ON TRACK with your Director
Ed Carnegie:

Happy New Year to all, and as I look back on 2008, I think what a productive year that was. Hopefully 2009 will continue to be filled with all the successes and fond memories. As the New Year begins, I would also like to take this opportunity to remind all that your annual contributions to support the SPRR will gladly be accepted.

As a recap to our December Projects: the work weekend saw many volunteers participate in getting things ready for the upcoming New Year’s Eve celebration: Lights, wreaths, cleaning, etc. As a follow-up to bridge revetment project—permission was obtained and 6inch channels were driven in along the west and south side of the north revetment. The material was picked up locally on Friday; equipment and supplies were brought to the site and by Saturday afternoon work could commence. By the end of Sat., six channels had been driven 4ft. deep and the learning curve was mastered. By Monday afternoon all 25channels were driven in, and it is now felt that the revetment wall is safe from any further erosion. And hopefully Robert, Andy, and Fitz have warmed up their feet from being in the cold creek to position the drop hammer.

Starting Dec. 27 volunteers began arriving to get things ready for our annual New Year’s Eve celebration. Emily, Scott, Kyle, Amy, Rachel, and I spent the majority of 3-days on weed removal from the Christmas tree farm. This would allow for better inventory of growth and survival rate and will enable us to make plans for this winter’s plantings. Robert, Scott, Kyle, Pete-AKA lighting crew decorated the station and entry to the Cal Barn. Martha and Carol cleaned and decorated the interior of the Cal Barn. As reported from Ken Fisher-Chief Arsonist-The fire crew included master crane operator Richard, as well as Kyle, Geoff, Scott, and Eric. It was a fire enjoyed by many all night long, and it was interesting to see how everyone rotisseried around it during the night. The engine crew did final tune-up on the 12 and 14, and plugged a leaking tube in the 1912. All was ready for a successful event. The train rides ran efficiently, with almost two runs/hour up until midnight finishing out with the last ride of 2008 and the first of 2009 after a joyous celebration of welcoming in the New Year.

This annual tradition of what we have calculated to be going on for practically 30 years has maintained its community, and family atmosphere. It has grown over the years, and as it has grown so too have the participants. Namely Swanton neighbors and seeing their children grow, as they came as babies and are now young adults that share the Swanton experience with their friends. This year the train rides accommodated approx 200 visitors. The potluck was well attended by approximately 100 people and included our CalFire neighbors. And no New Year’s Eve celebration at Swanton would be complete without the Ken McCrary’s infamous hot mulled cider.

I would like to take this opportunity to thank all of you for a most enjoyable and productive 2008. I look forward to working with you all in 2009.

Down Behind the Railway
With your President, air monkey, & car-barnist.
Reynold ‘Fitz’ FitzPatrick
RGBFitz@aol.com  650.737.9584

My Fellow Swantoons:
Our General Meeting and elections were held last month and the incumbents were re-elected: 2nd VP – Andy, 4th VP – Randy, Secretary – Pete, and myself as President.

Our major accomplishment this year was the completion of the car shed which should resolve the last of our issues with the county and allow us to get back to railroading. In particular, from my point of view, will be the cleanup of the car shop and back to work on the Keystone car. The brake foundation plan passed the downhill rolling test and with a minor adjustment to the hand brake handle we will follow this plan for the remainder of the Keystone cars.

Easter Sunday is April 12, next year, the same day we would normally hold our Al Smith Day celebration, and we don’t wish to interfere with Palm Sunday nor Easter so our celebration will occur earlier in the month.

Lots of projects on hand:
- Repair Stone crossing.
- Build and install switch stand indicator electric switches.
- Underground the speaker wires at the BBQ area.
- Replace the remaining BBQ grills.
- Complete rebuild of the Keystone car.

If you’re planning your summer the Swanton Summer Camp will be the week from Saturday July 25th thru Sunday August 2nd.

May you all have a joyous holiday?
Fitz

2009 Membership is now due
[form available on cover sheet]
Nine years into the millennium and a little over 340 days till Christmas, time is certainly flying by at lightning speed. We hope all had a very joyous Christmas and that the New Year will continue to be great.

Though the weather outside has been cold, at least not frightful many projects have been undertaken and completed. And in order to provide continued good nutrition and energy to all our volunteers we shall once again ask that you will want to volunteer to sign up for providing your culinary delights to all on one of the many Saturday night work days throughout the year. Dates are wide open as of right now so first come first choice. January I believe I heard Bob Wilkinson volunteer for; I will do February, and now hopefully many of you will complete the rest of the story.

I would like to take this opportunity to thank all for the wreath making workday. The many wreaths or swags completed provided a festive atmosphere to the Swanton grounds. The decorations provided for New Year’s Eve were more than outstanding and were certainly appreciated by all. Many well deserved compliments, of the majestic splendor, were heard throughout the evening.

Upcoming dates for workdays are listed, and it has finally been decided that Al Smith Day Run will be held on Sunday, April 5, 2009. This does fall on Palm Sunday, but upon reviewing calendar dates both fore and aft of the second Sunday in April, which is Easter, the 5th of April was what worked out as the best date. So mark your calendars and let your friends and family know as well. On another note, if any of you have any other ideas of places to go, or things to do throughout the rest of the year, please inform us asap so that good prior planning and arranging can take place. We are always open to suggestions.

OVERFAIR RAILWAY FACILITIES AT THE MAIN YARD

The Overfair Railway's Main Yard by the Machinery Palace had an extensive layout with many facilities. It consisted of the two mainline tracks, the turntable, an engine shop, a control tower, and the tracks for train assembly and for car storage. The accompanying photos show views taken from the turntable and from the control tower; the views are directed towards the Marina along the northern bay shore.

Many Exposition buildings are in the pictures. In figures 2 and 3, the back (east) side of the Machinery is on the left. The large rectangular, windowless building in the background of all figures is as yet unidentified; it seems to be one of the Exposition's storage or facility structures. In figure 1, the smoke plume in the far right background may be coming from a steamship at the Exposition's docks.

The Overfair Railway's freight cars in figure 1 have inscriptions on the sides of their beds in typical railroading format. On the two middle cars those inscriptions are legible in a 'zoom in' view; namely, "O.R. 3238" and "O.R. 3275", "length 12 ft. / width 3 ft. 2 in."

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The track through the Control Tower in figure 2 appears in figure 3 as the second track from the left where, in the mid background, it curves to the left to merge into the outbound main line. Also in figure 3, note the full shadows of the cars on the second track from the left; their width suggests that the picture was taken in the early morning soon after sunrise.

Unfortunately, no written records nor logs of daily operations at the Overfair Railway have been found; only these photos are available. Thus, many assumptions and questions arise about the daily activities. For example, How many persons were required for the construction and for the daily operations?