

SWANTON PACIFIC RAILROAD SOCIETY

Number 232

Cal Poly

Aug. Sept. Oct. 2015

ON TRACK with your Director

Ed Carnegie:

Cal Poly Day was a great success and I want to thank all, who took part, for a job well done.

Many of our volunteers have been involved in a variety of activities over the last few months that I don't know where to begin, but I will try. A group of 7 or 8 volunteers visited a property site that housed original &/or replicas of items from the former Frontier Village theme park in San Jose. The property owner is moving, and wishes to dissolve his inventory. So our volunteers went to see about possibly acquiring some of the items. The consensus was, that though the sets would fit our venue, to move and setup them up would actually cost more in time and dollars than we currently have to expend. In SLO, I gave an hour presentation at the railfest while Mark Cooper and Mary Ann promoted SPRR to the guests all day.

Over the past few months, Rhoda Fry, has diligently been working on improving public awareness of Swanton Pacific Railroad. She, and several other volunteers assisted in hosting a SPRR display at the Los Altos History Museum. She was also instrumental in having SPRR posters displayed at the Palace of Fine Arts. While listening to an enlightening lecture there, she connected with a man from San Francisco who then gave a lead to an upcoming PPIE exhibit at the Conservatory of Flowers, which lead to getting our posters on display there, which lead to having one of their reps attend Cal Poly Day. There he recorded our engine sounds to use at an upcoming month [Nov. 2015] long display at the Conservatory. Rhoda also notified us that Mary Ann Carnegie was featured on the radio show, "America this week with Jim Bohannon." You can hear this, set to a slideshow created by Rhoda Fry, on SPRR's YouTube station: [youtube.com/SwantonPacificRR](https://www.youtube.com/SwantonPacificRR). This, along with other short stories, may be viewed at The Swanton Pacific Railroad Facebook page: [facebook.com/SwantonPacificRailroad](https://www.facebook.com/SwantonPacificRailroad). If you

haven't visited the site, please do. Rhoda has done an outstanding job in maintaining and setting it up. She posts photos, weekly updates, short history lessons, etc.. She has successfully brought these hundred-year old steam engines into the modern electronic age! It now provides an instant means of networking the Swanton Pacific Railroad Society's happenings worldwide. Site visits have been from—UK, Australia, Germany, India, Spain, Poland, Brazil, So. Africa, Hungary, New Zealand, and of course the US.

Other happenings have been extensive track work, building and installing of two new and far more ergonomically correct serving tables in the BBQ area, workings on a passenger car, restoration of the Overfair car, painting and restoring the old SP phone booth, endless maintenance on the facility's grounds, doing major gopher control, installing new flower beds at the station and around the roses both at the car barn and machine shop. We also hired a local arborist and had several questionable trees trimmed, taken down and chipped. We have also purchased an AED [Automated External Defibrillator]. It is housed in the machine shop, but on public event days, when we have larger crowds in attendance, it will be located at an announced manned location—i.e., registration kiosk, station, or?? This portable AED will make it more easily possible for non-medical people, here at Swanton, to respond to a medical emergency where defibrillation is necessary. Thereby it will provide a better response program that also includes rapid use of 9-1-1, and prompt delivery of cardio pulmonary resuscitation. Concise, easy, verbal instructions are given to use this device. It was Cal Fire personnel on Swanton Rd. who suggested we get one for being in an isolated area. It simply provides an additional tool for better emergency planning. Health and safety are always a part of SPRR's number one priorities. So much has transpired, and there is still much to do, so come to Swanton and join in on all the fun with the Swanton family.

Down Behind the Railway

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

My Fellow Swantoons:

What an interesting year this has been. We participated in the celebration of the Panama Pacific International Exposition's centennial, although not in quite the manner anticipated. We had a practice run with on-line scheduling guest participation using EventBrite.

We had a very successful summer camp. Pete led a collection of gandy dancers repairing and replacing track damaged by last winter's only storm until he used up all the available materials. Randy put curves it straight rail and straightened weirdly curved rail. We fired up the steam loco managed to let everyone who wanted to put their hand on the throttle and fire – all under close supervision. That's what we are here for, to educate members in the operation and maintenance of a steam railway.

