

SWANTON PACIFIC RAILROAD SOCIETY

Number 113

Cal Poly

October 2002

ON TRACK with your Director Ed Carnegie:

This year, Friday the 13th was a good day. Bill McNab, Andy & myself sprayed weeds & watered the trees in the rapidly growing McNab Redwood Grove. Every time I go past the McNab Redwood Grove I am impressed at how fast many of the trees are growing. It won't be long & we will have to think about putting in walking paths & picnic benches in this beautiful location.

Saturday's track crew, consisting of Dennis, Andy, Bob Wilkinson, & the Pratkanis' who refurbished approximately 280ft. of track with new ties & ballast. The roundhouse crew, Geoff, Marty, Edski, Frank Smith and MacGaddis concentrated on getting the 1912 & 1914 ready for the upcoming Cal Poly Day Run. The ballast car was ready for a trial run deposited one load of ballast on the refurbished track. Most everything worked well, however a few things needed fine-tuning. So the carbarn crew, under the leadership of Fitz & Richard, with new members, Tim & Phillip Boles, continued to work on improving the car.

Eric Johnson, assisted by Aaron Theisen, two of our junior members, saw the need for a new shop car. They decided it was time to rebuild the old one before it fell apart. They are in the process of cleaning & painting all the parts, & drilling & aligning new sidebars. The project is really beginning to take shape. We will keep you informed of the progress of this project. Unless Eric finishes it before we are even aware. One of the days he worked on it way past dark. We finally had to say it is time to quit. Our young member's enthusiasm is very refreshing.

The gardening, grounds committee has been diligently working on trying to stay ahead of the weeds, deer, & drought. Members include Martha, Carol, Frank Smith, Bill McNab, Dick Toulson, Lou Haughney, & Mary Ann.

For many of our members Cal Poly Day actually started well before 9/29. Geoff Tobin met with the welder from Bay City Boilers to weld a blowout plug for the 1914. Friday, twelve volunteers arrived ready, willing and able to take care of all the little details needed to assist in making the upcoming run day a success. Pete McFall, Andy, & Richard Toulson have been busily putting up signs to identify locations, describe points of interest, & even tell you that College Station is 187 miles from Cal Poly, SLO (for those of us who may be lost)!



Saturday's crew, grew to approx. 20 volunteers who were busily finishing up with all the details for the next day's run: i.e., doing a hydro test for the 1914, adjusting brakes on a few passenger cars, cleaning & regulating the ballast on the right-a-way, scrubbing, cleaning, polishing up the cars, engines, crane, & other equipment, harvesting flowers from the Jacobs farms for the table centerpieces, etc. etc. All these preparations certainly added to making the day successful. This was the largest crowd we have ever had for a Cal Poly Day, a total of 375 visitors!

The first train departed around 11am. We ran two trains & three engines all the time during the course of the day. The cars were divided so that one consist of five cars with our handicap car in the center, & the other consist had four passenger cars. By running two trains we had them pass each other at Cosgrove. This added a degree of interest to the run, & also meant that we had a train leaving the Station about every 10-15 minutes. Shortly after a train left the station, a returning train from Cosgrove would arrive. By using three locomotives, the third locomotive would have already been turned around from the turntable and was ready to connect to the head of the train in the Station. The locomotive that just arrived at the Station then would be able to proceed down the siding track of the Station & proceed to the turntable while the train in the Station was being disembarked & reloaded for the next run. This process gave our operators a lot of experience, not to mention how rewarding it was to see the passengers faces as the trains passed each other at Cosgrove. The day ended with a double header being pulled by the 1912 & 1914

& nine passenger cars. This provided a perfect opportunity for a great photo op.



After all the cars were put away, & every-thing else was cleaned up & put back in order we could all take a relaxing breather & say "it was a job well done!" I would especially like to thank each and every one of you who helped participate in whatever capacity to make this event so successful. The crowd was very pleased and numerous compliments were received both on the day of the event as well as after with either phone calls, or emails commenting on how much they enjoyed the day. All this success would not have been possible without your individual contributions—from basic preparations, cleaning up, hauling garbage out, polishing, weeding, running/firing the engines, hosting, registering our guests, selling merchandise, serving, cooking, sharing Swanton with our guests or even just being there. We especially want to thank Jim Matheny & BBQ team for driving up from SLO for the day to provide a great meal.



Matt & Eric along with others at photo-op.

