**ON TRACK with your Director**

Ed Carnegie:

For those that may or may not have noticed—this is our 201st newsletter! Providing continuous news coverage for over 18 years of all the happenings at Swanton Pacific Railroad, and now to continue to bring you up to date:

October, the railroad was presented with the opportunity to have a group of students, and their Professor, Dr. Stuart Styles, of the BioResource AgEngineering Department, come up and build permanent reinforced concrete benches. The class is titled, Agricultural Structural Design [433]. Prior to the class’ arrival Pete and I made sure that all tools and supplies were ready and in place. This class project was an excellent “hands-on/learn by doing” activity. The students designed and built the steel slip-forms; cut and bent all the rebar; mixed the concrete in the portable concrete mixer, and poured the benches. The following day, the forms were removed, and additional benches were poured. With all this concrete pouring taking place, our volunteers [Pete, Scott, Fitz and I] saw an opportunity to dig the hole, build forms for the support base of the semaphore, and pour its concrete base. The day was topped off with a train ride and an enjoyable dinner for all.

Other activities for the weekend included: locomotive painting by Marty; College Station detail painting by Robert and Mary Ann; Randy on wheel locomotive equalization; Geoff and Bruce on general cleanup, and shop rearranging; Amy sandblasting and painting semaphore parts; Bill watering trees, and docent Dick Toulson hosting two groups of visitors.

Hope to see many of you in November.

---

**Down Behind the Railway**

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

Reynold 'Fitz' FitzPatrick
RGBFitz@aol.com 650.737.9584

My Fellow Swantoons:

We will have our second General Meeting of the year on Saturday, November 13th after lunch with a Special Order of Business – the election of officers. The nominees from the October General Meeting are: Andy McLean for 2nd Vice President, Randy Jones for 4th Vice President, Pete McFall for Secretary, and myself for President.

The members present at the General Meeting also passed the by-law change increasing the minimum contribution to $35.00 up from $25.00.

Plenty of things to do with only one work day a month:

The semaphore stand base is in, now we need to clean and paint the stand itself, as well as attach the new sides.

The 1913 should be back at the turn of the year so we need to have its tender refurbished so we are not trying to complete two major projects at one time. And, of course, there is always house keeping and the ongoing projects.

Come on over, we’ll have fun.

Fitz

Projects:

**OSH caboose**
- Replace damaged floor
- Paint roof with sealant

**Santa Fe caboose**
- Fix toilet floor
- Finish sealing cabinet
- Paint roof with sealant
73 caboose
Insulate and finish wall
Paint roof with sealant
Install shelving

And lots more…

Two young visitors helping out with clean-up

Scott, Pete, Bill and Fitz ready to place rebar into hole

Saturday night dinner

UPCOMING EVENTS/PUBLICITY
Mary Ann Carnegie

Nov. 13/14 work weekend
Dec. 11/12 work weekend
Dec. 31 New Year’s Eve Run/Potluck
Pete says the theme for New Year’s has been provided by a strong wind that blew the eye off the tree stump at George’s Gulch. It will be “Pirates of the lazy SP!” So get your costumes ready for the big event, [one eyed patches] but first let’s get through Nov. with the General Mtg and elections. And if anyone is wishing to do the Sat. night dinner it would be greatly appreciated, otherwise maybe we should do a potluck? Would also like to wish all of you and your families to have a most thankful and blessed Thanksgiving.

by Chris Taylor

A CENTURY OF BUILDING AND REBUILDING THE 1913
For nearly the last 100 years, MacDermot’s favorite engine, the 1913, has been carefully maintained and, when necessary, refurbished by those who love her. That tradition continues today at Swanton.

Back in 1914 in the work area behind MacDermot’s Oakland mansion, the 1913’s brand new boiler awaits completion prior to its use at San Francisco’s 1915 Panama-Pacific International Exposition

1913 and her sister engines 1912 and 1914 under construction in Oakland prior to the 1915 Exposition. MacDermot is in the background on the left

The 1913 fully operational at the 1915 Exposition

After the 1915 Exposition, MacDermot brought the 1913 back to his home in Oakland where it remained unused for 25 years
Finally in November 1940, MacDermot (in the dark suit) prepared the 1913 for operation at the Oakland Zoological Park and its first use since the 1915 Exposition. *From the archives of the Oakland Tribune*

The 1913 operated at the Oakland Zoological Park during the early 1940s. Notice that it is without its front truck and its boiler jacket.

By 1949, the 1913 was again out of service & sitting in a field in the San Tomas area of Campbell, CA.

[to be continued next month]

The 1913 was purchased by Robert C. Maxfield in 1969. *Picture from the archives of the Oakland Tribune*

After inspection, the 1913 was refurbished in the Redwood Valley Railroad shop in 1974. *Picture from the archives of the Oakland Tribune, Russ Reed*

The rebuilt 1913 ran on Robert C. Maxfield’s 2.5 mile Napa Valley Calistoga Steam Railroad in the 1970s.