ON TRACK with your Director

Ed Carnegie:

The first work weekend in 2010 got off to a good start. A lot of progress was made in getting the container ready to transport the 1913. Special thanks goes to Fitz Geoff, Bruce, and Randy for the many hours that they have spent between work weekends to help get the container ready.

Good weather allowed for progress to be made in the garden of weedin’ around the cabooses. Thanks goes to Martha, Amy, Robert and Mary Ann. It also allowed me to disk the train field, and at least for this weekend get ahead of the weeds there. Kyle, Scott, and Robert were able to remove all the Christmas decorations at the station, the Cal Barn, Gnomeland AKA George’s Gulch, and along the track right-a-way. Estelle, Lou and Chris were busily involved in organizing SPRR’s records and historical documentation.

Pete, Stan, and Kyle have been working on the mechanical linkage for the semaphores. If ANYONE out there understands the operations of a semaphore, please contact Pete. It seems the more time spent on this, the more questions keep arising. Our plan is to have the semaphore functioning before this year’s end.

The beautiful weekend brought many visitors. Some for the first time, and others returning. This gave us an opportunity to showcase Swanton, as well as provide some “hands-on” training in motor car operations for some of our upcoming engineers. In addition to all these positive marks, each evening was topped off with Swanton’s typically delicious dinners and sharing of good comraderie.

REMINDER; DUES are now DUE

See attached form; please fill out & submit asap. In order to keep costs down, send more photos, etc. if you have email—we can send electronically. The cost to mail & print hard copies is cutting into our budget.

Down Behind the Railway

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

My Fellow Swantoons:

We did a lot last year: repaired Stone Crossing, 400 trees planted and a water system installed at Julio, replaced the BBQ grills, internet connection in the roundhouse and machine shop. We have the fitting of the container to house the 1913 well in hand with a dedicated band of volunteers, however that leaves a plethora of projects that still need a champion.

Here are some of projects that are on top of the list:

- Repair the floor in the OSH caboose.
- Interior work in the Santa Fe caboose.
- Interior work in the 73 caboose.
- Repair the semaphore signal stand next to the OSH caboose (see Pete).
- Install the billboard at San Vicente
- Replace the engine in the Ford boom truck.
- Replace the engine in the fork lift.
- Repair the crawler drive pulley.
- Bring rail car air brake hoses up to standard.
- Complete restoration of the Keystone passenger car (see EdSki).
- Convert Keystone passenger trucks to new brake foundation.
- Complete restoration of the boxcar.

As always there is routine track maintenance and the normal housekeeping.

Come on over, we’ll have fun.
Bob seems to have a way with dogs

Pete and Kyle working on the semaphore system

UPCOMING EVENTS/PUBLICITY
Mary Ann Carnegie

Feb. 13/14 Valentine’s Work weekend
March 13/14 work weekend
April 10 work day prep for Sunday run
April 11 Al Smith Day Run

Valentine’s Day work weekend will hopefully be blessed with good weather so that many housecleaning projects can begin to be tackled. There is much to do in order to get ready for the upcoming start of the train running season beginning with the Al Smith Day Run, April 11. Invites will be going out the end of Feb., first of March. Saturday’s Feb. 13, workday will be topped off with dinner provided by, yours truly.

Vera McLean has offered to host a potluck party on Sunday, Feb. 13 in honor of our SPRR Aquarian birthdays—i.e., Andy, Fitz, Ed, Trillium, Vera, Pete?? If we forgot you, you know who you are, and hopefully you will be able to stay and celebrate a year of getting wiser. Just remember to bring a favorite dish to share for the potluck. Vera will provide the birthday cake.

Hope to see ya’ll in February.

Stan and Pete washing down locomotive 1914

Robert and Scott with Swanton visitors

CORRECTION TO LAST MONTH'S ARTICLE.

