

SWANTON PACIFIC RAILROAD SOCIETY

Number 110

Cal Poly

July 2002

ON TRACK with your Director

Ed Carnegie:

I am happy to report that the restrictions from the code infractions placed on Swanton Pacific have eased up some. We have been told that we should be able to continue our "normal functions", but not add any new activities. The roundhouse is ready for its final, and the RV spaces have been removed. An inspection has been requested from the County of Santa Cruz, but no date has been set yet for the actual inspection. We still are not able to have RVs on the premises, and we are not able to spend the night in the caboose. These restrictions have obviously cut into our volunteer participation, as many of our very active volunteers were staying for the weekends.

The University is very concerned about these problems, and the University President has instructed his staff to look into possible solutions to the problems. What we do know, however, is that it will not be a simple solution. I will do my best to keep everyone informed as progress is made, and I am sure we will prevail in the long run.

Enough of this so let's now concentrate on what we have done. A group of Cal Poly students from the BioResource and Agricultural Engineering Department (BRAE) took on the project to design and construct a track regulator cleaner. Six Agricultural System Management students, Pascoe Brown, Dominic Pitigliano, Micheal Sultzman, Nathan Stewart, Scott Stilles, and Rich Wilf were supervised by Gary Weisenberger did a suburb job. The machine consists of a two-foot diameter brush, four foot wide, powered by a hydraulic motor. The

brush is mounted in a frame that can be attached to any one of the flat cars. The existing hydraulic supply can supply all the necessary power to operate the sweeper. It only takes a few minutes to attach, hook up and it is ready to operate. I was amazed how well it worked the first time out. No modifications were necessary; it actually worked great the very first time. I was able to clean and regulate all the ballast on the entire main line in a little over 3 hours! If we were to try to do this by hand with rakes and shovel I would estimate that it would take a work force of five people a week to finish. The brush not only removed all the leaves and excess ballast; it seemed to also compact the ballast around the ties more. Thanks for a job well done!

The next project that was put to the test was one taken on by Geoff Tobin. His objective was to mow along the side of the track that is hard to reach with a normal field mower. To accomplish this he wanted to attach a flail cutter to our backhoe. With the flexibility of the backhoe, the mower head could be placed where it is needed and the weeds could then be cut. Also, we are hoping to use it to remove all the poison ivy that is close to the track.

Our engine rebuilding crews have been working on both the 1500 and the 1913. The 1500 now have all the drivers under the frame and it can be moved on its own wheels. The drivers for the 1913 have been returned from the machine shop and look great. Randy has been doing all the legwork to see that this project is completed.

We now have available a new video produced by Machines of Iron, on our Swanton Pacific Railroad.

This video shows views of the SPRR taken over a four-year period. If you would like to purchase one, see me. It's a great video that chronicles many of our volunteers' efforts and projects completed at Swanton Pacific. As all of you are aware, we are a dedicated group of volunteers that have done much in the past, and still have much to accomplish. With summer here, we are definitely having our two volunteer weekends each month, on the second and fourth weekends. Be sure to mark your calendars and try to come to one or both weekends. We look forward to seeing you at Swanton soon.



Drivers on the 1500



Machined drivers for the 1913

Down Behind the Railway

With your president, air monkey, and carbarnist;

Reynold "Fitz" FitzPatrick

RGBFitz@aol.com 650.737.9584

My Fellow Swantoons:

While the University, Foundation, and Santa Cruz County work toward resolving our differences regarding the infrastructure necessary to maintain and operate the railroad we can concentrate on those projects that only involve the rolling stock and track.

Over in the "Patch 'n a Promise" car shop are some promises to be kept... finish work on the Keystone car, installing angle cocks on air brake train lines, finishing the steel ballast car - and more.

In the machine shop is the 1500 rebuild project and over in the roundhouse is the 1913. Both can use additional hands.

In addition to these hands-on projects the Executive Board is forming the basis of a general plan for the railway.

The Society has had, since its inception, an informal plan to preserve, protect, operate and expand the railway in accordance with Al Smith's wishes. This plan was expressed in our annual budgetary decisions but never formalized as a long term written document.

The general plan for the railroad will include the use and remodeling of existing structures (such as the Cal Barn), the construction of new facilities (a Maintenance-of-Way building, etc.), use of facilities for University, educational, and civic events, and provisions for overnight and week long housing for members - migrant workers that we are.

The Executive Board has outlined a general plan and will meet again July 14th to discuss the plan. If you wish to review the outline, comment, or add to the list of things to be done please see any officer.

A final note. Speculation regarding the person or persons who made a complaint to the County is merely gossip and of no concern to the Society. As you would not wish to be the subject of a rumor, please do not besmirch another's name or reputation.

Fitz



Cal Poly BRAE design team



This should make us all feel good, Al's roses



New Sweeper in operation

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.

Redhouse Reservations:

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.

