

# SWANTON PACIFIC RAILROAD

Number 100

Cal Poly

September 2001

## On Track

With your director,

Ed Carnegie



**W**e just completed our first successful Swanton Pacific week of work. For some it might have been a good workout, for others a good time to visit, enjoy camaraderie, good meals, medicinal and/or therapeutic purposes--but, all-in-all, it was a week where much was accomplished, and fun was had by all. During the course of time we had about twenty-two members show up and contribute time in getting a specific project completed.

Activities actually started on August 9, with a few members showing up to get things started for the BAGR weekend of August 9-12. On the Thursday before the BAGR event, Richard and Andy put in a safety fence on the north end of the washout to replace the temporary orange netting we had installed. Bill McNab did a Herculean job of clearing the weeds around the redwoods from the McNab Redwood Grove. It is quite impressive how fast the trees are growing. You can now finally start to see what a nice area this will become. Gloria McNab had been down for the Golden Spikes Event and noticed that she could hardly see the redwood forest for the weeds--so Bill thought if she could not see them, no one else could. So we men do hear and listen to what the women are saying.

My efforts were spent on milling the cabinets for the one caboose. And on the later part of Friday, both Richard and Bill helped me install the cabinets. Friday evening brought in members Dennis and Eric Johnson, Bob Wilkerson, and long time 'lost' member Art Laidlaw--all the way from Pahrump, Nevada.

Bob provided a "cook your own steak" BBQ for \$5.00. However, a real treat was bestowed on me when member Lou Haughney invited his niece, and approximately thirty-five others from the McGuire Clan to come to Swanton. It had been twenty-one years since I had last seen Kelly McGuire--one of my former students, and a graduate of the Agricultural Engineering Dept.. It is always such a pleasure to meet and reminisce with former students, and especially when they are related to our own Swanton "family".

On Saturday we had our regularly scheduled workday, while BAGR members began to set up their garden scale railroad modules all within the meadow



area.

Meanwhile Dennis Johnson, Bill McNab, Matt Zemny, and Richard helped me raise the two cabooses up off their 20 pound rails. We did this by placing three jacks under each truck, thereby raising one side of the caboose high enough to remove all the spikes, drag the rail out, and then replace with a standard size rail for the cabooses. We had to do this a total of four times.



After the new rail was installed we would then lower the caboos back down onto the rail and re-spike the ties. This was a real tedious, not to mention precarious, task in that you are working under the caboose and trucks to remove and replace the spikes.

Once the new rail was installed the cabooses were elevated and leveled by raising the track that the cabooses were sitting on and then tamping the ballast under the elevated ties. This entire operation ended up being a three and one-half-day job.

Other members, Jim Scott worked on the motor grader, while Marty Campbell and Randy Jones cleaned the flues on the 1913. That evening everyone enjoyed a great potluck.

Sunday, many BAGR and Swanton neighbors came to see the railroad modules, and BAGR Short Line Display. They were also treated to rides on the Swanton Pacific Railroad and to participate in a BBQ. Martha was a very successful businesswoman selling Swanton memorabilia to the crowd in attendance.



The next week began the actual Swanton workweek. Work continued on the caboose rail raising which was finally completed on Monday evening.

Tuesday Ed, Fitz and Art began the framework to install the redwood decking between the two cabooses. Andy began to work on clearing the right a way of poison oak, and later mowed the lawn. Bill continued to spruce up the redwood grove.

Wednesday, more deck framing took place, but we were all awakened early in the morning with a truck delivery for the rest of the ties. At least we weren't off-loading them at midnight like the last delivery.

Thursday, Dick Toulson continued his painting of the handrails on all four of the cabooses. John LaMar, Al Smith's nephew, dropped by and assisted Dick with the painting, as well as to help load up old ties along the

track with Andy and Art who spent a couple of days on this task. Just when Andy thought he had the stacked-up woodpile down to practically nothing, it has now grown another good ten feet high. Those cold winter nights will welcome the bonfires!



By Friday, Dennis, Eric, Richard, Fitz and myself had finished the deck between the two cabooses. Eric learned how to operate the lawn tractor and hauled a lot of old ties and other debris from around the cabooses.

Saturday, Fitz headed up a work party comprised of Richard, Dennis, Eric, and Randy to work on the roundhouse and machine shop. They set up shelves and sorted, oiled, and cleaned parts of the 1500 and the 1913. Also, they installed a ventilation fan in the roundhouse, and installed additional lights.

