

SWANTON PACIFIC RAILROAD SOCIETY

Number 196

Cal Poly

May 2010

ON TRACK with your Director

Ed Carnegie:

Al Smith Day, 2010, is now history, and what a day it was. I want to thank all of you, our Swanton Volunteers, for a job well done. Even without the help from Mother Nature, the event was a wonderful success. Over 420 people didn't let the rain keep them from good food and train rides. All hands jumped in to make last minutes changes: We set up tables and chairs in the Cal Barn, as well as cleaned out the Car Barn so that when the train was brought into the Car Barn the passenger cars would double as Dinning cars for lunch. Additional table and chairs were also brought in to supplement our "dinning cars". All the food was hauled up from the BBQ area to feed our guests in the two barns. In all the years that we have hosted an Al Smith Day, we never received as many notes of thank you as this year. Here are some of the notes received:

Ed Carnegie

I want to commend you, your family, & volunteer crew for taking care of the crowd on Al Smith Day under a very difficult situation. You found roofs, walls, chairs, benches & tables for lunch. The person that drove the John Deere tractor back & forth from the BBQ to the "Mess Halls" did well.

Well done for all.

Sincerely, Leonard Frame

Dairy Husbandry, Cal Poly '38

Good Morning Mr. Carnegie,

We had a great time yesterday at our first visit to the Swanton Pacific. Standing in the rain we did get to see the train in operation, but were not able to go for a ride and visit the right of way. The

"beans" were great and the band was fun and entertaining. We enjoyed talking to the gentleman in the caboose that gave us the historical run down on the locomotives. Despite the rain we all had a good outing.

Thank You. Dale Parker Cal Poly EE 1966

Mary Ann,

Congratulations to everyone associated with the Swanton Ranch Swanton Pacific Railroad for an excellent event yesterday. Even with the weather being as it was, it was still thoroughly enjoyable. I definitely intend to attend more of these events. Thank you very much for a great time!

Warm regards, Stan Fong

Just a note to thank you all for the great day - despite the weather! You did a wonderfu job under very difficult circumstances.

I had not been up for several years, although Ken went last year and really enjoyed himself. The people we took, the Jensens, just loved the whole thing. Jim was an airline mechanic, and so things mechanical are right up his alley, so the shop and the trains fascinated him. I had raved to his wife about the site - the redwoods, the meadows, the creek - and she wants to go back in nice weather for a closer and drier look.

The food, was, as always, delicious. And, you had a very impressive crowd. I was afraid we might be lonely, but the Swanton train buffs will not be deterred! We left t after lunch - and just beat the worst of the downpour. We don't like driving that hill any time, but a day like that is just not joyful. But, we all got home safe and sound.

Again - thank you for a wonderful day.

Maureen and Ken Peterson

Days like this show what can be done when all join in and work together. So again, I thank you all for a great day.



Registration in the Car Barn on Al Smith Day

Down Behind the Railway

With your President, air monkey, & car-barnist.

Reynold 'Fitz' FitzPatrick

RGBFitz@aol.com 650.737.9584

My Fellow Swantoons:

A lost lyric or rhyme for spring in that I cannot find an author, but is supposedly a translation into English.

**When green leaves begin to spring,
Little lambs do skip like fairies
In the merry month of May
Birds do couple, build and sing.**

Do you remember when we celebrated May Day before it was co-opted by a dictatorship called communism?

Way back when on May 1, 1888, Patent #382,280 was granted to Nikola Tesla for the "electrical transmission of power, which confirms my belief that each engineer/inventor should have two loving siblings; one an accountant and the other a lawyer.

Thanks to all the members & guests that made the wettest Al Smith Day we have ever had a success, and my special thanks to the train crews for their dedication: they got wet in places they didn't know they had places.

As you know the 1913 is off for repair and replacement of the boiler and parts. This moves

some things up on our to-do list, primarily refitting her tender. By now, I usually have a list of projects and their priority, but the flurry of activity prior to sending the 1913 off and preparing for Al Smith Day has not allowed a review of projects.

That does not mean there is nothing to do – come on over, there's lots of housekeeping and rebuilding to be done.

Fitz



Dinning in Car Barn

UPCOMING EVENTS/PUBLICITY

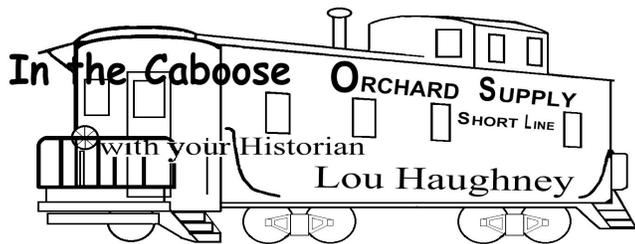
Mary Ann Carnegie

May	8	Work Weekend
May	9	Mother's Day-be with your mom
May	22/23	Work Weekend
June	12/13	Work Weekend
June	26/27	Work Weekend

Well Al Smith is now behind us and I'm sure we have all had a chance to dry out—what a very successful event and all thanks to each of your contributions. Thank you, thank you, thank you.

