ON TRACK with your Director
Ed Carnegie:

Time certainly does fly by all too quickly, and so we decided to combine the Oct./Nov. newsletter into one. The train riding season ended very successfully with both the Land Trust and Cal Poly Day runs. The only glitch is that during start-up for Cal Poly Day the 1912 sprung a leak in two tubes. This has required us to take her out of service. The 1914 and diesel 502 finished off the day of transporting all of our approximate 410 passengers. My sincere thanks goes to all the volunteers that participated in our hosting of these two events so very successful. With the year soon ending—what lies ahead?

November 14 will be our election of officers, so please come and cast your ballot. Our top priority will be to get the 1913 secure, in the car container, and transported to have a new boiler built. All the SPRR boilers are approaching the century mark, and the wear and tear, just like for many of us ourselves, is beginning to show. The warranty is running out and repairs are needed.

With Winter’s cold, and hopefully wet months, there will be both indoor and outdoor projects to tackle and all follow with whom is in charge. Some will have a question mark, so if interested, please see us, and we will discuss further.

Indoor Projects:
• Passenger truck re-furbishing-carbarn Fitz
• Bunkhouse caboose restoration-Ed
• Orchard Supply caboose floor repairs-??
• Finish refurbishing Keystone passenger car-Edski
• Machine shop organization-Bruce & Geoff

Outside Projects:
• Boiler work in Round house-Randy
• Brake hose uniform placement-Randy
• Finish building steel flatcar-?
• Convert wooden flat car to a new passenger car-?

As you can see there are lots of projects for all to work on. In addition, we want to re-establish a viable training program for conductors, brakemen, firemen, and engineers. We are going to try and establish a program that will provide on-the-job training from our qualified volunteers every work weekend. For example, when a work train goes out to the track right-away with crew, that train would have a trainee operating under the direction of a qualified crewmember. This same on-the-job training will occur throughout SPRR, i.e. in the roundhouse, machine shop, carbarn, etc..

I would also like to take this opportunity to encourage ALL volunteers to present any ideas or suggestions that they feel might improve any aspect of the SPRR operations. All redtags have been removed, so those pressures are gone. We would now like to work on providing better opportunities for our volunteers. I again thank you all for all you do, and look forward to seeing you soon.
12th – a sailor sighted land – possibly the Bahamian island of Guanahani which Columbus called San Salvador. Exactly which island was first ‘discovered’ is a mystery today. While other explorers may have discovered the Americas earlier; with Columbus they stayed discovered which is why we have Columbus Day celebrations and protests.

We’re going to have a party the day before, without the protests, on the 11th with our own Cal Poly Day.

We will probably have five hundred of our closest friends come on by and, as with any party, that means a lot of preparation and clean up afterward. All hands on deck as it were.

Saturday we will be setting up the canopies and clearing track.

Noonish we will have our first General Meeting of the year and hold nominations for officers. The offices open this year are the Second VP, Fourth VP, and Treasurer. Elections will be held on November 14th.

Come on down, we’ll have fun.
Ready for Cal Poly Day

Marty checking the fire

1914 leaving station

UPCOMING EVENTS/PUBLICITY
Mary Ann Carnegie

Nov. 14/15  work weekend-elections
Dec. 12/13  work weekend
Dec. 30/31  New Year’s Eve preparation and run

As the end of the year fast
approaches—there are still a few things that need
and can be done. We will have access to the
Redhouse for Nov. work weekend after Thursday,
Nov. 12. Anyone wishing to be the host chef for
the Sat. night dinner may graciously step up to the
stove. The month of December has the same dinner
plans available. The New Year’s Eve theme is still
undetermined—so if any have ideas, suggestions
they will gladly be accepted. Dec. we will have our
annual wreath-making day to assist in bring a
festive feel to the railroad facilities. I will see if any
additional wreaths made on site are able to leave the
county. The annual New Year’s Eve potluck will
be held in the Cal Barn probably around 6:30.
Dress code—casual, warm, and hopefully dry.
Other than that we hope all will have a safe,
enjoyable and plentifully blessed Thanksgiving.
In 1910, San Francisco's leaders were lobbying strenuously that the Federal Government designate San Francisco as the site of a World Fair to commemorate the opening of the Panama Canal; and, federal financial support was requested. San Diego and New Orleans were contending also for those honors.

This postcard, "Get your Congressmen to vote for..." illustrates a contemporary strategy to obtain support for such a campaign. See the inscriptions on both sides of the postcard.

After fierce competition between the two California cities for support from both the state and the federal governments, San Diego reluctantly agreed to a compromise. San Francisco would be the primary site for the Exposition. In turn, San Diego would organize "...a more limited exposition focusing on exhibits from Latin America and the American Southwest". This became the Panama California Exposition, which ran both in 1915 and in 1916 at Balboa Park, San Diego.

After this victory within the state, San Francisco had to overcome New Orleans, which "...in a preliminary poll of Congress showed a two-thirds majority in favor of New Orleans". The San Francisco lobbying contingent then took the unorthodox but appealing tactic of asking only that San Francisco be named as the "official" site of the Exposition. The request for a financial subsidy was withdrawn. Congress quickly approved San Francisco's amended proposal in late 1910 or early 1911.

The date of Feb. 3, 4PM, 1911 on this postcard indicates that the thrifty, local citizens were using these postcards even after the campaign had been won. Note the postage was only one cent!

Before the Exposition opened in Feb. 1915, postcards continued to be a major means of promoting the Exposition. The Southern Pacific Railroad "distributed four million postcards on California Invitation Day [March 1, 1911] asking every man, woman, and children to send them to friends back East...they disappeared so quickly, four more million were ordered, exhausting the supply of cardboard on the Pacific Coast."

This postcard is from Bob Parkinson's collection of memorabilia about transportation in the S. F. Bay area.

The quotations are from the chapter "A TWENTY-FIVE-MILLION DOLLAR MIRAGE" by Marjorie M. Dobkin in the book The Anthropology of World's Fairs / San Francisco's Panama Pacific International Exposition of 1915 by Burton Benedict (1983). My text about San Francisco's campaign for federal and state recognition and about the SP's promotion is based on Ms. Dobkin's text, pp. 66-93.