With some one-on-one training we qualified two conductors and an engineer.

One of the best summer camps ever.

That's all in the pasture, for the future we our own elections for officers of the Society. Due to technical difficulties we didn't have our General Meeting on October 10th when we normally nominate candidates for office. As a result we will have our first General Meeting at noon on Saturday, November 14th with nominations for officers as a special order of business. We will have our next General Meeting and elections on Saturday, December 12th.

General Meetings allow any member to; nominate members for office, propose changes to our by-laws, change or establish policies, or exercise any right under our by-laws.

This being an odd year the offices up for election are the First Vice President, Third Vice President, and Treasurer. Our nominating committee consisted of the present officers. You are welcome to nominate any member for these offices at the November meeting.

We really are a small group and some of us have known each other for years. This may look like a clique that excludes 'outsiders' but it is not. We welcome our newer members and want them to actively participate in the Society.

Below are the duties of the VP's

First Vice President. The first vice-president shall:

- a. assumes the duties of president in the absence of the president;
- b. serve as assistant to the president;

- c. be responsible for scheduling and organizing work day projects; and
- d. serve as a member ex officio of, and oversee, the History committee and committees ad hoc.

Third Vice President. The third vice-president shall:

- a. be responsible for the scheduling and proper conduct of Society events, meetings, and conferences in concert with the second vice-president;
- b. serve as a member ex officio of, and oversee, the Publicity and Events Coordination and the Facilities and Grounds committees; and
- c. as needs demand, act as president or other vice-president.

Sunday December 13 we will have our last Executive Board meeting of the year to confirm the election results and hear reports of the Officers and Committee Chairs. All members are welcome to attend, and while their opinion may be expressed only officers may vote on items presented to the Board.

More track work. We now have the ties to replace the switch ties at Folger so February and March look to be busy down on the line.

The 1913 is still a work in progress, see Randy if you can help. I'm working on the 13's tender fitting the water tank to the frame and the shell to the tank. If the Massey is out of the way I hope to finish at the same time as the loco.

The 1912 needs to have extraneous pieces removed, tagged, and stored prior to sending it to have its boiler replaced at Wasatch.

And there are the ongoing projects, look at the board in the machine shop or see me. We need champions to make some of these projects their own.

I look forward to seeing you in November. Come on down – we'll have fun. Fitz

NEW SOCIETY SUPPORTERS

Brianne & Cole Bishop	San Carlos, CA
Stan McMahan	Royal Oaks, CA

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.

In the Roundhouse

With Randy Jones

Since August, we have had two successful runs where all our equipment and personnel performed very well. You all probably know about the Cal Poly Day event. Our second run was for the Ranch's pumpkin sale. We used this opportunity to connect with some new people (everybody loved the experience), and we got several of our volunteers some firing experience. We have continued our efforts to gain experience and refine our boiler water treatment program. The chemistry is challenging, and sometimes seems equal parts science and voodoo. We keep learning and improving though, and that's a good thing.

We inspected our maintenance-of-way cars, and made repairs and adjustments to the brakes on several. The motor car has received a new carburetor with promising results, but final adjustments are not finished yet. The Bomb Car (water car) backhoe suffered a broken valve stem, and a replacement was made in the shop.

Work is ongoing on the 1913 between interruptions, and we have begun disassembly of the 1912 for her new boiler. Serious progress is being made on that in Cheyenne.

We hope you all have a wonderful holiday season, and that we'll see you at the railroad sometime soon.

Yours in "training", Randy Jones

Track Work

With Pete McFall

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.

We have many days of Gandy Dancers doing their thing at Swanton; This past month we have started through the switch at Folger. So far this year, we have: aligned and replaced ties at the upper part of Windy Point; replaced ties, rail, and aligned the track from the Julio Switch to Folger Switch; a new frog and lift-out span were also manufactured at Swanton and installed.

