

SWANTON PACIFIC RAILROAD SOCIETY

Number 121

Cal Poly

June 2003

ON TRACK with your Director

Ed Carnegie:

Have you ever had one of those days that you wish would have never started? Well, last week I had such an experience. Got up and first my computer would not start. Later discovered that the hard drive had completely crashed—nothing was salvageable. Then went to get into my truck and noticed that a few things were disshelved, upon inventory found out that my flashlight and digital camera were gone. Then proceeded to take the computer into town, driving down one of SLO's busiest streets, my truck completely died.

Eventually I isolated it as a loose wire in the fuse holder. At least by then the day was coming to an end and we were ready to leave and go to Swanton.

The first work-weekend in May, falling on the Mother's Day weekend, was lightly attended, but much was accomplished. Work was concentrated on our rebuilding of the rolling stock. New spring keepers were manufactured for the 1915 by Stan,, Mark, and Geoff. Dennis, Eric, Andy, and I worked on repairing the brake beam in the motor car. Frank and Bob worked on the springs of the 1913. Randy washed out the boiler on the 1912. Edski, Fitz, and Mac Gaddis worked in the car barn. Martha and Lou worked on sprucing up the grounds, while Bill McNab, Pete, and Matt Zemny watered and cleared trees and other debris in our new Redwood Square.

Two weeks later, facing a three-day weekend, it was decided to align and pour tracks 4 & 5 going into the roundhouse. Saturday Dennis, Bob, Pete, Stan, and I, along with our younger members Aaron, Matt, and Eric built the form, leveled the track and got everything ready for a concrete pour scheduled for Tuesday. The roundhouse crew,

Randy and Marty, installed a new shifting brake system in the diesel 502. The car shop was busy with Edski and Mac Gaddis working on the Pennsylvania cars. Our horticulturists, Bill and Matt watered and tended the redwoods. While our ambitious gardening crew—Dick, Lou, Martha, Arlene, and Mary Ann tended the gardens and planted several donated plants to enhance the grounds. The highlight of the day was having a delicious tri-tip BBQ prepared by Bob W and crew!

Sunday started out great as our objective was to plant the large boulders donated by RMC of Davenport. These boulders were obtained to beautify and stabilize the bank along our track right away. As luck would have it, as I was bringing the tractor into position water proceeded to gush out of the ground. Its been a long time since I broke a water pipe! Thanks to the patience of Dennis, Pete and Bob we finally got the repairs done. Then with help later in the day from Anthony Pratkanis we finally got some of the rocks planted. By that time we were all very hungry and were ready to christen Bob's new dutch oven. Everyone enjoyed the two-dutch [is that double dutch?] oven meal offered by Bob and Mary Ann

On Monday, we continued our "rock" party and stabilized the bank between the cabooses. We also placed about fifty feet along the track right away near the volleyball court. Bright and early Tuesday morning, the concrete "pumper" and the cement truck arrived. Richard, Bob, Pete, Dick Toulson, and myself, assisted in the pour. After it was completed we stamped the pour with the official lazy SP brand.

Plans are all formalized for the SP extravagance Father's Day activities. The diesel and steam engine will be available for operation. Any member

wishing to gain more experience or some time behind the throttle will have an opportunity throughout the day to be engineer, conductor or brakeman. Train rides all day long, so be sure to save Sunday, June 15. Hope to see many of you there, and we should have some shiny rail by the end of the day!



Crew during lunch



Frank and Bob oiling and checking springs

Observation Car

From our members

A short board meeting will be held Sat. at noon.

When you are filling out the time sheet in the Machine shop, please check the Membership Roster that is there to verify that your information is

correct. If there is an error please let the secretary know so that it can be corrected.



Randy checking boiled washout

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.



Concrete building crew

IMPORTANT news re: 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, as this summer the rooms will be scarcer. If you are so inclined I would encourage you to consider a tent to campout for the weekend.

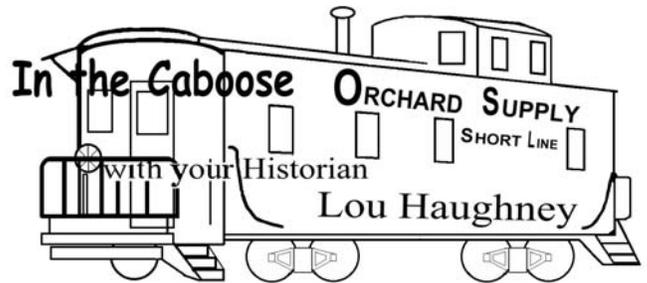
UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

June 14 Work Day
 June 15 FATHER'S DAY—FAMILY DAY RUN
 June 28-29 Work Day Weekend

Mark your calendars, & remember if you are planning to stay overnight you need to make reservations. Space will be limited.

