

# SWANTON PACIFIC RAILROAD

Number 70

Cal Poly

February/March 1999

## On Track

With your director,

Ed Carnegie



Well after being away for a couple of weeks Mary Ann and I had a wonderful time down in Mexico where we toured the famous Copper Canyon. We did most of our tour with a tour bus, but did have the opportunity to ride in the Denver Orient Express car. The tour, though short, offered magnificent scenery. During the train ride we went through some 85 tunnels, climbed from 6,000 to 8,000 ft. and thus did some spectacular loops and all this in just one day. We had the opportunity to see and visit with the Taharumari Indians, we ate Mexican food for breakfast, lunch, and dinner--no more beans please; had margaritas every evening--satisfied our salt cravings--but it is nice to be back in the good old USA.

If you would like to know more or see more about Copper Canyons please let us know, as we would like to share our adventures with you.

Now back to Swanton for an update:

- 🚂 January and February were quite productive. We have a new bulletin board next to the car barn that is now ready for our organization to post bulletins, etc. by our events and publicity committee.
- 🚂 The main line in front of the station has been completely refurbished with new ties and ballast. Along with that the north turnout switch was moved about twenty feet which gives us a longer siding.
- 🚂 The siding is about half done and should be ready for leveling and final alignment on the next workday
- 🚂 Thanks to Elmer Stone, Bill McNab, and Geoff Tobin, Swanton is now the proud owner of a signal light that was obtained from Niles Canyon. We will eventually operate this signal light from the control tower that we hope to build this year.
- 🚂 Regarding the motorcar--Bill Engelman has stuck by it to see it through many trials and tribulations. But I am happy to report this last workday it performed very well and was able to pull three cars, including a loaded ballast car! Not only is it running well, but it has a built in radio with a speaker that works so well that the farm crew working on the highway could actually hear themselves from the motorcar. So watch what you say on the

airways!

While speaking of the Engelmans we hope they are enjoying sunny Hawaii!

- 🚂 Andy and Fitz and other carbarn helpers have been working away on the Pennsylvania cars and at the same time Bruce (a new member) has been working a building a new ballast car. The frame is basically together and next will come coupler pockets, bolsters, and brake rigging.
- 🚂 Mark Cooper has been busily working not only on workdays but in-between by developing lists of tools, ordering replacements, and engraving and color coding tools according to where they belong. So let's all work with him in keeping organized by returning the tools from hence they come. I will even try to do this!!
- 🚂 Weather permitting the grounds people--mainly Martha Neilsen and Lou Haughney have been battling the weeds and pruning the plants.

I want to thank each of you for all your efforts to come down to Swanton--rain or shine, and contribute your time to help improve our Swanton Railroad. It was nice for all of us to see Elmer this last weekend, and to be able to take advantage of his expertise. Thanks Elmer!

Its been a whole year since the bridge went down and though Swanton has recently seen some heavy downpours it is nothing like last year. The creek is up, trees have fallen, but the bridge is still standing. Though there is no bridge building on the agenda this year there is still lots of work that needs to be done. To date we have not received permission to work on the washout. Hopefully we will be able to work on it this summer.

For the next workday in March we should work on the following:

- 🚂 Track crew will finish replacing ties on the siding at the station.
- 🚂 Car Barn crew will finish brake conversions on the Keystone cars, and continue working on the new ballast car.
- 🚂 Roundhouse crew will be finishing the turntable, and cleanup the interior of the roundhouse. The 502 still needs some work to eliminate an oil leak.
- 🚂 Grounds crew will continue sprucing things up April is just around the corner and Al Smith Day will be April 11-

-Sunday. Mark your calendar. For further details see Publicity and Events column.

I would also like to report that a record amount of dues (57 to date) have been coming in thus far this year. If you have not paid, please fill out the form found in the newsletter and return to me. Thanks.

**Redhouse Reservations:** The Ranch Director has been working with the Railroad to ensure that we have some space available at the Redhouse for our workdays. However, I do need to know at least one week in advance whether room reservations are needed or not. That way I can better coordinate with Wally Mark to make sure that things move smoothly. If you do not call in to reserve a room you may not have a place to stay.

New membership received over the last few months was:

Mark Madrid

San Carlos

On behalf of the entire organization we welcome you into our "train family" and we certainly look forward to seeing you at some of our next events. Many of our members may not recognize you right away so please introduce your self so that we can get to better know you and vice versa.



