SWANTON PACIFIC RAILROAD SOCIETY

On Track

With your director, Ed Carnegie

ON TRACK with your Director Ed Carnegie

I think that "somebody" was desperately trying to tell us something, but we really weren't listening. The Carnegieys and the Campbellys recently set off on a two-week adventure to visit the Durango/Silverton (Colorado) and the Cumbres/Toltec (New Mexico) Railroads. The main line was very enjoyable, but the sidings consisted of a broken tooth, three days of the flu, a flat tire, and a raised throw-out bearing that kept us stranded on Edwards Air Force Base in the beautiful Mojave Desert. It took three whole days to get a new clutch, pressure plate and throw-out bearing replaced. We thought after all this we were finally home safe and sound, but as we were cleaning the fifth wheel, we looked up on the hill and saw this strange fog bank. Within the next hour, fire trucks and three borate bombers were attacking the hill directly behind our home in hopes of extinguishing a fire started by early Fourth of July rockelters. Fortunately they were eventually successful.

I suppose this was setting the stage for the continuous frustrating struggle with bureaucracy involved in obtaining a permit to replace the soil under our washed out track! Our plans were to start the work on the 15th of July, but that date has come and gone and we are in the midst of a lack of agreement between the CA Fish and Game and the Dept. of Interior/Fish and Wildlife Service over the use of electrical shock to remove endangered species in and around the construction site. One agency wants it used, while the other does not. This puts us right in the middle. Hopefully this will be resolved and that only leaves us the County of Santa Cruz to issue a building permit. After writing five yages of explanation and requesting meetings to explain our procedures I have yet to hear any news from the county. Hopefully in the very near future we will get some good news and work can begin.

On a happy note though, we had a very productive work weekend July 9 & 10. The last two workdays SPR crews have cleared up the area in and around the Cal Barn where a new roof has been installed. Progress is continuing on reshingling the outside of the building. Under Bill McNab's supervision, two redwood trees were planted on the north side, between the Cal Barn and Little Creek. Plans are underway to have a dedication of the Cal Barn which might consist of a barn dance, BBQ, and a train ride between the ranch, railroad and neighbors along Swanton Road. Many years ago the Cal Barn served that very purpose for the community and it will be very nice to have it serve that purpose again.

A hard-working crew consisting of Bob Moxhouse, Dennis and Eric Johnson, Fizz, Pete McFall, Bill Engelman, Butch Floyd, Macy Ann and myself worked on installing a crossing signal just north of the Santa Fe Caboose. We are happy to report that as a train approaches the crossing, the crossing lights flash and the bells ring. This indicates that we must all "STOP,
LOOK AND LISTEN" for an approaching train.
The earers crew this weekend worked on a
display rack for the Al Smith caboose, while Randy
worked on the air compressor and electrical system
in the machine shop. Power was temporarily run to
the lathe in order for Godf Tobin to make a reel
bolt for the steam dome.
The following week Marty Campbell and
Jim Scott had their own special workday where Jim
made further progress on the road grader and Marty
worked on the 1912.
The grounds committee and helpers (Martha
Neisen, Butch Floyd, Molly and Linda Engelman,
Lou Hagahsny, Dennis and Eric Johnson, & Mary
Amy) were busy working away at making all kinds
of improvements by weeding, watering, planting,
trimming, mowing, and just having a grand time.
A Board Meeting was held on Sunday.
Highlights of the meeting are covered below in the
newsletter.
With the hotter days, those members who
stayed Saturday evening enjoyed a great hamburger
BBQ. On Sunday, Pete McFall supplied a hot lasa-
gna for lunch.
Thanks to Eric and Dennis Johnson, Bill,
Linda and Molly Engelman all of whom stayed over
till Monday to assist in offering a train ride to the
local Davenport's children's summer program.

PUBLICITY
AND
EVENT COORDINATION
Mary Ann Carnegie

Year 2000 Calendar of events
August - take note of two work weekends. Sept /
Oct is a month with several run weekends so mark
your calendars.
Since we now have two work weekends per month,
that means we will be here at Swanton on both the
second and fourth Saturday/Sunday of each month.
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. We would also advise each of
you to wear your nametags so that other personnel
will know that you are officially affiliated with
Swanton.
We are also offering very informal dinners, but only
if RSVPs are received prior to the workday. If we
have no response we will have no meal at the end of
a Saturday workday. SO THE LESSON IS TO
RSVP!
The menu and cooks will vary, contributions for the
meal will always be accepted. It is not potluck,
even though we may have a pot (few or whatever),
as we do not want to rely on luck. We would like
to plan it so if you wish to assist call Mary Amy
prior to the workday so that plans can be made ac-
cordingly.
Sat/Sun Aug 12 Aug 13 Work Weekend
Sat/Sun Aug 26 Aug 27 Work Weekend
Sat/Sun Sept 9 Sept 10 Work Weekend

Saturday Sept 23 Work day/Prep
Sunday Sept 24 LAND TRUST RUN
Saturday Sept 30 Work day/Prep
Sunday Oct 1 LONE STAR RUN
Saturday Oct 7 Work day/Prep
Sunday Oct 8 CAL POLY DAY

REDHOUSE RESERVATIONS:
The Ranch Director has been working with the
Railroad to ensure that we have some space avail-
able 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.