You will also notice that starting this month we are back to our two volunteer work weekends a month. Remember, the second and fourth Saturdays will find a flurry of activities taking place on the Swanton grounds during the day, and hopefully many of you sharing your culinary cuisine talents on Saturday nights. The dinners are always so much fun, and if you haven't been able to participate, you are always welcome to stay, dine and visit with us. It is a great way to REALLY get to know more about each other. You may also want to start thinking about the upcoming Summer Work Camp -- July 24-31. A week filled with Dutch oven

cooking, campfires, s'mores, star-gazing, outdoor movies, etc. etc.. Mark your calendar. There are many projects begging for your attention so come on over and be plentiful in sharing your talents to help us complete and improve many aspects at Swanton. See ya'll soon. MAC



MORE INFORMATION ABOUT PICTURES OF EARLY YEARS AT SWANTON

Answers to the questions I posed about the "Early Years" photos in last month's newsletter have been provided by Randy Jones. The photos to which Randy refers are reprinted in this article with corrected captions where necessary, so that you can review them again.



Photo 1: Early flat-car bridge over Scott Creek (sc0002195-03)

The "aerial" view, photo #1, of the track crossing Scott Creek must have been taken from the top of the bluff abutting the track running between the Scott Creek crossing and the College Park Meadow. The photographer could reach that spot by going up the dirt road between the current Swanton Road and the Red House. That dirt road leads to our visitors' parking area and to the house

occupied by Ranch personnel. Randy describes the bridge in this photo:

"This is the second 'incarnation' of the flatcar bridge, and is both higher and is at an angle much closer to 90 deg. across the creek than the first [flatcar bridge]. Note the large 3' X 3' redwood abutment blocks, which Bud McCrary supplied. ..."

Randy continues with more information about the flatcar bridges, which we will save for a future article on those early bridges.

In photo #2, my caption identifying its location was wrong by over a mile. The scene of the photo is actually from the south end of the College Park Meadow, not down at the Wye at the far end-of-track. The lack of the College Park Station and of the Santa Fe and OSH cabooses in the photo led me to misidentify the site. Randy explains a feature in the photo that places it at the College Park Meadow site.

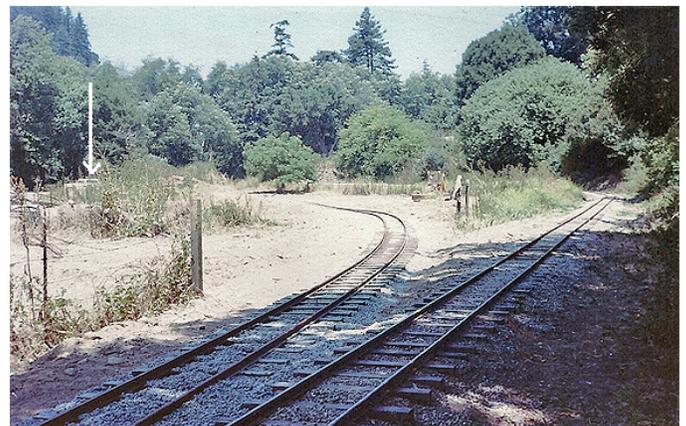


Photo 2: View looking north in early 1980's from the San Vicente/College Park junction switch. The "Meadow" is to the left; the track on the right leads to the Engine Machine Shop. (sc0002195d-01)

"This (Photo 2) is actually at San Vicente Junction/College Park, very shortly after the installation of the junction switch, and before starting on the passing track. Notice the remnants of the barded-wire fence that confined Al's bull "Julien P McBeef" ... The bull was there in the meadow (our present picnic grounds) for at least a couple of years, from the time we first laid the tracks past the area. ... [Someone] may be able to shed some light on Al's decision to build the 'station' loading track into the meadow. It may have been primarily due to Al's decision to host the Land Trust's first picnic, since loading passengers just

outside the engine shed (now our Machine Shop) in the general area of our present turntable was awkward, at best. This is the area shown in Photo #3."



Photo 3: Swanton Pacific RR Main yard in early 1980's. Area on right is for the future roundhouse. (sc002b07c01)

Closer examination of Photo 2 provides two features that support Randy's identification of the site. Note the parked automobile in the left background, near the location where autos can now be parked along the creek side of the meadow. Also, the tall trees in the center background are probably the landmark trees between the present Car Barn and the Cal Barn. The appearance of what we now call the College Park Meadow suggests that this picture must have been taken very early in the Swanton Pacific RR's development, in the 1979-1980 period.



Photo 4: View from San Vicente Junction/College Park Meadow in mid 1980's. Two left tracks lead to the "Station" in the Meadow; track on the right to the Main Yard. (SPRS 1978-1991 A S-0186)

Compare Photo 4 with Photo 2. Both are taken from the same viewpoint. Photo 4-A, however, shows the same vista but a few years later, probably

in the mid or late 1980's, but still without the cabooses and the College Park Station.

Many thanks to Randy for sharing this vital information about the first years of the Swanton Pacific Railroad, 25 to 30 years ago. Randy mentions that the College Park Meadow was used to avoid the awkwardness of loading passengers at the then Engine Shop, now our Machine Shop. Well, the use of a College Park Station in the Meadow has certainly been much more convenient and manageable for loading the passengers. However, the heavy rains on Al Smith Day last month forced a most welcome and more suitable return of the loading platform on that day to the present Car Barn area.

Here are a few more Early Photos that may jog your memories. If so, please let Chris or me know so we can record the information in the archives.



Extra 1, Laying track at train field



Extra 2, The original gas buggy



Extra 3, Neil Vodeen 2nd from right, others??