ON TRACK with your Director
Ed Carnegie:

The holidays are upon us, and as Mary Ann and I celebrated our traditional Thanksgiving with so many of our military troops down at Camp Pendleton this year, we readily realize how privileged and thankful we are to live in this great country. We hope all of you had a very thankful Thanksgiving, and that your Christmas holidays will be blessed with spending it with family, friends, and in good health.

The November work weekend started on Friday the 13th with eleven of our volunteers ready to go to work. We loaded all into a work train and went down the track where we: chipped and cut firewood from the downed trees as a result from the storm the week before; watered the trees in both the Christmas field and the orchard; disked the field; tested an electric pump for the Christmas tree field; and came back to the redhouse to a great dinner of meatloaf and trimmings fixed by Chef Pete McFall.

Saturday, different crews worked on: brakelines for the bomb car [i.e., water, backhoe car]; continued watering of trees; started some track cleaning; and gardening. Prior to lunch several went up to the Staub house area where 7 universities from the western US competed in a logging conclave that was hosted by Cal Poly, San Luis Obispo. The conclave sports competition consists of several contests. While we were there we observed: the chopping of a log in half while standing on top of it; racing and balancing yourself, while carrying a chain saw up an inclined log, start the saw, cut the end off and return to the bottom; axe throwing; both men and women tree climbing; and plant/leaf identification. We then came back at noonish for a board meeting and election of officers for 2010. Lou and Chris gave an updated, detailed report on drawings they are obtaining from the Sacramento RR Museum that will benefit the SPRR archives. Later in the afternoon we worked on Redwood Circle by cleaning the downed trees, chipped brush, and hauled out firewood; brakeline work continued; as did prep work for transporting the locomotive; gardening; and meal preparing dinner for that night. Sunday, the finish line to completing those projects started was getting closer and most were completed. Robert and Klye started getting the Christmas lights put up in and around the station, and the electric box for the semiphores was worked on. November was a busy, and productive month, and as always topped off with delicious and fulfilling meals.

We look forward to seeing many of you at the December work weekend, as well as at the annual New Year’s Eve potluck, run and festive celebration. This year’s party/potluck, according to our very own “stagemaster planner”, Pete McFall, is of a western theme, so get those wrangler’s, levis, and boots dressed up, and come on down for foot stomping fun.

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

My Fellow Swantoons:
We’ve put away the Jack O’ Lanterns that kept Stingy Jack from our door, or perhaps baked them into pies for an All Hallows feast.

Veteran’s Day, November 11th, unlike other holidays, is not a day of celebration, but one of remembrance and honoring those who served, and
serve, our country under arms. Thank you to those that served; some more willing than others, but serve you did.

Louis XIV, the Sun King, had cast on his cannons “Ultima Ratio Regum” — The last argument of Kings, when only nation states had the means to engage in ‘armed robbery writ large’’. I’m curious as what Obama, Gates, Petraeus, and McChrystal will have to say twenty years from now.

Our second General Meeting of the year was November 14th, with the election of officers as a special order of business. Dec. 13 we will have a meeting of the Executive Board, and you are welcome to attend and observe.

We are in need of more active volunteers as we have a multitude of projects that need completion. The reality of maintaining the railroad is there is a lot of housekeeping that is necessary; painting, cleaning, washing, maintenance, and such that is not as sexy as operating a locomotive.

If you have any ideas on how we may attract and keep new members please share your ideas. We are going to try our survey once again with some suggested revisions.

Considering the condition of our steam locomotives and the current economic situation we may have to attempt some fund raising events, something we have not had to do on a large scale before. If you have any thoughts or experience in this regard please let us know.

Lots to be done next workday, come on over.

Fitz

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

Dec. 12/13 work weekend- wreath making workshop
Dec. 30/31 New Year’s Eve preparation and run
Jan. 09/10 1st work weekend of 2010

Only days left ‘til Christmas, and we hope you’re enjoying the spirit of the season. We are certainly looking forward to the annual wreath making weekend on Dec. 12/13 where Swanton’s very own elves “deck the halls” in a festive atmosphere. I did check with the Santa Cruz Ag. Commissioner about the possibility of taking wreaths made, out of the county. Unfortunately, restrictions are still in place for sudden oak death, and light brown apple moth so NO WREATHS CAN LEAVE SANTA CRUZ COUNTY.

Now, for the annual New Year’s Eve party—get ready to celebrate in good ole casual or formal western style. The traditional potluck will begin around 6:30PM or 1830 in what will become a very festive CalBarn. Bring a dish/pot of any sort to share with others. Train rides will start sometime after the potluck, and will continue throughout the evening, as we all gather ’round the traditional bonfire down at College Park. Ride the last train of 2009, and the first, of the ending of the first decade of 2010.