**PUBLICITY  
AND  
EVENT COORDINATION**

Mary Ann Carnegie      and      Fred Vertel

Dates to mark on your calendar:

**1999**

Sat.	March 13	Workday
Sun.	March 14	Board Meeting
Sun.	April 04	EASTER
Tue.	April 06	Al Smith's actual birthday
Sat.	April 10	Workday in preparation for Sun. run
Sun.	April 11	Al Smith Day/Run
Sat.	April 17	Cal Poly OPEN HOUSE -San Luis Obispo
Sat.	May 08	Workday
Sat.	June 12	Workday

Mark your calendar to attend Swanton's Board Meeting on Sunday, March 14. All are invited to sit in, listen and contribute. It will be held at the Redhouse, beginning at 0900 hrs.

Capital outlay for the RR will be the major item for discussion.

Depending on the weather, and projects that we may undertake, we will hopefully start having our two work weekends a month beginning in May/June. That means the second and fourth Saturday/Sunday of each month. We will keep you posted. However, if any of you want to contribute time other than on the work weekends you are more than welcome to come when it best fits your schedule. Just be sure to let the Director, Ed Carnegie know that you will be on the premises.

In March, with the Board Meeting following the workday, we will plan to have a corn beef/cabbage dinner on Saturday night. In order to plan appropriately for it we need to know how many will be staying for dinner. Please call Fred, myself, or the machine shop to confirm your dinner reservations.

April is not that far around the corner and our "Opening" railroad event of the year will be Al Smith Day. Mark your calendar for April 11--Sunday. There will be lots of sprucing up pre-preparations to do the day before at our scheduled workday. We will also be sending out the invitations for the event in March real soon. So if you have anyone you would like to invite to the event, please copy the enclosed invitation and forward to them or let us know to add them to our mailing list.

At the March workday we will have a sign up list for jobs to do for the Al Smith Day. Be prepared to sign up for what you would like to do.

**1.1.1 Maintaining a Safe Course**

In case of doubt or uncertainty, take the safe course.

Behind the Throttle  
with your President,

Bill Engelman

engelman@compuserve.com

Voice: 650.726.6908

Fax: 650.726.7030



January was a quiet month at the railroad, with Ed and MaryAnn on vacation, (of course, their trip had to include a train ride!). I took the motorcar to my shop to do some maintenance, including some upgrading of the control panel, and electrical system, as well as installing a cooling system for the hydrostatic drive fluid. Hopefully it will prove to be an improvement in reliability and performance.

I came across an interesting article that I would like to share with our members concerning a potential new "Pan Pacific Exposition" within a couple of years in San Francisco. As you know, the Swanton Pacific locomotives were built for, and operated at the 1915 Pan Pacific Exposition, so it would be a wonderful opportunity for our Railroad Society to exhibit and operate some of the original Overfair Railway equipment at this event, if it comes to be. I will quote excerpts from the San Francisco Chronicle articles.

A plan for a Pan Pacific Exposition in 2002 is coming to the San Francisco waterfront. There is a proposed eight month waterfront festival with a theme of "marvels and miracles of the new

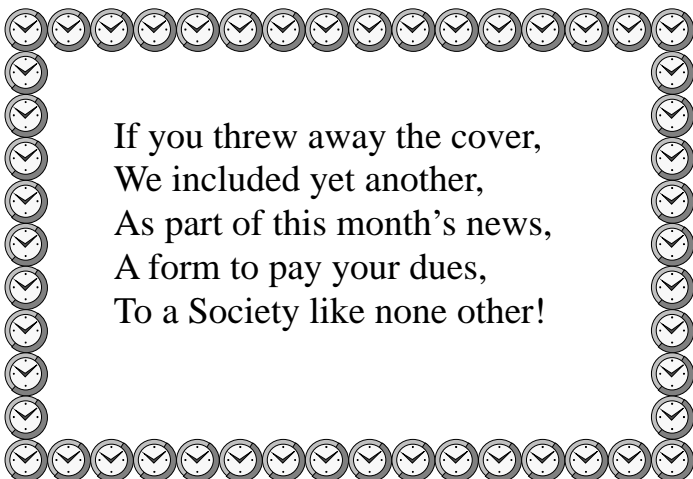
millennium".

The expo would be held on about 30 acres of port property at piers 48 and 50, South of Pac Bell Park, and could draw as many as 9.7 million people between April and November 2002, generating more than 4,500 jobs. The cost would be about \$220 million to produce the event, but tourist spending would exceed \$500 million. The promoters would be responsible for construction costs. The promoters originally considered Treasure Island, and then Oakland, but have settled on the port location as the best solution.

They have the backing of the Pacific Asian Travel Association, a collection of tourist agencies, airlines and travel agents, and have a letter of support from Mayor Willie Brown.

International and corporate sponsors will also be attracted to the event. The promoters will count on the ballpark's parking facilities to accommodate the 50,000 daily visitors expected to attend the event, and will be relying on mass transit to deliver visitors to and from the parking facilities.....Could it be that the Overfair equipment could at last turn a profit?

