

SWANTON PACIFIC RAILROAD

Number 73

Cal Poly

June 1999

On Track

With your director,

Ed Carnegie



Some of you may have noticed how much smoother things are now when you enter the premises at 299 Swanton. Yes, we finally got the driveway entrance paved. This was done by Rebar Construction in exchange for their usage of our flat car last summer and fall. Since our last workday, much has occurred and with the longer and hopefully warmer days, College Park is beginning to see much more usage. Some events or groups that have used the facilities this past month are: April 23, a Natural Resource Class, the end of April and first weekend in May there was an Equity Leadership Program.

Prior to coming up for the workday, the students completed their project on the brake press so this



piece of equipment was hauled up for the RR to use

(see photo of it actually working).

Ed caught playing with a new toy.

Fitz and a few other members have already put it to use and it works according to directions. We certainly want to thank the students, Kris Hamann from Parkfield, Miguel Valenzuela from San Luis Obispo, and Tim Lang from Lodi and their instructor Dr. Mark Zohns for getting this project completed. The students are from the BioResources and Agricultural Engineering Dept.

Other projects accomplished at the last workday included:

- ✚ The injector of the 1912 was replaced, fired up and tested, as well as being polished and repainted.
- ✚ Two of our newest members, “Ed-ski” and Bob Wilkinson were put out to work with the track crew and apparently were discovering muscles they never knew they had, but they were back for the fourth work weekend to limber them up some more.
- ✚ The track crew, under Tom Vertel’s leadership, worked on the right-a-way between the bridge and washout; vertical changes replaced 20-30 ties and ballast was aligned; in addition, the crew realigned the mainline at San Vincente Junction.
- ✚ Matt Zemny and his future son-in-law installed the newly painted ladder on the engine order board. In the afternoon, they removed ties and ballast between the turntable and machine shop for future concrete work. The ballast was than spread in the turntable area.
- ✚ Mark Cooper continued to organize all the tools and supplies in the machine shop and roundhouse. He, along with Art Laidlaw, cleaned up the various cabinets in the roundhouse and found a spot to hang a nice photo and article on “Why a Roundhouse?”

I encourage all of you to go inside the roundhouse to see and read this.

- 🚂 Lou Haughney and Hart Fairclough worked diligently on the historical inventory and set up a nice display for all the guests from the Equity Leadership Program.
- 🚂 Fitz, Andy, and Bob Morehouse stayed in the carbarn most of the time trying out the new shear and brake machine brought up, they still have their fingers, and said this new piece of equipment works just great.
- 🚂 Randy Jones continued to work on planning all the electrical stuff.
- 🚂 Some busy elves (Martha Nielsen, Fred and Tom Vertel) came over mid-week and planted some additional flowers in the garden for more color. The fast growing lawn was also mowed, as it now seems to need it on a weekly basis, and then the water tower got a new growth of asparagus fern in buckets at its base.
- 🚂 The truck trailer was moved to make room for the new containers ordered.
- 🚂 A great dinner, as well as a lunch, was served for all Swanton helpers who were present.

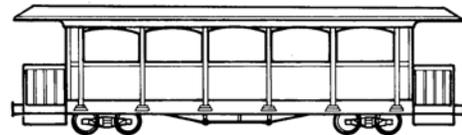
Between the work weekends, Mary Ann and I had an opportunity to get away for a few days in our fifth wheel. We journeyed up to Jamestown, rode their train, played typical tourist by walking through their antique shops, & etc., etc., etc. While there we stumbled upon an old time stereoscopic view finder in a tall oak cabinet. Nothing unusual except that the pictures were that of the 1915 Panama Pacific International Exposition in San Francisco. Naturally we paid our fee to view the photos, unfortunately there were no photos of the train, but one could see the tracks. We thought it might be nice to have the bit of history for Swanton, until we saw the price of \$2,500.

After Jamestown, and its gorgeous weather we set out for Yosemite. There we rode bikes, walked around, used their shuttle buses when lo and behold we bumped into other Swanton RR members by pure accident. While waiting for the shuttle bus, it began to snow, that was different in itself, then as we boarded the bus there sat Bill Hoey and his wife Nancy, Swanton members from Orange, CA.

What a pleasant surprise that was topped off with an excellent dinner.

