

SWANTON PACIFIC RAILROAD SOCIETY

Number 146

Cal Poly

Sept. 2005

ON TRACK with your Director

Ed Carnegie:

We are now entering our busiest time of the year with the BAGRS, Cal Poly Day and Santa Cruz Land Trust events. So during these times we will need all the help we can get. Most is light work i.e., cleanup, greeting, feeding, and hosting our guests. We hope many of you can come on out to help participate in these events.

What has happened this past month: Thanks goes to Mark Cooper who made arrangements to have one of the Industrial Mfg. Engineering Dept's older lathe and mill transferred to our inventory. This will make a good addition to our machine shop, and allow us to make repairs easier. We were able to load the lathe into the back of our pickup to haul up on Thurs., prior to the work weekend. Though it fell over twice, it remained undamaged, our truck bed however didn't, but all made it safely to Swanton. Thursday ended up being a busy day for those of us there. It started out with the County inspector inspecting the hold-downs for the Cal Barn, which then gave us permission to install the sheer walls. Next, Steve Auten, ranch forestry manager, made arrangements for us to observe a tree falling activity taking place up on Little Creek. This was quite interesting to learn the restrictions and accuracy in placing a tree. Upon returning from this demo, the California Coast Walkers started to arrive for their overnight camping and stay on the lawn at College Park. Clinton Barr served as a gracious tour guide/host to the teenagers and other youth of the group. On Friday, the Coast Walkers took a short walk of only 6-7 miles. All were invited. but Clinton was the only one that took them

up on the offer. We had eleven volunteers arrive on Friday to assist with the train rides for the Coast Walkers and to work on their favorite projects. Saturday, a steel recycler arrived to remove scrap steel that has accumulated over the past few years. We loaded approx. 15 tons—and what'ya get? We got a day older, but not deeper in debt. We received over \$700 and didn't have to pay transportation! After the steel was loaded our volunteers dispersed to work on various projects. Fitz, Richard Mehr, and I worked on the Cal Barn; Pete, Andy and Stan worked on renovating the horseshoe pits; Randy, Mark, Matt Zemmy, and Geoff worked in the machine shop; Lou on the roses and history, Martha and Mary Ann on the gardens; Dick Toulson on the sprinkler system; Bob and Edski on the crawler; Clinton on the boxcar. The Coast Walkers left and Martha prepared a delicious meal for all.

Sunday morning's entertainment was a short SPRR Board Mtg. attended by over 13 volunteers! **A DISCUSSION ITEM AT THE BD. MTG. WAS TO SEE WHO WOULD PREFER RECEIVING OUR MONTHLY NEWSLETTER BY E-MAIL** instead of snail mail which now is costing us approx. \$2.00/copy to send out. It would be distributed as a pdf file, about 1mgb in size. If you would like to receive, in that format, please e-mail me. This will also allow you to receive it a few days earlier since e-mail subscribers would receive it the same day it is transmitted to the printer for mailing out.

As you can see lots of things are happening. Attached to this newsletter is the invitation to the upcoming Cal Poly Day, Sept. 25. If you would like to invite friends, in-laws/outlaws please copy and distribute as you wish.

REMINDER: *Anyone wanting to have an article/photo printed in the SPRR newsletter should have copy sent to ecarnegi@calpoly.edu by the 20th of the month.*

Down Behind the Railway

With your President, air monkey, & carbarnist.

Reynold 'Fitz' FitzPatrick
 RGBFitz@aol.com 650.737.9584

My Fellow Swantoons:

The Right of Way survey party, Andy and I, once again crossed the Rubicon and, standing beside Amos' Place at Rubicon Springs, scouted an impossible route. Such wondrous delight in impossible dreams. We didn't break anything this time, though we did find one turn where we had, for true, one wheel on the ground – but not more than two.

On behalf of all of you, many thanks to Frank Smith for the trimming of hedges and bushes. Frank didn't come to Swanton to be a gardener, that's his real job, but he does anyway. Thanks Frank.

Our next major event is the annual CalPoly Day on Sunday, September 25th. In preparation for that event we have some housekeeping that should be accomplished.

Additionally the fuel oil tanks need to be inspected, cleaned, and painted. This is another all day project. So expect to be Merry Maids, cleaning and painting on the next workday.

And have you cell phone with a camera therein? You could be our photo-journalist, or at least our photographer. This is ideal career for a member who may not wish to participate in some of the strenuous activity down behind the railway.

Sitting at home in front of your computer, surfing or playing games? Can I convince you to scan some of our archived material onto a disk?

We are so fortunate, thanks to Al Smith, in not having to devote a good portion of our volunteer hours in fund raising. That aside, the Society still needs active participation in many fields of endeavor. Many of these duties are no more strenuous than housekeeping in your home. The photo-journalist and archivist mentioned above are but two examples.

Some other positions are:

Membership Maintain our membership list, develop surveys, etc.

Tool room Keep track of tools, sharpen, purchase, repair, and replace.

