

## SWANTON PACIFIC RAILROAD SOCIETY

Number 225

Cal Poly

Nov. Dec. 2013 & Jan 2014

### **ON TRACK with your Director**

Ed Carnegie:

It is hard to believe that 2013 is over and we are well into 2014. With so much activity going on the past several months it has been so difficult to get my arms wrapped around anything except taking care of my own health. Spending three days re-cooperating in a local hospital from pneumonia certainly sums it up. So let's give it a go.

The BRAE Concrete Class, under the direction of Dr. Styles, came up late November to pour two signal stands down along the track, at MP 1.6. Signal hardware, lighting, and controls now just need to be finished and installed to complete this project. New member Anthony is working with me on the LED boards.

Fitz, Pete and Kyle constructed and built a pump house to protect the new irrigation pump and controls on the west side of the picnic area. It got a finished coat of paint as well. Randy will move the electrical control panel in the pump house after all construction details are finished. This is once again a typical project where something needed to be done and our volunteers stepped up and got done in a short period of time. Thank you all!!!

During this same time, a complete reorganization of the machine shop, under the direction of our lead machinist, is well underway. The lathes and mills are being arranged to better accommodate the handling of materials and the eventual arrival of new equipment. Updates on this progression will follow.

To close out 2013, Cal Poly's Environmental Health and Safety Team, under Tom Featherstone came up to present a class on the "Spill Prevention, Control, and Countermeasure Plan" [SPCC] for the Ranch and Railroad. Six of our volunteers attended. Additional information on this class will be disseminated to active volunteers, as available on workdays. The location of spill kits as distributed and assembled for the railroad will also be made known.

A reminder for all—if you have not had your photo recently taken—we need to take yours NOW! We are wanting to get our volunteer photo board organized and assembled. It will be housed in the roundhouse for all to see and be able to identify our volunteers. If you wish to help out with this project—just let me know.

See you for the February work weekend/board meeting. February 8 and 9.

### **Down Behind the Railway**

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

My Fellow Swantoons:

The election results are in: Geoff, Bruce, and Ed are 1st VP, 2nd VP, and Treasurer respectively.

Sunday, February 9<sup>th</sup>, 2014 we will have our first Executive Board meeting of the year with the main order of business setting priorities for the various projects. All members are invited to attend as guests of the Board, you do not have a vote, but we may ask for comment.

Here are some of the projects: Build display cabinets in the Cal Barn, repair the side door in the machine shop, rearrange the 'furniture' in the Car shop, design and build a jib crane near the roundhouse, repair floor in Santa Fe caboose, install block signals at various locations, update safety manual, repair the crawler (water pump), design and build a tie replacement machine, replace blowers on track regulator car, repair or replace engine in the rail crane, build an electric brake test board, build a 'standard' to check railcar appliances – couplers, hoses and electric connections, update wheelchair lift on handi-car, complete refurbishment of a Keystone car and of a historical SP phone booth, return a flat car to passenger service, build a new flat car, assemble inside brake foundation for Keystone cars, and pour aluminum into journal boxes to update to roller bearings.

This is not the complete list and does not mention the work to be done on the 1913. You can be a star and champion to any one of these projects.

Hope to see you at the railway. Fitz

**IMPORTANT REMINDERS:**  
*DUES-DUES-DUES are now DUE!!!*

**\$** Our organization is now accepting new memberships, or renewals for the year 2014. For a mere \$35/year you become a full-fledged Swanton Pacific Volunteer with rights and privileges to an excellent outdoor gym, monthly workdays, gaining great new friends, learning new skills—be they on trains, shop/machine work, gardening, etc. Funds of greater amounts are also graciously accepted! **\$**  
**Make your check out to Swanton Pacific Railroad;** mail to  
Ed Carnegie;  
BRAE Dept. Cal Poly  
San Luis Obispo, CA 93407

Also—please let us know of any changes you may have made—i.e., phone, cell, email, address, etc.



Swanton Neighbors tradition, First tree sold in 2012 & 2013

**NEW SOCIETY SUPPORTERS**

- |      |                   |                |
|------|-------------------|----------------|
| Aug. | Dave/Alex Matuzek | San Jose, CA   |
| Dec. | Robert McConnell  | Los Altos, CA  |
|      | Jack Wier         | Santa Cruz, 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.

