ON TRACK with your Director

Ed Carnegie:

It’s hard to believe that we are already half way through the year! The primary push in June was to build the forms and pour the foundation for the rebuild of the car-barn—and thanks to the dedication of our volunteers that mission was accomplished. It began with the Father’s Day weekend in June where most of the forms were built. To make sure things were ready for the second work weekend, Fitz and Randy finished up a few details in between; and Randy arranged for the building inspection and ordered the concrete. Then on the second work weekend in June, final tuning of the forms were done on Friday to be all in order for the arrival of the concrete Saturday morning. The pumper arrived at 0830, followed at 0900 with the first load of 9 yds of concrete; 0945 the 2nd load of 9 yds arrived and the last 2 yds, of which we only needed 1/3 yd but had to have a minimum of 2 yds arrived at 1100 and by noon all the concrete work was finished; i.e. edging, troweling, hardware placement, and broom sweeping for a rough surface. After lunch, the crew moved into irrigation tasks. Nozzles were replaced, the Christmas tree field was disked in both directions, and every thing was in place to irrigate on Sunday. By Sunday afternoon, the concrete forms were ready to be striped, and final cleanup was completed on Monday morning. During all the work on the barn, repair and maintenance was done on our backhoe, parts were machined and welded up for our mower, gardening, filing and organizing also took place within other areas of Swanton. Many hands certainly produce many accomplishments. My sincere thanks to all that contribute in some way.

Down Behind the Railway

With your President, air monkey, & car-barnist.
Reynold 'Fitz' FitzPatrick
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My Fellow Swantoons:

George Mason, Virginia delegate to revise the “Articles of Confederation” in May 1787 wrote, “The eyes of the United States are turned upon this Assembly and their Expectations raised to a very anxious Degree.” [U.S. Govt. archives]

He left the convention disappointed in that, “It has no declaration of rights.” and became a most vocal opponent of the Constitution.

James Madison, on the other hand,” adamantly maintained ... that a specific bill of rights remained unnecessary because the Constitution itself was a bill of rights." [RMathews]

Madison had three main objections to a specific bill of rights: (a) it was unnecessary, since it purported to protect against powers that the federal government had not been granted; (b) it was dangerous, since enumeration of some rights might be taken to imply the absence of other rights; and (c) at the state level, bills of rights had proven to be useless paper barriers against government powers.

It must have been a wonder to behold, with broadsides stating positions, speechifying, letters to editors, opinion pieces, and political factions compromising, obstructing, and debating. No doubt newspapers and publishers were in their glory.

Madison finally agreed to a declaration of ‘rights’ and drafted the first ten amendments patterned after Virginia’s rights a la Mason.

The U.S. Congress, meeting in New York City – March 1789, resolved: “The conventions of a number of the states having, at the time of their adopting the Constitution, expressed a desire, in

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order to prevent misconstruction or abuse of its powers, that further declaratory and restrictive clauses should be added ...

Twelve articles were proposed to the state legislatures for adoption as amendments to the Constitution. The ten that were adopted became our Bill of Rights.

Amendment I: Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech, or of the press; or the right of the people peaceably to assemble, and to petition the Government for a redress of grievances.

Here we have religious freedom, freedom of speech and the press, peaceable assembly, and the right to petition the government.

Speaking of peaceable assembly, the last week of July we will have our Swanton Summer Camp where we hope to train additional conductors, motormen, firemen, and engineers as well as finish up some ongoing projects.

This will truly be a camp as we will not have access to the Red House, so it will be tent city, or RV, or some limited rooms at Al’s house.

Please let Ed, or one of the officers know if and when you are planning to attend.

Enjoy the Fourth of July, our best holiday.

Fitz

As to the failed articles, one did pass two hundred and three years later:

Pie [Proposed 1789; Ratified 1992; Second of twelve Articles comprising the Bill of Rights]

No law, varying the compensation for the services of the Senators and Representatives, shall take effect, until an election of Representatives shall have intervened

NEW SOCIETY SUPPORTER
David Housh Glendora

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. 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.

