

SWANTON PACIFIC RAILROAD SOCIETY

Number 112

Cal Poly

September 2002

ON TRACK with your Director Ed Carnegie:

The last week in July we had our annual run for the Golden Spikes [retirees of Southern Pacific RR]. Preparations were started on Friday, July 26, where Martha, Doug, Trillium, & Mary Ann spruced up the area, set up the tables, tablecloths, etc. & got everything in order for the next day's event. While the hard work was going on, Bill McNab & I took the easy route & watered trees that had recently been planted at the bridge & washout.

Randy and Bill Engleman served as engineers on Sat. assisted by Frank Smith, Pete McFall, Edski, Bob Morehouse, Dianne & Kevin Marley, Dick Toulson, Molly Engleman & Mac Gaddis. Three train rides were given to the group of about 60 participants. Martha furnished hamburgers to all the volunteers, who also enjoyed a group supported potluck.

Sunday, Dennis, Eric, Pete & I hauled ballast & cleared track on the tail line of the Scotts Creek switch at the wye. Eric took time out from this task to go up and mow the law.

The first weekend in August we arrived with steel for culverts & purchased treated wood beams for the revetments. When we arrived the refrigerator in the Redhouse was hot, instead of cold, so we went to town to purchase a new fridge. From now on anyone using the fridge be sure to remove everything you bring. If you don't remove what you bring, it will be thrown out. It is hard to distinguish between what is good & what is bad.

August has been the month of culverts. The last few winters the track at the wye has flooded. To reduce this problem, last month we raised the track on the Scotts Creek leg of the wye about 12 inches. It became obvious that a culvert was needed to allow the flood water to pass through the tracks. The culverts were designed to span nine feet this allows the tractor to pass through for cleaning, as well as get to other areas of the wye. A 4" x 4" x 1/4" square tube was selected as the culvert beam to support the track through the culvert.

The work crew for the culvert at the wye consisted of the McCall family, Bill McNab, Geoff Tobin, Andy, Randy Jones, Pete McFall, Frank Smith, Dennis & Erick Johnson, Fitz & myself. While the track crew was busy at the wye, Dick Toulson re-built the pump house at Windy Point to keep it from falling down. Marty & Edski stayed in the roundhouse

working on the steam valve; Fitz worked in the car barn, and Carol did gardening.

On our second work weekend in Aug. when we arrived on Thurs., Bob Wilkerson, Arlene and Matt Watkinson, & Marty were already moving equipment around getting ready for the weekend run for the BAGRS [Bay Area Garden RR Society]. Friday, Matt, Andy, Dick Toulson, & I cleaned, & cleared the south tail track on the wye. It was decided to name this leg, "HOG WALLOW Switch" since the hogs have been visiting here. A second culvert, similar to the Scott CK. Leg, was installed here. While busily working there, Bob and Arlene were getting things set up in the College Park area for the BAGRS event and for the Friday night BBQ. Other volunteers showed up to assist with the module setup--Debbie Halstead, Barbara Seamen, Debbie, Dennis & Eric Johnson, Logan/Aaron Theisen, Martie Way, Tony/Anthony Pratkanis, & Eric Struck.

Sat. morning Andy & Aaron tamped ballast on the Scotts Creek. Leg of the wye, while Pete & I dug and leveled the culvert revetments at Hog Wallow. In the afternoon, the track crew was augmented by Lawrence Capuccio, Matt, Dennis & Eric. Various other BAGRS joined in to help our volunteers. New rail & ties were installed, then spiked, gauged & aligned. Meanwhile, back at the barn, Fitz put finishing touches on the hopper car; Frank, Edski & Marty fired up the 1912; Dick Toulson served as "master host" to all new guests coming on the grounds; Lou worked on the roses & got the historical display ready for Sun.; Geoff mounted tires on the grader; Martha & Mary Ann worked in the garden. When the track crew came in, the 1912 was steamed up & ready for a before dinner run over the newly installed culverts. Marty and Geoff operated the trains. That evening everyone enjoyed in a potluck, BBQ.

Sun. was primarily a run day where the BAGRS module layout was on display for all to enjoy between seven runs offered by the SPRR. After the runs the hopper car was turned over on its trucks and made its maiden run down the track.

So, as you can see it has been a very busy month. Lots has been accomplished and I would like to thank everyone for all their efforts in helping make it such a productive month as well as having very successful runs. For next month's activities see publicity section.



BAGR Day at Swanton



Finished Culvert at Scott Creek End of Wye

Down Behind the Railway

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

My Fellow Swantoons:

September. One can only suppose the calendar folk ran out of names; such as Julius, Augustus, Janus, or Maia, and just left the months numbered as we do for streets - 1st Street, 'D' Street. Or perhaps they had a deadline and the committee couldn't make a decision, somewhat like the State budget.

Well, back to reality. Andy and I once again crossed the Rubicon. Ask him how to survive three flat tires in six miles.

Looking toward November (the ninth month if you start counting in March) we will have nominations for officers at our General Meeting. This year we will be electing the President, VP for Operations and Safety, VP for Maintenance of Way, Engines, and Rolling Stock, and Secretary.