Down Behind the Railway

With your president, air monkey, and carbarnist;
Reynold "Fitz" FitzPatrick
RGBFitz@aol.com 650.737.9584

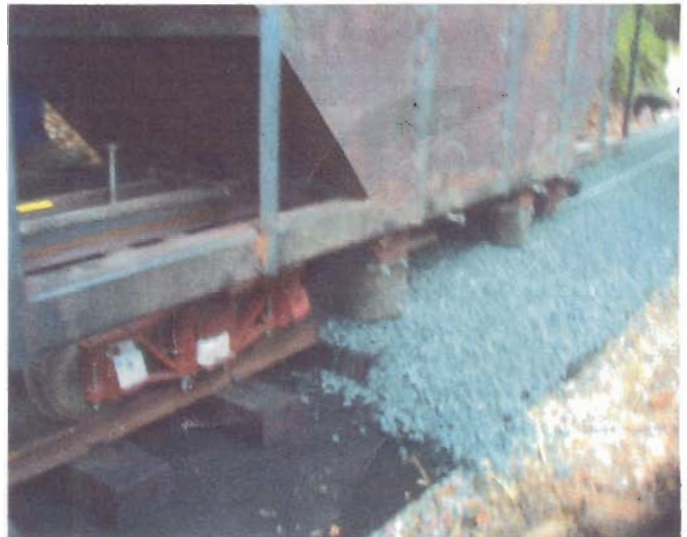
My Fellow Swantoons:

My new career as an air monkey provides monthly learning experiences.

Monkey? That's an endearing term from the 19th century referring to mechanics of various sorts; consider their favorite tool, the 'monkey wrench'.

And to paraphrase Edison... 'Results! Why man, I know hundreds of things that *almost work*.'

This is the continuing saga of the ballast car. The chutes need to shoot a little farther out and down. The gates need a twitch. The brake foundation hangs a little low.



And that's just over in the Patch 'n a Promise car shop. Over in the Machine shop the 1500 are being reassembled and in the Roundhouse the 1900 is having her parts cleaned. There are a lot of parts.

And, as always, there is track work out with the dancing gandys; leveling, tamping, raising, replacing ties. All good fun out on the Swanton Exercise and Fitness line.

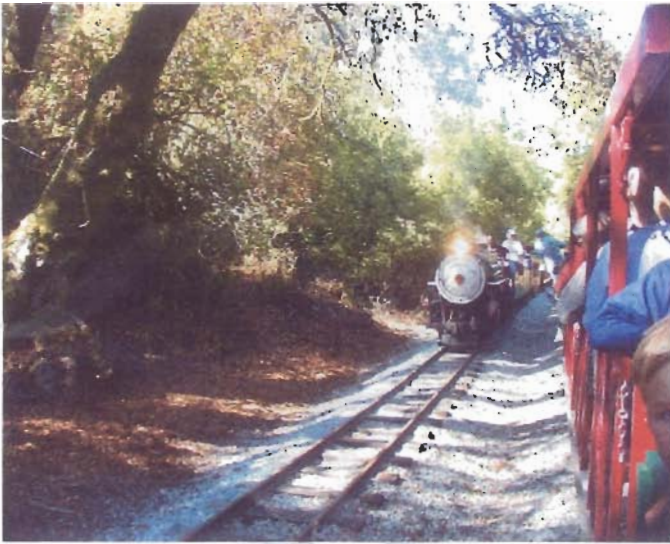
Remember "Learn by Doing"? A couple of folks have progressed to Conductor/Brakeman and are working on Motorcar Operator.

The railroad has openings for Conductors, Operators, Firemen (fire person just doesn't have the ring of a term on a historic railway), and Locomotive Engineers and we have the training program. If you have the will, we have the way.

November we will have our General Meeting, at noon on the workday, with the nomination of Officers as part of the agenda.

As always, come on down. We'll have fun. Share what you know, learn what you don't.

Fitz



Passing at Cosgrove

REMINDER: BEFORE LEAVING SWANTON'S PREMISES, PLEASE, BE SURE TO FILL OUT & SIGN THE WORK LOG FOR HOURS YOU WORKED. THE WORK LOG IS IN THE MACHINE SHOP NEXT TO THE PHONE.

Redhouse Reservations:

I 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.

EDUCATION

Congratulations to Aaron Theisen and Bob Wilkerson for successfully completing the Swanton Pacific Safety course. AND Congratulations Frank Smith for successfully completing the written portion of the Conductor and Brakeman course.

If you need materials for the courses, see Tony or Anthony Pratkanis



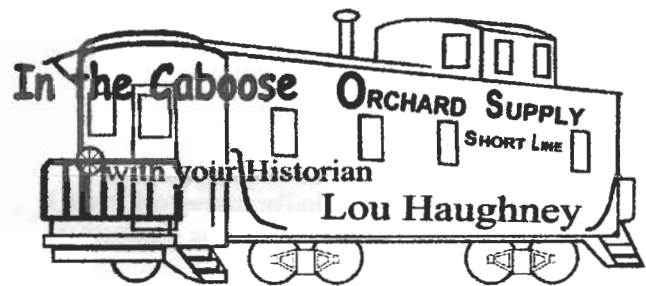
502 crossing the bridge

NOTE: We will have a dinner on Sat. night, OCT. 12— HOWEVER, in order to better plan, we need to know if you will be attending. Please call (805) 995-3659 or email ecarnegi@calpoly.edu on or before Thurs. Oct. 10.