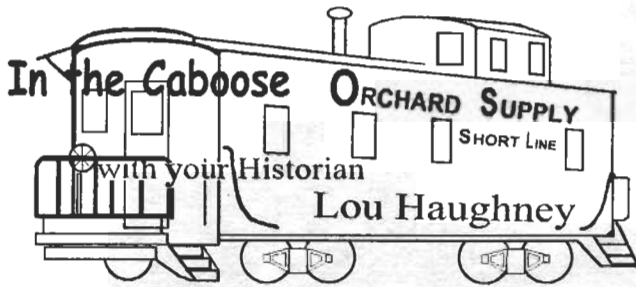
UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

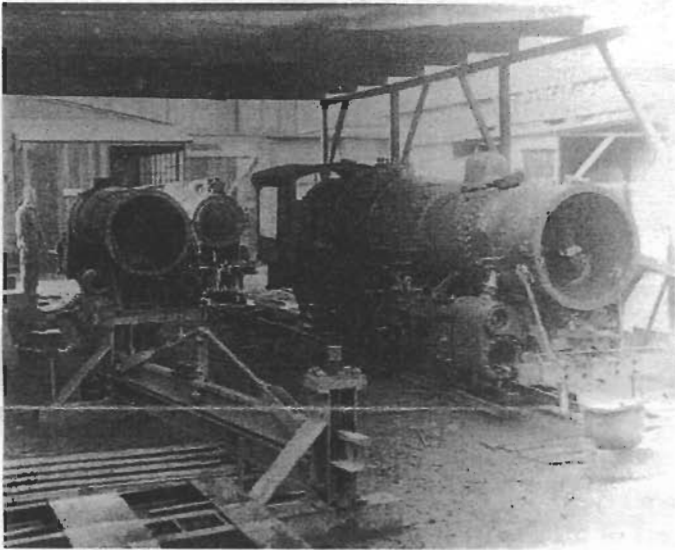
July 13-14 Work Weekend
 July 27 Golden Spikes Run [Saturday]
 July 28 Work weekend con't. [Sunday]
 We will TRY to have a dinner on Sat. night, July 13--but in order to better plan, we will need to know if you will be attending. Please call (805) 995-3659 or email ecarnegi@calpoly.edu on or before Thurs. July 11. A minimal charge of \$3-\$5, to cover the costs of the dinner, will be asked of those participating.
 The Golden Spikes will have their annual get together on Sat. July 27 at SPRR. You are each asked to bring a potluck side dish. The main meat item will be furnished.



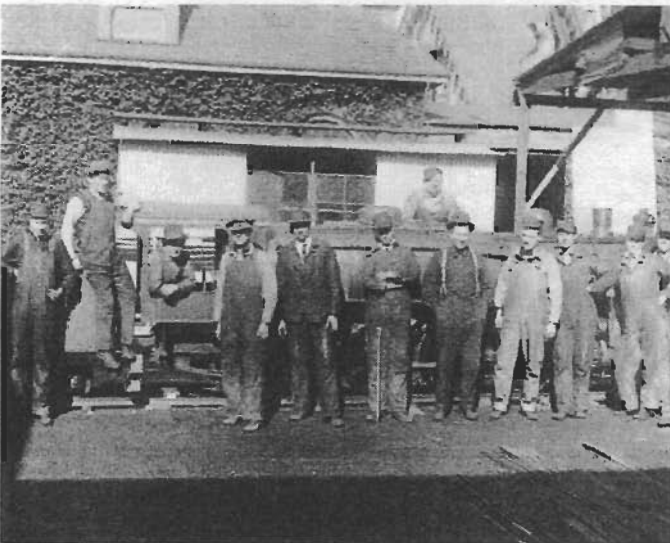
Fail mower operating along track



**MORE PHOTOGRAPHS from THE
MacDERMOT SHOPS**



**INTERIOR OF THE OAKLAND LOCOMOTIVE ERECTION
SHOP.**

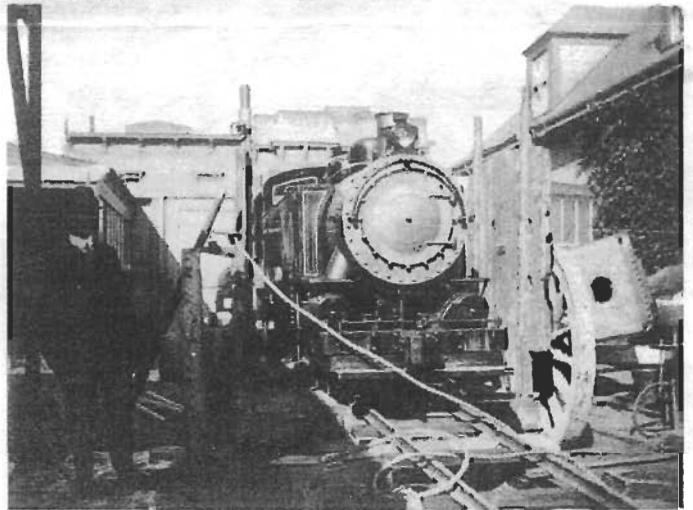


**The shop workers are posing alongside a completed
Overfair locomotive at the MacDermot shops. The
person in the cab may be Louis MacDermot.**

(late 1914 or early 1915) From the Al Smith Photo collections.

This picture has appeared in several publications about the Overfair Railway, such as Harre Demoro's articles in *the Oakland Tribune* and Frederic Shaw's book *Little Railways of the World*. Shaw notes: "In the center is the completed No. 1913, the only one of the Pacific's on which Mac installed a bell". Shaw identifies the person in the background as MacDermot; however, that is not certain in comparison with other contemporary photos of MacDermot. Shaw may be referring to a wider version of the photo that he used one in which a second person with a hat is standing to the left of the person in this version.

Note the buildings of the MacDermot estate in the background. Is MacDermot the person sitting in the cab? That person does have facial features similar to those in a 1940 photo of MacDermot. Another question: are the eleven other men shown here the entire crew or only part of the crew that built the locomotives?



**Switcher engine no. 1500 is being loaded on a
drayage wagon for
transport by ferry from the MacDermot shops to the
grounds of the Panama
Pacific International Exposition (1914). The
MacDermot shops are on
the sides, and the family mansion is in the
background. From the Al
Smith Photo collections.**