.edu. This also helps in successfully planning our Sat. night dinner.



A Look Back



Overfair Railway train at the P.P.I.E. wharf.

Locomotive is the 0-6-0T #1500. Ship in background is a typical Pacific coastal steamer carrying both passengers and freight.

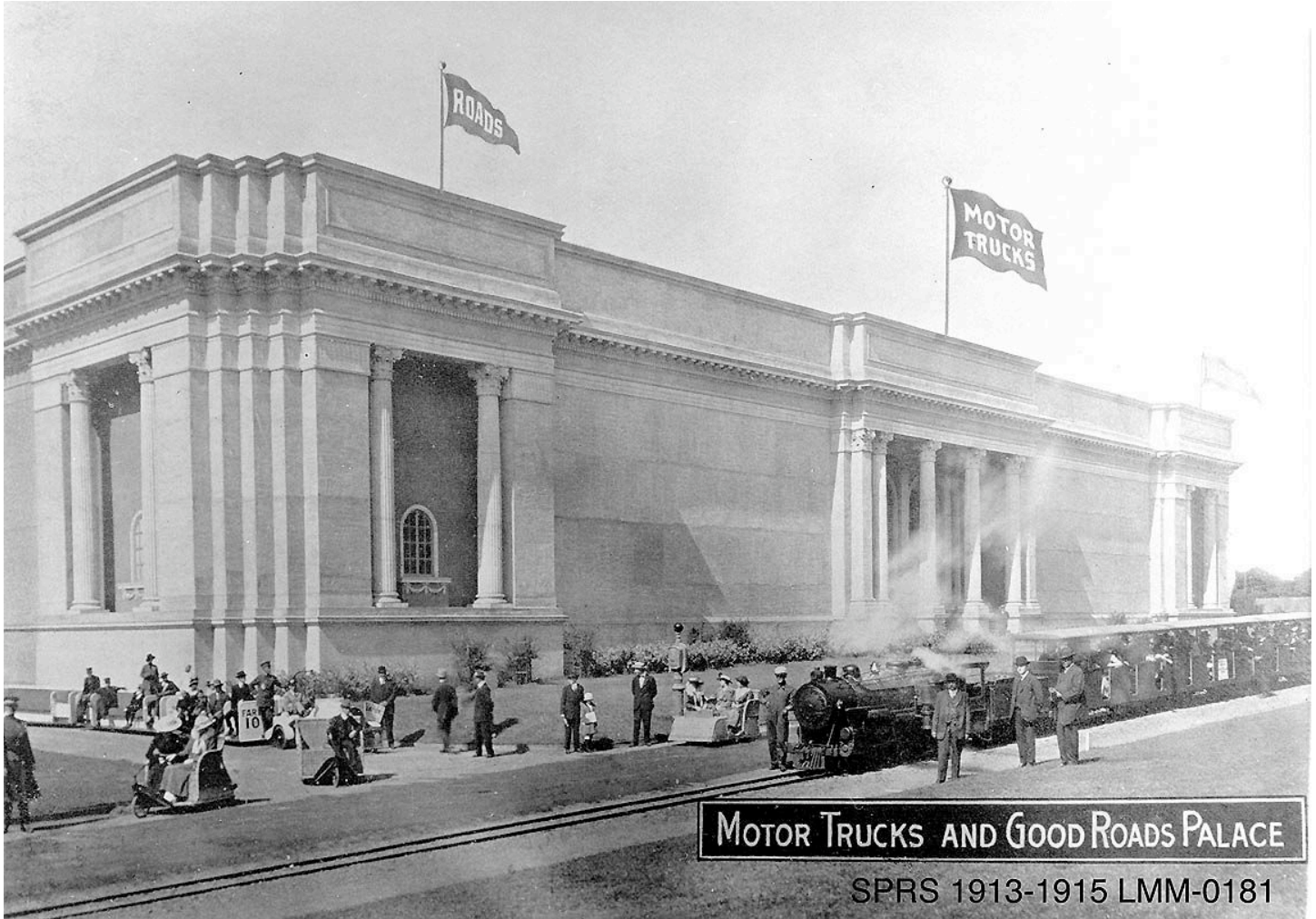


Louis M. MacDermot standing by the 0-6-0T locomotive along the main line of the Overfair Railway at the Panama Pacific International Exposition..

Far center background: Tower of Jewels. Near background, left to right: Palace of Transportation, Column of Progress, and Palace of Agriculture

Note 1: The second set of tracks behind LMM appear to consist of three rails. Could that set be a combined standard-narrow gauge track?

Note 2: This photo has appeared in several collections; such as, Al Smith's, the CSRM's, the *Oakland Tribune* (Harre Demoro's articles), and the Hovanitz "rescued" collection.



Three Modes of People Movers at the P.P.I.E.

Left foreground to mid center and parallel to RR tracks:

ELECTRIQUETTE - a wicker, basket chair on wheels powered by an electric motor and a lead storage battery; two versions for 2 passengers or 4 passengers; operated by the passengers.

Left side at right angle to RR tracks and behind the wicker chairs:

FADGL AUTO TRAIN - two, open passenger cars pulled by an auto tractor; 10¢ per ride.

Background: the Motor Trucks and Good Roads Palace, located on the east side of the Overfair Railway Main Yard.

Note: Only one set of tracks at this location indicates this section is not part of the main line, which has two sets of tracks.