Swanton Gandy Dancers have been: Tom, Scott, Stan, Mary, Lloyd, CJ, Ernie, Kyle, Dan, Fitz, Brendon, Ken, Mike, Dave, Alex, Bill, Justin, Tony, Tony Jr, Chip, David, Dennis, and our Technical Adviser and chief rail bender-- Randy.

If anyone was left off, you are encouraged to join us on our work weekends and get added to the list. Remember, we have a mile of track to take care of, so there is plenty of work for everyone.

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!

+

Upcoming events at Swanton, mark your calendars:

Nov. 14/15 Work Weekend

Dec. 12/13 Work Weekend—

Christmas Tree runs both days

Dec. 30/31 New Year's

We can now put behind us another most successful Cal Poly Run Day!! BUT it would not be such, without the cohesive teamwork from ALL of you. Our many many thanks are extended to each and all, the Ranch staff, Fiddle Road Band, Cal Poly's Logging Team, and naturally all of you, our volunteers. The new BBQ team, all of whom are Cal Poly alumni, and under the leadership of Max Sheehan, fit right in, and successfully accomplished the challenge of feeding the sell out crowd of 500.



Cal Poly alumni who served at Cal Poly Day

October's work weekend allowed us to cleanup, re-organize, and sort out a few left over things from Cal Poly Day. And though we are now back to one work weekend a month, we provided a couple of train rides for the ranch's first successful pumpkin sales. Now we are looking ahead to end 2015, and starting to organize plans and dates for the 2016 Swanton calendar. Doesn't it seem like we just celebrated Y2K!! Amazingly already 16 years ago. Time flies, so we must be having fun.

The November work weekend will see Cal Poly's BRAE Concrete Class coming up to work on the sand bunker slab. As Fitz mentioned, a general societal meeting will also be held at lunch time. This work weekend, along with December's will be busy "winterizing" things at Swanton, and

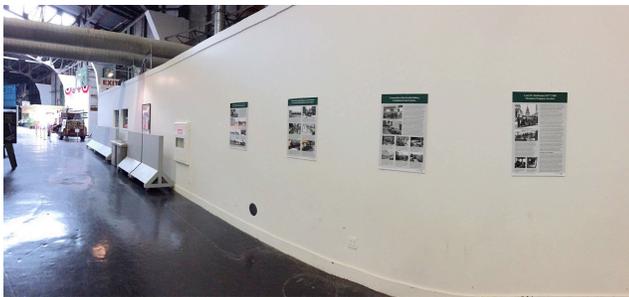
preparing for what we may get in the way of the infamous El Nino that is perhaps coming. We will also be offering the annual Christmas Tree train rides, both Sat. and Sun. for the December work weekend. This will provide additional operational training for our volunteers, as well support SPRR's agri-tourism endeavor. December 31, we will have our annual neighborhood potluck, hot mulled cider and hopefully dry [weather and otherwise] midnight festivities.

So there's lots planned on the agenda, but come on over to Swanton and be a part of it all with a GREAT bunch of people where we can, and do laugh at and with each other. We would also wish you all a most thankful and blessed Thanksgiving on turkey day. Safe travel journeys to those of you that will be travelling.

San Luis Obispo, CA 93407

1915 San Francisco: Overfair Railway Drums up Business from Fair Visitors arriving by Ferry
 A Short Story
 From Rhoda Fry

The Overfair Railway had a railroad spur to meet visitors at the dockside. While the normal fair was 10 cents, it appears that a volume discount of 5 cents was provided at times. Swanton Pacific Railroad is one place where a trainride fare costs less than it did 100 years ago - it is always free! From letters we read at the Bancroft Library, we learned that not everyone was happy about the convenience of railway travel:



SPRR Posters on display, Palace of Fine Arts, San Francisco



1500 ready to load Passengers



Geoff looking over our display at Los Altos History Museum

"I beg to call your attention to the fact that the Overfair Railway is seriously interfering with the parades of County visitors who enter the grounds almost daily at the Exposition Ferry entrance. These people pull up an empty train each day when a County arrives, and put one or more "barkers" with megaphones in front of the Ferry Building announcing "It's a long walk to the California Building, people, take our train, 5c" and other sentiments of a like nature. The net result has been in the last few days that almost all of these County people do take the train, and the Escort, Band and Exposition Officials parade by themselves, while the County people go on ahead on the railway train. Today the matter was particularly flagrant on the arrival of the Butte County and Ripe Olive Day people, and although they were requested not to interfere with the parade, the "barkers" states they had been given explicit instructions to do so."

