



SWANTON PACIFIC RAILROAD SOCIETY

Number 32

October 1995

Reminder

Our workdays for October are Wednesday evening at Cal Poly, October 11, starting @ 6:00 P. M. and at the Swanton Ranch, Saturday morning, October 14th. beginning @ 9:00 A. M.

On Track

with your Director,
Ed. Carnegie

First, I would like to thank you all for a wonderful retirement party. The work and dedication of many of our members made this a real memorable day. The food was great and the trains ran, on schedule, with no flaws. Second, Mary Ann also wants to thank all of you for participating in the celebration and for those of you who so generously helped out with the pre, actual and post preparations for making the day so successful and memorable for all. She would also like to thank all of you for your thoughtfulness in the wonderfully appropriate comic strip on the "ridiculousness of trains running through the house!" She had a smaller version of the comic pasted up in several places within our home to remind me, but none so beautifully framed and meaningful as the one you presented at the retirement party. We both enjoyed the SPRR's humorous presentation. Again we thank all of you very much. Now to move on . . .

September was a very busy month. The BBQ area was completed and has already been used for three events, i.e., the "Old Guard" of

retired teachers from Campbell, Ed's retirement party, and the Santa Cruz Land Conservancy picnic. All together over 850 people visited and rode the SP Railroad! The Santa Cruz Land Conservancy picnic was very successful. That day we operated two trains with 3 locomotives and finished the day with a double header using the 1912 and the 1914. The engine crew rates two thumbs up for a job well done. Many extra hours were spent to make sure the two steam engines were ready to operate, and operate they did. The crowds never had to wait long for a ride, as a train was leaving the station every fifteen minutes.

Marty Campbell has really been working hard on the 502. Hand rails and finish details have really made a difference. When you see it the next time, I am sure you will be impressed, as I am. The next task will be rebuilding the transfer box, this must be done before it goes out on its own.

Two new projects are under way -- an overhead crane for the car barn, and an expansion of the car storage. Both of these projects should be completed over the next few months.

This month the track crew will be concentrating on the Scott bridge. New timbers need to be replaced under the north end. If you want to help, be sure to let Elmer know.

I would like to thank all of you that expressed your view on the rebuilding of the #1500. No decision will be made until all views have been expressed.

Behind the throttle

with your President,
Dave Stupi

A great time was had by one and all at Ed's retirement party. Even rated table cloths, thanks to Mary Ann of course. A mini roast was held after lunch. Ed received a very long "Caution Buried Under Ground Cable", barrier tape along with the dedication of the "The" Redwood Tree. Bill McNab presented Mary Ann with a larger reminder of Ed's dedication to railroading a cartoon captioned "I think this rail roading is getting a little out of hand" while a model rail road is running through the living room.

I had the pleasure of meeting and talking to Bob Maxfield, the former owner & operator of the Calistoga Rail Road. His movie of the 1913 traveling over the rails was excellent and appreciated by all.

A society update; Andy McLean was asked to perform the duties of "Safety Engineer", he has accepted the position and we look forward to his help.

I took a small survey of those present, concerning what to do with the "1500". It is almost evenly divided. I encourage discussion and education on all the options presented. We do not want to rush into any decision that may be regretted later on. Lets hear from you.

In the Caboose

with
Lou Haughney

Lou has forwarded a wealth of information to to be include in this newsletter. He is working on a time line and is in the process of gathering more detailed information. A short section of this time line is included for your information and/or comments.

- 1880-1881 Louis M. MacDermot born in family mansion at 7th & Center streets in Oakland
- 11- 21-1898 Death of his father Charles R. MacDermot a "capitalist... a millionaire".
- 1914 Death of "indulgent" mother
- 1913-1915 Design and construction of rolling stock:
Switcher locomotive, tank type 0-6-0 No. 1500
Passenger locomotives, Pacific 4-6-2 Nos. 1912, 1913, 1914, 1915
60 passenger cars
5 freight cars
- 1913-1915 Location of making rolling stock -design/pattern shop and machine shop on grounds of family mansion for locomotives -warehouse of cotton mill on E. 24th Ave for passenger and freight cars
-1915 never completed
- Oct-16-1914 Ceremony of driving a gold-plated spike in a tie at the Panama Pacific International Exposition grounds. ??
- Feb-20-1915 Operation at the Panama Pacific International Exposition, San Francisco.
- Nov-1995 Closure of Fair
(continued next newsletter)

Since Last Month

Others have mentioned in this newsletter about our last monthly meeting. We did want to emphasise that it was a very successful weekend due to a lot of hardwork by many people, especially Mary Ann Carnegie. She spent many evenings and weekends preparing for this special event. Evidence by the many invitations sent out, and the fresh cut flowers (on table cloths). She also made arraignements and paid for the Charter bus from SLO to the train. The barbecue was sucessful because of all of the help preparing and serving. It seems that each barbecue

keeps getting larger and larger. This requires more help and very time people come forward to assist. Thanks to each one of you. It is appreciated.