Let's hope that Art Blum and his associates can succeed with this endeavor, and perhaps we can display and operate at this event. We think that Al Smith would have been enthused about the possibilities.

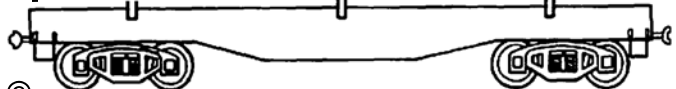


If you threw away the cover,  
We included yet another,  
As part of this month's news,  
A form to pay your dues,  
To a Society like none other!

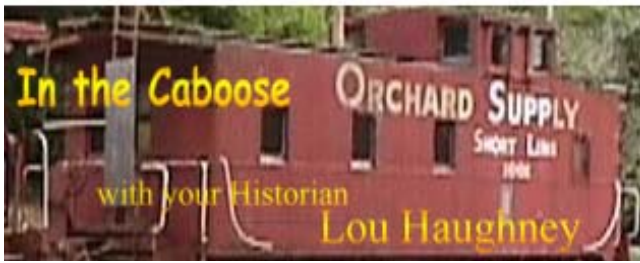
Editor's note:

We are not going to a bimonthly publication.

The end of January and the beginning of February found everyone involved in the newsletter, except for Lou either on holiday or repairing frozen plumbing.



Used with permission. Wildlife Enterprises - Art Rubber Stamps



### MacDERMOT'S FIRST PROPOSAL for an OVERFAIR RAILWAY

How Did He Plan to Turn Around the Locomotive? MacDermot's drawing no. C-31 for a "Proposed Intermural Railroad" at the Panama Pacific International Exposition presents an intriguing problem about moving the locomotive to the front of the train after it arrives at a dead-end terminal. The drawing, dated April 26, 1913, shows a U-shaped route around the southern, western, and northern sides of the Exposition's grounds; the sides bordering the City, the Presidio, and the waterfront, respectively. Total length of the track was about 3-1/2 miles, which does not include the tracks to and in the yard at the far western end.

The plan shows two terminals with wye turn-arounds for the engine at each end of the line. The northern terminal is a station about 200 ft. long inside one of the wye's branches. At this terminus on the waterfront, there is plenty of room for accommodating the station platform and the wye's segments, which appear to be 250 to 500 ft. long.

The southeast terminal and turnaround, however, are squeezed in among exposition buildings. After coming along the city side boundary of the fairgrounds, the track makes a half circle of about 200 ft. radius around the Festival Hall. The terminal, also about 200 ft. long, is at the very end of track. The wye, however, is along the half circle and before the terminal; it is crowded into the inner courtyard of a U-shaped building with arms some 40 to 80 ft. long.

So, to a railroad novice, this question arises. How can the engine be turned around and moved to the other end of the train if it, the engine, is already past the wye and is facing the end of the track?

It doesn't seem reasonable that MacDermot intended to have the engine and the train run backwards alongside a busy city street for a mile or more. Any suggestions?

The above track lengths were determined by scaling their lengths on the drawing in comparison with the distances between the N-S city streets on the drawing; e.g., the distance between Fillmore and Steiner Streets. According to the current AAA street map of San Francisco, that distance is about 500 ft.

#### A Tunnel in the Plan

Another interesting feature of this proposed plan is the inclusion of a 300 ft. tunnel along the city side of the grounds. This tunnel would have been underneath an elevated plaza which extended the full north-south extent of the grounds at the foot of Scott Street. This plaza, which contained the Court of the Universe and the Energy Fountain, would provide a magnificent vista to exposition visitors coming down Scott Street on the city trolley lines.

MacDermot's drawing G-6, dated Sept. 1913, gives section and portal views of the tunnel's plan.