File keeping Maintain records of meetings, inspections, repairs.

Event coordination Volunteer assignments to the de minimus duties that make our events successful.

Training Grade written exams and maintain lists of qualified operators.

All these jobs are now done as double-duty. It would sure be a relief to spread the workload among more members. There is an additional benefit to you; you get your name in the newsletter. What more could you ask?

Come on down, either on or behind the railway.

Fitz

Positions for SPRR photographer & organizer are still open. We MUST have someone out there interested in taking photos of workday projects, to have a pictorial history of what takes place at Swanton. Wages or rewards seeing them published in the newsletter. Contact me ASAP.

IN THE ROUNDHOUSE

With Randy Jones

I am happy to report there has been much good progress in your Mechanical Department over the past several months. After the 1912's firedoor frame casting cracked apart last Spring, Marty and I fitted up a replacement casting we fortunately had on hand. We also stripped and cleaned the whole backhead, and John Greco came down and ultra-sounded the backhead sheet to check its' thickness. Having passed this inspection, the area was painted, a door mounting stud was replaced, and the boiler

was hydro-tested. After a test firing and run for the Golden Spikes, Marty prep'd and painted the replacement jacketing he procured from a friend in Sonoma. Dennis joined him for an extra workday to install the new jacket, along with insulation John had provided, and re-mount everything in the cab. I added a new outlet for a future second water glass at this time.

An interesting turn of events came about in July, when Robyn and I journeyed up to Carson City to meet Chris deWitt, Supervisor of RR Restoration at the Nevada State RR Museum. Lou Haughney, our Historian, writes "it is worthwhile to acknowledge the assistance we receive from many of our (unseen) members and our friends. Doug Richter is unable to come to Swanton, but he has helped me several times with recollections and pictures from his meticulous records of railroading in the Bay area, records he started as a youngster.

Our search for workers at Erich Thomsen's Redwood Valley Railroad shop in 1974, when the Overfair locomotive 1913 was being overhauled for Bob Maxfield, was started by a conversation with Doug. He suggested that we contact Richard Dunn, who was a long-time friend of Erich and a frequent visitor to the latter's shop. Richard recalled seeing the 1913 and the 1914 (actually, the 1912 - RJ) in the shop. He remembered that Chris deWitt was then working in the shop, and he knew how to contact Chris. This is an example of the "networking" resources of our friends in the railroading community."

Near the end of the above restoration, Chris saved 12 large boxes of original wooden patterns for cast iron parts such as the passenger engine driving wheels. After safeguarding them for 30 years, he was happy to pass them along to us for preservation, display, and possible use. We thank him heartily and most sincerely.

As Ed mentioned last month, work is proceeding on the 1913's running gear. Most of the rods and motion work have been ground and filed smooth, and have received corrosion resistant coating. Several critical pins have been hard-chromed and precision ground at Babbitt Bearing in San Jose. I am turning new bronze bushings for the rods in hope of displaying them at the BAGRS run. Geoff has spent many hours facilitating this work by getting his Hitachi lathe in operation in the Machine Shop, and fitting it up with tooling.

The 1500 is also progressing, with Mark, Clinton, Frank, and Eric mounting the new oil covers to the driving boxes. This was followed by the organizing, sandblasting, and painting of all the brake rigging. The "usual suspects" were Mark, Corine, Eric, Frank, and Logan, attacking the job over a couple of weekends as there were many, very rusty, parts involved. This past month, Clinton spent several extra days helping me on both the 1913 and 1500, and Mark spent the last workday installing about half of the brake parts on the 1500.

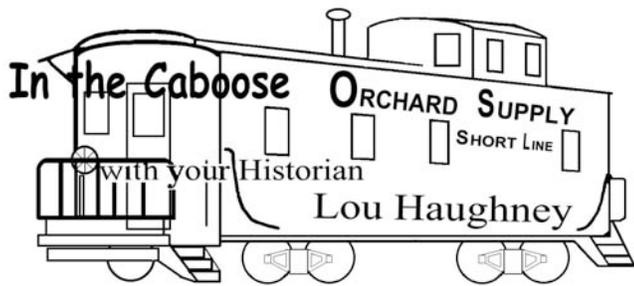
Early in August, Pete and I installed some 2" thick steel plates on the motorcar "double-naught," for better balance, traction, and safety. This past workday, Matt Zemny turned out and spent the entire day sandblasting parts for the CE&L Boxcar Co. and the 1500 restoration. To all of you, and especially those I may have forgotten to mention, many, many thanks!