I will run for President once again on a bare budget ticket so you may keep your monetary contributions for ice cream and cookies, but thanks for the thought.

If you have an urge to become an officer please let me know.

In the meantime, work continues down at the wye raising the track out of the mud, redwoods being planted near Cosgrove, 1500 and 1913 restoration projects, cleaning and

blasting of the ballast car bolsters - I've nearly completed the trucks.

It seems that these projects take forever, over eight years for the 1500 and 1913, three years for the ballast car. But then consider we only work about sixteen days a year and its not so bad.

So, come on down - bring your gloves. We'll have fun.

Fitz



August Track Crew

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.



New Culvert at the Hog Wallow switch at the wye

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

NOTE: We will TRY to have a dinner on Sat. night, Sept. 14--in order to better plan, we need to know if you will be attending. Please call (805) 995-3659 or email

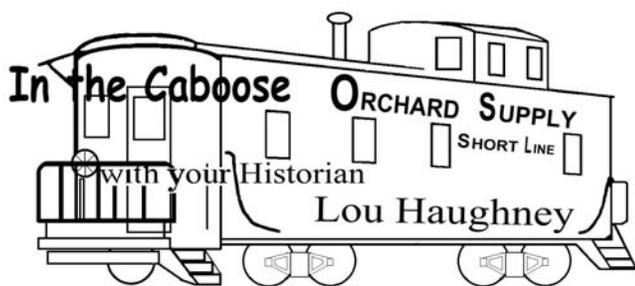
ecarnegi@calpoly.edu on or before Thurs. Sept. 12. A minimal charge of \$3-\$5, to cover the costs of the dinner, will be asked of those participating.

For the Cal Poly Day Run--we will be asking for all the help we can get for such tasks as prepping, cooking, serving, parking, registration, selling merchandise & CLEAN-UP. Sign up early to pick & choose which tasks you would prefer to help out with rather than be assigned. Also, note that in October we go back to the one work weekend a month.

Sept. 14-15 Work weekend
 Sept. 22 Landtrust --**CANCELLED**
 Sept. 28 Workday prepare for Cal Poly Run
 Sept. 29 Cal Poly Day Run
 Oct. - 6 Lonestar Run **CANCELLED**
 Oct. 12/13 Work weekend



Hopper Car Test



RECENT CONTRIBUTIONS TO THE SPRS COLLECTIONS

Our thanks to three railroading enthusiasts for donating material from their collections to the SPRS's History Committee.

Jim McKie of Paso Robles has donated his collection of 10 train books

Doug Richter of San Bruno has sent pictures from his collection of historical railroad photographs; a view of an Overfair train at the PPIE; an early picture of the Ocean

Shore's #5 locomotive, a 2-6-0 Mogul type; and two photos of a 0-6-0ST, the first as the U. S. Army's #5001 at the Army Depot in Tracy and then, after WW II, as the Granite Rock Company's #10 in Aromas. Doug is a veteran railroading fan. As a youngster, he visited MacDermot's estate in Oakland where he saw the Overfair locomotives stored in MacDermot' shops and the passenger cars scattered around the grounds.

Bernie Bayuk of Portola Valley has donated his collection of the journal *Railroad History*, published semiannually by the Railway & Locomotive Historical Society, Inc. The collections include issues 159 through 182, Autumn 1988 to Spring 2000. The magazines contain scholarly and detailed historical articles and reviews of railroading books. They are available for browsing in the OSH caboose.

THE CAL BARN - Part 7 (conclusion)

The Summer School of Surveying (SSS), conducted by the Department of Civil Engineering, University of California at Berkeley, operated its summer camp at the present site of the Swanton Pacific Railroad yard for 15 years from May 1909 through June 1924. The large, wooden building on the north (Little Creek) side of the entrance to the RR yard is the "Cal Barn"; it was the dining and the assembly hall for the surveying students. Prior to moving to the Swanton/Little Creek area, the SSS was located along the Liddell creek canyon just south of Davenport.

Professor of Engineering Charles Derleth, Jr., composed biennial and, later, annual reports for the Department of Civil Engineering. In these reports addressed to the President of the University, Derleth always described in detail the activities and the progress of the SSS. (Excerpts from the early reports were published in recent issues of the SPRS newsletter.) From the very beginning of the Swanton camp, Professor Derleth urged strongly and persistently the purchase of the property as a permanent site for the camp. His report of June 14, 1910 reads:

"During the past two years our SSS has been housed at a permanent site. We have a ten year lease with the Shore Line Investment Company for properties in Scott Creek Canyon, Santa Cruz County. ... The University should buy the property before we have placed upon it too much improved property. The property cannot be bought too soon. It should be bought now. I mean not merely the fifty acres for which we have an absolute lease, but also its adjoining ranch of some two thousand acres upon which we have the rights to make surveys. Also we should buy the property belonging to the Staub heirs, on Little Creek, on which property we have placed our water works, intakes from Little Creek, and from adjoining springs."

