

SWANTON PACIFIC RAILROAD SOCIETY

Number 111

Cal Poly

August 2002

ON TRACK with your Director

Ed Carnegie:

More progress--three of the seven building code violations have been signed off! The roundhouse had its final inspection, after 17 years. The only problem was we had to add additional GFI protection & meet the current code requirements. A great big thanks goes to Randy Jones for a job well done. He was able to go through the roundhouse & make sure all electrical was up to code requirements. It sure was a good thing that Randy was on-site during the inspection, as he was able to satisfy the inspector's questions. The other two violations are that we no longer have any RV hookups, & that water & sewage were disconnected from the cabooses. This now only leaves us with three violations that we should be able to correct. One is for a building permit for the station; another for the equipment storage shed. The third item is the cabooses. At present we do not know what will need to be done to solve that problem. However, it would seem appropriate for a RR site to be allowed to have cabooses on the premises. We will just need to keep pluggin' away item-by-item.

July was a busy month, taking up three weekends. The first Sat. workday (7/13) we had a diverse crew working on various projects. A survey crew, Andy and myself, ran a traverse at Folger to develop plans to take care of the winter flooding problems that have plagued us every winter. We discovered that we have a 4 ft. drop in elevation between the first & third switch at the Folger Wye. We will proceed to raise the track & install one or two culverts to divert the flood waters past our tracks. While we were surveying, Pete & Mac Gaddis cleaned brush & removed downed tree limbs

along the tracks. The car barn was busy with Fitz working on a truck for the hopper car, while "Ed-ski" & Frank worked on rebuilding one of the Pullman cars. Mark & Corrine worked on the 1500 & treated the crew to strawberry short cake for lunch. Our faithful grounds crew Mary Ann, Lou, Martha & Trillium, Martha's Grand-daughter, trimmed & pulled weeds. Randy was the host for the day, showing some potential members around.

Sunday at the Board meeting we discussed the code violations & what needs to be in a master plan. After the meeting, Andy & I sprayed weeds along the right-a-way, while Pete & Fitz worked on the hopper-car.

Monday, Andy & I installed a new control system on the motor car, while Mary Ann cleaned & played Harriett Housewife in the roundhouse cleaning refrig. & freezer. Tuesday, John Gilchrist, our consultant, Wally Mark, Randy Jones & myself met with the building inspector.

On Sat. July 20, we hosted two special runs. Activities started at 8AM when Marty, Frank Smith, Pete & I started to fire the 1912. Eric, Dennis, & Randy put the consist together using the 502 & had it waiting at the station for the 1912. Two runs were held at 11 & again at 11:45 for the MESA students & their parents. After lunch the 1912 was used to deliver a load of ballast to the wye at Folger. When we arrived back to the Station the Coast Walkers (next event) were setting up camp. At 3:00PM we had a run for the walkers, for which they invited us to participate in their dinner, campfire, stories, & talent show. If you would like to know more about the talent show, or next new rising stars, just ask any of our volunteers that were there. Sunday morning, the meadow looked like a

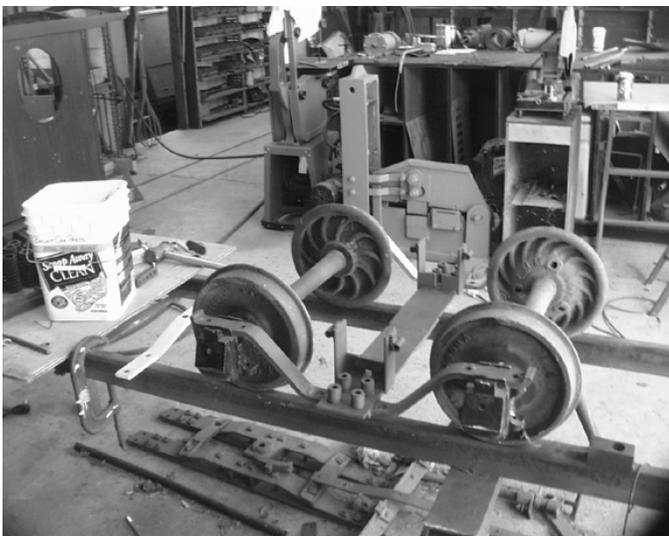
bunch of huge mushrooms had sprouted up from the 26+ tents that were spread around the meadow. Our third event for the month is still to come. This is a special day/runs for the Golden Spikes. A report of this will come in next month's newsletter.

