

## SWANTON PACIFIC RAILROAD SOCIETY

Number 187

Cal Poly

June 2009

### **ON TRACK with your Director** Ed Carnegie:

Swanton always brings up many memories, and the month of May especially does. May 13, 2002, brought about a meeting with County Planning at Swanton Ranch, along with the issuance of several “red tags” that needed to get removed ASAP. Now fast forward to May 15, 2009. The day I received the final cancellation notice-of-violation from the Santa Cruz Planning Department. On May 1, 2009, all code violations were finally expunged from the Swanton Pacific Ranch’s records. These last seven years have been the largest expenditure of labor and other funds, consuming approximately 20% of our endowment funds. Though we may have often viewed these code violations as burdens, in reality they did bring about many useful improvements. Such as an updated electrical supply for the roundhouse, a new, and certainly improved car-barn, and a complete rebuild of the Cal Barn. And last, but not least, the numerous hours of volunteer hours spent together in developing good comraderie. Moving forward to our present month of May now finds us with two work weekends each month. The first was the Mother’s Day weekend and I was actually quite surprised at the number of volunteers that came over on Saturday to work on various projects. The tree crew [Emily, Stan, Pete, Kyle, and myself] did a good day’s work of weeding; the internet crew [Chris Taylor, Bob Wilkinson, Edski] pulled cable from the machine shop to the roundhouse; grounds crew [Martha, Amy, MAC] worked in all the flower beds; engine crew [Randy, Bruce, Richard, Robert] put the boiler back on the frame of the 1913 to get it ready for transporting to the boiler shop. The track crew [Pete Bill. and Stan] removed debris and the

fallen tree at Folger. On the second weekend a ditch was dug to install 460ft of water pipe in order to get water to the Christmas tree field. My assistants were Pete, Richard, Tyler, and Fitz. Geoff is repairing the trencher that self-destructed while we were digging the trench for the pipe laying; Randy and Bruce weighed the 1913 and 502 axel by axel. Garden crew continued to beautify the grounds, Estelle worked on filing, organizing, and a combination of chefs prepared some culinary delights for both work weekends—Amy for the first weekend, Edski’s Polish meal for the second, and Martha’s Memorial Day chicken.

In between work weekends—we had the Pacific Elementary School of Davenport visit and ride the train—hosted by Pete and Bruce. They also used the picnic area for their lunch.

### **Down Behind the Railway**

With your President, air monkey, & car-barnist.  
Reynold 'Fitz' FitzPatrick  
RGBFitz@aol.com 650.737.9584

My Fellow Swantoons:

It’s National Accordion Awareness Month. I don’t know if that means to head for the hills or get out your polka shoes. Do you remember the words to “Lady of Spain”?

On June 14<sup>th</sup>, 1777 the Continental Congress ...*“Resolved, that the Flag of the thirteen United States shall be thirteen stripes, alternate red and white; that the Union be thirteen stars, white on a blue field, representing a new constellation.”*

President Wilson, in 1916, proclaimed June 14<sup>th</sup> to be Flag Day and in 1949 President Truman signed into law an Act of Congress designating June 14<sup>th</sup> as Flag Day.

And we have the Summer Solstice or Midsummer, as in dream, due to the Earth's axial tilt (can you say obliquity of the ecliptic?) where the sun stands still. Is it coincident that Father's Day falls on the 21<sup>st</sup>?

This relates to Swanton how? Our first work weekend in June includes Flag Day on Sunday and I couldn't help mentioning Father's Day.

Over in the Car shop we have bulkheads and risers to be built on the flat cars.

The Keystone passenger trucks need to have parts made, welded and painted.

The original Mac Dermot passenger car needs repair and paint – and a champion.

We have effectively resolved our differences with the County of Santa Cruz meaning we do not have any major facilities that have to be constructed or repaired.

Kyle is working on the engine for the forklift and could use a hand.

The white boom truck still needs an engine.

And, as usual, the routine maintenance of track, flora, and facilities is always on the list.

Come on over, we always have fun.

Fitz



Crew moving 1913 boiler & chassis onto turntable,

### NEW SOCIETY SUPPORTER

Alferd Alexander

San Jose

On behalf of the entire organization, we welcome 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.



Loading 1913 boiler onto its frame

## **SIDE CAR**

### **News from members**

From Lou:

In regards to your request for reports on each one's accomplishments at the workday, May: Chris and I experimented with a framework to hold a digital camera in a fixed configuration over some LLM engineering drawings. This was to develop a means of taking digital shots of the Ocean Shore RR trackage blueprints at the San Mateo County Historical Museum. First results are promising. Major items to correct are: uniform illumination on the document; maintain a constant camera-document configuration; and, eliminate barrel distortion in the digital image. We will keep working on it in June.

From Bob:

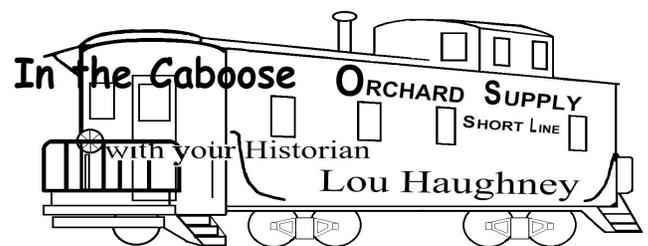
Friday was mostly taken up with measuring the distance needed for the cat5 cable with Edski. Saturday cable was pulled and placed it between the machine shop and the round house along with Edski. Also, wandered around getting photos of all the activities. I hope to hear something from Jason and perhaps meet him there.

From Pete:

When I arrived to water the trees, the ranch boys were reading the weather gadgets at the caboose. I went over to talk to them and they showed me how to read the rain gauge. Well, it was 1.76 inches for the last four days. Talking with them we decided that was not enough water for the new trees.

