

SWANTON PACIFIC RAILROAD SOCIETY

Number 106

Cal Poly

March 2002

ON TRACK with your Director
Ed Carnegie:

Between rain storms, and very frosty mornings-- that it almost looked like snow, a lot was accomplished in February. Activities actually started on the first of Feb. where Andy & Geoff volunteered to assist the Monterey Bay Hatchery in their annual "fish hunt". The work train consisted of a flat car, with a tank & fish trapping equipment, one passenger car & the 502. Since our track runs right along Scott Creek this made it very easy for the fishery personnel to net & transport fish (salmon & trout) to be used to stock the hatchery. Consequently, this was a real "win, win" situation as we were able to impress personnel from National Wildlife & Fisheries, as well as hatchery volunteers on the usefulness of the RR running along the creek. Likewise, they were able to accomplish their task with greater ease. The only downside, which had nothing to do with the fishing operation, was that the pulley on the 502's air compressor fell off. Geoff & Andy then proceeded to procure a new pulley. This was a bit complicated since the shaft on the compressor was tapered, & Geoff was unable to find a direct replacement. The pulley was originally on a 300 series air compressor & we have a 500 series. Also, the key way needs to be broached & tapered bushings are not available from the manufacturers. So, all these things will need to manufacture in house. We have the talent & equipment to make it. During the manufacturing phase a "pop" was heard in our Bridgeport Mill & it quit working. While Geoff was looking for manuals & parts, Bill Engelman & Frank Smith were taking the mill apart & discovered it had a broken belt. This was a real relief, because it at least can be repaired, just NOT EASILY.

For the work weekend, we had a great turnout of over 20 volunteers doing various projects. A forestry student, along with his Dad, also came up for the day to work on Swanton's entrance.

The car barn crew consisting of Pete McFall, Corine Manroe, Natasha Bettis, Mac Gaddis, Dick Toulson, and Andy McLean removed, cleaned, & sandblasted journal boxes for passenger cars to get them ready to be poured full of aluminum. In addition, brake cylinders were repaired; parts were cleaned & organized.

Roundhouse volunteers constructed a bridge between the oil storage container & the Roundhouse. Clean up of that area was done by burying the pipe & smoothing the soil out. This will make it easier to transport drums & supplies between these two buildings, & will also allow for easier repair of pipes & conduits underground there. Credit here goes to Richard Mehr, Fitz, & Andy.

Machine shop activities included the equipment repair as noted above & continuing work on the 1500 carried out by Randy Jones & Mark Cooper.

Inside the cabooses we had Martha, & her grand-daughter Trillium, along with Mary Ann cleaning, polishing, lining shelves & putting other finishing touches on caboose 294 to make it available as living quarters. In caboose 73, Dennis, Anthony Pratkanis & I installed four win break windows & started the electrical installation. Electrical installation, & clean up continued on Sun & Mon as Dennis and Richard were able to stay and help me out with this.

Our communication coordinator, Bill Engleman, repaired a couple of handheld radios, worked up details to improve the antenna system on the repeater, & in general works on keeping our communication systems working & up to date.

Vera weeded grounds around College Station, Lou tended to roses, & Dick Toulson along with Andy repaired the Little Creek Bridge's railing, & removed heavy foliage on the north side of the car barn. Future projects will be to clean up the area near the car barn & driveway.

We have a lot of projects under way, & some are left without committee chairs in charge. So, if you would like to take some of these projects on see either Fitz or me. Hope to see many of you on the 2nd Sat/Sun of March as much of our efforts will be directed to getting everything in ship shape for our ninth annual Al Smith Day Run--April 14.

REMINDER: BEFORE LEAVING SWANTON'S PREMISES, PLEASE, BE SURE TO FILL OUT & SIGN THE WORK LOG FOR HOURS YOU WORKED. THE WORK LOG IS IN THE MACHINE SHOP NEXT TO THE PHONE.

This is the best record we have to keep track of your volunteer hours. Please list only the hours that you worked, as we must pay workers compensation for time you list.

Redhouse Reservations:

The Ranch Director has been working with the RR to ensure that we have space available in the Redhouse for workdays. However, I 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 place to stay.



Netting crew



SPRR Fish Train

NEW SOCIETY SUPPORTERS received over the last month were as follows:

- | | |
|---------------|------------|
| Arthur Basham | San Jose |
| George Medina | San Bruno |
| Frank Smith | Santa Cruz |

On behalf of the entire organization, we welcome each of 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.



