

SWANTON PACIFIC RAILROAD SOCIETY

Number 178

Cal Poly

Aug./ Sept. 2008

ON TRACK with your Director

Ed Carnegie:

Finally a minute's rest! July & August have almost turned into a blur with so much activity and accomplishments achieved. July kicked off with the greeting of lots of logging trucks on Swanton Rd. due to the lumber harvest up Little Creek Rd. to which our volunteers had an opportunity to view the logging operation. The work-week started with a bang of 17 members arriving Fri. evening. All of who relaxed around the Carnegie "chuck-wagon" for a Dutch-oven meal, & jelly-bellies to watch old movies of an earlier Swanton projected on the side of our RV. Sat. was highlighted with the Golden Spikes Day Run. This also provided great opportunities for additional training of our brakemen, conductors, firemen & engineers. Sun., volunteers concentrated on clean-up, sand-blasting, Cal Barn painting, & moving the garden storage container. Mon., the start of the work week, concentrated on the right-of-way with the spreading of ballast & tree trimming. Many of the other activities continued to get closer to completion. The following two days were generally spent on repair & maintenance. The semaphore mast was sandblasted, primed & painted. Work commenced on the 502-drive system; the 1914 received general maintenance work; the grounds crew cleaned up in & around the gardens, as well as housecleaning of the BBQ shed. The compressor in the car-barn was moved & re-plumbed. The metal roof on the machine shop was entirely refastened. With the arrival of the steel for the trusses on Wed. evening, general cleanup switched into full "construction gear". Bright & early Thursday morning the first truss was assembled, which fixed the height of the supporting walls. By the end of the day, portions of

the two supporting walls were constructed and four trusses were in place. Three days later, on Sunday, [Aug. 3] we were able to assemble and erect a truss in approx 10-15 minutes. We had acquired our rhythm in construction and had assembled all 22 trusses and supporting walls! Needless to say everyone was ready to go home for a brief re-cooperation period before reassembling for the following scheduled work weekend, Aug. 8. For the first work weekend in Aug., work continued on the car-barn storage where the stringers were installed, the sheer wall was put in place and the west end wall built. While this construction occurred, another crew was going through all the bolts in the trusses to torque them to the required 55 foot pounds. Geoff cleaned up the metal scrap area by loading a trailer full of scrap metal to haul off to the recyclers. Randy and crew aligned, measured and studied the power trucks of the 502. They also made arrangements to have the drive axles resurfaced and ground.

So in conclusion—what looked like a flurry of activities in the beginning, ended up upon completion as being well focused with many tasks completed. I want each and every one of you to know how very appreciative I am for all your contributions and dedication to the Swanton Pacific Railroad's goals and objectives. I hope I leave no one's name off but special thanks go to those that participated in the family week and work weekend—Dennis, Eric, Rachel, Martha, MacGaddis, Brendon, Pam, Pete, Stan, Kyle, Scott, Amy, Bill H, Bill McN, Bob W, Kim, Lisa, Marty, Carol, Aaron, Bruce, Randy, Robyn, Bob, Wendy, Fitz, Estelle, Robert, Geoff, Edski, Dick, Andy, Vera, and MAC.

Down Behind the Railway

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

My Fellow Swantoons:

Here we are in the Dog Days of summer where Sirius, the alpha star of the Big Dog (a.k.a. Canis Major) constellation appeared just before true dawn. Sirius is the brightest star visible from Earth, aside from the sun. Sirius' heliacal rising occurred sometime in July, but I couldn't see it as the famous marine layer made it difficult to see across the street, let alone the heavens.

Traditionally the Dog Days are a time avoiding any strenuous endeavor as only mad dogs and Englishmen would go out in the midday sun, the crops were not quite ripe, and most folk are on vacation. Even the news takes on a silly season flavor.

Fortunately for us our next run day, Santa Cruz Landtrust, is at the end of these days on September 28th, followed by Cal Poly Day on October 12th.

This year, being an even numbered year, we will elect the even numbered officers of the Society; President (the zeroist), Second VP – Andy, Fourth VP – Randy, and the Secretary – Pete. Nominations of officers will be held at our General Meeting October 11 at noon, usually in the College Station Meadow. Elections will be held on Saturday November 8th at noon.

Because our membership is spread far and wide we accept nominations and ballots via email, ordinary mail, fax, even sky-writing if you desire. Just to make it official please submit nominations and ballots to our Secretary – Pete McFall.

With good planning, skilful workmanship, and luck the car shed will have been completed by the end of July. That leaves us with a few little projects to work on in August:

-  Now that Kyle has the yellow boom truck operational, it needs a deck.
-  Complete repairs to the forklift if necessary.
-  Repair the side door in the machine shop.
-  Fix the pipe rack in the car barn.
-  Bury the speaker wire in the BBQ area.
-  Fix the floor in the Santa Fe caboose.
-  Set up the billboard – see Pete.

 Clear away the fallen trees and brush – it has been a bad dry year.

That's the short list. Bring your gloves and skills.
Fitz

NEW SOCIETY SUPPORTER

Thomas Freedman Montara

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.



