

SWANTON PACIFIC RAILROAD SOCIETY

Number 184

Cal Poly

Mar. 2009

ON TRACK with your Director

Ed Carnegie:

It was a dark, cold, and stormy night! Sound familiar? It was reality at Swanton, but did not keep our dedicated volunteers from coming up, down or over to Swanton in order to help out on the February work weekend. Some showed up on Thursday, more on Friday and a whole bunch more on Sat. and Sun. At one point there was a total of 25, that's 20% of our membership! That's very impressive.

Projects accomplished were vast: the motorcar, 00, had all its wheels ground smooth, installed, as well as getting its engine put back in place. Getting it operational was largely due to the assistance of our visiting Montana volunteer, Richard Kingdon and grandson Sean. It was the small agile hands of Sean that greatly assisted in getting all the parts back in the tight quarters of the 00. Emily, our intern, along with Pete, checked out the Christmas trees. Sat. was very productive. Between the rain-squalls, the garden crew of Martha, Amy and MAC did some pruning, planting, weeding, and cleaning up in attempts to get the grounds ready for the upcoming Al Smith Day. Bob W. had an indicator to determine "hot spots" [i.e., Wi-Fi (wireless internet)], many thought he was checking out how "hot" people were. Other activities concentrated on being indoors. The car-shop crew of Edski, Richard M., Fitz, & Randy, worked on brake rigging. The machine shop crew of Bruce, Emily, Geoff, Kyle, & Scott, assisted wherever needed. Sunday was primarily filled with a board meeting. Upon its conclusion and with the stormy weather progressively worsening most left to get home safely and in daylight. Thanks to all for your dedication. Look forward to seeing you in March.

In Memory of Leola Gaddis who passed away on Sunday, February 15, 2009; SPRR expresses its sincere condolences to Mac Gaddis, a Cal Poly alum, and dedicated supporter of SPRR since 1992

Down Behind the Railway

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

Reynold 'Fitz' FitzPatrick

RGBFitz@aol.com 650.737.9584

My Fellow Swantoons:

You may have noticed we have an age gap here at the railroad where we have some folk at the beginning of their lives and others on the plus side of Social Security and only a few members in the middle.

Additionally we have a great number of projects, other than routine maintenance, that are orphans – lacking a champion to see them through to completion.

And then there is the situation where we are "hand's on" type of folk and are not expert in recruiting new and existing members to take ownership of various projects.

To that end, next month we will be sending out a survey that I hope will identify your needs and desires with regard to the railroad and allow us improve your experience here and get you more involved in operating this railway.

Part of the survey will ask what project, or part of the railroad, you may wish to lead or work on. I have listed our to-do list below with an occasional explanatory notation and who to contact or if it is an orphan.

Swanton Pacific's Pick-A-Project

History:

Lou

Copy photos to DVD, an ongoing project.

This is an effort to protect our historical archives from damage or loss.

Facilities and Grounds

Cal barn...

These are orphan projects.

Build or buy display cases and storage cabinets for historical archives.

We would like to be able to semi-permanently display some material in glass cases in the Cal Barn as well as store some sensitive material in temperature and humidity controlled cabinets.

Seal windows with foam and install trim.
Finish interior.

Roundhouse more orphans

Buy or build shop desk for Guest Book
Our guest book doesn't have a home, poor thing.

Build rack for radio battery chargers.
Our portable radio chargers now take up valuable shelf space. A rack on the side of one cabinet would recover that space.

Install 12 v.d.c. battery electric for turn table lights.
A safety and esthetic feature long on the list.

Install turntable handles and steps.
This will put a handle on the turntable so it can be moved without having to descend into the pit which is inconvenient for those of us for whom gravity has increased drastically.

Machine shop

Repair or replace side door Bruce
This door failed about ten years ago and has been treated as if it were a wall. A couple of swinging doors would allow access for machinery into the shop from the parking lot.

Car barn Fitz

Modify pipe and steel racks to hold shorter lengths.
Identify, organize, and label railcar parts.
While some major reconstruction and clean-up projects were in progress elsewhere the Car Shop became the repository for the snibblings and is now some what of a jumble.

BBQ & College Park Station

Repair outlets in BBQ area. Orphan
Bury speaker wires. Orphan
Replace BBQ grills. Fitz
Level the wash up sink Orphan

Santa Fe Caboose

Repair floor. Another orphan
There seems to be a soft spot in the floor of the trackside lavi. Probably some 5/8" ply will fix it.

73 & 294 Caboosees (Cabeese)

Weatherize and install storage racks. Ed

Signal stands and poles Pete

Paint and repair as needed.