August, 2000
Down Behind the Railway
With your president, air monkey, and carnibonist
Reynold Fitz FitzPatrick
RGBFitz@cox.com
Voice: 650.737.9584
Fax: 650.737.9583

Seven Days - Six Nights
A fun filled week at Swanton Pacific Railroad
Replacing ties, flat rails in the locomotives, painting signals, HOQ dinners - maybe HOQ picnics in the morning, railfan maintenance, nature walks, geese under fingernails, avoiding tales, a little history, new friends to tell old jokes, and lots of fun.

What would you think of that? Perhaps two weeks, one in March or April, before St. Patrick's Day, and one in July or August. Put back dinner or pay up front and we'll buy the food, or both? We have hook-ups for a few RV's, a bunk house, and a place to pitch a tent.

Ed and Mary Ann noted that CHAMA, the Friends of the Omnibus and Toluca Scenic Railroad, have two weekends a year to great adventures in completing those projects that require more than eight hours.

Let me know what you think. If enough folks are interested we'll get serious and plan the whole thing out. If you think it's a good idea, I'll a committee for you.

General Safety and Work Rules
You should have in hand the "General Safety and Work Rules" home study course. Building on the work of John Tamplin and others, Anthony and Terry (no doubt with the help of Adelanto) have done a fine job of completing this first of a series of instruction leading to certification as a Steam Locomotive Engineer.

All active members should complete this course and I strongly suggest you attend the class review on our workday, Saturday, September 9th, 2000, right after lunch. I know this is not possible for some (especially if you are in Texas at that time), but even if you are just the occasional visitor to Swanton or have little interest in running the locomotives you should know these safety and work rules. The unfortunate truth is safety rules are written in blood and we hope these will prevent having to write a new rule.

The next course is "Conductor/Brakeman" and will be distributed to those interested as soon as possible. We are clearly in need of more Conductors and if you are interested please contact Anthony, Geoff Tobin myself, or any other officer and we'll see to your training. Geoff, who as First Vice President is responsible for Train Crews, would love to have you signed up as a Conductor by the end of September for the Land Trust run.

Elective Officers
At the last Executive Board meeting I appointed Marly Campbell, Bill Engsman, Bill Nichols, and Bob Morehouse to the 2001 Nominating Committee. They will put together a slate of candidates to Society Office and present it to the membership at the October General Meeting. That's only three seconds Saturday's away folks. If you are at all interested in holding office you can make their job a lot easier by giving them a call.

This year we will elect the President, Second and Fourth Vice Presidents, and Secretary for terms of two years. The First and Third Vice Presidents, and the Treasurer will be elected for a term of one year this one time, their terms being two years following next year's elections.

The officers comprise the Executive Board, charged with the Society's business, and have specific duties and oversight of various committees.

The president presides over Executive Board and General meetings, appoints and directs various committees and other things presidential.

The first VP assists the president, schedules and organizes weekday projects and oversees the History committee and committee's ad hoc.

The second VP organizes train crews oversees the Operation and Safety committees.

The third VP schedules events and meetings and oversees the Publicity and Events, and Facilities and Grounds committees.

The fourth VP is responsible for maintenance of way, engines, and rolling stock, and oversees the Track and Engine and Rolling Stock committees.

All the VP's may act as president as needs demand.

The treasurer is responsible for the collection and dissemination of Society monies in accordance with Cal Poly Foundation requirements and provides reports to the Executive Board and membership.

The secretary keeps the minutes of meetings, publishes the newsletter, and maintains the Society's files.

The by-laws you received earlier this year list the duties of each officer.

If you would like to try your hand as Secretary, without being elected for two years, please let me know as our dear friend Vera McLean is up for knee surgery followed by back surgery and may not be able to complete her two term as Secretary. She would love, pain and all, but I would like a member to volunteer. It's a fun job, you get to know everything from our you keep the records and publish the newsletter.

That's all for this month and do your homework.