Amy sand blasting semaphore mast



SPRR Rail crane putting up first truss



Day 4, all 22 trusses are up



The next weekend, torque crew



Ready to put crane away

Seems summer just arrived and here it is already gone and fall is soon upon us, and Christmas only 4 months away! Time flies when you're having fun and speaking of fun--the family camp of July/Aug. was most successful in every aspect. Good food, good times to sit and visit, and lots of things getting accomplished. Thank goodness for those projects and the Swanton gym workouts, as all the meals, snacks, desserts prepared were excellent so having the workout to work off the extra calories was appreciated. Special thanks goes out to the individual chefs that signed up for doing a dinner each night—Martha for Golden Spikes Day Run, then for family week Robyn, Carol & Marty, McNab, Amy, Fitz, MAC, and last but not least our two youngest chefs—Scott and Kyle. Thanks to all of you and then to all others that pitched in to help with cleaning up, preparing, etc. it was very much appreciated that no one person had to be the chief maid, cook and bottle washer.

The next few months will now be busily spent getting ready for two of SPRR's main events—Land Trust Day on Sunday, Sept. 28 followed with Cal Poly Day on Sunday, Oct. 12. Please mark your calendars to come on over and help out with a variety of tasks that will certainly help make the event most successful for all. Invites for Cal Poly Day will be going out soon. If you would like to add any names to the mailing list be sure to let me know asap.

If you might notice some new stepping stones in and around the Swanton grounds—Martha, Amy, and MAC were educated, by neighbor Rose Neilsen-Jacobs at the last weekend on the breaking, setting, and gluing dishes into patterns on stepping stones. This coming work weekend will conclude with the grouting in of the masterpieces, and once dry, the eventual placing of the artistically one-of-a-kind stepping-stones. Look for a future date of another production line class. This was lots of fun and a special thanks to Rose.

Being on the short end of the year—we still have openings for individuals to assist with dinner planning for Saturday nights. As head chef you shop, organize, and prepare the entire meal. Those participating contribute \$5. Through this donation one's expenses for the meal should be met. Dates opened for meal planning are for Aug-Dec. currently so step on up and choose a date. Look forward to hearing from any of you as I have my

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

- August 23/24 work weekend
- Sept. 13/14 work weekend
- Sept. 27 work day
- Sept. 28 **Land Trust Run**
- Oct. 11 work day
- Oct. 12 **CAL POLY RUN DAY**

calendar and pen in waiting. Again, many many thanks to all for helping in making the family week so successful. Some meals recipes should be given to Pete for the SPRR cookbook.

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

***2008 Membership is now due
It is not too late.***

[form available on cover sheet]

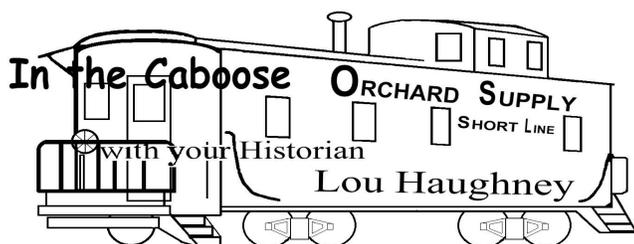
NOTE

To all members

Any Photos of the RR Fairs at the CSRM?

Thornton H. Waite, an author of RR articles and books, has asked if any SPRS members have photos of the Railroad Fairs at the CSRM. He is writing a book about World Fairs and Railroads. He will include a chapter on the PPIE and its Overfair Railway, and he has sent us a draft of that chapter for review.

He wishes to include material on the CSRM's Fairs. If you have any such photos and wish to share them, please send them, originals or copies, either to Lou Haughney or directly to Thornton H. Waite, 1324 Corrine Ave., Idaho Falls, ID 83402. Originals will be returned.



MAIN YARD TERMINAL'S LOCATION

Many photos of the Overfair Railway's Main Yard show trains heading around the south east corner of the Machinery Palace, which is on the west side of the Main Yard. Figure 1 is an example.

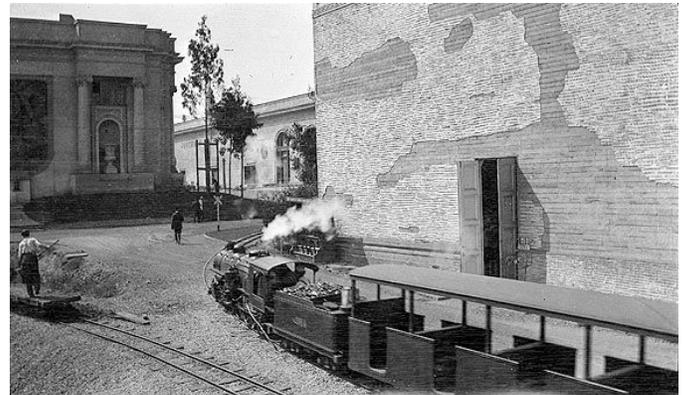


Figure 1 train heading toward Machinery Palace, SPRS 1913-1915 LMM-0149

Those photos raised the earlier question of where the train and the track go because they appear to lead onto a principal avenue of the PPIE, an area out of bounds for the Railway. Speculation suggested that the trains are heading onto a wye layout since another photo, not used here, shows a straight track in front of the Panama Canal building.



