

SWANTON PACIFIC RAILROAD SOCIETY

Number 183

Cal Poly

Feb. 2009

ON TRACK with your Director

Ed Carnegie:

Can you believe it has been TEN years that our Scott Creek Bridge washed out? I know this, as it happened on Feb. 11- AKA my birthday, but time flies when you're having fun, this was especially evident when our volunteers responded so well to a email request following the last work weekend. Many were asked to share what all they did. Their inputs can now be read under the Sidecar Section [letters to the editor]. We hope this will become a regular and expanding part of future newsletters. If you agree, please be sure to send in your comments by the 20th of each month in order to be included in the next newsletter.

The January work weekend was well attended with approximately 25 volunteers participating. This in itself was a grand way to start the new year off after just following on the heels of the busy holidays of Christmas, New Year's Eve Run, etc. The weather was sunny and dry and thus allowed for many things to get done compared to wet and cold of December. Activities started on Friday afternoon with Pete and I picking up a truck-load of wood chips for the Christmas Tree farm. This is in the hopes of better controlling the weed invasion. Saturday's activities continued with a

Removing the festive decorations & putting them a way, hosting guests, cleaning-up the grounds, filing documents, preparing for a delicious lamb dinner, washing the boiler, and pulling down the engine on the motorcar. Additional details may be found under the Sidecar News section of the newsletter.

Feb. will focus on fork lift engine's rebuild; get back on the Keystone Car rebuild; mount the engine and turn the wheels of the motor car. See you then.

Down Behind the Railway

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

Reynold 'Fitz' FitzPatrick

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My Fellow Swantoons:

February is often pronounced Feb-you-airy as a result of dissimilation as it follows January which has only one 'r'. Besides, 'br' is hard to pronounce. Now you know.

Once again it is the season of Aquarius and several of us, as well as other notables, are celebrating the days of our birth. Andy leads the pack by having been born in late January. Our Vera starts the February days followed by Jules Verne and Wm. Tecumseh Sherman on the 8th. Ed shares the day with Tomas Edison. Abe Lincoln and Charles Darwin were born on 12 February 1809 (Didn't know that, did ya?) Pete and a saint have their day and finally we have George Washington.

To include Washington we have to extend the tropical zodiac, (20Jan to 18Feb) by including the sidereal zodiac (Feb13 to 14Mar), anything to enhance the Aquarium.

By-the-by: Aquarius is no longer quite where we celebrate it due to pesky precession.

My Fellow citizens:

I cannot let this moment pass without comment; I'm writing this before the inauguration on the 22nd and listening to the various reports of preparation for this particularly historic transition of power.

We have done it once again; a peaceful transfer of power from one administration to another. No tanks, no soldiers manning ramparts, no generals or colonels declaring themselves president for life.

If you are a reader of human history you know how exceptional this transition is. No matter which side of the election you were on this is, to my mind,

a greater celebration of our republic than the Fourth of July. A rule by law, not by divine right or force of arms, and we get to make the laws – slow as the process is at times.

What other country has a military that is apolitical yet is sworn to defend its Constitution. And a thank you to all who wondered, as did I, what we were doing standing under arms; in the rain, crawling in the mud, bored in a bunker deep underground, loading weapons on aircraft and ships, standing watch in the middle of a desert, a hard stand, and on a spray soaked deck (95% boredom-5% terror), and making all the above and much more happen. We ensured the citizens could vote under a rule of law.

Back to Swanton, lots of things to do. Come on over, we'll have fun. Fitz

make up your very own “gold”, laminated nametag with all pertinent information.



Putting work train away



Loading chips for tree field

2009 Membership is now due

[form available on cover sheet]

NEW SOCIETY SUPPORTER

Pat McDonald	Santa Cruz
Richard Wilson	Santa Cruz

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

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

Feb.	14/15	Valentines work day weekend
March	14/15	work weekend
April	04	work day
April	05	Al Smith Run Day
April	11/12	Easter Sunday Weekend—thus a bye for regular workday/weekend

O.K. everyone—in case you missed it last month—AL Smith Day Run will be Palm Sunday, April 5. So YES the work weekend will be the FIRST weekend in April. Pre-prep will take place on Saturday and the run will be on Sunday. The following weekend is Easter and would normally be the second Sat. of the month and thus the scheduled work weekend. HOWEVER, because it will be Easter we will mark the weekend as a bye knowing many will be with family celebrating the holiday.