An embarrassing and confusing error was made in last month's article, in which I suddenly started talking in the 4th and 5th paragraphs about the
Pacific (4-6-2) No. 1915 instead of the Overfair work (0-6-0T) locomotive No.1500, which was the subject of the article. As was rightfully pointed out by many readers, the No. 1915 never ran at the P.P.I.E. nor at any other location because it was never completed by MacDermot. In the early 1990’s, a volunteer crew at the CSRM restored the No. 1915's exterior and placed it in the CSRM's entrance lobby. A corrected version of the article is reprinted here to set the record straight.

ANOTHER PUZZLE SOLVED:
OVERFAIR RAILWAY RUNS BEFORE OFFICIAL START OF P.P.I.E.

A lingering question, about the site of Overfair Railway photographs published in the March 2009 newsletter, has been answered by Donald G. Larson, an expert and collector of material on World Fairs, and in particular the Panama Pacific International Exposition. In those photos, Figures 1 -3 the background buildings were identified by Bob Parkinson, as the Ferry Boat Terminal and warehouses at the P.P.I.E. The unsolved question was, "Where are the buildings of the Canadian Pacific RR and the Great Northern RR?" According to the Exposition maps, those buildings should have shown just behind the train in Figure 3.

Figure 1. East bound Overfair Railway train along the S. F. shoreline. 0-6-0T engine #1500. Pedestrian and auto Promenade to left of tracks. North Gardens (Marina Greens) to right. SPRS 1913-1915 LMM-0160

Figure 2. Eastbound mixed train turning inland from shoreline. Pedestrian Promenade on left, North Gardens on right, Ferry Boat Terminal in center background, Exposition warehouses in right background. SPRS 1913=1915 LMM-0158

Editor’s Note, a close up of the first two cars in Figure 2 shows two different styles of cars. The car to the right is a standard 16 passenger car, while the car to the left is an 18 passenger car equipped with the 6 wheeled trucks and flop back seats.

Close up of Figure 2

In a meeting last July at the CSU Fresno's Special Collections Library, Don Larson noted in figure 2 the stack of rails and the prone lampposts lying along side the tracks in the North Gardens, a very untypical display for a supposedly pristine public garden. Don suggested that the photographs were taken before those RR buildings were erected. Well, if that is so, why do the photos show persons and an auto on the shorefront Promenade inside the fenced boundary of Exposition? (especially in Fig. 1) Don replied that the public was allowed onto the Exposition grounds well before the official opening date of February 20, 1915.
Don Larson's conclusion about these photos has implications beyond the details of these pictures. The conclusions apply to operations of the Overfair Railway before the Exposition's official opening. We have many pictures of the No. 1500 work locomotive pulling Overfair passenger cars, some of which carry only a few people, but others of which show a full passenger load. Oral lore about the Overfair Railway states the No. 1500 was not used on passenger runs once the Exposition was officially opened. However, such oral tradition says nothing about pre-opening operations of the Overfair Railway.

Therefore, from the evidence presented above, we conclude that the Overfair Railway did operate passenger trains, pulled by the No. 1500 engine, some months before Feb. 1915. Figure 4 shows a train in the same place on the track as in figure 3 but with the two Railroad Buildings just behind the track. So, that photo was taken after the Exposition's official opening.

The next question is: When did the Overfair Railway begin those pre-opening operations? The answer is some unknown time before the construction was started for the CP RR and the GN RR buildings. Finding that date is a future research project.

Donald G. Larson was born in San Francisco; he lived most of his years in Fresno. As a boy, he attended the Golden Gate International Exposition on Treasure Island in 1940. He started his "Collection on International Expositions and Fairs, 1851 - 1940", while a student at UC Berkeley. It grew so quickly that, in 1971, he transferred the collection to the Special Collections Library at California State University, Fresno. However, he has kept an active part in its growth and care. More information on the Collection is available at www.lib.scufresno.edu/subjectresources/specialcollections/worldfairs.

Many thanks to Don for his insights on this particular puzzle, and for his earlier assistance on researching other aspects of the P.P.I.E. We appreciate also the help of Ms. Tammy Lau, the Head of Special Collections at CSU, Fresno, for arranging this meeting last July, and for her overall interest in the MacDermot/Overfair Railway operations at the P.P.I.E.