ON TRACK with your Director

Ed Carnegie:

Thank you all for your newsy contributions to this newsletter. With so much taking place over the past few months, these newsy updates from several, certainly made the task of getting this out much easier. Many hands do make the tasks lighter. Al Smith Day, with approximately 500 guests, was a great success. Again, another example of how our volunteers work together as a finely trained team to host a large event. My huge thanks to all of you.

Additional kudos that helped make Al Smith Day special, besides the tours offered by Swanton Ranch staff, an active display by the Cal Poly Logging Team, and who also helped with parking and serving, was having the band, “Fiddle Road” play pleasing background music.

This year’s Al Smith Day also featured Ken Muramoto, the train artist for Orchard Supply’s 2015 Calendars. He was on-hand to personally autograph the calendars, and show his original artwork. We hope to have him back in the future.

Over the years, SPRR has had a continuing involvement from Cal Poly’s BRAE classes. This past Fall, the concrete class came up to SPRR and poured a foundation for a crane hoist; a few weeks ago, a team of our volunteers completed the project.

Our involvement in PPIE’s Centennial celebration, and related activities, has had our volunteers showcasing and promoting SPRR in hopes of attracting new volunteers, and making them aware of the many projects we have available for individuals to get involved with. I am happy to report that we have gained a few new volunteers. See below, under NEW SOCIETY MEMBERS. When you see a new face, please, go up, introduce yourself, and make them feel part of the SPRR family. Our future depends on active participating volunteers.

I look forward to hopefully seeing you at one of the upcoming work weekends, and that you might

Band: Fiddle Road

Band members: Linda Menard, guitar; Dennis Menard, Upright Bass; Karen Bailey, Baritone Ukulele, and Andy Robbins, Guitar, Banjo.
be bringing a potentially new volunteer with you to join in all the fun we share in at Swanton Railroad.

**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 that Swanton time is slower than real time because it takes us a year of workdays to equal a month of real time.  
The restoration of the MacDermot passenger car is still on the list of projects as is returning the 1913 to service.  
Some projects that were not mentioned last time:  
Once the 13’s tender and the tractor are out of the Car shop some rearrangement of the shop is in order; including extending an air line to the roll up doors, moving the wheel grinder, and reworking the steel and pipe rack.  
The BBQ area needs new serving tables and storage.  
The fuel tanks need cleaning and paint.  
The tree farm needs a new gate.  
Those are just some of the many things on the to-do list.  Come on down and make one of them your own.  

**In the Roundhouse**  
With Randy Jones

Since the last column in the April/May ’14 Newsletter, we’ve made progress on many projects. The Machine Shop door renewal/remodel is just about done, with only the inside door coverings and weather-stripping yet to be installed. The results are very nice, with improved access and weather resistance. The worn out roll-up door was replaced with two sliders and one hinged section, all two inches thick and insulated. We can now easily move the rolling gantry hoist inside when needed, as well as drive the forklift and loader inside. We also reworked the main compressed air supply near the doors to include a three-stage drying system, and we are seeing a marked decrease in condensate in the whole air system. By New Year’s Eve, we had improved the electrical service to the fuel dock, including outside lights there and on the Machine Shop wall. Geoff, Bill, Fitz, Tony, Peter, Dave, Dan, Matt, and someone I’m sure I’ve forgotten all pitched in on this.

The railroad crane received attention from Ed, Pete, Fitz, and Dave, and they were able to resuscitate the engine! Several other issues were tackled as well, and the crane is back in service.

During the “Summer Camp”, the Haz-mat shed got completely emptied, cleaned, re-organized and re-stocked. The new storage arrangement works really well and is much appreciated.

Ed has jump-started the Keystone car rebuilding project. This car was selected for work many years ago, as it was the most deteriorated of the three cars originally from Pennsylvania, with service in Mobile, Alabama, and a “thrill ride” through hurricane Camille, with the associated corrosion. The car was disassembled down to its steel skeleton, and sent out for sandblasting and painting. Edski spent many hours on the car during that period, and made a good start on the replacement wood parts of the car. Fitz worked installing the brake piping, and Geoff, Fitz, and I collaborated on a re-design of Keystone’s truck-mounted brakes. We finished and tested the prototype truck, and made all the brake parts for all three cars. And that’s when the project ground to a halt. Other urgent needs pressed in on us, and space in the car shop became ever more scarce, to the point Edski couldn’t make further meaningful progress. So now Ed has things moving again, with some help from Fitz and Bill Fry.

The 502 received some adjustments, but besides that the work we did last winter has proven to be a robust success. Bill Engelman was out from Colorado in August and made some belt tensioner adjusters that are the icing on that cake.

We had successful runs for Swanton “summer camp” (training only), CalPoly Day, and New Year’s Eve. We have been working on a new oil burner set for the 1913, and had tested it on the 1914, but it was not ready in time for New Year.