Between the second and fourth workdays we were also fortunate (?) to drive down to the beautiful downtowns of Chadsworth, Gardena, Compton, Costa Mesa, and Ontario. While there we didn't bump into anyone we knew, or would want to know, but we did go and check out the cargo containers we ordered for Swanton. They are to be shipped up the first week in June. Upon our return from the LA area we drove up north to the wine country only to return with our fifth wheel to Swanton around 11:30 in time for a concrete delivery around 2:00. The ranch had some concrete delivered and the excess and washout from the truck were sent down to College Park where the final, missing link to the puzzle around the firepit was poured. Ironically, Vera and Andy McLean just happened to appear on the grounds about 10 minutes before the concrete arrived so shovels and other concrete tools were handed out to smooth and level it out. It was sure nice to have the extra help when we least expected it.

Our second workday had a few stout hearted individuals show up. Tom Vertel had a crew made up Edward "Ed-ski" Przemielewski, Bill McNab and the Pratkanis family, Anthony, Marlene, and Tony. They worked on continuing the track work from two weeks ago. They replaced 68 ties, placed underlayment and spiked in the new ties. Fitz and Andy worked in the Carbarn, preparing for the containers and new electrical service. Fred Vertel



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Redhouse Reservations

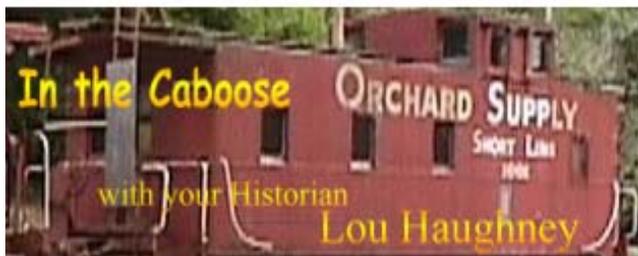
The Ranch Director has been working with the Railroad to ensure that we have some space available at the Redhouse for our workdays. However, I do need to know at least one week in advance whether room reservations are needed or not. That way I can better coordinate with Wally Mark to make sure that things move smoothly. If you do not call in to reserve a room you may not

NEW MEMBERS

New memberships received over the last month

Wesley Beebe	King City
Richard Moe	San Jose
Bruce Morehead	Santa Clara
David Nice	San Jose

On behalf of the entire organization we welcome each of you into our "train family" and we certainly look forward to seeing you at some of our next events. Many of our members may not recognize you right away so please introduce yourselves so that we can get to better know you and vice versa.



WHERE IS MADRONE?

In the May issue, I asked the question "Where is Madrone?". The question arose in an article on the MacDermot family because the family had property in Madrone. Two answers came quickly.

Elmer Stone was on the phone to me as soon as his newsletter arrived. Madrone is in southern Santa Clara County on the Monterey Highway, that is, the former 101 before the opening of the new 101 cutoff between San Jose and Morgan Hill. Madrone was a small settlement just north of Cochran Road on the outskirts of Morgan Hill. Its prominent features were a schoolhouse, a winery, and Spiro's Restaurant, where many SP crews used to eat. It is located at milepost 70 on the SP mainline from San Francisco.

Al Carlson recalls: "I used to pick prunes there; it is now part of Morgan Hill. It is that little group of businesses just north of Morgan Hill on old highway 101. There is also a school there that, I think, is still called Madrone School."

The AAA map of the region shows a "Madrone Street" in the location specified by Elmer and Al. Thanks to both for their contributions. Comments, additions, corrections, etc., are always appreciated. Many of the statements made in these articles are written in hopes that additional information, such as the above replies, will be elicited from the readers.

VISITOR FROM ENGLAND

David Mummery from Colchester, England will visit the Swanton Pacific Railroad during the work weekend of June 26-27. David belongs to the Narrow Gauge Railway Society (NGRS), which is "based in the United Kingdom, but is an internationally active, non-profit organization for and by enthusiasts for the narrow gauge railways of the world. It was founded in 1951 to encourage interest in all forms of narrow gauge rail transport." David wishes to collect photographs and material for a talk to the Colchester railway club and for an article in the NGRS newsletter.

Before he comes to Swanton, David will visit the Railfair '99 in Old Sacramento and other historical railroad societies in the Northern California.

Panama Pacific International Exposition BOOK

Thanks to Jim Matheny for a book on the early phase of developing the Panama Pacific International Exposition (P.P.I.E.) This book, published in 1913 by the P.P.I.E., is entitled:

Universal Exposition San Francisco 1915 Celebrating the Opening of the Panama Canal

A Pictorial Review of the Exposition's Progress to March 15, 1913

The book contains photographs, architectural drawings of the proposed buildings, and reproductions of the official documents authorizing the Exposition. Many photographs show the dedicatory ceremonies for the sites of exhibits by

the individual States and by foreign countries.