Although he repeated such recommendations in each of his succeeding reports, the best response he could obtain was a five year extension until 1924 of the original ten-year lease. His pleas for purchase continued through the 1922 report. The next report in May 1923, however, indicates that he lost his campaign to stay at Swanton and that a relocation was imminent after 1924. Excerpts from the 1922, 1923, and 1924 reports describe the approaching shutdown at Swanton. The

scheduled final session at Swanton in May 1924 had to be relocated for an unexpected and unrelated reason.

(1921-1922) May 31, 1922, Derleth to D. P. Barrows
 "SSS In our report for 1920-21, we discussed at length the needs of the SSS; therefore, we do not repeat them here. These needs are just as pressing as ever.

"Our lease, near Santa Cruz, expires April 1924. It must be renewed immediately, or another site purchased. Only one more session, May-June 1923, is definitely provided for at Swanton.

"Encroachments of agricultural interests at Swanton make it probable that we must soon vacate. Professors Derleth, Foote, Comptroller Sproul, and Engineer Foster have been visiting possible camp sites -- for example, on Mount Hamilton and in Marin County. (*Robert Gordon Sproul, later President of the University of California.)

"Before the next budget reports, we propose to recommend some site. The land may cost \$50,000, and up; but it can be subleased. To establish a new camp headquarters will require an appropriation of \$10,000 to \$20,000.

(1922-1923) May 11, 1923, Derleth to Barrows

"SSS Important steps have been accomplished in the selection of a new campsite. It is expected that the Marin Municipal Water District will grant us a 20-year lease beginning April 1, 1924, for a camp headquarters near Fairfax, Marin County, on the Water Company's lands, with privileges for trespass for surveying instruction during the months of May and June each year. It is intended to prepare plans for buildings, erect the first structure in April-June 1924, move all valuable property from the Swanton camp in the latter half of June, 1924, and complete the building program at the Marin County site in the remainder of the year 1924. The first session of the SSS in Marin County will take place in May-June 1925.

"It is gratifying to find such enthusiastic co-operation on the part of the representatives of the Water Company, who certainly are making us a splendid offer. We note that many of the officials of this company are graduates of the University, but no one has taken a greater interest in our behalf than the Manager, John Burt. "

Subsidy for the SSS. The costs of conducting an SSS have been constantly increasing during the past ten years, yet no change has been made in the student fee, -- \$20 per student. Also, the number of students attending camp has decreased because camp instruction is no longer a requirement for students in the College of Mechanics.

"For these two reasons it is becoming doubly more difficult to conduct the camp on the present income without a deficit, unless drafts are made upon the Civil Engineering (CE) budget. Such drafts are an injustice to the CE department, since the camp is conducted for the benefit of other students than those in the College of CE.

"We renew therefore our plea that a yearly subsidy be made to the camp. \$500 per year is suggested. Otherwise the student fee of \$20 must be increased, which is not recommended.

"This subsidy is not to be confused with our current budget request for a total expenditure of not less than \$12,000

during the next two years to defray costs for the construction of the new camp in Marin County."

(1923-1924) (July 1, 1924) Derleth to W. W. Campbell
 "Summer Course in Surveying"

"Due to the foot-and-mouth disease, the Summer Course in Surveying has been conducted upon the Berkeley Campus. Our lease of the Swanton site lapses this year, where the school has been held since 1909. Through the courtesy of the Marin Municipal Water District we are establishing a new camp site near Fairfax. Buildings are now under construction and the first session of the Summer Course in Surveying will be held there in May-June 1925. [*This statement indicates that the final session at Swanton was scheduled for May-June 1924 until the onset of the animal disease caused its relocation.*] It is expected that about \$20,000 will be needed in total for this new development. A part of the funds has already been appropriated."

(End of reports concerning the SSS at Swanton. Succeeding reports mention only the new camp in Marin County.)

Comments and Questions:

--- Was the "Shore Line Investment Company", which granted the lease in 1909, affiliated with the Ocean Shore Railroad?

--- The Staub family mentioned in the 1910 report as owners of the "adjoining property" were the ancestors of the McCrary families who live nearby on the Swanton Road.

--- Note the intriguing statement that the final SSS scheduled at Swanton for May 1924 was relocated to the Berkeley campus "due to the foot-and-mouth disease". How serious and how widespread was that outbreak?

--- Note the change in attitude in the 1922 report in regards to the status of the Swanton camp. After a strong reiteration of his persistent advocacy to remain at Swanton, Derleth cautions in the very next paragraph that "Encroachments of agricultural interests at Swanton make it probable that we must soon vacate". That statement is the only indication of reasons for the University's departing from the Swanton site and of its reluctance to purchase the property.

--- Yet some 40 years later, in 1965, the University of California returned to the Santa Cruz region to establish its ninth campus at the Cowell Ranch, about ten miles south of Swanton. Then, in another 30 years, Al Smith bequeathed the Swanton Pacific Ranch passed to his alma mater, the California State University at San Luis Obispo. Thus, the North Coastal region of Santa Cruz County has a heritage of a University presence on its lands for a significant part of the past hundred years.

Again, credit must be given to SPRS member, Bob Parkinson of Berkeley for his painstaking retrieval of all this information about the "Cal Barn" from the archives of the Bancroft Library at the University of California at Berkeley. Bob spent many, many hours in researching and transcribing these records.