Bridge to oil storage

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

- | | |
|-------------|---------------------------------|
| Mar 09/10 | Work weekend |
| April 07-13 | Work Week prior to Al Smith Run |
| April 14 | Al Smith Run Day |
| May 12 | Saturday Workday |

A calendar for the year is available on the Internet at the web site. April is fast approaching & with it, SPRR will kick off its "train riding season" with its 9th Annual Al Smith Day on Sun. April 14. Invitations have been sent to the printers & should be forthcoming to all very soon. Be sure to RSVP ASAP & photocopy the invite to pass on to as many of your friends & other RR buffs who may want to participate in this fun filled day. The week prior to the run will see many of our volunteers staying at Swanton to get things ready for the event, as well as to finish up on various other projects that the good weather of Spring brings to being outdoors again. We may even be able to enjoy a bonfire or two in the evening.

Feb. we had a very successful Valentines theme dinner in the Redhouse for all (about 15) that were able to stay over Sat. Your RSVP"ing certainly helped in planning a better organized meal. Special thanks to Martha for all her assistance with setting up & clean up, & for Geoff who brought all the sodas for refreshment. Next month we will want to have an Irish theme dinner (maybe corn beef & cabbage??) Please RSVP for this meal, it will be greatly appreciated. We will be charging a small fee for dinner to help defray the costs so that no one individual has to bare the burden of expenses.

CONTRIBUTIONS ARE DUE FOR 2002

If you haven't paid your contribution for 02 then you "ought to.

OBSERVATION CAR By SPRR Volunteers



This is the old redwood tree

Continuing Saga (Part II) Trees, Trees, Trees by Bill McNab

After determining that the redwood tree by the car barn had to go, it was interfering with the rollup door

operation, a plan was hatched. The plan put forward was to quickly dig up the redwood, all of about 5 feet in height, and plant it elsewhere posthaste. This then would allow the crew to get on with railroad maintenance that needed to be done. Tools such as pick and shovel? No way!

Get the backhoe and one scoop should do it. The scene is Ed Carnegie at the controls of the backhoe and the rest of the group standing around observing the action. Yes sir, ONE SCOOP is all it took. But that ONE scoop took out all the underground wiring too and through the car barn and on down the way. Talk about snap crackle and pop! Group reaction was wide-eyed and ready to move out in whatever direction for self preservation. A few people realized it was the underground wiring and things calmed down .



First redwood tree for McNab grove

The so called twenty minute job took 8 hours to do repairs and most of the manpower for the rest of the day- new wires, circuits, connections, etc.. This is where Carnegie earned his moniker "ONE SCOOP ED" .He also maintained the image over time, by always finding water pipes, electric lines etc. with the backhoe. Fellow member, Bob Nichols, also got proficient with the backhoe and found his fair share of utilities that weren't supposed to be where he was digging. That one quick scoop by Carnegie brought enough head shaking, chuckles, and all around wonderment to last the rest of the day. And after much digging the scrawny tree was finally dislodged with a tug, bare root and ready to go.

The bedazzled bare root redwood was loaded aboard a small RR pull dolly and headed down the track with Jim Matheny, Cosmo DiFrancesco, Dave Stupi, and Bill McNab, sharing in the pull cart duties. The location picked for the planting was about 100 yards north of the Folger Wye, up on the hill, just west of the track. Some bulldozer work had been done there to change the water

runoff away from the tracks. The best part was, it cleared a small area of poison oak which gave a place to plant the tree. An additional dozen redwood seedlings were also planted.

The next month's workday we investigated how the beautiful young redwood was doing. It was growing well, but the seedlings were flat out gone. No trace, no roots, no nothing. LESSON NUMBER ONE; little seedlings will not survive in the wild animal kingdom. We did find some 1-foot size seedlings around the shop areas and transplanted them to the new area. We lost some but a few survived. Size of seedlings seemed to be a factor. We then planted some others right under overhanging poison oak and the deer didn't touch them at all. A novel idea!

Next month-tree spacing, percent survival, and other obstacles

LOTTERY HOPEFULS

Headlines read that there was an unknown lottery winner from Hal-Moon Bay to share \$193 million with two others. We immediately thought, oh my the Englemans would be the announced winners. How wonderful that would be. So we contacted them ASAP before fame would strike and they would maybe have a difficult time talking with us peons in the future. The email headliner then read "We are finally able to replace the leaky roof on the house, replace the leaky water pipes get the house painted, get Linda's old rusty car painted, a newer motor home, & some jeans with no holes. I can even get my teeth fixed, my colon, eyes and dog fixed! We can change the name of Michael's Arts & Crafts to "MOLLY'S", and of course, the SPRR will get a hefty \$50 million endowment--but--I get a black hat! Oh boy, oh boy--life is gonna be good!!! What was that lottery number again???? Always do enjoy Bill, Linda and Molly's sense of humor--there's always next time.

Down Behind the Railway


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









My Fellow Swantoons.

Marching into spring the opportunities for creative fun are practically boundless when one considers our To-Do list.