Art, Andy and I proceeded to the wye with a load of ties to finish the tie replacement there. A short time after we started work, Bill Robinson walked down to help. After lunch we were joined by Karl Schuh and were able to finish the tie replacement at the wye.



Leslyn Keith, Linda, joined Dick and, Allen Schuh to paint the hand rails on the cabooses. Mary Ann was busy refinishing the picnic tables, sanding and painting with wood sealer.

Sunday, was much like Saturday, but just with a few less volunteers, yet much was accomplished. The track crew pulled more old ties and transported them to the woodpile. I worked on the cabinets for the caboose and later Richard and I finished the benches for the deck. Monday morning, Mary Ann and I sanded and put a protective sealer coat on the deck and its benches. This will really make a nice gathering area for our members.



**NEW MEMBERS**

Brian Beretold	Santa Cruz
Bill Gustafson	Northridge
Deborah Halstead	Santa Clara
Karl Schuh	Santa Cruz
Barbara Seaman	Milpitas

On behalf of the entire organization we welcome you into our "railroad 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

**REMINDER:**

BEFORE YOU LEAVE THE SWANTON PREMISES PLEASE BE SURE TO FILL OUT THE WORK LOG KEPT IN THE MACHINE SHOP NEXT TO THE PHONE.

This is the best record we have to keep track of your volunteer hours.

**Down Behind the Railway**

With your president, air monkey, and carbarnist;  
**Reynold 'Fitz' FitzPatrick**  
 RGBFitz@aol.com  
 650.737.9584

My fellow Swantoons:

Election of Officers is soon upon us. We will nominate and elect the First Vice-president (workday projects, History and ad hoc committees), the Third Vice-president (events and meetings, Facilities and Publicity & Events committees), and the Treasurer for terms of two years. I have appointed past presidents Marty Campbell and Bill Engelman as the Nominating Committee.

We will have the first General Meeting of the year on Saturday, October 13th at noon – the Special Order of Business being the nomination of Officers to these positions. We elect these Officers on Saturday, November 10th at our second General meeting of the year. Any other legal business any be presented following the closing of the Special Order of Business at those meetings.

If you would like to become an Officer, and Executive Board member, please let the Nominating Committee know.

**Conductor & Brakeman training**

The 'home-study' Conductor and Brakeman manual is now available to those of you wishing to progress through our program of instruction in the operation of our railway equipment. While it is not necessary for you to be qualified on the motor-car or diesel before training as a Fireman in the steam loco's you must complete the conductor course, including the practical 'on-site' portion, before operating railway equipment. May I hear a round of applause for Anthony Pratkanis for completing this manual. And for Marlene and Tony for their assistance and allowance. I know the effort required in this endeavor, especially when one has a day-job, and if we were a for profit enterprise we should pay him big bucks. Thanks Anthony.

And thanks to Dick Toulson, our resident signologist, for donating two bicycles for our use in getting between the meadow and carbarn. Especially the 'ladies' bike which is handy if you happen to be wearing a kilt (Jim).

For those of you who haven't been down at the railway, we've got things to do. Come on down!! We need your help and would love to hear your stories – and hope you like ours.

Fitz

**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 have a



## PUBLICITY AND EVENT COORDINATION

Mary Ann Carnegie

### Calendar of events

**W**hew! A whole work week of sheer fun has come and gone and I would like to take this opportunity to thank all of you that came to Swanton to participate and contribute in whatever ways you possibly could.

If any of you have thoughts or suggestions for doing this again next year please make a note and pass your thoughts on to either a fellow Swantonian officer or myself.

Many times I hear members say I can't do this or that, either because of physical constraints, or for other reasons, all of which are acceptable. However, I feel that each of our members can and are perfectly able to contribute in many different ways.

If track work, welding, machining, or equipment operating isn't quite your thing, then perhaps sweeping, picking up, straightening out, checking supplies, doing inventories, keeping records, cooking, cleaning, painting, or etc. etc. etc is.

Whatever you are able to contribute is one less thing that another volunteer has to do, and everything eventually adds up to bring about successful accomplishments.