Meanwhile the misters were on somewhere, and I was getting wet. I took a tank of water down to the field. All of the trees that we would normally clear with the motor-car were hitting me in the face as they were lower than the roll bar. Went by Windy Point and it actually looked like it was going to clear up. Started the pump, and took a shovel, and into the tree field I go. Every step, I grew by inches, and my shoes got heavier. It then got cold and the misters from above went full force. So I headed over to the McNab Station, sat down, and started to contemplate life. Then I heard a horrific snap, crackle, and pop or was that plop? So yes, Virginia a tree does make a noise when it falls. As I follow the sound, I see the big nutmeg tree, just before the Folger switch, hit the ground. We now know what we are going to be doing this weekend.

Summer is almost here, but Swanton activities are already in full swing. Work weekends, run days and the upcoming family camp. Be sure to mark your calendar of these dates, and put your thinking caps on on what to have for extra fun activities, and meal planning during the family week. With limited facilities, but great camping weather, most of the activities will be centering down and around College Station and the campfire area. This will once again be a good time to show one's Dutch oven cooking skills. See ya'll soon.



### Work on the Overfair Locomotives through the Years Construction, Maintenance, Overhaul

The Overfair locomotives have gone through many phases of work since their construction in 1914 and early 1915.



Davenport school children ready for a train ride

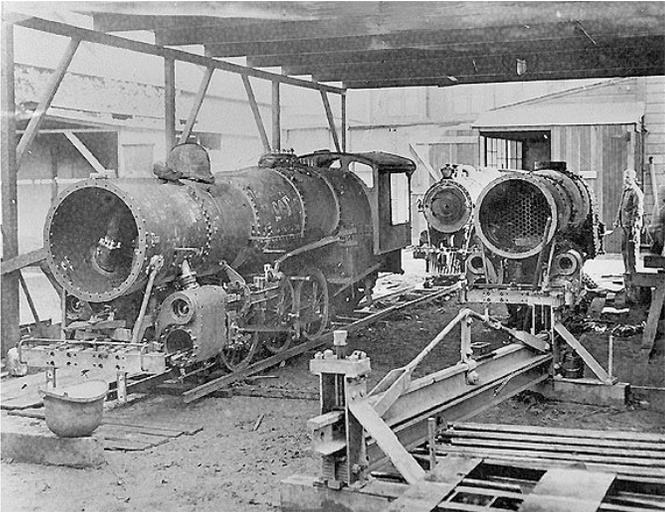
### UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

June 13/14	work weekend
June 27/28	work weekend
July 11/12	work weekend
July 25	Golden Spikes Day Run
July 26 thru	con't activities and begin
Aug. 2	Family Fun Week



View of locomotive shell ready for assembly at MacDermot's shop behind the family mansion in background. Passenger car under construction at left center, year 1914  
SPRS # 1913-1915 LMM-0020



Construction shop for Overfair Rwy.  
Locomotives, L.M.M. at right background  
SPRS # 1913-1915 Lmm-0010

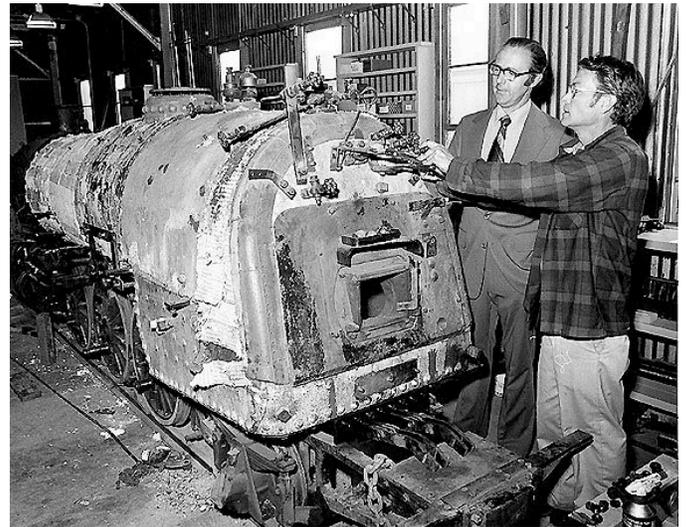
After their use at the P.P.I.E., Louis MacDermot was often putting with them during years until he ran the 1913 at the Oakland Zoological Gardens in 1940 to 1944.



L. M. MacDermot working at his "shop" at the Oakland Zoo in Jan. 1942. The 1913 is in its "shed" behind LMM. Prospective passenger is waiting for the train to be fixed.

## SPRS # 1940-1944 Lmm-0227

After Bob Maxfield bought the 1912 and the 1913 from the Billy Jones estate, Bob had the 1913 inspected and overhauled in 1974 by Eric Thomsen at the Redwood Valley RR shop in Oakland.



Bob Maxfield, Calistoga Steam Railroad, and Steve Reeves, Redwood Valley RR shop, reviewing overhaul work on locomotive 1913, 6/2/1974, photo by Ross Reed, Oakland Tribune files  
1969-1978 RCM-0002

Then, Bob operated the 1913 and Overfair cars at the Calistoga Steam Railway until late 1978, when Al Smith acquired the Calistoga consist. Al and friends continued to operate the 1913 while they gradually put back into service the 1912 and the 1914. Therefore, the 1913 was the most heavily used engine during all the years. Consequently, its boiler finally needed major inspection and repair, as described elsewhere in these newsletters. On last month's work day, May 9, 2009, the Swanton crew accomplished a partial but major step in restoring the 1913; namely, the reassembly of the 1913's engine shell to the refurbished undercarriage. Here is a brief collection of photos showing such work during the years.