

SWANTON PACIFIC RAILROAD SOCIETY

Number 211

Cal Poly

Nov. 2011

ON TRACK with your Director

Ed Carnegie:

The saga of the Carnegie Bridge continues, and it seems like a rollercoaster ride. We are making progress, and that is what counts.

The October workdays were small in number of volunteers, but high in accomplishments. The first order of activity, Saturday morning, was to get a work party together (Pete, Kyle, Scott Goeff, Alex and myself) to proceed to the Christmas Tree Field to roll up the irrigation tubes and store them at the end of each row. The task sounds easy but rolling up 260 ft. of plastic tubing with 28 emitters is not trivial task. If any of you out there have an easy way to roll up tubing PLEASE let us know. Once the tubes were out of the way the field was disked both ways for weed control. After that task was finished, painting and finishing work started on the Orchard Supply Caboose, which took the rest of the day.

Randy was active grinding and working on the 1913 tender tank and talking any one that came by into helping. Earlier Marty, Bruce and Randy traced the wiring and control circuits on the ore cars to eliminate a short circuit between the headlight and the forward and reverse controls. It now works.

Also, more progress was made on the forklift engine, and power train; it is looking close.

Saturday, Oct. 29, a group of SPRR people went to Corralitos, CA to witness the Eagle Court of Honor for our own, Kyle Plaskett to receive the Eagle Scott award. I was very impressed.

The next day Fitz, Bruce, Randy, Pete, Mary Ann and I all met at SPRR to get things ready to fill the void under the North revetment. Progress was made; we built 5 supports that will fit on top of the

pilings to hold catwalks to make the tasks safer and easier and we tested them out. Various tasks were planned and discussed. Equipment was selected and measurements were made on the amount of material that will need to be placed under the revetment behind the sheet piles. Volunteers stepped up to accomplish the needed tasks so we will be ready to start when permission is received.

Down Behind the Railway

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

Reynold 'Fitz' FitzPatrick

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My Fellow Swantoons:

"To us in America, the reflections of Armistice Day will be filled with solemn pride in the heroism of those who died in the country's service and with gratitude for the victory, both because of the thing from which it has freed us and because of the opportunity it has given America to show her sympathy with peace and justice in the councils of the nations."
President Wilson – November 1919.

Armistice Day, celebrating the effective end of the "War to end war" (from H.G. Wells' book, *The War That Will End War* 1914) on the eleventh hour of the eleventh day of the eleventh month. In the following years the day became Veterans Day and a just another Monday holiday until 1978 when President Ford signed into law a bill returning November 11 to be a day to remember the sacrifices made by those who served our country, regardless of the day of the week.

Thank you those that served.

And how is this related to our railway? Well, the armistice was signed in French Marshal Ferdinand Foch's railway carriage which looks a lot like our Keystone passenger cars and I think that's close enough.



Our final General Meeting of the membership will be noon on the 12th of November, our scheduled workday, with the Special Order of Business of electing officers. The nominees are for 1st VP – Geoff Tobin, for 3rd VP - Bruce Campiano, and for Treasurer – Ed Carnegie.

Perhaps, with good graces, we have been able to stabilize the footing of the Carnegie Bridge. There are still a few infrastructure items to be completed and as always housekeeping.

Fitz

NEW SOCIETY SUPPORTER

George Pepper Santa Cruz, CA

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.

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

- Nov. 12/13 Work Weekend
 - Dec. 10/11 Work Weekend
 - Dec. 30/31 Prepping and New Year's Eve
- November work weekend for some of us will start on Friday 11/11/11[pretty powerful] and we do hope many of you will be able to come over on Saturday to enjoy in all kinds of Swanton fun

and in our elections. On that weekend the BRAE Concrete Class will be coming up to build some more benches, etc.. Kyle will be showcasing his award winning Eagle Scout cooking abilities by providing all those attending with a delightful cuisine. Be sure to call or email me with an rsvp if you plan on staying for dinner. This will insure us in getting adequate supplies to feed you. The ranch will also be hosting the annual Forestry Conclave to several other universities up. Competitions will be held up in the area towards Al and the Staub house. Many of us have watched these events in past years; if you never have, it is something to witness.

A New Year's theme is still being sought, so put your thinking caps on and submit suggestions. If the go-ahead for working on the bridge is gained, train rides for New Year's will go as tradition has always been. Regardless of any changes there, the potluck, bonfire, etc. will still be offered.

It seems that with or without train rides many visitors still come to "look see" our wonderful facilities, and are always in awe to discover this jewel. Our thanks go to all of you that host as well as encourage them to come back and share in all our fun. Talk Swanton up, encourage a friend or two to come to our work weekends. There is something to do for everyone. See ya'll soon.



Randy working on the 1913 tender

Reminder:

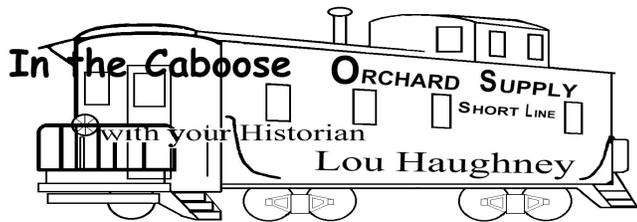
Membership for Swanton Pacific is being accepted. See attached membership form .