In the Fall, we got word we might get to display a locomotive and car at the centennial of the PPIE. Work was begun on our last remaining original Overfair car to prep it for paint. We found a lot of dry rot, and have removed most of the bad wood and scraped and sanded the exterior. While it has turned out there isn’t enough room for us to put equipment on display at the centennial, at least we have a good start on a much-needed repair. A lot of research is being done on materials and techniques to help us keep as much of the original material as we can. Repair if possible, replace if necessary. The usual suspects include Fitz, Geoff, Pete, Matt, Lloyd, Mary, Bill and Justin, and maybe more.

On the 1913, Fitz is making progress on the tender trucks and brakes, including analysis of the braking forces. We have modified some of the rigging for more uniform braking, while finding the overall amount of force applied was about right for the tender’s weight. The Passenger Car brakes, conversely, are about three times more powerful than optimum, and that is why the train brake operation is so “touchy” for our engineers, more on that later. The cab repairs were completed in August, and it was taken in to be painted at the
same shop that did the tender tank. It is back on the engine, and is really beautiful! Thanks go out to Brian Deutscher at AA Auto for some very nice work and a sweetheart deal as well. Something we have discovered on this engine is that some things were changed after being done once or twice. Dealing with these alterations has sometimes held up our work to a frustrating degree. Since this was the first Pacific finished, we hope the crew learned from this one and got the others right the first time. Regarding our progress, the steam piping to the cylinders is installed for the last time, including all packing and rings. The back cylinder heads are also on and torqued down, painted, and their covers painted and installed. Precision fittings were made some time ago to facilitate aligning the main crosshead guides, and we have started fitting them up as well. The running boards have been leveled and aligned with the cab, and now we can add the air piping that mounts to them. The air brake cylinders are bolted up permanently, and a large auxiliary air reservoir has been added (a shoehorn job, that one was). The repaired sander pipes are almost done and ready to go on. The bottom bracket for the Johnson bar (reverse lever) has been machined, and its mount to the cab designed. Some cutting and welding and it will go on as well. Basically, things are moving right along, with more things going on for the last time, and fewer things coming back off for more work. Many thanks to all who have helped, and to those who have offered kind words of encouragement.

**Track Work**

*With Pete McFall*

**Track:** a pair of metal bars that a train, trolley, or subway car rides along

So, now that we know what we are talking about, here is the report on track work done on the SPRR.

In one work weekend, we removed all the rails from Lud’s field giving us rail that was in better shape than what we had stored at San Vicente Bad ties were removed from Windy Point, and the rails removed needed to be bent to the correct curvature. This work was carried out over several work weekends and several Tuesdays and Thursdays during the past months. The rails were spiked in using our air powered spike driver. This is faster than using a hammer, and takes less physical effort on us older gandy dancers. *(Gandy Dancer: is a slang term used for early railroad workers who laid and maintained railroad tracks in the years before the work was done by machines.)*
Going toward the Wye, we have installed the rails from the Julio switch to lift over span that’s being worked on as this is written.

Future work at the curve between Julio and the Wye: we need to string the centerline of the track so we can lay out the underlayment and ties. Then we can spike in the rails.

On the signal front; Tony has laid out templates for bonding rails and making the bonding wires. We now own a new tool for shooting threaded studs in the rail. We will be able to use our new post pounder, and will drive the pipe under the track to get our signal wires underground for the signals at the big redwood tree.

Hopefully I can remember everyone who has worked on the track these past few months: Fitz, Dan Fitzpatrick, Tony, Justin, Bill Fry, Kyle, Ernie, Dave, Alex, Ken, Lloyd, Mary, Rhoda, Stan, Ed, Bruce, Geoff, Brendon and Dennis. If I left any one out I apologize.

We still have a lot work to do to complete our railroad; the last major portion is the Wye itself. The leg against the hill and the leg by the field need to be repaired before we can run equipment and passengers over it. I know with all your help we can get this competed before CalPoly Day in September.

**IMPORTANT DUES REMINDERS:**

If your dues have not been yet for 2015—please do ASAP. Delinquent notices will soon be going out—so check your records.

**Make check out to Swanton Pacific Railroad,** and mail to:

Ed Carnegie;
BRAE Dept. Cal Poly
San Luis Obispo, CA 93407

Swanton Pacific Railroad Society Nametags are available from Bob Wilkinson, wilkie@pacbell.net

Please contact him for new or replacements cards.
NEW SOCIETY SUPPORTERS

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<thead>
<tr>
<th>Name</th>
<th>Location</th>
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<tr>
<td>Michael Doern</td>
<td>Capitola, CA</td>
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<td>Douglas Larkin</td>
<td>San Francisco, CA</td>
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<td>Kenneth McCann</td>
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<td>Linwood McMahon</td>
<td>Chesapeake, VA</td>
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<td>Lyle Merithew</td>
<td>San Jose, CA</td>
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<td>Linda Stanley</td>
<td>San Leandro, CA</td>
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<tr>
<td>Ray Strong</td>
<td>Danville, CA</td>
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<tr>
<td>Dennis &amp; Martha Szoke</td>
<td>Boulder Creek, CA</td>
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<tr>
<td>Tom Wright</td>
<td>Orinda, CA</td>
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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.