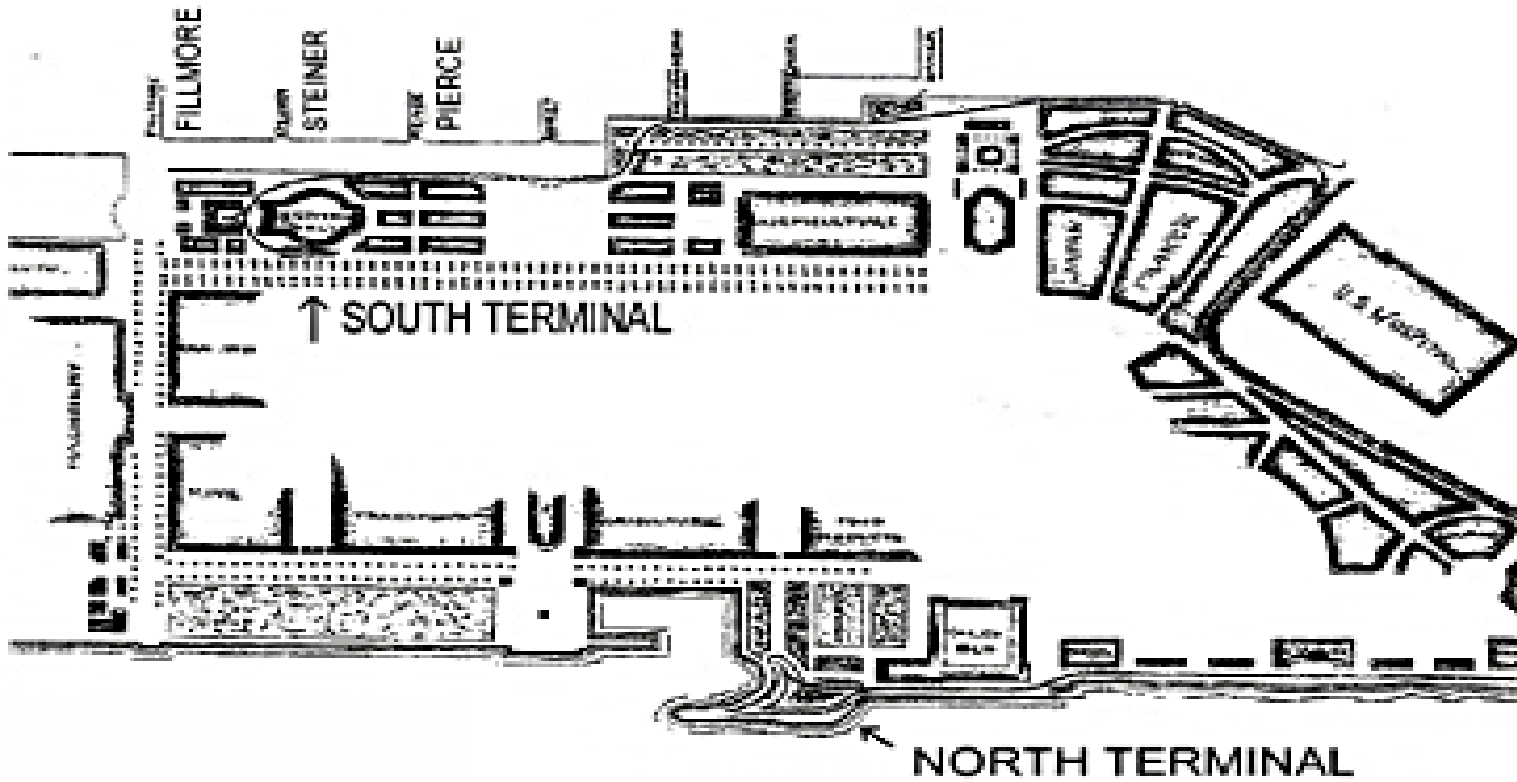
#### Rejection of the Planned Layout

That proposed route was not accepted by the Exposition's management. The route they did approve ran predominantly along the northern or waterfront side. The eastern terminal was between the "cultural" area and the amusement park; the latter was called "The Zone". The other terminal was placed out in the boondocks next to the garbage dump at the far western end of the grounds.

If MacDermot had been allowed to operate along any part of the city side of the grounds, as he initially proposed, then his Overfair Railroad would have connected directly with the municipal street-car lines which ran along Chestnut Street on that side of the grounds. Well, planners in those times were not concerned with "intermodal transfer points" that would coordinate complementary

**See pages 6, 7, & 8 for a copy of C-31**





**YES**

I want to support the Swanton Pacific Railroad Society as a...

- |              |               |                 |                  |
|--------------|---------------|-----------------|------------------|
| Gandy Dancer | \$ 25 / year. | Conductor       | \$1000 / year.   |
| Attendant    | \$100 / year. | Station Master  | \$5000 / year.   |
| Inspector    | \$500 / year. | Engineer's Club | \$10,000 / year. |

*Please make checks payable to:*

Your gift may be deductible for income tax purposes.

**Swanton Pacific Railroad Society**

*Mail to:*

Swanton Pacific Railroad Society  
 BioRes. & Ag. Eng. Dept.  
 Cal Poly State University  
 San Luis Obispo, CA 93407

Name: \_\_\_\_\_  
 Street: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Home phone: (\_\_\_\_) \_\_\_\_ - \_\_\_\_ Business phone: (\_\_\_\_) \_\_\_\_ - \_\_\_\_  
 E-mail: \_\_\_\_\_  
 Enclosed is my gift of \$ \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Street names and terminals added for clarity. RF