These dedications were elaborate, formal events with presentation of colors and review parades by U.S. Army troops stationed at the adjacent Presidio. One photo shows President William Howard Taft, in daytime formal attire, breaking ground for the Exposition.

No mention is made of the Overfair Railway nor of the other means of transportation within the exposition's grounds because the book was published before construction and installation of those concessions had started. (The inventory list of MacDermot's drawings indicate that design of the Overfair Railway equipment and layout started in the summer of 1913.) Maybe, there is another volume of this book that presents a "pictorial review" of the progress after March 15, 1913.

NEW HISTORICAL DISPLAY PANELS

Those of you who attended the Al Smith Day festivities and the May workday may have noticed the new display boards attached to the side of the Orchard Supply Line caboose. Thanks to "'Fitz'" FitzPatrick for this design and fabrication. They are made of 24" by 32" pieces of cork board encased on three sides by aluminum channels. Pegs at the top and the bottom at one side of the frame fit into two horizontal rails attached to the caboose. The panels can also be inserted into a larger, portable frame. With this design, one can view both sides of the panel by pivoting it in the tracks. The design allows us to interchange historical material easily and quickly.

Thanks to "Fitz" for this innovative contribution and to Andy McLean who suggested and assisted in mounting the permanent rails on the caboose's

Safety Simon Says:

**“Don’t be hasty
Always think Safety.”**



Tools, Tools, Tools.

By Mark Cooper



Last month, a visitor observing me busy marking tools said "Well, I can see you are marking those to keep people from stealing them." I responded that we have little or no problem with that. Our big problem is that our hard-working crews get things out, then come 4:30, forget to put them away where they got them.

So we are working on coding them so everyone, even if they didn't get them out themselves, at least knows where they GO away. And we'll all have a lot less excuses for not helping each other PUT them away, come "Modified Rule G Hour," as Al used to call it. That way, the *next* time you go looking for a tool, you may actually find it where it is supposed to be!

Our tool color code is:

- Blue** = Roundhouse
- Green** = Machine Shop
- Yellow** = Car Barn
- Red** = Track Crew

So now at least we will all be able to figure out at a glance the home *area* for our tools. Our next step will be to get some tool racks up so most of our tools will have an actual home *location*, and it will be obvious if one or more is out.

Please don't expect miracles right away. I'm only one person, pecking away at this, around other projects, one day a month. However if any of you would like to join the "tool crew," well...just join in!

Next Month: How to vote for buying the tools you need!

Line art drawings graciously provided by

Wildlife Enterprises, Art Rubber Stamps

1440 Wildlife Way

Placerville, CA 95667

(530) 626-5924 FAX (530) 295-1824

[Http://www.wildlife-ent.com](http://www.wildlife-ent.com)

They have many more 'train' stamps as well as hundreds of flora, fauna, buildings, seasonal, and theme stamps. Check out their web site or write for their \$3.50 catalog. *Editor*



PUBLICITY AND EVENT COORDINATION

Mary Ann Carnegie and Fred Vertel

Calendar of events

Saturday	June	12	Workday
Saturday	June	26	Second workday
Friday	July	9	Volunteer workday/prep
Saturday	July	10	BBQ & BAGRS run
Saturday	July	24	Golden Spikes run &
Saturday	August	14	Workday

As you notice, we are now having our two work weekends a month. That means the second and fourth Saturday/Sunday of each month. However, if any of you want to contribute time other than on the work weekends you are more than welcome to come when it best fits your schedule. Just be sure to let the Director, Ed Carnegie know that you will be on the premises.

Remember to get your reservations in for the July 10 BBQ and if you will be at Swanton on Friday night for the \$5.00 dinner. Just be sure to let Fred or myself know that you want to be included. We always have some railroad videos to show and tales to tell.

SPRS Year 2000 Directory & Engraved Name Tags

We will soon be printing our new Directory which will include updated member information, email and FAX information as well as some interesting historical highlights on the Swanton Pacific. Please fill out below how you would like to be listed and contacted by others.

