

SWANTON PACIFIC RAILROAD SOCIETY

Number 142

Cal Poly

May, 2005

ON TRACK with your Director

Ed Carnegie:

What a wonderful Al Smith Day. The weather cleared, it was not too warm, not too cold, and was the largest turn out we have ever had for one of these events. My sincere thanks to all the volunteers that contributed so much to help make the event so successful.

A special thanks also goes out to the Cal Poly College of Agriculture's students and Swanton Ranch crew. The Logging Team not only put on demonstrations of their skills with logging sports, but also provided the always much needed assistance in parking. Because of this great teamwork we were able to park all of our visitors on our property this year. The other activities sponsored by the ranch, i.e., walking tours, roping, and educational displays were enjoyed by all.

This year, as a diversity in steam operations, we had the 1/32 scale live steam from the Bay Area Garden Railroad Society. This display ran along side our 1/3 scale Swanton Pacific, but obviously on its own tracks.

And last, but not least, we thank the Cal Poly employees who drive up from San Luis Obispo, to organize and put on the delicious Santa Maria style BBQ. This professional crew of Gil, Jennie, Debbie, Richard and Jodie come from all parts of the campus and really make the day. After all is said and done everyone added greatly to the overall enjoyment of the day. This was best expressed by one of our guests—but was reiterated by many others throughout the day and/or received in thank you notes following the event.

“You and the whole SPRR crew put together another great Al Smith Day. Seeing Al standing

there greeting us as we walked down the road was really wonderful. For me, having seen the railroad in its early days with Al, it brought back many pleasant memories. Al certainly loved to share his toys with anyone interested. I'm sure he is smiling down from above to see so many people enjoying what he started.

Thank you for all your hard work and dedication to Cal Poly, the SPRR, and Al's dream!”

Bill Frame

At the last two events, we had asked for donations to contribute to the “larger-than-life” portrait of Al Smith. In Feb. 2005, we ordered the artwork and had it in time to have on display for Al Smith Day. We will be using the presence of “Big Al” to welcome all at our upcoming events, and as reminder of our benefactor, Al Smith—as stated on the bronze plaque by the roundhouse

“In memory of Al Smith
A friend that shared his dreams,
and his toys with many
Hail to the Chief!”

Along with getting everything spruced up for Al Smith Day, it was decided to collect and organize our track supplies and materials, and set aside some that will need to sold as scrap. If any of you know the best way to dispose of scrap iron, please let me know. Currently, we probably have approximately 10 tons on site!

In May we start our two weekends each month, the second and fourth. I am looking forward to an enjoyable and productive summer. We have plans to have a few low-key, family activity days for our members so stay tuned and come on out to Swanton. We always enjoy having you.



Hart Fairclough looking at his old boy scout friend

Down Behind the Railway

With your President, air monkey, & carbarnist.

Reynold 'Fitz' FitzPatrick

RGBFitz@aol.com 650.737.9584

My Fellow Swantoons:

First let me thank all of you who attended and participated in the twelfth celebration of Al Smith Day. Well done.

May is a busy month what with Cinco De Mayo, which celebrates the defeat of Napoleon III's forces near Puebla, Mexico, (and some say allowed the North to win our Civil War), Mother's Day, Memorial Day, and National Transportation Month.

Transportation Month!! That's us. In celebration thereof we've a few things to do.

The rail between the turntable and the house switch needs to be de-kinked, there you go Dennis. The 'B' end of the CalPoly car needs to be checked for a klunk-thunk. Electrical connection boxes need to be welded to the skeleton Keystone car, and then hopefully we can get it primed and painted. Poor 'Ol Yeller, (the yellow boom truck), need points, rotor, condenser, and help. The white boom truck needs a new engine. CE&L Car builders could use some mentoring.

While not transportation oriented, work on the Cal barn will resume with the May workday.

You may have noticed a help wanted ad elsewhere in this newsletter. We have need of a person to document our events and workdays, both for posterity and our newsletter. I don't have a full job description, if you are interested you can make up your own, however some of the duties would be to list who worked on what project each workday

with photos of interesting activities. No heavy lifting required.

Lou, our Historian, needs some help in creating the display boards we exhibit during events. Each board would have a theme, such as McDermott's construction of the Overfair Railway or Al's building of our railway. If you are interested please see Lou.

And finally, Kipling's "The Sons of Martha" has been one of my favorite poems to keep one grounded in the reality of life. Here is the first stanza.

The Sons of Mary seldom bother, for they have inherited that good part;
 But the Sons of Martha favour their Mother of the careful soul and troubled heart.
 And because she lost her temper once, and because she was rude to the Lord her Guest,
 Her Sons must wait upon Mary's Sons, world without end, reprieve, or rest.
 It is their care in all the ages to take the buffet and cushion the shock.
 It is their care that the gear engages; it is their care that the switches lock.
 It is their care that the wheels run truly; it is their care to embark and entrain,
 Tally, transport, and deliver duly the Sons of Mary by land and main.

See you next workday.