After returning home, there was an article in the newspaper that the BLM was requesting a ban on ALL open fires in many CA counties, including Santa Cruz. Therefore, be it resolved that SPRR will have **NO OPEN BONFIRES, UNTIL THE DRY SEASON IS OVER & THE BAN IS REMOVED.** Till then, we continue to have lots to do, so look at the upcoming calendar of events & pick out a date that fits in with your schedule. Then come to Swanton to visit with us.



Tents on the meadow

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.



Truck under construction

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

Aug. 10-11	Work weekend
Aug. 23-25	BAGRS Shortline Module Event* w/Live Steamers Also a scheduled work weekend
Sept. 14-15	Work weekend
Sept. 22	Landtrust Run [?]
Sept. 28	Workday prepare for Cal Poly Run
Sept. 29	Cal Poly Day Run

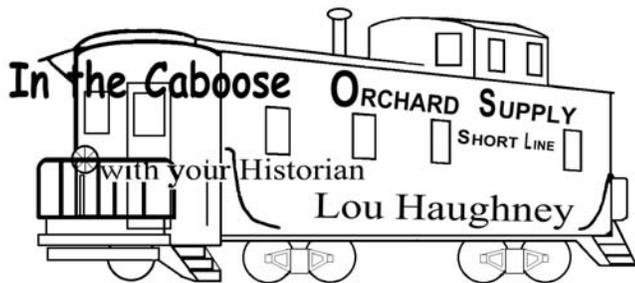
*The BAGRS's Shortline Group will have a steak feed on Fri. night (8/23). Swanton Volunteers are invited. Cost is \$5. On Sat. night (8/24) there will be potluck dinner. Again, Swanton Volunteers are invited to share.

The BAGRS Shortline, & Live Steamers will be there. Sunday's planned BBQ will be Tri-tip roast as the main entree. Lunch will be served by 12 noon. Cost will be \$15 per adult ; \$5 for kids, under 18. Little kids are free. Hours will be from 10 AM-4 PM, but if folks would like to see the engines being fired up, come early (about 9 AM). Bob Wilkinson plans to serve hot dogs as an option for the kids. This event is put on by the Shortline, for the BAGRS & Swanton members. Bob would like a RSVP (for head count) by Aug. 15th. There will be tours of the facilities. There might be more activities, but unknown at this time. **RSVP to:**

Bob Wilkinson
(650)343-8150
wilkie@pacbell.net

NOTE: We will TRY to have a dinner on Sat. night, Aug. 10--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. Aug. 8. A minimal charge of \$3-

\$5, to cover the costs of the dinner, will be asked of those participating.



History of the Cal Barn - part 6

The Cal Barn, located at the entrance to the Swanton Pacific Railroad yard, was the dining hall for the Summer School of Surveying (SSS) conducted by the Civil Engineering Dept. of the University of California at Berkeley in the early 1900's. Previous issues of this newsletter described the early years of the SSS as written in annual reports of the Dept. of Engineering & in articles in the *Blue & Gold*, the students' annual yearbook.

Here are excerpts from the *Blue & Gold* editions, 1916-1925, (As explained previously, the date of the camp session that is described in the yearbook is two years prior to the date of the yearbook.)

Of particular interest to SPRS members & Swanton road residents are the students' descriptions of this area, of the Junior classes' surveying assignments, the recreational opportunities in this area, & the Ocean Shore Railroad.

1916 BLUE & GOLD for Summer Camp, May-June 1914

"The faculty isn't satisfied with the usual allowance of theory presented in regular session courses, but insists also on a liberal amount of actual practice. Each year the Freshmen & Juniors of the College of Engineering establish a surveying camp in the Santa Cruz hills & combine a summer vacation with four weeks of valuable practical training.

"Last summer the camp was situated in the valley of Swanton, about fifteen miles north of Santa Cruz. It lies in a little creek basin, thickly

covered with redwoods & sheltered by high hills from ocean breezes. The students live in tents & eat their meals in a permanent wooden building, the headquarters of the commissary department.

"The work covered by the Freshmen in the course consists in elementary problems in leveling, triangulation, topography & solar meridian determinations. The Juniors run railroad surveys; irrigation students work on canal surveys & make water flow determinations. 'Summer time combines a good time with practical experience'---that is the verdict of Faculty & students."

BLUE & GOLD 1917, "Being a Record of the College Year Fifteen-Sixteen"

"The Arrival. After a rough trip in the only coach of the jerkwater line from Santa Cruz, the monotony of which was relieved by songs, games, & rollin' 'em, we arrived at our summer residence, Swanton, a town which is honored by being the terminus of the Ocean Shore Railroad & the site of Camp California. The camp itself is situated in a delightful little valley among 'the murmuring pines & hemlocks' (& poison oak), well sheltered from the untiring effects of Boreas*, & ye gods, here he reigns supreme.