Name: _____
(Please print)

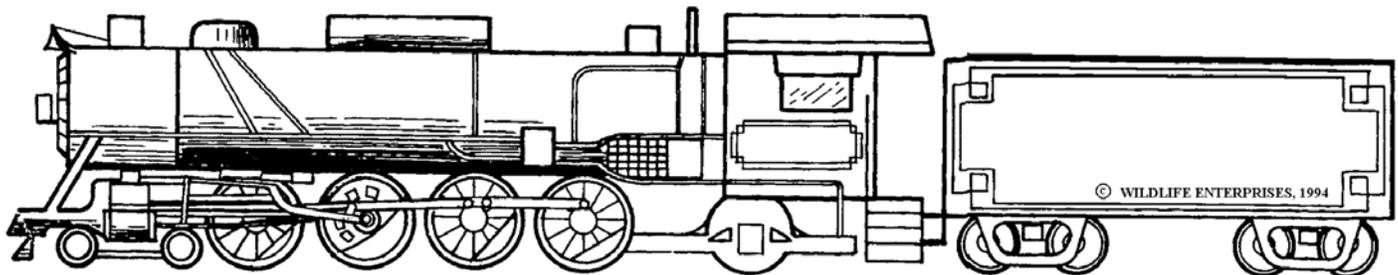
Address: _____

City: _____ State: _____ ZIP: _____
(Please print street, city, state, ZIP +4)

(Please print phone/area code, email, FAX)

Also, we provide all volunteer members with a very handsome and durable engraved name tag. **If you are a volunteer, or plan on being a volunteer, or are a volunteer that has lost or misplaced your tag, this if the time to let us know.**

Please engrave my Name as follows:



Swanton Pacific and Bay Area Garden Railroad Society Barbecue and Run

SEND IN YOUR RESERVATIONS NOW!

....so you don't forget.

The big barbecue and train run this Summer is the joint Swanton Pacific and Bay Area Garden Railroad Society Event scheduled for **SATURDAY, JULY 10th**. We'll have both steamers and the diesel in operation as well as a very large Barbecue, plenty of drinks, desserts, prizes, games for the kids, and docent tours of all the facilities. Our College Park grounds open at 9 AM, Train rides from 10 AM to 4 PM, Barbecue starts at 1 PM. To avoid long lines at the Barbecue, food tickets are numbered and issued based upon receipt of reservations, and will be called in order. Thus the earlier you place your reservation, the earlier your reservations will be called for the Barbecue. **Send them NOW and you'll also save \$\$\$, because....**

.....THE FOLLOWING SPECIAL FEES WILL BE IN EFFECT,
WITH RESERVATIONS MADE & PAID PRIOR TO POSTMARK FRIDAY JULY 2nd

SPRS 1999 Members:

BAGRS Members who are not SPRS Members:

\$10./adult or minor over age 12.

\$15./adult or minor over age 12.

Guests of Members: \$20.

Guests of BAGRS Members: \$20.

RESERVATIONS MADE OR PAID AFTER JULY 2nd, OR ON DAY OF EVENT:

\$25.00/any adult or minor over age 12 - NO EXCEPTIONS!

Under all circumstances, children 4-11 are \$5. and those under 4 are always free.

FOR THIS EVENT, ALL ASSIGNED CREW & EVENT VOLUNTEERS ARE FREE!

Since this is a Special Saturday Event that falls upon our normal work weekend. Friday, July 9th, will be the all day volunteer work day in preparation for Saturday's event, and all those SPRS members or new BAGRS/SPRS members who sign up as volunteers for either Friday or Saturday assignments will not pay any fee. If the same members sign up for both Friday and Saturday assignments, their immediate family members will also be free as well as 1 guest.

(The usual Saturday work day dinner will be provided Friday evening at the nominal fee of \$5.)

TO BE ELIGIBLE, ALL VOLUNTEERS MUST SIGN UP BY JULY 2nd.

Contact Mary Ann (ecarnegi@calpoly.edu) or Fred (1-650-968-9056 or ftvertel@aol.com) ASAP

Reservation Form

*Swanton Pacific Railroad Society and the Bay Area Garden Railroad Society
Barbecue Picnic, Tours, Prizes and Train Rides: Saturday, July 10, 1999.*

I/We are current paid members: _____

My/Our 1999 Renewal Gift is enclosed: _____

___ *Adults @ \$10. each:* _____

My phone is: _____

___ *Children @ \$5. each:* _____

Please give names of Guests: _____

___ *Guests @ \$20. each:* _____

___ *Under age 4: Free* _____

Total enclosed _____

**Make check or money order payable to: Swanton Pacific Railroad Society
Mail to: Fred Vertel, 1475 Redwood Dr., Los Altos, CA 94024-7250**

Print Name(s): _____

Signature: _____