Figure 2: Wye at Main Yard; the straight leg is in front of Panama Canal Building. SPRS 1913-1914 LMM-0148, Al Smith Collection

Figure 2 gives a wide view of the area in front of the Panama Canal Building. In this photo, both curved arms of the wye are plainly visible; the straight part of the wye is barely perceptible at the left. The wye's western corner was presumed to lie along the obscured, south side of the Machinery Palace. So that was one possible answer waiting for confirmation.

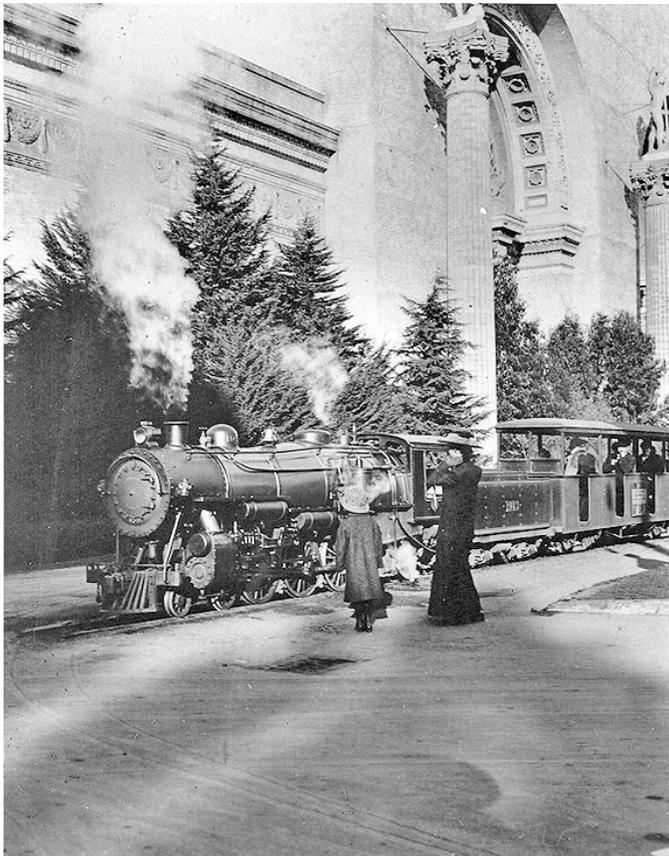


Figure 3: Overfair Rwy, eastern terminal at Machinery Palace/Main Yard, SPRS 1913-1915 LMM-0060

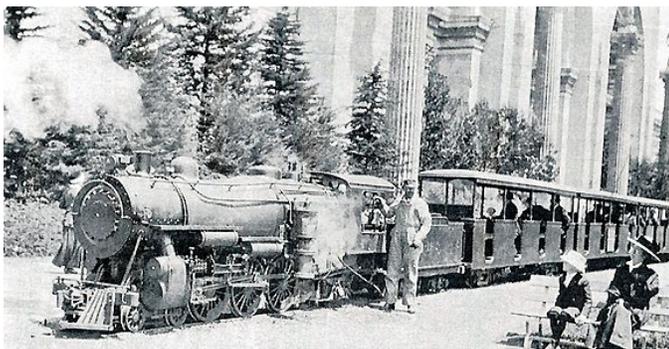


Figure 4: Overfair Railway train awaiting passengers at the Machinery Palace/Main Yard Station, SPRS 1913-1915 LMM-0198

A separate, unanswered question involved the identification of a background building that appears in another set of similar photos, such as Figures 3 and 4. We now conclude that the train in Figures 3 and 4, and in similar images, was on the south side of the Machinery Palace and, therefore, that the train was on the western leg of the wye. An *Oakland Tribune* Harre Demoro article and photo provide confirmation of that conclusion. Figure 3

and its accompanying article were reprinted in the *Western Railroader*, May 1969, from an earlier *Oakland Tribune* story. Its caption reads:

"Overfair Railway" train at the Panama-Pacific Exposition in San Francisco in 1915 in front of the Machinery Hall, the Eastern Terminus. Photograph courtesy *Oakland Tribune*.



Figure 5: The Palace of Machinery, from the book by Frank Morton Todd, *The Story of the Exposition...*, vol. II. (1921)

Further confirmation is obtained by comparing Figures 4 and 5. Figure 5 shows the west and the south sides of the Machinery Palace. Identical elements in both images are the line and type of trees and, particularly, the building's arches and columns.

Enlarged images on the computer screen reveal interesting details. In Figures 1 & 2, the small structure at the corner of the Machinery Palace is a shoe shine stand; a sign reads "10¢ Ladies & Gents 10¢". In Figure 5, a Fadgl AutoTrain is approaching on the left side next to the farther kiosk. That shows how the AutoTrains were allowed to move freely along the main PPIE avenues. Another puzzling detail, which may not be apparent in these smaller images, is noted in Figures 3 and 4 at the front of the locomotive. Can you see it? That may be the subject of another article.

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