Bill Board: install. Pete

Pete has a grand idea for a billboard; he just hasn't corralled anyone to help him

Operations and Safety

Repair Stone crossing Ed
Design and build block signal system. Orphan
Build crossing signal system. Orphan
Build and install switch signals. Orphan
Clean up mesa at Windy point. Ed
Passengers like to get off at Windy point to take photos of the Loco's, especially double-headers, climbing the slight grade to Windy Point. Weather has degraded the mesa and it needs to be restored.

Motorized equipment

Replace engine in Ford boom truck. Orphan
Repair crawler radiator and pulley. Bob

Engines and Rolling Stock

Perform railcar inspections. Fitz
Keystone Passenger Cars
Finish work on skeleton – EdSki
Build brake gear for seven trucks – Fitz
We have a functional brake foundation plan for Keystone passenger trucks. They have inside brakes and the passenger cars are drop center which precludes the use of a single air cylinder as is used on the Overfair cars. We need to build the break gear for seven trucks more trucks so we can pull various trucks out of service and do a quick replacement.

Locomotives Randy
1500, 1912, 1913, 1914, 502, and the 00 – motor car.

Machine brake valves for loco's.
Randy has a design for a train brake valve and we have the parts to make the valves so all our rail motive power have a common brake valve.

Clean up the Maxwell car and install herald
Bob Maxwell ran the 1913 at Calistoga as the Calistoga Steam Railway prior to Al acquiring the equipment and we thought to honor him with a car named for him.

Rebuild the dismantled boxcar.
This is not a high priority item, but if you would like to build a car almost from the ground up here's your chance. The trucks and deck are built for the most part. What is need now is a lot of woodwork.

Install public address and electric brake system wiring in all rail cars. Pete
This project is mostly completed, just a few left

Build an E - Brake test board. Randy
If you are handy with a soldering iron, meters, switches and stuff – here's your chance to take some of the load off Randy.

Replace railcar bearings. Fitz
We are slowly replacing the friction bearings on railcars with roller bearings. This involves turning the axels to match the bearings, dressing the wheels as necessary, filling the journal boxes with aluminum and boring them to match the bearings.

Build a new work car. Orphan
This car will replace the existing work car and provide crew seating as well as room for all the tools.

Inventory control person. Orphan
The ideal job for someone who wants to be involved but, due to circumstances beyond their control, is not physically active.

There are also the normal housekeeping duties, gardening, washing, cooking and the like. Whatever suits your fancy.

Fill out the survey, let us know what you think, become a project champion, be safe and come on down to the railway.

Saturday evening dinner, in honor of St. Paddy, will be corned beef and cabbage, praties and carrots and soda bread courtesy of Vera and myself.

Fitz

2009 Membership is now due

[form available on cover sheet]

NEW SOCIETY SUPPORTER

Bill Ackerknecht Santa Cruz
Pat McDonald 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 make up your very own "gold", laminated nametag with all pertinent information.



Saturday lunch in the red house

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

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

Taxes being due, are soon upon us, but that means so is Al Smith Day Run. A far more fun event than paying taxes! Invites have been emailed, snail mailed, and posted on the web. Now all one has to do is get the check in the mail with rsvp's. Reminder too—that for the Al Smith Day we have the organization provide the desserts for the BBQ since Al immensely enjoyed finishing his meal off with a sweet of sorts—pie, cake, cookie, brownie—all of the above.



Wheel grinder surfing motor car's wheels

Between now and then there will be lots to do to get things spruced up for the event so don't hesitate to come over to Swanton and help out. Any project that you can assist with and donate some time to getting it done will be greatly appreciated.

February's Saturday night Valentine's Day Dinner was enjoyed by many, even a few that had a birthday to celebrate. March's St. Patrick's dinner will be hosted by Fitz and Vera so the luck of the Irish will be that you let them know you will be attending.



Richard working on a passenger truck

SIDE CAR NEWS

[News as reported by our volunteers]

Well I (**Kyle**) cleaned forklift parts in the diesel and it took me 8hrs to get through half the parts in the boxes. I couldn't believe how much crud came off those parts. I'm only 1/4 done with the whole cleaning process which is done either via diesel scrubbing, wiping down, and/or sand blasting, & painting. I learned a lot and had fun.

Edski reports: Friday I found Ed truing up the wheel sets for the motor car, and helped him in measuring the finished diameters. Though it is a long, tedious process, sometime I would like to try doing it.

In between I cleaned the mud off the Branson Tractor tires, as well as getting the motorcar back up and running. Later, I gathered up all the tools lying around the shops to dry and rust proof them. Attempts were then made to replace the ignition switch on the John Deere tractor, but it didn't fit. Sat. was filled doing several odd jobs around the facilities until it was time to celebrate with the 2 Birthday gentlemen, who are now a year older. Sunday began at 3:15am with a power outage. Tradition is that I usually start the breakfast up at the Redhouse for many by cooking bacon, cutting up potatoes for home fries, etc. but I usually have ample light. This time it was fun holding a led flashlight in

my mouth for 2 hrs. while preparing. Power came back on around 0500-coffee could then be made. Sun. was the board meeting, cleaning up & departing. Hopefully next month will be a drier month to get more outside projects done.