A thank you also goes out to Bob Maxfield for coming down and showing the movie of the operation of his train (the "1913") while it was at Calistoga. Bob has a lot of stories to tell and pictures to show while he operated his train. Thanks to our Historian, Lou Haughney for taking the time and effort to contact Bob Maxfield and inviting him down.

We also want to thank the many active members who spend their extra weekends at the train. Almost every weekend someone is working on a project at the ranch. As this is being written a group is at the ranch getting ready for the #2472 group.

THANKS everyone.

1500

The following letters were received regarding the 1500:

Maurice Schmitz:

I think part of the intent of Swanton Pacific Railroad Society is to preserve the equipment of the "Overfair Railroad" as it was built by MacDermott in 1912-1915. I would like to see the "1500" remain built- restore it please. We can always build another engine if we want one.

Walter P. Gray III
Director
California State Railroad Museum

I read with interest the continuing discussion in the newsletter about what to do with Overfair Railway No. 1915, and the

problem of the Swanton Dichotomy." These are parts of a healthy dialogue which will—I hope—contribute to the development of an agreed—upon purpose for the Swanton Pacific Railroad and its collections.

The single thing which keeps the Swanton Pacific from being just another miniature park railroad is the historic nature of most of its operating equipment. The steam locomotives and cars are significant in their own right. They are part of a larger history having to do with the Overfair Railway and Louis MacDermot, and whoever owns or controls them has a responsibility as a trustee of this heritage. No. 1500 owes its identity to this specific context, and I believe it is your obligation as trustee to restore it as MacDermot's 0-6-0.

The utilitarian argument that it be turned into a tender engine and/or have a pilot truck applied demands a more appropriate utilitarian response. If there is an actual need for another type of locomotive, build or buy a suitable one. Better to have another diesel than compromise a unique artifact. And if it is ok to add wheels to No. 1500, why not do the same to one of the Pacifics? No. 1912 might make a pretty nice looking Hudson.

Thanks for the opportunity to comment.

1500: THE REINCARNATION
by
Andy McLean

It seems to me that the restoration of the 1500 as a working engine has several safety concerns which must be addressed.

First, the cab would have to be roofless to allow the required personnel to fit. Mandatory are the engineer and the fireman with space needed for instructor during training and a pin lifter when the unit is in service and running light. These people will

have to expect running this locomotive to result in wet and dirty conditions. Warn them to bring a change of clothing or rain gear.

Second, can this engine apply enough brake force to hold a cut of cars on the carbarn/storage track hill?

Third, with the typical slippery conditions found in the mornings and foggy days, sanders will need to be installed for running traction, regardless of the final operating configuration of the engine.

Last, but not least, the original tanks leak and will be difficult to repair. Replacement capacity needs to be around 150 gallons based on consumption of the 1900's at about 100 gallons for a trip to Folger and return. How do we fit this on a tank configuration and still have visibility to operate safely? In addition, since this engine has smaller drivers, it is well suited to maintenance of service which is an excellent training assignment for new engineers. However, this requires either lots of water storage or a very long hose.

With these concerns in mind, it seems impractical to restore this engine to museum quality and still be able to operate safely. Especially since the frame has already been modified, doesn't it make sense to follow through with the job? My vote is to make it functional even if it means adding a tender and 4 more axles with brakes. This also assumes that there will be enough trained personnel to operate and baby-sit this machine if it is being used as a switcher only.

If the final decision is to restore to museum piece quality then I strongly suggest a static display with my best wishes to those who have the time to take on this project.

Elections

Terms for offices on the SPRS Board of Directors are about to expire. We need to re-elect those who want to continue and to replace those who want to step down. A few have come forward and shown some interest but not enough. Nominations are now open. Elections will be held in November or December, so the new officers will be in place by Jan. 1st.

Show & Sale

The Second Annual Gold Coast Railroadiana Show & Sale is set for Saturday-October 14, 1995. It is to be held at the Santa Clara County Fairgrounds, Fiesta Hall, 344 Tully Road in San Jose. The time is 10 a.m. to 4 p.m.

Calendar

Oct. 11	Cal Poly work evening
Oct. 14	SPRS workday
Oct. 14	Railroadiana Show & Show
Nov. 8	Cal Poly work evening
Nov. 11	SPRS workday
Dec. 6	Cal Poly work evening
Dec. 9	SPRS workday
Dec. 31	New Years Eve Run

Workdays

Workdays are held at the Swanton Pacific Ranch near Davenport, CA., the second Saturday of the month and the Wednesday evening, prior to that Saturday at the Agricultural Engineering Department, Cal Poly State University. Anyone and everyone is welcome at these workdays.

Membership

Annual dues to the society is \$25.00 per person. Dues are collected during the first of each year. Any correspondence to this newsletter or change of address and/or phone number should be sent to:

Swanton Pacific Railroad Society
Agricultural Engineering Department
Cal Poly State University
San Luis Obispo, CA 93405

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Runaway trains