Don't ever hesitate to offer suggestions or ask to take on a project you see that might be within your or someone else's realm of capabilities. Your imagination may stir up someone's undiscovered talents and end up providing a great asset to the organization.

Safety Simon Says:

Don't play the fool,  
Don't use a broken tool!

Upcoming events: MARK YOUR CALENDARS

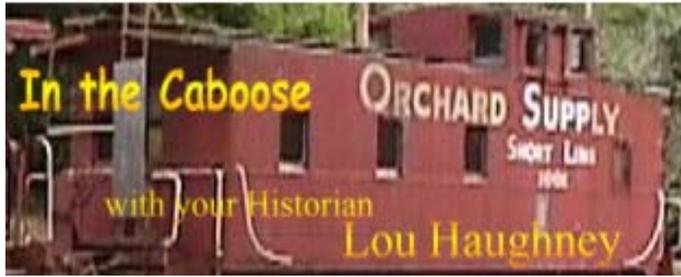
- |           |   |
|-----------|---|
| September | Work weekend  |
| 8/9       | Executive Board meeting Sunday                                  |
| 22/23     | Work weekend and<br>LAND TRUST RUN (SEPT. 23)                   |
| 29        | Prep day for Cal Poly Day                                       |
| 30        | Cal Poly Day--BBQ and Train Rides<br>(SPRR HOSTS)               |
| October   | Lonestar Company Picnic   |
| 6         | (we provide train rides)  |
| 13/14     | Work weekend. Saturday noon:<br>General meeting – nomination of |
| November  | Work weekend. Saturday noon:                                    |
| 10/11     | General meeting – election of Officers                          |

**Land Trust Day:** We mainly provide train rides, sell merchandise, and answer any questions we can to those guests attending. This event is hosted by the Santa Cruz Land Conservancy (SCLC) and attendance is usually 800 plus. The SCLC hosts the BBQ. Since this is their major fund raiser for the year they usually provide the BBQ to our working volunteers at cost (\$10-\$15).

**Cal Poly Day:** Last year we had a little over 600 attend this event. This year we expect that many again and perhaps more, so we will call on all of you to put this date (Sun. Sept. 30) on your calendar and to help out in some capacity.

As always, we will need as many as possible to help with the following tasks: BBQ team, serving of food, guiding our guests with parking--to be done in shifts, setting up for the event, registration, sales, ticket taking, historical display, tour guides for railroad facilities and then the all important task of cleaning up afterwards. Again I ask that each of you step up to plate and volunteer for what you may prefer to do, rather than wait to be approached with a given assignment you may not enjoy as much! The choice is yours--first come first accommodated!

Also, be sure to get your RSVP in for Cal Poly Day. We need an accurate meal count! [Our members cost for the meal is \$8.00/adult and \$4.00/child. See the last page for RSVP form.]



### HISTORY OF THE "CAL. BARN", Part 1

The "Cal Barn", located at the entrance to the Swanton Pacific Railroad yard, has always prompted many questions as to its age, origin, and use. The little we did know about it was that the building was part of a camp in the early 1900's for field classes in surveying, attended by students from the engineering departments at the University of California at Berkeley (UCB). Recently, Bob Parkinson, the SPRS's assiduous researcher, spent several hours in the Bancroft Library on the UCB campus to discover information about the surveying camp. Bob located and looked through the annual students' yearbook, the BLUE and GOLD (B&G), for the years from 1899 through 1925. Also, he examined the annual and sometimes biennial reports from the College of Engineering to the President at UCB for the years of 1906 through 1925.

The B&G yearbooks of the early 1900's contained accounts written by the students about the various classes, activities, events, etc, in which they participated. The Summer School of Surveying (SSS), which was conducted at an off-campus field site, is described in detail in most of the annual issues. The reports of the Engineering College's head also tell about the SSS at Swanton with emphasis on the site's advantages.

From all this material, Bob extracted 21 pages of typewritten notes, which provide valuable and often humorous additions to the history both of the northern, coastal Santa Cruz County region and of the site in that part of the Swanton Pacific Ranch next to the junction of Little Creek with Scott Creek, where the shops, roundhouse, and station of the Swanton Pacific Railroad are now located. The Cal Barn was the dining and assembly hall.

The students camped in tents spread throughout the adjoining meadow, where the College Park station is located, along the east side of Scott Creek and south of Little Creek.