**UPCOMING EVENTS**

*Mary Ann Carnegie*

- |             |                                      |
|-------------|--------------------------------------|
| Feb. 08/09  | work weekend                         |
| Feb. 09     | Board Meeting 0900-noonish           |
| Mar. 08/09  | work weekend                         |
| April 12/13 | work weekend                         |
| April 26    | pre workday-prepare for Al Smith Day |
| April 27    | <b>AL SMITH DAY RUN</b>              |

Since our last newsletter much has happened—we had a most successful Cal Poly Day; December’s work weekend provided good training to our volunteers in train operations while promoting Ag. Tourism via the selling of several Christmas trees from our Christmas Tree Farm maintained by Robert Ritchey this past year. The year was rounded out with the annual, and most successful, Swanton New Year’s Eve potluck and Run provided for friends and neighbors of Swanton Rd.. Without the much needed rain, many outdoor projects could continue to be worked on along with not having to worry about damage from a rising creek. We like to keep those worries away, but know how we need to get some rain.



Trillium setting up Martha’s Garden

Our society was greatly saddened in 2013 with the passing of three of its long time volunteers and friends  
John [Jed] Dunn  
Hart Fairclough  
Martha Neilsen

For 2014 there are many things to plan and look forward to—several projects are always available to work on, as mentioned under

President's Fitz's article. All you, as a volunteer need to do, is come on up, down, or over to Swanton and take ownership of one of these fun tasks—or, perhaps if you see another one that may interest you just let it be known.

February will be the year's first board meeting to discuss plans and directions for 2014 for the society. Come and give us your input of what you would like to see happen or get done.

In April, we are back to two volunteer weekends a month—you can pick one or both. We just appreciate any time a volunteer can donate and with better weather and longer daylight—we like to offer more opportunities to volunteer. In April we will also be hosting our 20<sup>th</sup> Annual Al Smith Day! So we ask that you make a list of names/addresses of guests you may wish to send an invite to and get those to me asap. Between now and then there will be lots of preparing to do to get "things" in order.

With our monthly workdays, and our much worked up appetites we also welcome anyone that may wish to prepare a Saturday night dinner for the volunteers that stay over. We just like to know of those planning on staying. This is not only for better meal planning, but to also validate lodging accommodations. Reminder to all: sharing in the meal's expenses is done by collecting \$5 from those that partake in the meal.

All for now; hope to see you at any of the upcoming workdays. And as ALWAYS--- Remember to encourage new volunteers and/or your friends to come on over to enjoy and partake in all the fun that we all share in getting together at Swanton. We welcome all into our Swanton Family of volunteers.

not have the usual MacDermott legend box at the lower right corner, it is presumed to be part of a MacDermott drawing because it is found in the Overfair Railway-MacDermott file at the CSRM Library. The other four sheets of that drawing cannot be found. Both the map and the drawing show a turntable, engine shed, and storage tracks at that western site.

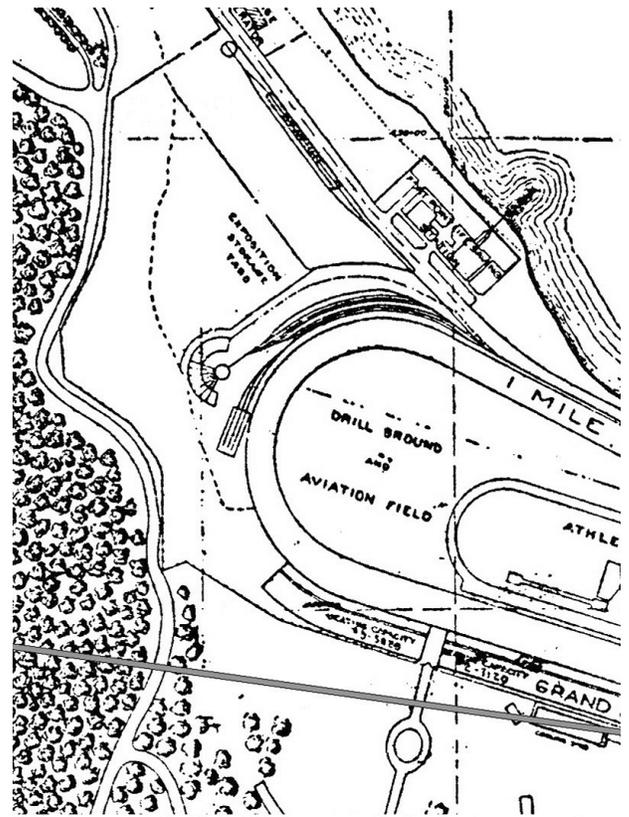
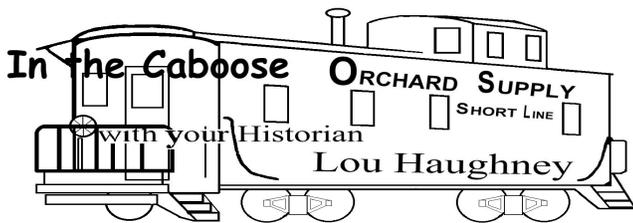