The patch to the 502, rebuild of the "00" motorcar, and work on the steam engines seem to be well in hand, although more hands would be welcome.

Here are some of the fun things from the list.

 Maintenance of Way track.

-  Rebuild the San Vicente switch.
-  Replace old ties and align track.
-  Install 'quick connect' air brake fittings on flat cars.
-  Move air brake angle cocks from under seats on passenger cars
-  Remove old air compressor from machine shop and finish insulation.
-  Adjust machine shop roll up door and fix side 'garage' door.
-  Repair the small band saw.
-  Prepare area by roundhouse for a garden track and paving.

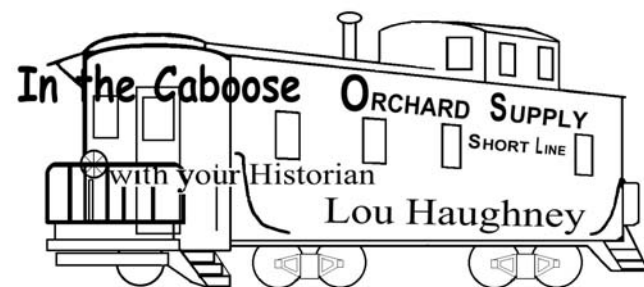
And a grand time may be had at our first workweek of the year in preparation for Al Smith Day. It is a combination of spring cleaning and winter repair. Emphasis will be ensuring the track, especially at the wye, is in good order and the passenger cars are clean and well maintained.

The workweek extends from Saturday April 6th through Al Smith Day, Sunday April 13th.

It would be just great if you could spend the entire week down on the railway, but a few days anywhere there would be fine. Please let Ed, or me, know if you plan on being there.

I look forward to seeing you next workday.

Come on over, we'll have fun. Fitz



CAL BARN HISTORY, Part 4

This article continues the students' accounts of their experiences at the University of California's Summer School of Surveying as related in the annual student yearbooks. The first excerpt describes the camp of May-June 1911, the third (or fourth?) year of operation in the Swanton area. These accounts provide interesting historical information about the present site of the Swanton Pacific Ranch and, particularly, of the Swanton Pacific Railroad's rail yard and station area; such as, their rides on the Ocean Shore Railroad and on a logging train up the canyon (San Vicente Railroad?), the strong afternoon off-shore winds,

the students' recreation in the area, and the bonfires in the meadow where their tents were pitched. The cookhouse to which they frequently refer must have been what is now George's house at the entrance to our yard from the road. Originally, that building was attached to the "Cal Barn". Perhaps the latter was the mess and assembly hall. Is our machine shop old enough to have been their "instrument room"? Following are excerpts from Bob Parkinson's notes that he retrieved from the Archives of the UC Bancroft Library.

1913 *Blue and Gold* (a record of the school year 1911-1912)

"The Summer School of Surveying for 1911, like all previous camps, started in the third month (*sic*) of May. [...*third week of May?*] Being truly resigned to undergo the trial of a month's hard labor as embryo engineers, we were pleasantly surprised at the ideally beautiful situation of Camp California, when the Ocean Shore Limited nosed its way around the last bend of Scott's Creek and dropped us off at the cook-house. We felt, even at the beginning, that the scenery alone would surely compensate for whatever work we should have to do.

"Promptly on our arrival 'gow' was served, and that event too, changed considerably our viewpoint toward the galley slave existence that we had been led to believe would be our portion at Summer Camp. The apparent disorder was dissipated immediately after dinner by Prof. Sears. Already we were slipping into the routine of the month that was to follow in the organized Summer Camp.

"Nearly all the Juniors and most of the Freshmen had a perfectly good opinion of Les Ready, but on that first morning at 5:15, when he blew his little bugle, many of us changed it. 'Needs must when the devil drives' or Les blows, otherwise no breakfast, for we had to get 'dressed', washed (?), and to the dining room in fifteen minutes if we wanted any. However, we got over that just as we learned to forget our poison oak and sunburn.

"We did not work all the time. After 3:30 the wind was so strong that accurate work was impossible, so the rest of the day until 5:30 was spent in playing horseshoes, cards, or loafing around camp.

"The many walks and tramps available after dinner, on Saturdays and Sundays, will always

come back as pleasant remembrances to us. The ramble along the Swanton road to the 'P.O.' at Mill Creek, to Big Creek Dam, and the Primrose Valley, and the strolling back together in the dusk, all combined to make the four weeks a real vacation. The gathering around the campfire, the singing of the 'Summer Camp Quartette', the rides on the logging train, the hiking out in the crisp morning air with cries of 'Yea Bo' echoing across the canyon and taken up again from distant triangular stations, the crabbing as to who should pack the 'gun' (transit), all these things served to make the context of our life at camp.