Bob Wilkinson reports: Friday I went down to the meadow with Pete and Emily. Proceeded to get the grader stuck in the mud, but with my many years of driving graders I was able to get back on firm ground.

A bust

Saturday I supervised Ed and Rich working on the motorcar. They didn't need any supervision.

Another bust.

Helped? Fitz and Richard on the Keystone truck by running the hoist backwards. Another bust.

Gave the ignition switch I bought to Edski to replace the one on the John Deere. Too big.

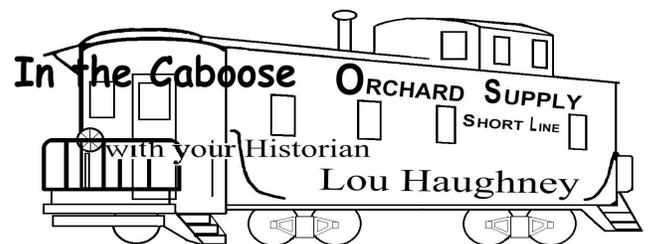
Another bust.

Randy asked me if I could download his pictures from his camera. Had to tell him my laptop had a fatal crash. Another bust.

At board meeting I had to report that the crawler and grader were out of service. Ate two donuts.

Another bust.

[editors note—it is NOT a bust, your help is appreciated, and it is in the newsletter!]



Last month's article had a confusing mismatch between the text and the images. Somewhere in the internet's transmission, the server and/or the router replaced the intended (February) text with the previous month's text (January) and attached the latter to the February images. So, for the March issue, I will repeat the same pictures with the proper text and a revised map. This snafu, however, has had a positive effect. Bob Parkinson and I did further research that allows us to specify more accurately the photos' locations and to identify the background features of the pictures. The revised text follows.

ENJOY A RIDE ALONG THE SAN FRANCISCO
BAY WATERFRONT
FROM AN OVERFAIR RAILWAY TRAIN

This set of photographs, Figures 1, 2, and 3, shows an Overfair mixed train traveling eastbound along the

shoreline of the PPIE's "North Gardens". The numbers, 1, 2, and 3 and the arrowheads on the map indicate the probable position and the direction of view for each picture. The similarity of backgrounds in each picture suggests that the photos were taken in sequence as the train moved eastward towards the main yard and terminal. Between the tracks and the shoreline is a promenade, the Esplanade or Marina, with pedestrians and even a vintage automobile, the small square object in the center background of Figure 1.



Figure 1. Eastbound Overfair Railway train along the S.F. Bay shore. 0-6-0T engine #1500. Pedestrian and automobile promenade to left of tracks. SPRS 1913-1915 LMM-0160 (Al Smith collection)

The scenes in these photos match the description of the "Marina", found in Todd's *The Story of the Exposition*, "...an open road, along the shore of the Bay, with a low parapet and lamps along the sea wall side, and along the other, broad lawns ...". These broad lawns still exist as the popular Marina Green in San Francisco waterfront.



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

Figure 2 indicates that the edge of the adjacent field was being used as a storage yard. See the stack of rails in the foreground and the three white lampposts lying on the ground in the right background. Perhaps, these photos were taken soon after the Exposition opened when some remnants of construction were still lying around.

The train is much closer in Figure 3 to the background buildings of the previous figures and thus allows their identification to be made more easily. Bob Parkinson suggested that they may be, respectively, the Ferry Terminal and the Exposition's warehouses. Confirmation of Bob's suggestion was found through pictures of the "Ferry Terminal" on the website of the San Francisco Public Library's Historical Collection of PPIE pictures. Therefore, in Figure 3, the train must be in the small plaza between the Great Northern and the Canadian Pacific RR buildings on the north and the Machinery Palace on the south (see "3 >" on the map). The Ferry Terminal provided a direct route for the Key Lines in the East Bay to disembark their passengers right at the Exposition grounds.



Figure 3. Locomotive 1500 pulling an Overfair Railway passenger train. SPRS 1913-1915 LMM-0162 (Al Smith collection)

Also, in Figure 3, a signboard on one of the small buildings can be read. This signboard appears at the photo's right hand edge just below the roof of the passenger car. The end sections of the board read "Great Northern Railroad"; the larger center part reads "Glacier National Park". This is the signboard barely visible in Figure 2 above the small building behind the reclining lampposts. The Great Northern RR building is just to the left, or north, of the signboard.

The train is moving eastward in the first two photos since the waterfront is on the left. Figure 4 shows an approaching, westbound train with the promenade and the shoreline on its left and with the field and a second track on its right. The small structure behind the last car may be the ticket booth for the Marina Station. The smoke plume in the right background of Figure 4 may be the same smoke seen in the other photos. That dense