Pete, Kyle and Scott ready to blow off the track



Placing one of the temporary platform supports

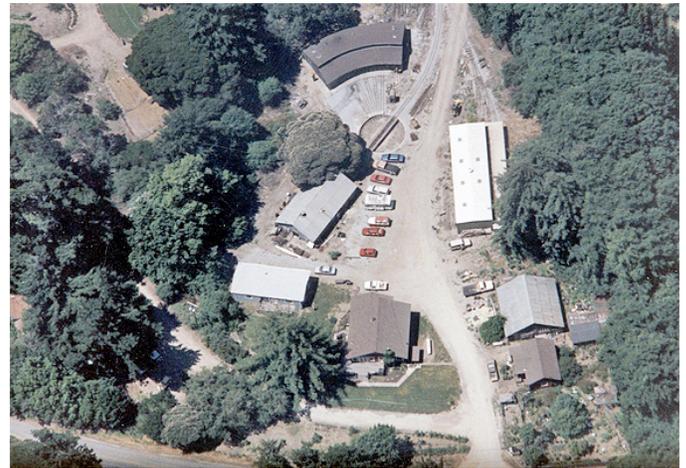


Another European visitor to the SPRR

Articles earlier this year contained the comments of the British driver, George Barlow, about his visits to the Swanton Pacific RR in 1982 and 1983. Seven years later, in 1990, a French railroad enthusiast, Jacques du Sordet, arrived at Swanton for a visit. Just as Barlow reported his visits in an English railroad journal, so too did Sordet describe his Swanton visit in a French railroad journal, *La Veil de Rail*. In a note to Al Smith, Jacques wrote "this magazine is the best in France about trains". The translation of Sorbet's article was printed in the

SPRS Newsletter of June 1998, but that version did not include any of the photographs that Sorbet had taken during his visit.

Sordet's original prints and Kodachrome 35 mm negatives have now been scanned by Chris Taylor. So, we can reprint the translated article together with its accompanying photos. Especially interesting are the airplane views of the shop and meadow areas in 1990.



Aerial view in 1990 of Shops and Roundhouse are of the Swanton Pacific RR. Photo in 1990 by Jacques du Sordet



Aerial view 1990 of 502 diesel engine and 8 cars at temporary station in College Park Meadow. Santa Fe caboose (red) right center. Photo in 1990 by Jacques du Sordet

"Les quatre Pacific de Louis MacDermot 1912, 1913, 1914, 1915... Ces dates sont aussi les noms de baptême de quatre locomotives en réduction, construites pour promener les visiteurs de l'Exposition internationale de San Francisco, en 1915. Elles ont connu bien des tribulations.,,"

Left side of 1913 locomotive and tender in front of Roundhouse. Photo in 1990 by Jacques du Sordet



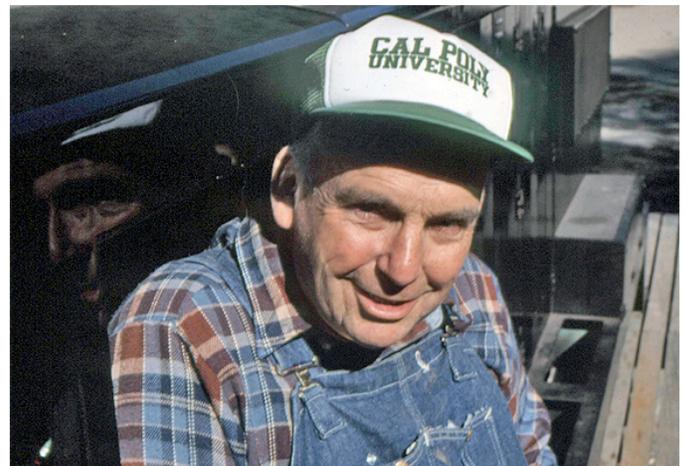
Higher altitude view of SPRR train in College Park (center) and of roundhouse and shops (upper right). Photo in 1990 by Jacques du Sordet

So begins an article in the French railroad magazine, *La Vie du Rail*, No. 2281, February 7 to 13, 1991. Jacques du Sordet, the author, had visited Al Smith at the Swanton Pacific Ranch, sometime in 1990. He was impressed by the MacDermot locomotives and especially by Al's preservation of them. A literal translation of his article follows.

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The four Pacific(s) of Louis MacDermot 1912, 1913, 1914, 1915...These dates are also the given names of four locomotives reduced (in size), built to carry the visitors to the International Exposition of San Francisco, in 1915. They have known many tribulations.

In 1915, upon the occasion of the opening of the Panama Canal, the city of San Francisco in California organized an International Exposition, the "Panama Pacific". In order to carry visitors around the fair, Louis MacDermot of Oakland, an enthusiast about trains, built a series of mini-trains. Cars, of course; but, especially, four superb steam locomotives. Using as a basis the Pacific type 4-6-2, MacDermot made his locomotives 1/3 of the size of the model. Only the cab was left large enough to allow the driver to slide into it. Built in 1913 and 1914, these four engines were christened "1912", "1913", "1914", and "1915". Higher than 1.80 meters (5ft. 11 in.) and about nine meters long (29ft. 6in.), each pulled a train filled with visitors on the 10 kilometers of track. The price of the tickets - the equivalent of 50 [French] cents! Unfortunately, if the adventure is exhilarating, it did not prove to be profitable for MacDermot. At the time of accounting, the final statement was out of balance - a deficit of \$40,000. MacDermot had lots of trouble to regain that loss; and, despite the help of the family of his friend, Charlie Hoyle, he died in the greatest poverty in February 1948.



Al Smith beside 1913 Locomotive Photo in 1990 by Jacques du Sordet