Invites for the run will be going out the end of this month, a copy will be included in next month's newsletter. However, start letting your friends, co-workers know of the event for their better planning. Also if you have any one in particular in mind that you would like to have an invite mailed directly to please get their name and address to me ASAP. Pricing will be the same as always—pre-registration of \$15.00 for adults and children [8 years and younger] \$8.00.

Between now and then there will be lots to do to get spruced up for the beginning of SPRR train season so don't hesitate to come on over and assist with the many tasks.

For February, I will be taking care of the Saturday night dinner for all you Valentines, birthday Aquarius' and just our good ole volunteers. If you are planning on staying for the meal, please RSVP so that one can hopefully do better planning/shopping for those attending. Regarding signups for workday dinners that follow through the rest of the year—dates are wide open for you to actually pick and choose from. Don't all step up to the plate at once, but do sign up as soon as you can. Time is flying and Christmas is only 10 months away!

SIDE CAR NEWS [letters to the editor]

Bill and Gloria McNab; We give personal thanks to the Swanton RR New Year's extravaganza and all the volunteers involved. WOW! How great the Cal Barn looked, painted and decorated, and all the folks at the potluck. The younger volunteers did an outstanding decorating job with lights all the way from the Cal Barn to down through the station. The train ride, bonfire warmth, apple-cider, and crew all contributed to a special time.

Geoff reports: Cleaning up the machine shop, an ongoing process. Found material for drilling fixture to install thread insert into the head of the ranch's welder. Repaired the hand brake wheel pawl for the 502. Raked the leaves and buckeyes around the machine shop, car shop and the main doors. Prepared tools for the forklift engine cleanup and reassembled. Helped disassemble the 00 [aka motor car]

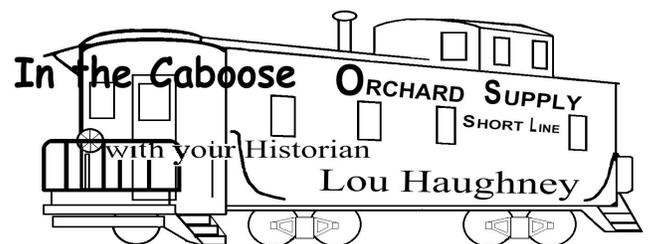
Kyle first says, go look at the pictures submitted by Bob at the following link for pics:
<http://wilkie.homeunix.com/spr/destb/>
he then further reports----you'll see me driving the grader; me and Bob went down when you and Pete went to get the saw dust. We found out that it didn't want to start very easily, but it started. We then drove it around the field and on the second time I was following a green trail of sludge. So we stopped and noticed that the radiator hose had

sprung a leak and will need to be fixed. So, if the motor grader is going to be run, bring water or radiator fluid. Saturday Bruce and I started to clean and masked the motor for the forklift; sand blasted some parts, cleaned others so as to run smoother. We even showed Emily, our Cal Poly intern, how to clean parts with the sand blaster and wire wheel.

Bob W helped on the saw-dust; had Kyle run the grader and discovered a water leak below the radiator. Made back up CD's of Randy's gage view program [ultrasonic thickness gage recently purchased] and loaded it into my laptop as backup. Seems to work O.K. and would like to try a test. Also spent a few hours preparing the dinner for Sat. night.

Edski says: He assisted Randy in placing the electrical conduits for the lighting and outlets in the car-barn.

That's the way it is this month from our volunteers—more next month!



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."

On the Control Tower, figure 2, a signboard beneath the second floor windows reads:

OVERFAIR RAILWAY
ELEVATION 15 FT.
RACE TRACK 3 MILES

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?



Figure 1. Eastbound Overfair Railway train along the S.F. Bay shore. 0-6-0T engine #1500.

Pedestrian and auto promenade to left of tracks.
SPTS 1913-1915 LMM-0160 (Al Smith Collection)



Figure 2. Eastbound Overfair Railway mixed train approaching a station stop. 0-6-0T engine #1500. SPTS 1913-1915 LMM-0158 (Al Smith Collection)



Figure 3. Locomotive #1500 pulling an overfair Railway passenger train. SPTS 1913-1915 LMM-0162 (Al Smith Collection)



Figure 4. West bound Overfair Railway train along the S.F. Bay shore line. (Al Smith Collection)