Thanks to Pete McFall for the photos this month.
MEA CULPA

Vera. In the article "More Voices ...", in the last paragraph about other authors, there is an error. "Wilbur Shaw, the railroad author" has the wrong first name. Frederic Shaw is the correct name. Look carefully for any other goofs. thanks, Lou. Obviously, I didn't follow Lou's request which forced him to write the following article. My apologies to Lou. Vera McLean

A CLARIFICATION and A CORRECTION

The concluding paragraphs of last month's article "Voices from the Past" contain a misleading phrase and a misidentification. I was describing a legal case involving the Main and the MacDermot families. SPRS member Bob Parkinson had uncovered a brief reference to the legal action. That part of the article read as follows:

"The case... was continued by Louis' mother, Mrs. Flora B. (Main) MacDermot. (new paragraph) After her death in 1914, Bob discovered listings of a couple other cases...."

Well, that phrasing may imply that Bob was actively researching the "Law Libraries" back in 1914 and 1915. Bob is not of Methuselah's heritage; he did his research in the past year, 1999. The paragraph should have read:

"The case was continued by Louis' mother, Mrs. Flora B. (Main) MacDermot and, after her death in 1914, by Louis. Bob discovered listings...."

That, however, is not the only error in that section of the article. Two sentences later, I wrote:

"The intriguing point about this case is that both Neil Vodden and Wilbur Shaw, the railroad author, state that..."

No one has yet asked me to name any of Wilbur Shaw's books on railroading. The book and the author I had in mind was Little Railways of the World by Frederic Shaw. Frederic Shaw was a friend of Louis MacDermot and of Billy Jones. Moreover, he was a partner with Quentin Jervis in their purchase of the Oversea locomotives nos. 1914, 1915, and 1990 from Billy Jones.

Wilbur Shaw was the famous racing car driver in the 1920s and the 1930s. He won the Indianapolis 500 race three times, the last in 1940 with a Maserati special. In 1945, he set several partners bought the Indianapolis Speedway from Eddie Rickenbacker. Wilbur then served as President of the Speedway until his death in 1954 as a result of an airplane accident.

Any association of Wilbur Shaw with the railroad fraternity is far fetched. Despite their nearly common lifetime periods, they had unrelated interests... Louis' interests with automobiles occurred early and briefly in his career. He owned one of the first automobiles in Oakland, and his wife is said to have had the first in Oakland. The first mechanical drawings from his design and machine shop show "detail of steering gear...and rear exhaust rod for the Louis M. MacDermot first car (automobile)" (Drawings numbered B1 and B2, dated in April and May, 1909.) In 1909 and 1910, the inventory of drawings indicate work on 2-cycle and 4-cycle gasoline engines; in 1911, he produced drawings for an 8-cylinder "V" engine. Whether his shop actually built such engines is not known. Soon thereafter, he turned full attention to designing and fabricating railroad engines and cars.

(There are still many links between the brain, the fingers, the computer, and the modem.)
NEW BOOK REVIEW

A new book Working Steam/Vintage Locomotives Today may be of interest to local railroad enthusiasts because it features prominently two regional organizations operating steam locomotives. The book was written by Hans Haubstadt of San Jose. Published as a large format book, 11-1/2 by 11-1/2 inches, it contains not only excellent photographs of currently operating steam locomotives but also well written text to accompany the pictures. The author devotes a separate chapter to each of the popular types of steam engines, namely, American, Ten-Wheeler, Mikado, Pacific, Northern, Challenger etc., Little Engines, and the Royal Hudson.

The local interest is that Haubstadt selected the Golden Gate Railroad Museum’s SP2472 as a prime example of the 4-6-2 Pacific locomotive. Several photos and a lengthy amount of text tell the “Success Story” of that locomotive. Also, the Roaring Camp and Big Trees “Dixiana” Shay engine is featured in four pages of the chapter “Getting in Gear: Little Engines That Could”.

The history of each locomotive type and of the individual examples provide in depth background for the many photographs. It is a book that invites reading as well as looking. The first two chapters are entitled “A Short History of Steam” and “Anatomy of a Steam Locomotive”. Look for it at your local library.

(Published by Metro books, 1999, ISBN 1-56799-776-7)

Golden Spikes Run Day

For those of you who weren’t able to come down for the Golden Spikes Run, the weather was perfect and it couldn’t have been a more perfect day. About 75 to 100 people attended and watched as the lower crossing was named the Stone crossing in honor of Elmer Stone. Train rides and a picnic lunch were enjoyed by all.

The 1912 and the 1914 firing up in the morning with the 502 diesel waiting for switching duties

Safety Simon Says:

All of us, especially children, need to be able to recognize poison oak in all of its forms. We have a bumper crop this year and unless you own stock in a calamine lotion company, get the itch to do a little research so that the itch doesn’t get you doing research on how to remedy the rash.

Crossing Scotts Creek on the Edgar J. Carnegie Bridge