

SWANTON PACIFIC RAILROAD SOCIETY

Number 180

Cal Poly

Nov. 2008

ON TRACK with your Director

Ed Carnegie:

Cal Poly Day 2008 was a great success, with some visitors arriving about 9:00am to see the locomotive startup and to visit with our volunteers. We had about 400 guests with a good show from alumni and campus. I would like to express my special thanks to the Cal Poly student members from the logging team for providing a demonstration of logging skills and along with the stocker project students for their assistance in parking and welcoming visitors as they arrived. And also the Cal Poly BBQ contingent of Gil, Ginny and Richard for their expert assistance in preparing the tri-tip and all the fixings. This event has developed into a well coordinated combined activity between the Swanton Pacific Ranch and the Swanton Pacific Railroad. It is such a pleasure to see so many visitors commenting how well the facilities look and all of the improvements that have taken place since their last visit. Like so many things in life, a task is made easier when many hands take part. This Cal Poly Day was a prime example of a very successful group effort.

So as we approach the month of Thanksgiving, we certainly do want to acknowledge our thanks to all, but we are thankful ALL year round for each of our many volunteers that contribute in so many ways. I thank one and all for a job well done.

After Cal Poly Day, the following week, the final shipment of steel roofing and siding material arrived in Paso Robles. I then hauled it from Paso to have it ready for Pete, Fitz, Richard, Ron and I to spend the next full three days getting it all in place and screwed down before the rains come. Again, many thanks to the special volunteer force and a Safe, Happy Thanksgiving to each and all.

Down Behind the Railway

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

Reynold 'Fitz' FitzPatrick

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My Fellow Swantoons:

Elections and Thanksgiving are the topics of the month.

The Federal, State and local elections may be over (if not – get out and vote) and the Society's elections will be conducted on our General Meeting on Saturday, November 8th. There were no nominations for office except for the incumbents: Andy as 2nd VP, Randy as 4th VP, Pete as Secretary, and myself as President. As usual, we accept votes by mail, email, phone calls to officers, and in person at the General Meeting.

And while thanking Providence is appropriate for the season I believe we should consider recognizing the work that goes on 'down behind the railway', the time and effort expended in making sure the Swanton Pacific Railroad equipment, facilities and events function as well as they do. I'll apologize first if I miss including you on the roster of folk, don't be bashful – tell me what you do outside workdays.

We can thank Andy for the meadow at College Park Station, poison oak eradication, compliance with hazmat codes and a whole long list of cleaning up the mess we leave after a work day.

The train crews do not organize themselves; those assignments are made by Geoff who finds the time to print out a schedule of tasks when he is not machining parts to keep equipment running or creating drawings of the various mechanisms we build, or hauling scrap and garbage.

Bruce finds time to pick up parts and pieces for various projects while considering how to arrange

the machine shop for more efficient operation, and he drops by the shop in the middle of the week to work on something that ‘must be ready for’ the next event or workday.

I cannot guess the hours Randy has spent talking with vendors, researching products, locating providers, and working on equipment outside workdays. Where would we be without him?

We don’t see much of Lou – our historian, but you see his monthly column in the newsletter, and the displays on event days. Can you guess the time he must spend in research? Chris and Hart help.

The man of many ideas, who picks up the slack when Andy or Bill Mc are off, is Pete: watering redwood trees, Christmas trees, fixing gates, mowing lawns, finding parts for signals and designing yet another project to make the SPRR a railway. He always seems to find time to help on your project even when he would rather work on his own.

Bob, who manages to post the pictures taken on workdays, and manages to cook as well.

The other folk who seem to be wearing their Swanton hats eighty percent of their waking hours are Ed and MaryAnn: trips to CalPoly – an hour round trip not counting time spent on campus, trips to Swanton –four hours each way –just travel time. Keeping track of our sales items (shirts, hats, etc.) collecting and depositing monies received, contracting for work too time consuming for volunteers, organizing the back side of events (registration, tickets, etc.), county relations, Ranch relations. I could add a list that would go on and on. Without them we would not have a railroad – just a museum piece like the 1915 in Sacramento, if that.

Come join us for the General Meeting and workday and may you have a grand Thanksgiving.

Fitz



1912 and 1914 ready for the days run

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

Nov. 08/09	work day weekend
Dec. 13/14	work day weekend
Dec. 31	New Year’s Eve run

With Cal Poly Day behind us, the busy running train season at Swanton has come to an end. Now all we have left are the New Year’s Eve rides to finish out the year. The holiday season is upon us—we hope all had an evening full of treat’r treaters and are now anticipating a thankful turkey dinner with all the trimmings. And then just think Christmas is only less than two months away. New Year’s Eve will be centered ‘round an old fashioned barn-yard theme. So get your jeans, boot stepping duds spiffed up and ready. Rain or shine the next few work weekends will see us preparing for winter with general cleaning up and the battin’ down of the hatches. Dec. work weekend will again have all that are interested in making wreathes to provide that festive look for the Swanton facilities, as well as getting things in order for the New Year’s Eve.