Concrete workers: Ed, Scott, Amy, Stan, Edsky & Pete

Finishing up: Edsky, Scott, Stan, Amy, Ed, Pete & Bruce

UPCOMING EVENTS/PUBLICITY
Mary Ann Carnegie

July 13/14 work weekend
July 26 Golden Spikes/family fun RUN day
July 27 thru August 3 FAMILY FUN CAMP
August 09/10 work weekend
August 23/24 work weekend

It is still not too late to confirm your participating in the Golden Spikes fun day run [Sat. July 26]. Let Martha know that you will be helping out with train crew duties that day so that she can properly plan for feeding you hamburgers. All other members are to bring a side potluck dish to share with all.
Regarding the family camp week following Golden Spikes Run—we would hope that all attending will let us know and specifically which days you will be staying overnight. This will allow for better planning on not only room accommodations but for meals as well. It is hoped that everyone attending will each volunteer to prepare at least one of the meals so that no one person is chief cook, maid and bottle-washer all week long. We have no theme this year so ANY culinary delights would be appreciated. If each prepares a dinner meal the entire week would be taken care of and there would also be no charge for any meals served as everyone contributed and partook all week long at some point. As it stands right now the entire week is wide open to pick and choose from so let’s not all jump on the phone at once. Caller # 5 wins a grand prize! For the week we will hope to have a few movie nights, make some home made ice cream, check out any celestial happenings, and just enjoy the company of each other. Waiting for your call.

PLEASE: anyone staying overnight for work weekends, call or e-mail reservations in ASAP. Call (805) 995-3659 or e-mail ecarnegi@calpoly.edu. Facilities are limited & we want to make sure we can accommodate all. This also helps in successfully planning our Sat. night dinner.

2008 Membership is now due
It is not too late.
[form available on cover sheet]

More on The Stockyard/Stadium Spur Line and Terminal

The Overfair Railway's spur line between the Stock Exhibits and the large, multi-use Stadium/Polo field is shown in detail in the two accompanying images. The larger scale map, which is a MacDermot drawing archived at the CSRM Library, shows in detail the layout of the Overfair Station at the end of the spur tracks. Compare this drawing with the accompanying photograph. (This is one of the two published in last month's article.) The small, irregularly shaped buildings on the right of the station's tracks in the map correspond to the buildings on the photo's right side; the restaurant and the frankfurter stand.

The second map, the MacDermot/CSRM version, shows a double track leading into the station. A pair of switches allow interchange between the tracks. On this map, however, the tracks terminate in a single point. So, one asks "How were the locomotives turned around?" The second map gives a clue.

The station's ticket booth is in the center, and a refreshment stand and building are on the right. The Stock Exhibits and the Stock Stadium are in the center and the right background, respectively, under the flag poles.

The one-mile trotting track surrounding the Drill, Athletic, and Polo Fields with the Grandstands, is off the photo to left.

That map is from F. M. Todd's The Story of the Exposition, the "official" history in five volumes of the Panama Pacific International Exposition. The Todd map, on a smaller scale, shows a circle at the end of the spur's tracks. Similar circles are placed at
Some uncertainty occurs in the interpretation the lines and symbols on both maps because it is difficult at times to distinguish between the track symbols used for the standard gauge railroad and for the Overfair Railway. The Exposition Terminal Railroad, which was used in constructing the buildings and facilities, had extensive trackage throughout the Exposition's grounds. For example, the double line in the street below the "Feed Storage" building (MacDermot/CSRM map) represents the standard gauge track line. Any one interested in delving further into this interesting problem is welcome to our material.

The CSRM Library has five maps listed in its MacDermot/Overfair Railway files. Some of those maps are incomplete; e.g., only one sheet of five. A few are so old as to only partially legible. All of those maps seem to be based on PPIE issued maps although MacDermot adapted them and issued them as MacDermot drawings.

Sources:
1.) MacDermont/CSRM map: California State Railroad Museum (CSRM) Library file: "Louis M. MacDermot. [not numbered] May 2, 1913 Map of Panama-Pacific International Exposition, 1915; general location of buildings, ...."