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

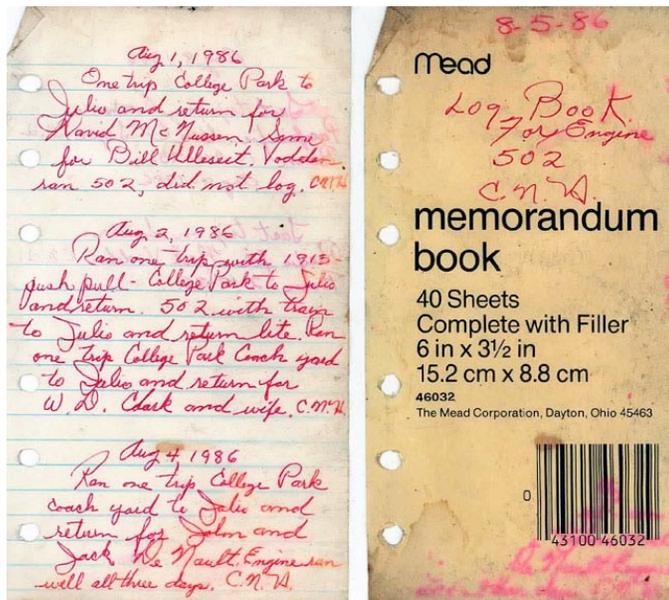
Sept.	10/11	work weekend
Sept.	24	work day and prepping for
Sept.	25	Cal Poly Run Day
Oct.	2	Land Trust Event/Run
Oct.	8/9	regular work weekend

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. It also helps immensely in trying to successfully plan for how many people are staying for a Saturday night dinner! Know that we will plan on something very simple for the Sat. night before Cal Poly Day. We want to keep work to a minimum and expend our energy for Cal Poly Day. We will need our usual help with directing people to parking, greeting our guests, registration, SPRR memorabilia sales, BBQing, serving, and EVERYONE FOR CLEANUP. As we always say, "many hands make the task go quicker" and cleanup help by all equates to everyone being able to get on the road to go home sooner. We will be contacting everyone in attendance to assist in several capacities.



A LOG BOOK FOR ENGINE 502

A "Log Book for engine 502" was found on a shelf in the roundhouse by Marti Way and Pete McFall as the train crews were shutting down after the last New Year's Eve runs. The log is contained in a small memorandum book, 6 in. by 3-1/2 in, with red cover. Most of the entries are also in red ink. These records of the diesel 502 locomotive were started by Charlie Hoyle on August 1, 1986 and appear to be complete through Dec. 31, 1987. Thereafter, only a few sporadic entries occur during succeeding years until the last one on Feb. 13, 1993..



First entry page and title page for Charlie Hoyle's "Log Book for [Diesel] Engine 502" SPRS Archive no. 1978-1993 AS-0010, from the Al Smith collection

The early records tell of trips to "Julio" and return. The location of Julio was a mystery to us later SPRS members until Martha Neilsen and Randy Jones explained the origin of the name. In the early 1980's, Al Smith leased the fields between Windy Point and the present Wye at the end of the line to a farmer named Julio. Thus, in those years, the Swanton Pacific train

crews would speak of going down to Julio's fields. Before the Wye was installed, according to Randy, the trains would back down the track from College Station so as to have the locomotive in the forward position for the return trip.

This record of 502 runs was kept by several of the early Swanton Pacific workers. Charlie Hoyle, an SP hostler, made the entries for the first half of August 1986. Then there is a gap until October 1986 when Robby Sinclair (R. K. S.) continued the entries through May 1987 with assistance from Neil Vodden (N. M. V.) and someone whose full name is not known (C. L. K.).

Log entries in the second half of 1987 were made by several persons, including Neil, C.L.K., and Randy Jones. No entries for 1989, only three, unsigned notations for 1990, two for 1991, and one in 1993. The logbook offers a concise yet informative review of the work and the train operations accomplished during those years by Al and his friends.

Particularly poignant is Neil's entry for December 25, 1986 in which he tells of Charlie's death that afternoon from the effects of lung cancer

Martha says that Charlie Hoyle used to record the day's runs on the inside of matchbook covers. Quite a collection of matchbook must have accumulated. So, those who are searching through the nooks and crannies of the machine shop and the round house should look carefully at any old match book covers they find. How did Charlie keep them in chronological order? Where did he store them? Perhaps, he finally decided to use this small, red memo book as a more convenient record.

Al Smith enjoyed his railroad, and the log book's entries for 1987 show how Al shared this enjoyment with his friends, neighbors, and associates. In 1987, several groups participated in these special "passenger services" and picnics; such as, the Gold Spike Club (retired SP employees and families), Campbell School Teachers (the high school where Al taught), George Barlow Daze (sic) (we need more info on these 10 runs), the Rotary Club's Family Picnic, Santa Cruz Land Trust (11 runs), a Model Railroad Club, Burke Industries picnic, and the New Year's Eve runs for the Swanton Road neighbors.

A future article will describe more fully many of those person whose names occur in the logs and who were associated with Al in the Swanton Pacific Railroad's first decade of operation. Unfortunately, only a very few of them are still with us.

Thanks to Pete McFall and Marti Way for finding the log book and for recognizing its historical value, to Pete for transcribing the logs, and to Martha Neilsen and Randy Jones for their assistance in identifying "Julio" and the persons named in the logs.