TRAINING, SAFETY, CONDUCTOR/BRAKEMAN COURSE

Pete McFall

Have you done your safety course and turned it in? If you need a copy and need to turn in the test, see Pete and get your copy.

We also have the conductor brakeman course. If you need a copy, see Pete. We will offer time for training during the work weekends. Assembling the work train is a good time to learn and practice your skills.

The list of members who have passed their tests is posted in the machine bulletin board.

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

2015 -Centennial Celebration of Panama Pacific International Exposition—The Overfair locomotives [aka Swanton Pacific RR] were there, and are now here!

What a most successful Al Smith Day, and all due to the teamwork of all our volunteers. A special thanks goes to Doug and Laura Debs for stepping up to help out with the food purchasing and cooking side of the BBQ this year. They did an outstanding job and served all 500plus guests in less than one hour! This was service at its finest, and especially for helping out at the last minute, when we knew that Gil and Jen would not be able to assist due to health issues Gil was suddenly facing. Upon our return home after Al Smith Day, we unfortunately heard the sad news of our long time friend and BBQer for Swanton, Gil Diaz, had passed away on Friday, April 12. He will truly be missed, but forever remembered for his positive personality, and for all the great BBQ’s he did for SPRR, rain or shine for the last 15 years or so.

In Memory of Gil Diaz-SPRR Official BBQer rain or shine

For upcoming events at Swanton, mark your calendars:
- May 23/24 Work weekend-Memorial Day
- June 13/14 Work Weekend
- June 27/28 Work Weekend
- July 11/12 Work Weekend
- July 25/26 Work Weekend
- Aug. 1-7 Summer Camp
- Aug. 8 Open House – Training run day
- Aug. 9 End of Summer Camp-clean up day

Our two regularly scheduled work weekends per month will have many projects for all to partake in. Summer Family Camp [Aug. 1-7], provides an entire week at SPRR’s Outdoor Fitness Gym to stay focused on projects that we know usually take more than just a few hours, or to complete in a normal work weekend. It’s a fun-filled week of making progress on projects, conversing, and getting to know our Swanton Family more. We always look forward to sharing these times with all. Remember too, that Saturday, Aug. 8, will be a training run day for our volunteers to get in operational train practices. It is also a day that we showcase our railroad to invited guests in the hopes that they may be drawn into this jewel and become participating volunteers. Remember, the continuation of this organization relies deeply on our gaining future supporters. We want the history and life of the Overfair RR to continue, and to stay at Swanton Pacific—volunteers are constantly needed to make it so.

For the Summer Camp Week we do have access to the red-house, so if you are planning on participating—you need to let us know so we can set up a reservation plan for rooms. Regarding meal planning, as the week draws closer a list will be sent out for participants to sign up to provide a meal or
two during the week. This is an opportunity for sharing culinary talents & or experiments via campside cooking — BBQing, Dutch oven, theme night selections, etc., so start planning for what and when. It also takes the responsibility of cooking off of any one person for the entire week.

If you haven’t checked out the new Swanton Pacific Facebook site, please do. Just go to Facebook and put in Swanton Pacific Railroad. Rhoda was most instrumental in setting-up and maintaining the site. The number of hits and responses received has been phenomenally positive. The postings of photos, notices of “what’s happening”, current and future items has been putting Swanton on the world-wide global map! A fantastic outreach program. Thanks Rhoda!!!!

All for now; hope to see you at either of the workdays and/or Summer Family Camp Week. Remember to encourage new volunteers and/or your friends to come on over to enjoy and partake in all the fun we share in getting together at Swanton. Again we thank each of you for ALL you give and do for Swanton—if it be just a few moments or several. You and your time are appreciated.

The Overfair Railway's Passenger Cars

The Overfair Railway had two versions of passenger cars, as shown in the attached photos. Notice the differences in height, in seating access, and in the wheel trucks. The first car on the right was the predominant type, about 60 were built. Only a few of the type shown in the second and third cars were made, probably less than five.

The scene of the photograph is at the Exposition's receiving dock next to the ferryboat terminal, "X" on the attached map. This picture was taken in 1914 when the PPIE Grounds were open to the public, for an admittance fee. MacDermot would run "excursion" trains around that much of the track that had been laid, and the locomotive was the No. 1500, 0-6-0T. In the early part of PPIE construction, from 1912 into 1914, most materials had to be delivered by steamships and harbor boats because there was no direct connection to the mainline railroads in San Francisco. Sometime in 1914, a railroad tunnel was opened through the Fort Mason bluffs, to right or east of the dock site. After that the State Belt Line Railroad could deliver incoming cargo directly to the PPIE’s standard gauge railway that ran through the grounds.

The ship in the background is a typical Pacific coastal steamship that carried both cargo and passengers.

The map, drawn by Frederic Shaw, is taken from the Railroadians of America's Commemorative Calendar for 1954.