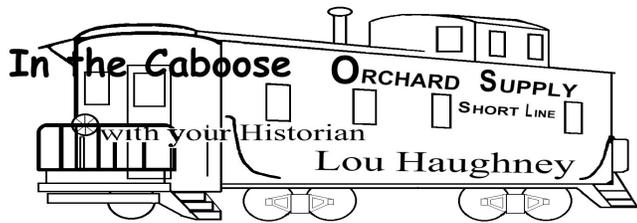
IMPORTANT REMINDERS:

DUES-DUES-DUES are now DUE!!!

\$ Our organization is now accepting new memberships, or renewals for the year 2016. For a mere \$35/year you become a full-fledged Swanton Pacific Volunteer. To be included in the membership roster—dues need to be submitted by mid-March. **Make your check out to Swanton Pacific Railroad;** *mail to*

Ed Carnegie;
 BRAE Dept. Cal Poly





**RIDING THE SWANTON PACIFIC RAILROAD
A SHORT HISTORY**

Please remain seated anytime the train is in motion

*Keep your hands and feet inside the cars.
Thank you*

A HIGHLY MODIFIED OVERFAIR LOCOMOTIVE NO. 1913 AT OAKLAND ZOO

The Overfair locomotive no. 1913 underwent several changes for operating at the Alameda County Zoological Gardens (aka, Oakland Zoo) during the 1941-1945 period. The major change was the installation of a full-scale (100&) air pump to replace the smaller model used at the PPIE in 1915. Before attaching the larger pump, MacDermot had to remove the exterior boiler sheaths and the sand dome. Another unrelated but necessary alteration was the removal of the front leading truck. This change was needed so that the locomotive could adjust to the sharper curves on the Zoo's layout. Compare Figures 1 and 2 with Figures 3 and 4.

Because of these significant changes, I propose that the no. 1913 during this period be reclassified as a type Pacific -MacDermot 0-6-2H instead of its original type Pacific 4-6-2. The suffix "H" indicates it is a hybrid version of the Pacific classification.



Figure 1 No. 1913 at Oakland Zoo, 1942-1943



Figure 2, Close up of air pumps on 1913 at Oakland Zoo, ~1942.



Figure 3, Air pump on No. 1913 at PPIE in 1915

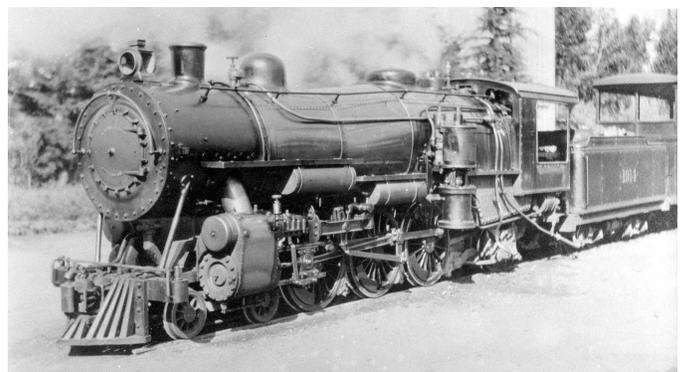


Figure 4 Air pump on No. 1914 at PPIE 1915

The young engineer-in-training was Jim Anderson who lived nearby. Jim was an almost daily attendant at the Zoo's railway "yard". Due to his persistence, he became an assistant to MacDermot. Finally, he was allowed to "drive" the locomotive 10 feet. Due to the absence of the sand dome, Jim and his buddies often had to spread sand on one section of the track that was on a small upgrade.