Figure 1, Western end of P.P.I.E. grounds that shows a shop and roundhouse for the Overfair Railway. (from a map in Todd's Official History of P.P.I.E.)



Confusion about the Location of the Overfair's Main Yard

The location of the Overfair's Main Yard presents one of the many puzzles about MacDermott and the Overfair Railway (O.V.). An early drawing and a map indicate that the main yard would be located at the far western end of the P.P.I.E.'s grounds. The map (Figure 1) comes from Morton's Official History of the P.P.I.E.. The drawing is "Sheet 5" of "Map of 19" Gauge Railway at the P.P.I.E". Although the drawing does

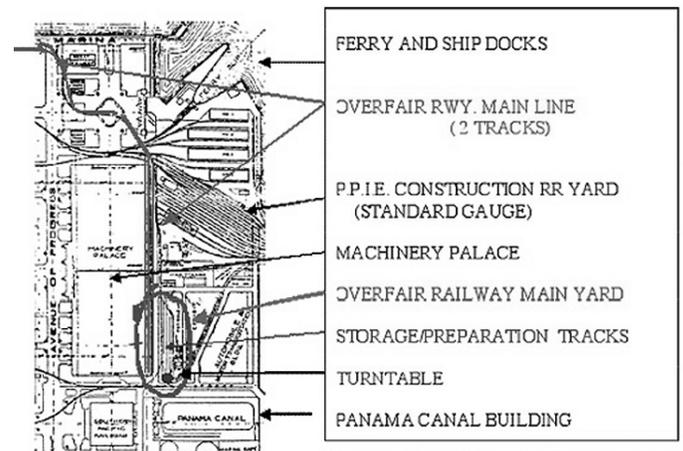


Figure 2, Location of Overfair Railways main yare at P.P.I.E, 1915, Basic Map from Todd's Story of the exposition

However, all our photographs placed the main yard at the southeast side of the Machinery Palace in the eastern part of the grounds (Figure 2). A contemporary railroad journal reports that the Overfair Railway tracks would be laid only to the midpoint along the bay front by July 4, 1914. Also, track construction had to start at its eastern terminus because all the supplies for the Railway were unloaded at the piers at the northeast corner of the grounds. Therefore, although the drawing is dated Sept. 5, 1914, the yard's location was probably changed sometime earlier in 1914 to the much more convenient location on the Machinery Palace's east side. Perhaps, more land had become available at that place.



Figure 3, Overfair Railway storage yard. Flat cars loaded with rails, a stack of ties, passenger cars. SPRS 1913-1915 LMM-0128

The attached photos show the layout and the activities at that eastern site. Figure 3 must have been taken in the early phase of construction because it shows steel rails loaded on the O.V.'s flat cars ready to be taken to the temporary end-of-line.



Figure 4, Overfair Railway storage yard. Two trains of passenger cars ready to be put into service. SPERS 1913-1915 LMM-0137

Figure 4 is a later photograph that shows two trains of passenger cars ready to go into service on the adjacent main lines. The building in Figure 5 is another puzzle. Was it the Control Tower with a dispatcher? Was it the business office for the

Railway? Or, was it a combination of those functions?



Figure 5, View of activity before day's runs at main yard of the Overfair Railway. Engine no. 1913 being serviced at right, two trains ready for day's run at far left and center. SPRS 1913-1915 LMM-0146

The placard under the building's windows reads "Overfair Railway / elevation 15 ft. ... Race Track 3 miles". So, the originally chosen site for the yard, at the western end of the race track, etc., would have 3 miles from the relocated place. Perhaps, this factor also influenced the repositioning of the yard to the much more convenient site.



Figure 6. Overfair Railway main yard. Shop personnel making a quick repair on tender while train crew waits. SPRS 1913-1915 LMM-0026

Note that, in Figures 5 and 6, the edge of the turntable is evident. Another uncertainty to be discussed in a future article is whether or not the turntable was completed in time to be used during the Exposition.