

SWANTON PACIFIC RAILROAD SOCIETY

Number 156

Cal Poly

Aug. 2006

ON TRACK with your Director

Ed Carnegie:

For SPRR July was the month of “fencing”! We have discussed for years that we were in need of better crowd control for boarding and un-boarding of the train at our events. When Home Depot advertised a sale on period picket vinyl fencing, it was decided that now was the time to move. After checking with Home Depots in Salinas, and SLO, we finally found a large enough supply at Atascadero. So our work weekend started the day after the 4th by picking up an entire truckload of 8’ sections of white vinyl fencing. Thursday, the fencing was temporarily placed around the station to determine the best location and at the same time not interfere with water, electrical and sound system underground piping. Over the years we have had a great history of inadvertently finding the various buried utilities. Early Friday, Graniterock delivered a split load of sand and gravel for us to make concrete in order to set the posts. Pete, Andy and Bill went down the tract to water and take care of some track maintenance. I proceeded to set posts for the new fence. By Saturday, we were all set up to go “full steam ahead” in the heat wave working on the fence with several volunteers digging 34 fence posts and setting 27 fence sections. By the end of the day the fencing was completed, concrete bases were poured and the fencing was aligned. Even if I say so myself, I think it looks very nice and more importantly will be pretty maintenance free as well.

Like most weekends, the garden crew made constant improvements and continued the battle against weeds; our charming greeter, Dick Toulson, met several groups of visitors who were interested

in SPRR and would be back. July was planned for all the “dutch-oven” cookers, but with limited over night facilities and other events occurring a small but appreciative group enjoyed getting their dose of iron. When the track crew returned they had a lively story of bobcats—one live and one dead! [is this the fish that got away?] Sunday was a clean up day of finishing in and around the fence area, watering and to make sure that all would be ready for the fourth weekend of hosting the Golden Spikes.

On July 22, because the Golden Spikes event, coincided with the celebration party of my daughter’s 50th. --needless to say neither Mary Ann or I were present at Swanton that weekend. However, we received numerous reports of a most successful and hot day day. And if you see Marty you may want to ask him about picking up a “POINT” at Folger, and how easy it is to put a tender back on track. Reliable sources indicate that about 35 were in attendance; and Fitz used his many yrs of experience dealing with “flammable material” to train under Marty as a fireman.

August we will see the debut of our new tractor and PTO driven wood chipper which have arrived in SLO. They will be used to help facilitate the Christmas tree operation at Folger [train field]. As always there is much to do and am looking forward to our Swanton August Camp.

NEW SOCIETY SUPPORTERS received over the last month were as follows:

Tod Hill	Stockton
Chris Taylor	Marina
Fred Wilkinson	Aromas

On behalf of the entire organization, we welcome each of 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. Also be sure to introduce yourself to both Pete McFall, Secretary to obtain your membership book with bylaws, etc. & then to Bob Wilkinson so that he can make up your very own "gold", laminated nametag with all pertinent information.



Fence Crew at work

Down Behind the Railway

With your President, air monkey, & car-barnist.

Reynold 'Fitz' FitzPatrick
 RGBFitz@aol.com 650.737.9584

My Fellow Swantoons:

As you probably know, if you have been paying attention to these ramblings of mine, August historically was known as Sextillis until the reign of *IMPERATOR CAESAR DIVI FILIVS AVGVSTVS* (A.K.A. Gaius Julius Caesar Octavianus) when it was renamed circa 8 B.C.

August has a little more flair than sixth month. We don't seem to have had much flair since then, what with September (7), October (8), and such.

Now, August sets smack-dab in the middle of summer. And right there in the middle of August is the Swanton Summer Camp.

The week starts on our usual workday on Saturday, August 12th, followed by an Executive Board meeting Sunday morning, and then a week of projects, conductor/brakeman, and fireman training.

The project list for the week includes:

- 🚂 Repairs to the Station posts.
- 🚂 Work on the 1500.
- 🚂 Repairs to the McDermott car.
- 🚂 Setting up the dwarf signal at the passing track switch.
- 🚂 Moving the rail by the OSH caboose to the rail yard.

And if we have time:

- 🚂 Connecting the air lines in the roundhouse.
- 🚂 Set up the McFall billboard.
- 🚂 Finish the CE&L boxcar.

Training.... This is where we need your involvement. The home study, hands-on practice does not appear to be as effective as we hoped in recruiting new conductors. We are going to have some hands-on training for any of you that wish to become qualified. This will slow down some of the operations, such as moving the rail, but we hope will provide practical examples of making up a train and the assertiveness required when you are the conductor.

To make all this work I need you to give a commitment to appear at Swanton for at least a couple of days. The Red house should be available to us then so you can stay overnight, or you can, as I intend, 'camp out'. Meals are on the house, but pot luck would be appreciated.

Please let me, or Ed, know if you need a room, if you will be staying for one or more nights. We'll sort out what will be done and who will do it that workday.

Carpe Cerevisi

Fitz



1912 returning to roundhouse

REMINDER: Anyone wanting to have an article/photo printed in the SPRR newsletter should have copy sent to ecarnegi@calpoly.edu by the 20th of the month.