For the Father's Day work weekend, we will be celebrating with a FAMILY DAY RUN & BBQ on Sun. the 15. SPRR will provide the meat, beans, soft drink, & bread. However, if you would like to bring appetizers, a salad, a dessert or veggie dish, you are more than welcomed to do so. Please call, email, or phone in your RSVP so adequate food plans can be made.



THE 1500 WORK TRAIN

Several sources have said that MacDermot used the 1500 0-6-0T locomotive as the work engine for laying out the tracks and the yards of the Overfair Railway at the Panama Pacific International Exposition. (for example, Frederic Shaw and Harre Demoro's articles). Yet, until recently, we had only one photo showing the 1500 with a work train; and, that photo is badly exposed and lacking in details. We do have some photos showing the 1500 at the head of a string of loaded passenger cars. The latter suggest that the 1500 was probably used during the Exposition to substitute for a Pacific that was out of service for maintenance.

Now, through the courtesy of Doug Richter, an SPRS member in San Bruno, we have an excellent, clear photograph of the 1500 pulling five Overfair flat cars. The latter have side breads, about a foot or two wide; and, they are loaded, apparently, with dirt. The locomotive is shining brightly, as though it had just been washed.

Doug has give us a good copy of this print from his vast collection of old railroad photographs. This particular photo comes from the work of Ted Wurm, the noted and expert photographer of San Francisco Bay Area railroads in the mid 1900's. Thanks to Doug Richter for his thoughtfulness in sharing this and other photos with the SPRS.

This picture prompts a few comments about the 1500, which is now undergoing re-assembly in the SPRS machine shop. When that work started last summer, we searched through the existing MacDermot drawings for those pertaining to the 1500. The only drawings we and the CSRM library have on the 1500 are for individual pieces and parts. So, the question arose as to where are the assembly drawings. The answer has been found in a note by Frederic Shaw attached to his line drawings and



Finished concrete pour



Moving rock into place

table of specifications on the Railroadians' Commemorative Calendar of 1954, which featured the Overfair Railway. The note, written about 4 years after MacDermot's death, reads:

("Unfortunately, further details of number 1500 are not available, for MacDermot's drawings for this locomotive have never been found. It was originally built without brakes of any kind, but Mr. [Billy] Jones has installed brakes on No. 1500 and automatic force-feed lubrication on all the locomotives.")

A last comment is that I have not yet found a credible prototype for the 1500 locomotive. There are many examples of 0-6-0T locomotives, especially English types, that are somewhat similar; but, none that are identical with the 1500 to the extent that MacDermot's Pacifics are copies of the Southern Pacific's P-6 type.

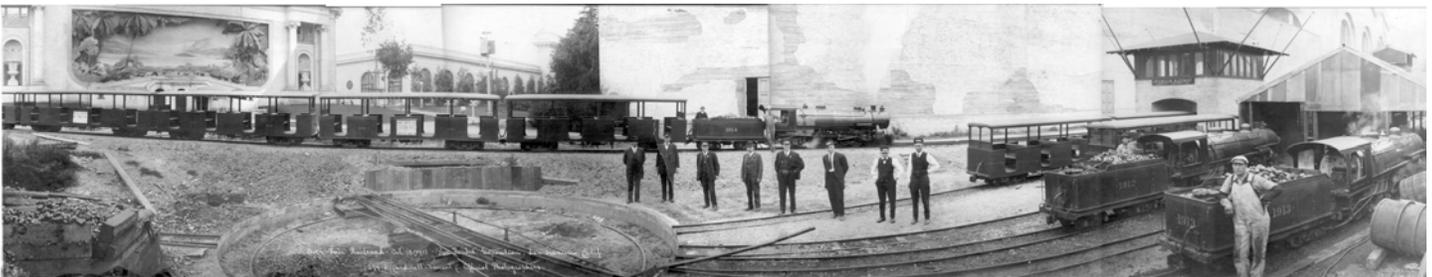


OVERFAIR RAILWAY work train #1500 0-6-0T locomotive with flat cars hauling dirt at the Panama Pacific International Exposition. 1914 or 1915

(Photo by Ted Wurm, from Doug Richter's collection)

(Copy for SPRS Archives courtesy of Doug Richter)

**Panoramic view of the Overfair Railway, trains, and crews, at its main yard
Panama Pacific International Exposition, San Francisco 1915**



Overfair Railroad Train Oct. 18, 1915 Pan. Pac. Int. Exposition, San Francisco, Calif.
1079 - P. Cardinell - Vincent Official photographers

Photo from the Al Smith Collection in the Swanton Pacific Railroad Society's Archives
Pacific locomotive

No. 1914 in the center background;

No. 1912 in the right mid-ground;

No. 1913 in the right foreground.

Background, left to right: Panama Canal Building, Southern Pacific Co. Building; Machinery Hall's back wall; Overfair Railway's Control Tower and Locomotive Shop. Foreground, left of center, turntable.