Excerpts from those notes will be published in subsequent issues of the newsletter. The first part in this issue presents Bob's cover letter which summarizes his research and which describes a conflict with other publications in regards to the date when the camp was established here. Many thanks to Bob Parkinson for his hard and persistent work. First, he had to search through catalogs and files to determine what items might be applicable. Then, he had to request that material to be retrieved from an off-campus archive. Finally, he had to make hand written notes (by library rules) of the pertinent material. What follows is basically Bob's letter to me. I have edited slightly a few places for purpose of clarification.

Lou Haughney

Bob Parkinson's letter of June 8, 2001

Enclosed are notes on BLUE & GOLD 1899-1925, and reports of the College of Civil Engineering to the president of the University of California. It appears that the Summer School of Surveying was near Calistoga in 1898, Menlo [Park] in 1899, and near Calistoga in 1900. It is not clear whether it was again near Calistoga in 1904 and later, and in which years or year it was near Pacific Grove.

B&G 1906 says camp (1904?) was near town of Coast north of Santa Cruz. (Where specifically was Coast?) B&G 1907 (camp 1905?) refers to the mouth of a canyon on the bank of Liddell Creek, about 11 1-2 miles north of Santa Cruz on the coast road. This is south of Davenport. It also mentions mapping of Arroyo de Lagunas, a ranch of about 2500 acres.

[See Notes 1, 2, 3]

The report of the College of Civil Engineering for 1923-1924 (dated July 1, 1924) says the camp was at Swanton 1909-1923, on the UC campus in 1924, and, from later reports, from 1925 near Fairfax, Marin County.

After WW II field classes in surveying seem to have been held on the Berkeley campus and the hills behind. [Therefore] prior to the site at Swanton, the camp seems to have been south of Davenport at Liddell Creek.

The B&G's sometimes refer to the Ocean Shore Railroad. I have looked at three books on the Ocean Shore, all well illustrated. Two of these have a picture of a student train leaving Santa Cruz, each different though they may have been taken at the same day. In view of the above B&G and College of Engineering reports, I question the date and destination in the photo and text of three of these books. [as follows].

OCEAN SHORE "Reaches the Beaches, by Randolph ("Rudolph") Brandt, Western Railroader, v. 15, no. 7, #151, revised printing, (booklet) 1965. "By the first of May, 1906, track laying was completed from Santa Cruz to Swanton, and on May 16 a steam engine pulled the first train over the line carrying as passengers 105 members of the civil engineering class of the University of California to the annual summer school near Swanton. By June 15, regular service was established with two trains daily in each direction."

THE LAST WHISTLE, OCEAN SHORE RAILROAD, by Jack K. Wagner (1974) gives this same information on page 39, and the caption for the photo on page 38 reads, "The Ocean Shore's railway's first revenue train leaves Santa Cruz for Swanton with 105 University of California civil-engineering students aboard..."[photo from the Randolph Brandt collection".

Rick Hammon (1980) says that by the 15th of June 1906 regular passenger service had begun from Santa Cruz to San Vicente Creek near the

cement plant, with two round trips per day, and by the first of October the Ocean Shore right of way had been tracked 14.04 miles to Scott Creek. The caption on the photo on page 180 reads "University of California engineering students abroad a special Swanton bound Ocean Shore train are shown leaving Santa Cruz. Just south of Swanton in a meadow to the west of Little Creek Switch the college used to have an engineering surveyor's camp for students.---[photo is] Courtesy: Louis Stein Jr. Collection."

It would seem [from the UCB reports] that if the photos were taken in 1906, the rail destination could only have been San Vicente Creek. If the destination of the train was Swanton, it would have been a few years later.

Perhaps a check of the Santa Cruz newspaper at the time might clarify this.

Best regards, Bob

NOTE 1: At UCB in that period, the academic year ended in May, and the next school year started immediately in June. The students attending the SSS were of two classes. Students starting their sophomore year took the introductory course in surveying; students starting their junior year took the advanced course. The year of the B&G is the final semester of the senior year; the book is a record of the previous academic year, that is, activities in their third year. "B&G 1917" is a record of the college year 1915-1916. Thus, "B&G 1907 (1905 camp?)" means: The yearbook issued in the spring of 1907 refers to activities and events in the preceding school year, namely June 1905 through May 1906; and, the SSS was conducted in June and July of 1905, at the start of the school year preceding the school year of publication 1906-1907. The "camp [in] 1905" with a "?" indicates that we believe the above is the right interpretation, but we are open to correction by any "Old Blue".