"Finally it was three more days, two more days, and then eventually the last night came and we got together, a hundred strong, around the twenty-first bonfire. Here to the music of several parodies by Gay and Kennedy, Ltd. (It should have been unlimited), we closed the session for 1911. We sang the last parody---'Down on the Farm':

"I've been working down at Swanton,
all the live-long day,
I've been working down at Swanton,
just to pass that course 3A;
Don't you hear our Prof. Sears calling,
early in the morn,
Don't you hear our Prof. Sears calling,
'Eric! blow your horn!'"

and then 'All Hail' floated through the beautiful moonlit canyon of redwoods and Summer Camp was over."

1914. *Blue and Gold*, (a record of the school year 1912-1913)

"Late in the afternoon of May 3, 1912, an old-style logging engine drawing two dust-begrimed passenger coaches pulled out of the Ocean Shore Railway in Santa Cruz. As the train started a mighty 'Osaki' broke forth, and the natives knew that the University of California SSS had started.

"Who of that party does not remember that ride! The engine ahead coughed and spluttered its jerky course up grade and down toward camp. In the car behind, the imaginative freshman, looking forward to the days to come, talked excitedly to his companion of the things he was going to do at

camp. Across the aisle, the dignified Junior only gazed out of the window and smiled reminiscently, for he had been to camp in his Freshman year. Behind them sat the instructors, laughing and joking, for the camp life is thoroughly enjoyable to them.

"Situated at the bottom of a most beautiful canyon, the heavily timbered walls of which rose very abruptly to a height of several hundred feet, camp lay between the railroad and the county road, while just across the track Scott's Creek ran its placid course. With a great cheer the embryo engineers rushed past the cook-house and the store-room down to the tents and fell to work with a whole-souled vim. Tents were assigned, beds, tables, chairs, lamps, and ticks were given out, and soon camp was in order. The supper gong sounded and there was a wild rush for 'chow'.

"Immediately after supper everybody assembled before the instrument room and the instructor in charge, Professor Kesner, spoke a few words of welcome and instruction in camp rules, and then turned camp over to the Juniors, who started the Freshmen out right by making them gather material for a big fire. The Freshmen soon had a great pile of wood and as darkness settled down it was kindled. Instructors and students alike gathered around that first fire and talked, sang songs, and told stories. As the last sticks fell into embers every one arose, sang 'All Hail', and retired for the night.

"Each morning at five-fifteen camp was aroused, except when some one stole the alarm clock of the bugler or hid his bugle. Then (when that happened) at about six o'clock, the Faculty would send some one to wake up the sleepers, and work would start without the formality of breakfast. However, woe to the culprit if caught! On days too wet for work in the field the time was spent in mapping, studying, or reading.

"The daily news of camp doings was set forth in a clear, lively style in the Daily Scandal, edited by the Juniors. This appeared each morning nailed to a tree, contained joshes upon all the prominent people of the camp life. Friday, the thirtieth of May, was vacation, but by petition the holiday was transferred to Monday, so that on Saturday noon when work stopped numerous parties were organized, provisions obtained, and the trips started. Some went to Santa Cruz, while others invaded the canyons above camp. Waddell Creek and Big

Basin were popular destinations. After this one holiday all settled down to hard work for the remainder of the session.

1915 *Blue and Gold* (being a record of the college year 1913-1914)

"In the forest clad hills of Santa Cruz county, we held the 1913 University of California Summer School of Surveying. There, the embryonic engineers entered their acquaintance with transit and level, and enjoyed the pleasures of camp life. Surely, the memory of the four weeks' experience will long remain with the members of the party!

" 'Camp California' was in a narrow valley. The steep hills on either side are covered with majestic redwoods, rising high above the dense brush. Scott's Creek ripples its way through the valley, and following its course are the tracks of the Ocean Shore line. Just beyond the railway, among the trees, could be seen the tents of the camp.

"The days were full of interesting and profitable experience. The more philosophical ones soon learned that the success of the party depended upon the energy put forth by the individual members. When the required azimuth, or difference in elevation, was not determined closely enough, the whole day's labor was lost, and it was necessarily repeated on the following day. Evening found everybody tired, and in need of some kind of recreation. After supper cards were played to the accompaniment of the camp 'band'.

"On Sunday afternoons, some good ball-games were played with the lumber jacks; UC's Einarsson acting as umpire. Swimming in the ocean, fishing brook trout, and tramping the hills gave other kinds of diversion. The ride up the canyon on the logging train was probably the most exciting. All were impressed with the wasteful and destructive methods of California lumbering, which were much in evidence on all sides.

[LCH's comments. Old photographs in the OSH caboose show scenes of the San Vicente Lumber Company's logging crews and of their trains through the clear-cut mountains about 1910.]