



SWANTON PACIFIC RAILROAD SOCIETY



Reminder

Our workdays for November are Wednesday evening, **November 8th.** at Cal Poly, starting @ 6:00 P. M. and at the Swanton Ranch, Saturday morning, **November 11th.** beginning @ 9:00A. M.

On Track

with your Director,
Ed. Carnegie

The nomination committee has twisted some arms and now has a slate of officers willing to serve for next year. Nominations will close the 15th of November and then ballots will be sent out and counted during the **December meeting** at Swanton.

This past month we had 4 new members join the Swanton Pacific Railroad which puts our active paid up memberships at 115 members. All the activity the last two months has encouraged some people to become involved. We have handed out a lot of applications and will see more join.

The work weekend in October saw some real progress. The track crew under Elmer Stone, removed the track ties and ballast from the Scott Creek Bridge. The next weekend Elmer Stone, Bob Morehouse, and I were able to jack up the north end of the bridge and place a railroad tie under the frame to clear the top support timber. Next the timber will be

replaced and the track put back. Randy Jones and the engine crews work on our rolling equipment. The diesel crew, under Marty Campbell, has the 502 down with the lead truck and the transmission out. The drive axle **on the lead truck** was reversed which will **allow the hand brake** to function, and the **transmission** will need to be overhauled. In addition, John Tomlin, couldn't seem to keep clean as he was digging on the tubes on the 1912. Thank you all for jobs well done.

A lot of progress has been made by Greg Duff on the overhead crane for the car barn. 40 feet of overhead **rail is** in place and the moving crane should **be ready** soon. I have been working on the expansion of the car storage. The foundation block is complete, and the area is graded. Next the track and concrete floor needs to be poured.

What do you think of the great job Jim Matheny is doing on the newsletter? Two thumbs up Jim, thank you. Every month we make some progress, so keep up the good work.

1995 Calendar

- 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

In the Caboose

with
Lou Haughney

A short section of the Swanton Pacific Railroad time-line is continued from the last newsletter for your information and/or comments.

Nov-1915 1916-1940	Closure of Fair, San Francisco Storage at the MacDermot "family mansion" in Oakland; deterioration of grounds; reclusive life.	1960-61
1939 ??	Condemnation of home site for urban renewal ?.	1968?
Nov. 1940	Removal of 3 engines and 12 passenger cars to Alameda County Zoological Gardens.	
Aug. 1, 1941 to ??	Operation by MacDermot of one locomotive and some cars at the Alameda Zoological Gardens (now called the Oakland Zoo) Called "The Mountain Lion Railway"	
1941-?	Personality clashes between MacDermot and Zoo mgmt. Condition of equipment ended "after a few months"	
1940's	MacDermot's failing health; only a few friends such as Ralph W. Demoro, Billy Jones; moved to Billy Jones home in Los Gatos (when?)	
Oct 16, 1943	MacDermot participated in opening of "Billy Jones Wildcat Railroad"	
1943-?	Wildcat Railroad uses Overfair passenger cars, with trucks modified for 18-inch gauge (how many?)	
Feb. 22, 1948	Louis M MacDermot died. "Equipment bought by Billy Jones for \$5,200" from the MacDermot estate	
1948?	MacDermot's 19" locomotives was not compatible with Billy Jones' 18" track even after latter	

changing his gauge to 19"
because the engines were too
long for the sharp curves on
Jones' loop. Only #1500 was
tried on the 19" track.

Three engines sold to a
southern Calif. firm, but never
used. Buyer was Quentin
Jervis. Formation of "Overfair
Corporation" by F. Shaw, Q.
Jervis, and S. Franklin. One
engine operated at Orange
County Fairgrounds ??
Billy Jones died; Overfair
railway equipment put up for
sale.

(continued next month)

Since Last Month

The workday in October was one of the busiest days at the railroad that we've seen this year. Crews were covering every aspect of railroading. In the roundhouse crews were busy working on the #502 and the #1914. The transmission on the #502 has not worked properly since we have had it so it was time to be removed and sent out to be repaired. After it's removal, it was decided to remove the lead truck from the engine and get it back into normal working order. So it was taken out and disassembled. The differential needed some major hydraulic press work so it was brought back to Cal Poly and worked on. (It has since been repaired and returned to the roundhouse.) Right before the day was through a new air compressor belt was installed. This upcoming workday we should have the truck back under the engine and hopefully at the December workday the transmission will be finished and ready to install. While all of this was being done, the #1914 was brought outside to have it's "flues punched", a process where round wire brushes are pushed and pulled down each flue of the

boiler to remove all of the excess soot. This is an all day process because each flue (all 162 of them) has to be "punched" twice. Meanwhile a crew was down at the Scott Creek bridge getting it ready to raise up and have another large redwood log placed under the north end. This is a project that will take a few more workdays to complete. Plans are to have the bridge all repaired before the big rains come. As this crew was busy another crew was up the track a ways replacing ties and doing some track maintenance. It seems that this is an ongoing job that has to be done almost every workday. Also on maintenance was a couple of members working on the track switches, lubricating all of the moving parts and making some modifications so the proper locks could be used.

Each time Ed Carnegie has been coming up to the ranch, he has been bringing concrete blocks from Cal Poly that weigh about 1000 lbs each. These have been stacked near the little creek bridge to make a real nice ballast pit. This past workday the last blocks were set in place and the pit was filled with ballast. So we now have enough ballast to keep the track crew busy for quite a few months. Another project that is being worked on is some additional storage for the passenger cars. The area next to the current storage area has been cleaned out and a block retaining wall is being built. Plans call for extending the current roof over three more sets of tracks. This is another area that some members were working on this weekend, and am sure the upcoming workdays also. Finally all of the plants and roses around the roundhouse and car barn were pruned and watered and are looking real nice.