NOTE 2. "Where is Coast?" Bob Parkinson found a listing for Coast in two histories of post offices. W. N. Frickstad's "A Century of California Post Offices/1848-1954" and Harold E. Salley's "History of California Post Offices". Three entries in the latter book imply that Coast was about 2 or 3 miles south of Davenport.

COAST, SANTA CRUZ [COUNTY] Estab. 6/6/1889, disc. 2/15/1905. Moved to Santa Cruz. Name stems from its geographical location, serving the Davenport area. The proposed name was Laguna. Located 9 miles NW of Santa Cruz and 30 miles SE of Pescadero. Albert B. Cook, 1st PM

SWANTON, SANTA CRUZ [COUNTY]

Estab. 5/28 1897. Disc. 12/31 1930. Moved to Davenport. Named for Fred W. Swanton, an 1867 pioneer. He developed the site as a seaside resort. The

proposed name was Tranmcas. AKA Laurel Grove (No PO). Located 8 miles NW of Coast and 20 miles SW of Pescadero. Pasquale Sonoguini 1st PM.

Two errors appear here. The town of Swanton with its inland location cannot be considered a "seaside resort"; Fred Swanton, a one-time mayor of Santa Cruz, promoted Santa Cruz as a "seaside resort". "Tranmcas" may be a misspelling of "Trancos" from the name of the land grant which includes most of the Scott Creek watershed and the settlement of Swanton.

DAVENPORT, SANTA CRUZ [COUNTY]

Estab. 12/23/1874; Disc. 3/15/1889; PO moved 2 miles south from Davenport Landing site and re-estab. 2/7/1906. Honors Capt. John P. Davenport, who established a whale rendering station (Davenport Landing) in 1841. Located...5 miles SE of Swanton and 12 miles NW of Santa Cruz...William Purdy, 1st PM.

One more source: The USGS Geographical Names Information System (GNIS) lists Coast as an "historical" populated place in Santa Cruz County with unknown latitude and longitude.

NOTE 3: San Vicente Creek, Liddell Creek, and the Arroyo de La Laguna land grant are shown on the current version of the USGS 7.5'x7.5' "Davenport" topographical map. The mouth of the San Vicente Creek is at the southern edge of the town of Davenport, and the mouth of Liddell Creek is one mile farther south. The Arroyo de La Laguna grant is bounded on the north by the San Vicente Creek.

Final comment: In view of the above UCB records, the historical data on the regional post offices, and available maps, I agree with Bob Parkinson that the "first" Ocean Shore Railroad passenger train from Santa Cruz in 1906 carried the UCB SSS students to their camp at Coast, near Liddell Creek, a mile or two south of San Vicente Creek and the town of Davenport. Further input and corrections from local historians will be appreciated.

LCH

More on the Cal Barn in future issues.

RIDE THE RAILS  
SWANTON PACIFIC RAILROAD'S  
ANNUAL CAL POLY DAY  
SUNDAY SEPTEMBER 30, 2001

CAL POLY'S SWANTON PACIFIC RANCH

DAVENPORT, CALIFORNIA

Cal Poly's Swanton Pacific Historical Railroad Society will be hosting its annual Cal Poly Day on Sunday, September 30, 2001. We hope you will be able to come and join us, along with fellow Cal Poly alumni and friends to participate in the day's festivities. Train rides, a BBQ, tours of the ranch's and railroad's facilities, along with demonstrations of dogs herding sheep will be on tap for the day.

Cost for the event is \$15.00 for adults, \$8.00 for children (up to 8 years old). Reservations must be received by Friday, September 21. RSVP's received after 9/21 will be \$25.00 for adults, \$15.00 children. Walk-in sales at the door cannot be guaranteed. Reservations should be made by calling Ed Carnegie (805) 995-3659 or by emailing him at [ecarnegi@calpoly.edu](mailto:ecarnegi@calpoly.edu).