Saturday night dinners for Nov. and Dec. are still wide open for anyone wishing to cook. Which then asks that those planning on staying for the dinners should contact us to confirm for better meal planning. Likewise, we would ask that those wishing to stay overnight also let us know. PLEASE: Call (805) 995-3659 or e-mail ecarnegi@calpoly.edu. Facilities are limited & we want to make sure to accommodate all.



Logging team member demonstration

Part 1



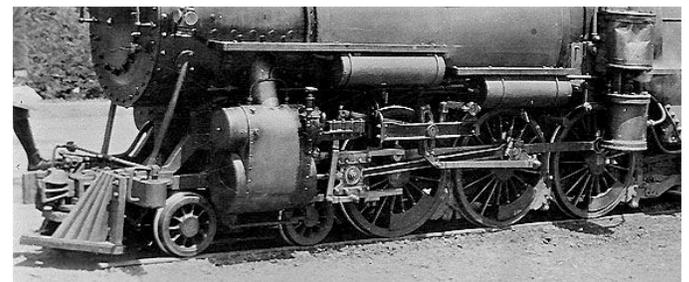
Train load ready to leave the station

This article is the start of occasional sampling of the many photos in the SPRS files of images pertaining to the history of MacDermot's locomotives. This part concentrates on the Overfair Railway's operations at the Panama Pacific International Exposition (PPIE).

The first image corrects a mismatch of photos in last month's article on the abrupt, unguarded end of track at the Machinery Palace terminal. Figure 2b in that issue was a duplicate of figure 1b. Here is the correct Figure 2b for that article. Besides showing the front end of the locomotive right at the end of track, it also shows a good, close-up view of the running gear on No. 1913 engine.



Car Barn ready for new doors

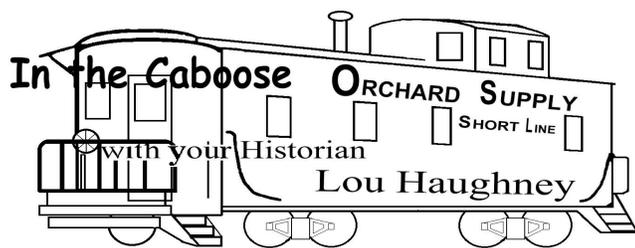


Correction from Oct. 2008 issue. Figure 2b. Enlarged detail of 1913-1915 LMM-0104, showing leading truck at end of track.

Reminder: only one work weekend a month now, and on Nov. 2 some of us gain back our hour of beauty sleep, while others gain an extra hour of working on projects.

The remaining images in this article have no descriptive material except for the captions. Trying to interpret or describe more exactly each photo usually raises interesting questions

In many photos, the identifying number of the locomotive & tender is not always legible or even visible. So, we will appreciate any help from our engine crew in identifying the pictured engine, or in correcting our designations. We try to identify the background of each photo so that we can establish its location on the Exposition's grounds, and thus help to be more precise in delineating the right of way. Regarding that last feature, an intriguing problem is to determine the exact trackage in the area of the Main Yard, the Wye, and the terminal at the Machinery Palace. Since maps of that area's track layout are not available, we must deduce the track layout from the many photos of operations in that area.



PICTURES OF OVERFAIR LOCOMOTIVES OPERATING AT THE P.P.I.E.,

Anyone interesting in tackling that problem?



Figure 1. Overfair locomotive 1912 at terminal on south side of the Machinery Palace. SPRS 1913-1915 LMM-0012 from the Doug Richter collection



Figure 4. Overfair locomotive No. 1913 right side. SPRS 1913-1915 LMM_0109, Al Smith collection



Figure 2. Overfair work train; locomotive No. 1500, type 0-6-0T with five flat cars. SPRS No. 1913-1915 LMM-0018, Al Smith collection



Figure 5. . Overfair locomotive No. 1913 left side. SPRS 1913-1915 LMM_0110, Al Smith collection



Figure 3. Worlds Fair, San Francisco, CA (1915) Engineer Arthur Hist and steam engine used to move people around the fair. SPRS 1913-1915 LMM-0032, Paul Hirst collection



Figure 6. Two Overfair locomotives doubleheading on the outbound leg of the Main Yard's wye at the SE corner of the Machenery Palace. SPRS 1913-1915 LMM_0108, Al Smith collection