BAGRS DAY AT SWANTON PACIFIC

August 27, 2006

Enjoy a full day of unlimited train rides, a great barbecue lunch, tours and just relaxing on the lawn watching the BAGRS Short-line and Live Steam modules. The official hours are from 10:30 AM to 4 PM. However, if you would like to see the Pacifics getting fired up plan to arrive by 9 AM. The cost this year will be: \$15 for 18 and over, \$8 under 18 and little kids free. Checks or cash may be paid to Bob Wilkinson at the gate. I will be buying food that weekend before so please RSVP by August 19. Swanton volunteers helping that day will only have to pay \$8. Hope to see you all there. We will have our usual cook'em yourself rib eye steak feed on Friday (\$7) and potluck on Saturday. Would like a rough head count if possible on the Swanton folks thanks

Bob Wilkinson (650)343-8150

wilkie@pacbell.net Please put BAGRS in the subject line so it won't get mixed with spam

IN MEMORIUM

Robert Clayborne Maxfield

Robert Clayborne Maxfield, 78, passed away peacefully, in Calistoga, with his loving wife, Barbara at his side, on Friday morning, May 19, 2006. Bob owned and operated some of the Overfair locomotives and cars as the Calistoga Steam Railroad, a tourist excursion in Calistoga on 56 acres with a 2.5-mile ride in the Napa Valley countryside.

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

Aug. 12-13 work weekend
 Aug. 14-19 week of "railroad 'honey do's'"
 Aug. 25-27 BAGR's weekend event
 Sept. 09-10 work weekend
 Sept. 23 prepare for Land Trust
 Sept. 24 Land Trust Run
 Sept. 30 prepare for Cal Poly Day
 Oct. 01 CAL POLY DAY RUN

The upcoming BAGR's event is covered earlier in the newsletter. For more information contact Bob Wilkinson. Based on the upcoming events one can see that we have entered one of the busier times of the year for Swanton, but also a time where we have lots of fun as always. Keep in mind that if you have friends, or guests that might like to attend the Cal Poly Day Event—please get those names and addresses to me ASAP, or just plan to copy your invite and send out from there.

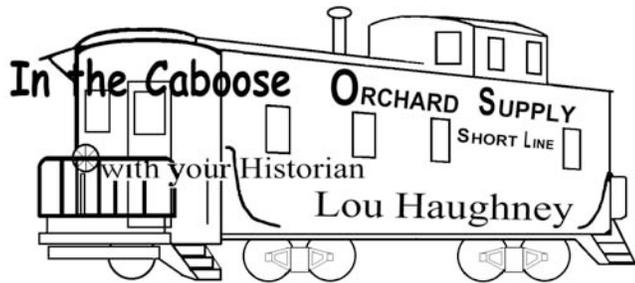
Due to other family needs we were not able to participate in the Golden Spikes Event. We heard all went well and based upon photos shared, it looked like it was another successful day for all that participated. Swanton Camp will hopefully see many of you participating, for either a part or all of the week. We will enjoy potlucks, BBQ's, Dutch oven cooking, and other types of cookouts, along with possible s'mores and sharing of some wild, long haired tales around the fire at night. Come join in all the fun and watch Mars at night as it draws closer to earth—will be within 34 Billion miles! Won't happen again until 2220 or so—don't think we'll be there to see it then—so seize the moment!

PLEASE, PLEASE, PLEASE: **anyone wanting to stay overnight for work weekends call or e-mail reservations in ASAP.** Facilities are limited & we want to make sure we can accommodate everyone. Call (805) 995-3659 or e-mail ecarnegi@calpoly.edu.

It also helps in trying to successfully plan for how many people are staying for a Sat. night dinner & for camp week.



Train Crew at Golden Spikes Day



boiler works, the parts being assembled and riveted by the shop crews." [Frederic Shaw, *Little Railways of the World*, p. 23] Note the MacDermot mansion in the background.



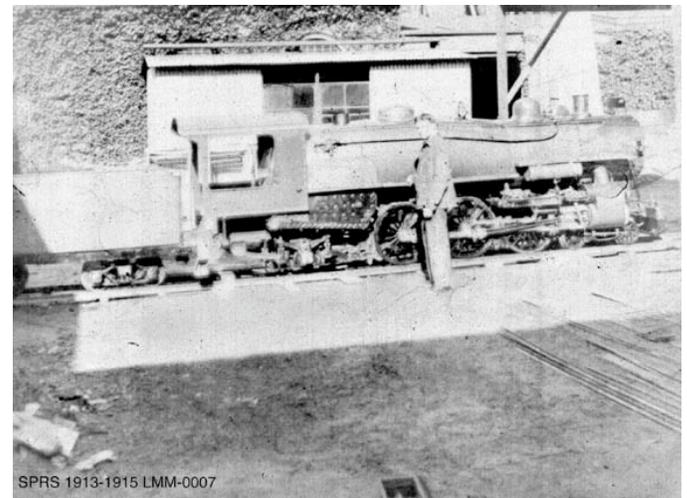
SPRS 1913-1915 LMM-0008

A picture of the back end of the completed boiler seen in image 1913-1915 LMM-0006. This view shows part of the shop area where the locomotives were constructed at the MacDermot estate in 1914 and very early 1915.



SPRS 1913-1915 LMM-0003

Shop crew posing along side of a completed Pacific locomotive in the shop area at the MacDermot estate.. The ivy covered building behind the crew and the engine may be the Machine Shop . The person in the cab may be Louis MacDermot. The picture was taken in 1914 or early 1915



SPRS 1913-1915 LMM-0007

This picture of a completed Pacific locomotive is probably a companion to image SPRS 1913-1915 LMM-0003. In this view, only one person (L. MacDermot?) is standing beside the engine. Thus, we have here an almost unobstructed side view of the locomotive whereas, in the other view, the engine's details are covered by the proud shop crew standing beside it. In neither picture, however, can we make out a locomotive number, which may not have been yet applied.



SPRS 1913-1915 LMM-0003

Overfair Railway's shop crew inspecting a completed boiler. "The boiler sheets for the locomotives were shaped in an Oakland commercial