* Note to Engineers: Boreas is the God of Winds."

1918 BLUE & GOLD "Being a Record of the College Year 1916/17.

"For the Junior Civil Engineers, the work consisted of railroad location problems carried on to duplicate as nearly as possible the practice in actual construction work. For them the camp is a dismal dredge. There is nothing at Swanton that they had not already seen during the Freshman year. They had already climbed all the peaks, carried transits over all the trails & had endured all the varieties of poison oak that thrive in the vicinity of the camp.

"But for the Freshmen, new vistas appear every day. They are treated, many of them for the first time, with the trials of camp life, with bedclothes that won't stay put, straw mattresses that develop great holes & mounds with each night's sleep, lunches that defy the most ravishing of appetites, & hills that grow steeper & higher even as one climbs them. But these, the new men soon become used to."

1920 BLUE & GOLD, "Being a Record of the College year 1918-1919"

"Camp life was not by any means drudgery, as the men spent a good part of the time swimming in the nearby creek &, on week-ends, trips to the ocean were made. One week-end was occupied with a trip to a logging camp situated back in the mountains. An empty logging train hauled the party to the camp & the return trip was made on foot. Another week-end was enjoyed with a game of baseball against a team from the Portland Santa Cruz Cement Company of Davenport, in which the camp team came off victorious.

1921 BLUE & GOLD.

"Work for the Freshmen parties consists of practical surveying in the Santa Cruz Mountains & making a topographic map of the ground covered. Taking solar observations & making profile maps of the country is part of the instruction at the camp. The work is divided so that each member of every party receives an equal opportunity for practice in every part of the survey. Members of the Junior parties lay out a railroad two miles long. A map is drawn of their work along with practical field maps of canal & highway work, which is carried out after the completion of the first task.

"Life at the camp is not all work, although it is the main feature which occupies the minds most of the time. For diversion, baseball is played between picked teams of the camp & the town team of Davenport, which is a few miles distant. Week-end swimming parties to the ocean also serve to relieve the monotony of camp life, while some ambitious workers go to Davenport over the week-end for the 'village crawl'."

1922 BLUE & GOLD "Engineering Summer Camp."

One hundred & twenty-eight hungry student engineers arrived at Camp California, near the little town of Swanton, on the evening of May 13 [1920], to begin four weeks of intensive study in practical surveying. The party consisting of one hundred & eighteen Freshmen & ten Juniors, had left Oakland in a special train for Santa Cruz, where they changed lines & after a bumpy ride of sixteen miles on the famed 'Swanton Dinky' reached their destination.

"Work started in earnest the next day. The Freshmen started in gaining a first-hand knowledge of differential and profile leveling, triangulation, & base line measuring. Each man received practical

training in all phases of surveying by the end of the four-week period. The work required of the Juniors was the complete surveying of a railroad line. The upperclassmen were divided into parties for the accomplishment of the task.

"Long hours were observed at the camp. Breakfast came at 6:30 AM on week days & dinner at 6 o'clock. Sundays were usually spent in resting, but excursions were made to points of interest & to the ocean two miles distant.

"Professor A. C. Alvarez was in charge of the camp. He was assisted by Professors S. Einarsson, A. Norcross, W. C. Pomeroy, & C. C. Swafford."

*****end of excerpts*****

The 1923 & 1924 editions of the *Blue & Gold* do not have any accounts of the SSS. The 1925 edition has only four photographs with short captions of the 1923 camp. This is the last mention in the year-books of the SSS at Swanton.

Note in the above that the students' ratings of the Ocean Shore Railroad has declined in comparison with their descriptions in earlier years. In May 1920, it had become a "bumpy ride ... on the famed 'Swanton Dinky' ". In October 1920, the Ocean Shore Railroad sold its trackage from Folger to Santa Cruz to the San Vicente Lumber Co., which abandoned it in 1923. So the "bumpy ride" may have been due to deteriorating maintenance by the OCS in anticipation of an approaching shutdown.

The Junior class's assignment of surveying a railroad line two miles long is intriguing. Where did they survey the Line? Would it have coincided with the present Swanton Pacific Railroad's line? Finding any of their log books or maps would be useful for future planning. When Al Smith was accumulating the property for the Swanton Pacific Ranch in the 1960's & 1970's, did he ever meet any of the Cal alumni who had been at Cal Camp? In those years some of Surveying Camp's alumni may have been still alive.