We hope all have a blessed and wonderful Christmas/holiday season. Enjoy family and friends and be safe in all your travel journeys.

MORE ABOUT THE "1913" PPIE POSTCARD

More information has been provided by Judy Cash about her PPIE postcard of the 1913 locomotive, Figure 1, which was described in the recent newsletter. The unused card is printed on Noko photo paper, commonly used between 1907 and 1929. The card identifies neither the photographer nor the publisher unfortunately.

Figure 1: P.P.I.E. postcard showing the Overfair locomotive no. 1913. The Southern Pacific RR Building is in the background.
After much research, Judy identifies the building in the background as the Southern Pacific Company building. See her accompanying map, figure 2.

She matched background features on the postcard photo with similar features on a picture of the Southern Pacific Building, as shown by the arrows in Figure 3: notably, the columns on the front, the trees at the building's corner, and the building's architectural features visible behind the locomotive's cab.

Her analysis puts the 1913 engine on the end-of-line track along the south side of the Machinery Palace. (See the article in the 2008 Aug-September newsletter.) Figure 3 is my adaptation of Judy's onto a photo showing the crowd at the dedication ceremony for the SP Building. Other views of the building are shown in Figures 4 and 5 from our files.

She raises a pertinent question about that end-of-track layout. If this site was used as a passenger station, as Figure 5 suggests, then would not the train have to back out quite a distance to switch onto the main line? Any suggestions?

Note on the map in Figure 2. That map must be an early version of the Exposition's ground plan. The left part of the plots marked "Petroleum Exhibit", on the right of the question mark, were
actually the site of the Overfair Railway's main yard.

The following paragraphs explain why, in Figure 3, a large crowd has gathered before the SP Building.

THE SOUTHERN PACIFIC COMPANY BUILDING

After the opening of the Exposition in mid February 1915, dedicating the various buildings was a major event of the day during the next few months. The dedication of the Southern Pacific Company's building on March 10 was an especially important and noteworthy occasion that drew high level dignitaries from the Railroad, the Exposition, the City, and the State. The PPIE's official historian devoted almost one full page to this ceremony.

"The imposing Southern Pacific Building, with its beauty and artistry and its stimulating educational features, was turned over to the Exposition and dedicated to the service of the Exposition public on the 10th of March, in the presence of several thousand Southern Pacific officials, employees and pensioners: the first of the railway buildings to receive that recognition. It stood just beyond the Zone entrance...and south of the Machinery Palace [and directly to the SE from the Overfair Railway's main yard] ...

"In accepting the building from Mr. Sproule [SP's President], President Moore [of the Exposition] paid hearty tribute to the help the Company had rendered the Exposition. 'It is not the construction of the building alone that we celebrate, but the tremendous efforts, energy, and assistance, given by the Southern Pacific Company, that we are here to recognize. This Company was the first to answer San Francisco's call, contributing the large subscription of $250,000. It used its influence with individuals, corporations, and other railroads in behalf of the Exposition, so it is highly fitting that it should be the corporation to receive first honors.' ...

"This Southern Pacific Building was one of the finest fruits of participation by the railroads. ... It made one wish to step right into the ticket office and buy a railroad ticket. Its sales psychology was sound, for it showed people what they were sure to want ... the most realistic presentations of beautiful scenery and interesting places to go that could have been produced. ...

"Later on in the book, the author mentions another feature of the SP building that was most welcomed by the Exposition's attendees; namely, its imposing, clean waiting and rest rooms for the public.

The proximity of the SP building to the Overfair Railway's main yard and its end-of-line at the Machinery Palace was not the only link between the Overfair Railway and the Southern Pacific Railroad at the Exposition. Did any of the "several thousand SP people" attending the dedication recognize that the Overfair Railway engines, sitting 150 feet away on the track beside the adjacent Machinery Palace, were almost exact 1/3-scale reproductions of the six Pacific 4-6-2 locomotives that the Southern Pacific RR had obtained in 1913 from the Brooks Locomotive Works in Dunkirk, New York? The SP designated those units as their P-6 Pacifics. The only differences in the 1/3 scale version were its cab dimensions and its full-scale compressor.

Quotations and the picture for Figure 3 are from Frank Morton Todd's The Story of the Exposition..., Volume 3, pp. 17-18. Randy Jones and Chris Taylor provided the information about the prototype locomotive that MacDermot used for his Overfair locomotives.

Figure 1: 1913-1915 LMM-0202. From Judy Cash Postcard Collection.

Figure 2: 1913-1915 LMM-0203. From Judy Cash.

Figure 3. 1913-1915 PPIE-0058. From Todd's The Story of the Exposition, vol. 3, p. 18.

Figure 4. 1913-1915 PPIE-0007. From Robert W. Parkinson collection.

Figure 5 1913-1915 LMM-0205, from Al Smith collection