As you can tell things are happening at the railroad. We hope that you can attend our next workday and help out on one of our projects.

1500

The following letters were received regarding the 1500:

Bob Maxfield:

It was a most enjoyable day on occasion of Ed's retirement party. I enjoyed meeting with and showing to so many of you the 1913 in Calistoga. I intend to have a video tape made of the film for the Society. My thanks to Randy Jones for the opportunity to fire the 1914. By the way, my vote would be to rebuild the 1500 to its original configuration, thus preserving the MacDermot tradition..

With best wishes to all, I remain a small part in the history of the MacDermot dream which is now in such good hands.

Cosmo DiFrancesco:

I feel that the #1500 should be "restored" as well as being updated to be of greater use in its operation and our use of it.

I think that Andy McLean has some very correct points about needing to add certain parts and functions; sanders, extra water, etc. I also feel a certain amount of "creative improvements" should be done to the engine.

Sanders are very necessary and very useful in our environment. The rest of the engines have and seemed to always need their sanders. I feel this would be an improvement that Mr MacDermot would agree as a good improvement.

The lack of, or removal of the cab roof, to have better visibility, I do not think is a very good thing. The fact that the engine crew would get "dirty and wet" is not a real concern. I always thought that when you "worked" on the RR you were going to get wet and dirty. The extra pilot and or trailing wheels are important because they would help the engine run better and to help save the track. The fact that it would help the ride and safety of engine

would be a big plus. The fact that it would change the design of the engine would be negative. The engine should be thought of as a work and switcher, not a road engine.

The problem of "on board" water supply with the saddle tanks is not a problem. The current saddle tanks should be looked at as a "weight holder" not as water saddle tanks. The amount that they hold and need of MAJOR repair or replacememnt JUST to get them to work as saddle tanks does not justify the effort. The use of heavy weight; lead shot, concrete, etc is necessary because of the lack of weight on drivers if we remove saddle tanks would not work. The use of a permanent coupled small water tank car would not be a problem with looks of visibility. Besides it would make it look like it had a freight car to switch.

We would need to make and apply air brakes and piping so it could be of help stopping cars. If the cars all get air brakes.

Elections

Nominations for the Swanton Pacific Railroad Society Executive Board for 1996 are listed below. If you would like to nominate additional candidates for any office please do so by contacting any officer. Ballots will be included in the December news letter.

President:	Bill McNab
First-Vice-President:	Andrew McLean
Second Vice-President:	Marty Campbell Geoffrey Tobin
Secretary:	Jim Matheny
Treasurer;	Ed Carnegie

Duties of President -

1. Preside at all Executive Board, and

Society general business meetings, or notify a substitute.

2. Perform all such duties as are incidental to the office of President
3. Appoint chairpersons for all committees with approval of the Executive Board.

Duties of the First Vice President -

1. Assist the President and act in their absence
2. Be responsible for the scheduling, organization, and proper conduct of all Swanton Pacific work days and "steam-up" events.

Duties of the Second Vice President -

1. Assist the President and First Vice President, and act in their absences.
2. Be responsible for the scheduling, organization, and proper conduct of Society meetings, conferences, and events.
3. Arrange for all publicity for Society functions.

Duties of the Secretary -

1. Shall keep the minutes of all Executive Board and Society general business meetings.
2. Shall handle Society correspondence.
3. Shall be responsible for publication of a Society newsletter.
4. Shall be responsible for keeping the address file of permanent and local addresses up-to-date, and maintain a current roster.

Duties of the Treasurer:

1. Shall give a brief breakdown of receipts, expenses and financial conditions at the Society general business meetings.
2. Shall give a detailed breakdown of receipts, expenses and financial conditions at the Executive Board meetings.
3. Shall handle all Society funds in accordance with Foundation requirements.
4. Shall be responsible for the proper collection and dissemination of all Society money.

On Line

The Swanton Pacific Railroad Society is now on the Internet!! So for those of you that like to "Surf the Internet" you can find us @ <http://www.calpoly.edu:80/~ae/swanton/sprc.html>. Each newsletter will be included, so if you or your friends are on line, check us out. We are finding lists daily regarding trains and railroading, so if you are interested or if you know of some information yourself, keep in contact with us.

Editors Notes

Each month the editor of this newsletter receives correspondence. Some by typed papers, others by computer disc, or E-mail. It is not the intent of this editor to correct or alter any of this correspondence received. Each and every piece of information is transferred to this newsletter as it is received. It is up to each individual to edit their comments before submitting them to the editor.

As space is critical we ask that all correspondence be limited to no more than one typed page.

Once the original copy goes to print we are no longer responsible for its outcome, such as the middle page of the last newsletter being put in backwards. We're sorry for the inconvenience and the headaches it might of caused.

Name Tags

Name tags have been made for all members who have paid dues. These tags have been brought to most of the workdays for you to pick up. If you are a member and for some reason you can not find your tag or if you are unable to stop by and would like to have your name tag mailed, give a call to (805) 756-2432 and leave a message.

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

(805) 756-2378
(805) 756-2626 FAX

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.

Swanton Pacific Railroad Society Excutive Board

Director: Ed Carnegie
President: Dave Stupi
First Vice President: Randy Jones
Second Vice President: Bill McNab
Secretary/ Editor: Jim Matheny
Treasurer: Ed Carnegie
Engine & Rolling Stock: Randy Jones
Facilities & Grounds: Bob Nichols
History: Lou Haughney
Safety Engineer: Andy McLean
Track: Elmer Stone
Operations: Vince Cipolla
Social & Publicity: Martha Neilsen