The last couple of months we have been having several of you attending the dinners and this provides a wonderful opportunity for all of us to visit and get to know one another better than just RR talk. We hope that many more of you will be able to stay and participate.

Oct.	12/13	Work weekend
Oct.	13	Short (?) Board Mtg.
Nov.	9/10	Work weekend
Nov.	10	General Meeting
Dec.	14/15	Work weekend
Dec.	31	New Year's Eve RUN*

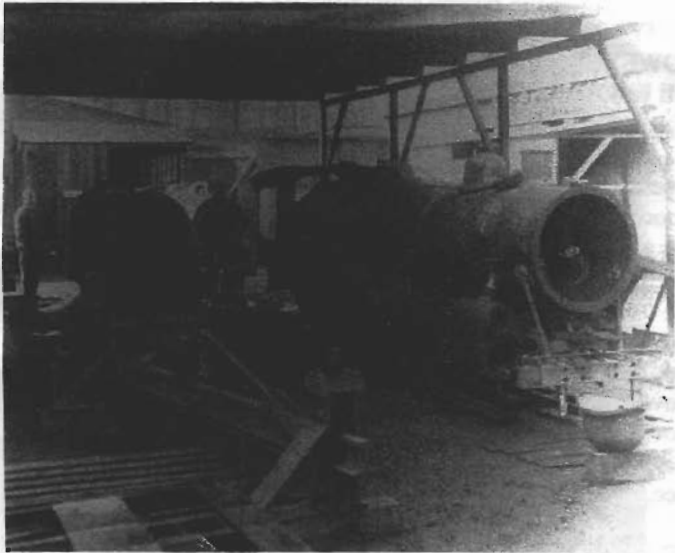
*This date is not that far off. So if any of you have any great ideas as to what you would like to have or do in the way of a dinner, entertainment, how to set up in the Cal barn your input and help would be greatly appreciated. Just call Dick Toulson or me to let us know of your ideas.



RECENT QUESTION ABOUT A MACDERMOT PHOTO

In a recent SPRS newsletter, a photograph was published of the three Pacific locomotives under construction in MacDermot's backyard shop. At the left edge of the photo, a young man in work clothes is standing at the back beside the engines. I asked if that person was MacDermot. A wider version of the same photograph in Frederic Shaw's book shows a second man in a dress suit and hat standing behind the first person. The indistinct facial features of both men prompted my inquiring as to which one, if either, was MacDermot.

UPCOMING EVENTS/PUBLICITY
Mary Ann Carnegie



Now, we have an answer from a veteran-railroading fan that, as a youth, attended meetings of a railroading organization at MacDermot's mansion in the late 1930's. Doug Richter, an SPRS member in San Bruno, says that MacDermot is the person standing next to the locomotive. Doug has an extensive collection of railroad photographs, and he has been a friend of many of the San Francisco Bay area's railroading photographers, historians, and writers, like Frederic Shaw. Thanks to Doug for his sharing so much of his railroading lore with us.

Confusion of Expositions' Names

Three expositions with very similar names took place in the United States during the early 1900's. The closeness of their names has resulted occasionally in our misnaming the exposition in which MacDermot's Overfair Railway operated, the Panama Pacific International Exposition. The other two are the Pan-American Exposition and the Panama California International Exposition.

The Pan-American Exposition, often called the Pan-Am Exposition, was held in Buffalo, New York during the spring and summer of 1901. The Library of Congress's American Memories website has an account of it under the heading, "President McKinley and the Pan-American Exposition of 1901; A Tragic Encounter". The brief description reads in part:

"[It] presented in microcosm all of the trends, developments, innovations, and attitudes of the McKinley years. ... [such as] American suzerainty over the hemisphere, ... the nation's technical superiority, ... the subjugation of the American Indian.

"...The following day [Sept. 6, 1901], ... McKinley returned to the exposition grounds for a reception in the Music building. The president had been standing in a receiving line greeting the public for seven minutes when an anarchist named Leon Czolgosz shot McKinley at point blank range. Despite early hopes that he might survive the attack, a week later the president died..."

The Panama-California International Exposition was held in San Diego during 1915 and 1916. The San Diego organizers had competed with the San Francisco promoters to be designated as the site of an international exposition to commemorate the opening of the Panama Canal. San

Francisco won that competition, but San Diego went ahead with its plans. Their exposition was held in the 1,200 Balboa Park, where many of the Exposition's buildings still remain in use as museums and exhibit halls. Of interest to us is a photograph in our archives of Al Smith's parents riding one of those battery-powered, wicker chairs on the San Diego Exposition's grounds. Also of interest is the Casa de Balboa building which houses the San Diego Railroad Museum with its large, extensive model railroad.

International expositions and world fairs were common from the late 1800's through the 1900's as an expression of the host country's or state's progress and prestige. Narrow gauge railways were one means of transporting the visitors through the extensive grounds of these events. It will be interesting to find out whether or not the Buffalo and the San Diego expositions had miniature railroads similar to the Overfair Railway at the San Francisco's Panama Pacific International Exposition.