We will need an accurate head count for the barbecue **by Friday, September 21**. Please return the bottom portion of this invitation, along with a check (\$15/adult and \$8/child--up to 8 years old) to cover expenses for the barbecue and refreshments to:

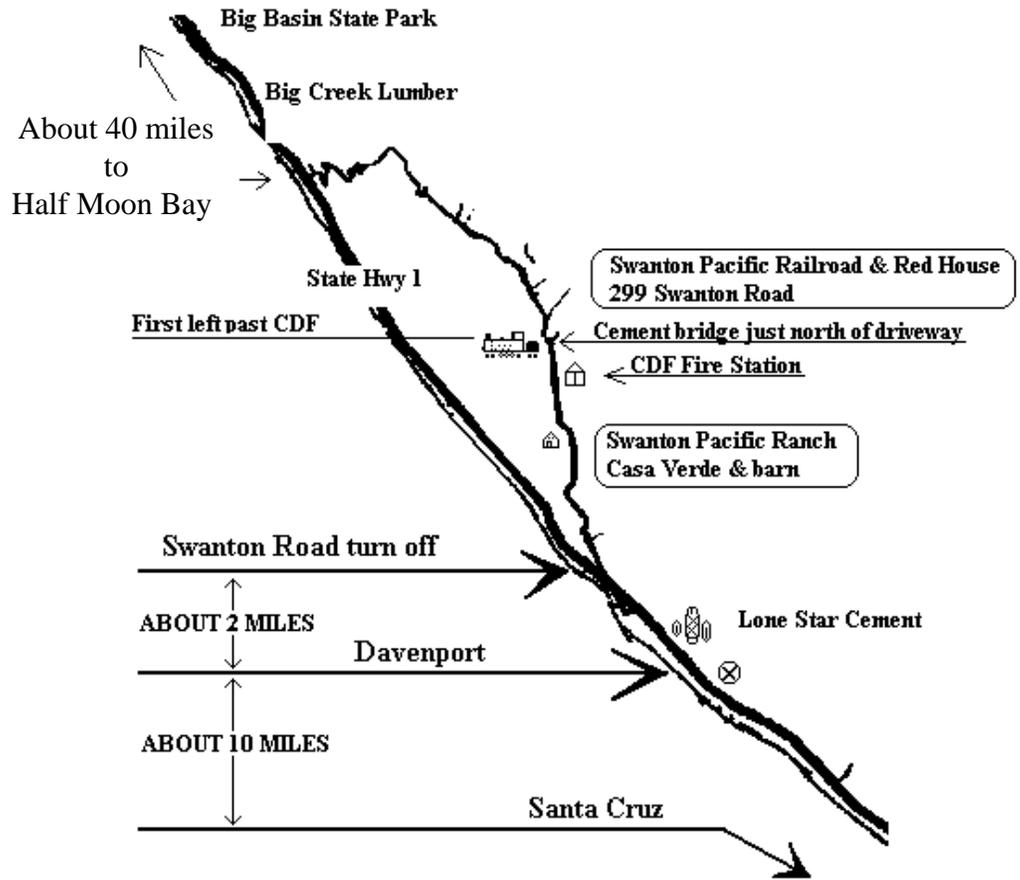
Ed Carnegie  
BioResource & Agricultural Engineering Department  
Cal Poly State University  
San Luis Obispo, CA 93407

***Make Check Payable to Swanton Pacific RR or SPRR***

If you have a friend or know of someone that may be interested in attending Cal Poly Day-- feel free to photocopy this form and pass it on

Tickets will be held for you at the Swanton Ranch. If you have any questions, call Ed Carnegie at (805) 995-3659, or e-mail at [ecarnegi@calpoly.edu](mailto:ecarnegi@calpoly.edu)

Hope to see you at Swanton!



# Cal Poly Day All Aboard! Sun. - Sept. 30,

Please provide full name and indicate if an adult or child less than eight years old. (A/C)  
 If one or more of your party are alumna or alumnus of Cal Poly please indicate department and year.

Name	A/C	Address	City	State	Phone

Number of adults—BBQ           X \$15.00 = \$                     

Number of children—BBQ           X \$8.00    \$                     

Total                    \$                     

Please make checks payable to:  
 Swanton Pacific RR or **SPRR**  
 And send to:

Ed Carnegie  
 BioResource & Agricultural  
 Engineering Department  
 Cal Poly State University  
 San Luis Obispo, CA 93407

**RSVP's received after 9/21/01 will be \$25.00/adult and \$15.00/child.  
 We cannot guarantee walk-in sales at the door.**