Fitz



Crew checking the operation orders



Al with his nephews and nieces

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

- May 14/15 work weekend
- May 28-30 Memorial "3" Day Work Weekend
- June 11/12 work weekend
- June 25/26 work weekend

WOW is all I can say for a fantastic and very successful Al Smith Day. None of this would have been possible without all of you contributing in some way, so my many many thanks again to each and every one of you. To think we hosted over 459 people, served them in less than 45 minutes and still had our sanity and even food left over—that is priceless! Now, with the speed of lightning, let's move on to the upcoming months—get ready, as Christmas is only 7 months away!

First things first— starting in May, we have our two workouts a month—the second and fourth Saturdays. For those wishing to stay more limber, workouts will continue on Sunday. As for Saturday night dinners in May we have yours truly providing for the first work weekend and new members Dick and Estelle Turner for the fourth Saturday. In June or July we would like to plan for all Dutch-oven cookers to prepare a meal for all with their gourmet delights. *Let me know, ASAP, which month works*

better. Vacant slots are still available for others to sign up with a wide selection of dates to choose from, so don't be shy.

Remember too that **reservations for wanting to stay overnight for the work weekends should be called or emailed in ASAP.** Facilities are limited & we want to make sure we can accommodate everyone. Call (805) 995-3659 or email ecarnegi@calpoly.edu.

HELP WANTED

Photo Journalist

Needed to record highlights of events and workdays. Should have digital camera, note pad, and ability to attend events and workdays.

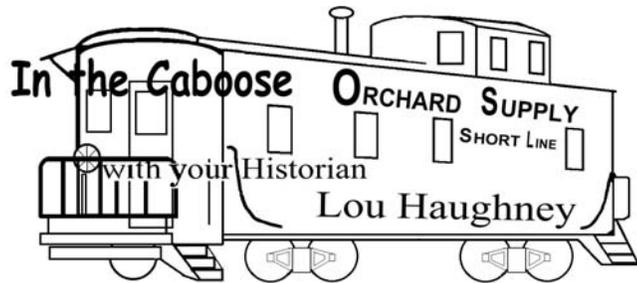
Photo display organizer.

Create story boards exhibiting themes of various aspects of SPRR history for display. Contact our Historian, Lou Haughney for more information.

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

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| Tim Blackwood | San Jose |
| Mark Zanko | Salinas |

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. Also be sure to introduce yourself to both Pete McFall, Secretary to obtain your membership book with bylaws, etc. & then to Bob Wilkinson so that he can make up your very own "gold", laminated nametag with all pertinent information.



MORE HISTORY from VISITORS to the AL SMITH DAY on APRIL 10, 2005

We always look forward to the special days of train runs and BBQ's because the visitors often contribute comments and material to our historical collections. Al Smith's Day in April was no exception. Two interesting and pertinent contributions were made by Bonnie and David Woolworth, and by Olin Anderson. Bonnie and David presented a framed photograph of the Boulder Creek Railroad Station, taken in 1892. Olin contributed an article about 1/3 scale, 18-inch railroad in England, whose steam engines have a connection to Billy Jones' collection and very indirectly to the Overfair equipment. The Boulder Creek photo will be described in this article, and the 1/3 scale information will be given in a future newsletter since more research is needed to follow up on the latter material.



BOULDER CREEK RAILROAD STATION, 1892

Bonnie and David Woolworth found this 12x8 inch photograph in a Santa Cruz thrift shop for 25 cents. They had it framed for display in the Al Smith/OSH caboose. The scene shows about two-

dozen men standing in front of the station while a South Pacific Coast (SPC) train waits for departure. One of the men is holding a baby, but no ladies are present. The SPC locomotive is an "American" 4-4-0 type with a tender full of large chunks of wood. The smokestack has a large, flaring conical shape with a spark arrester. A combination baggage-passenger car and a regular passenger car make up the consist of the train. At this era, the SPC was a 36-inch, narrow gauge line.

The locomotive in the picture is SPC number 6, one of five built by Baldwin in December 1877 for the railroad; the builder's serial number is 4223. The SPC acquired 10 of the 4-4-0 type between 1875 and 1880, some of which had small variations in specifications. Overall, the SPC had 26 locomotives in service. According to Holmes' list (see reference), none have survived. The American 4-4-0 type was so popular in the late 1800's that it became known as the "American Standard" type.

Boulder Creek was the northern terminus of a 7.5 mile branch line that connected with the SPC's main line at Felton, and hence to Santa Cruz to the west or to San Jose and Alameda County to the east. Traffic was heavy on this branch during the last two decades of the 1800's and the early 1900's, heavy in both passengers and particularly freight. Hauling redwood logs was the major commodity; lime from nearby kilns was also a freight item. The passengers were those involved in the lumbering business as well as tourists to the nearby hot springs and to the Big Basin redwoods.

Our thanks to Bonnie and David for this interesting photo of railroading 100 years ago in the San Lorenzo Valley of northern Santa Cruz County, about seven miles east of Swanton over the Ben Lomond Mountains.

References:

San Lorenzo Valley Museum website,

<http://slvmuseum.com/>

Ms. Lynda Phillips, Executive Director, who provided historical information and gave permission to reproduce the photograph, from their files, in our newsletter.

Holmes, Norman W. *Prune Country Railroading / Steel Rails to San Jose*, Shade Tree Books, 1985. page 189, Locomotives of the South Pacific Coast. pp. 28- 43, chapter 2, South Pacific Coast Railroad.