

## SWANTON PACIFIC RAILROAD SOCIETY

Number 212

Cal Poly

Dec. 2011

### ON TRACK with your Director

Ed Carnegie:

If it isn't one thing, it is another. We thought almost everything was set with the building permit to finish the work on the bridge revetment, with only a few more signatures required to implement the permit. Santa Cruz was hit last week with a massive power failure due to high winds, putting thousands of people and business', private and public, without electricity. SPRR had no power for over three days. Hopefully with electric power restored, we will be able to move ahead by next week.

November work weekend started early for some of our volunteers; on Tuesday Geoff and Bill McNab got together and put up a new fence around our fruit orchard next to the Christmas Tree field. Fitz, Pete and Richard got things ready to start work on the bridge.

On Friday, Dr. Stu Styles brought up 7 students from his senior reinforced concrete class and built five concrete benches that will add some comfort locations around our Railroad grounds.

Saturday some water damage was noticed around the stovepipe in the Machine Shop so Geoff, Kyle, and Bruce removed the stove and it's piping and ordered replacement parts.

Saturday was also a day of walk-in guests that volunteered to assist with various activities, i.e., removing weeds, working on the forklift, and cleaning in the Cal Barn. Pete and Stan took advantage of the concrete class and got some help placing a new sign next to College Station.

Marty kept himself busy working on the Ore Cars and helping Randy on the 1913 tender. Geoff and Amy used the motor car and hand blowers to

remove leaves. While Robert & Kyle set SPRR's repaired radio repeater.

So even though we have not been able to do the work on the bridge that we were all hoping to do, we did get a lot done. THANKS for all of your help!

### Down Behind the Railway

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

Reynold 'Fitz' FitzPatrick

RGBFitz@aol.com 650.737.9584

My Fellow Swantoons:

The election results are in; re-elected were Geoff, Bruce, and Ed by unanimous agreement. We in the Society are evidently more in accord than the electorate in general.

The Executive Board decided that the New Year's celebration will take place with the usual festivities. Whether there will be train rides, depends on our receiving a permit to stabilize the bridge foundation, and our ability to effect repairs.

The 1913's boiler is nearly finished and we need some help in readying the tender, please see Mr. Jones.

Our December workday will be devoted to preparing the Cal Barn for the celebration, come on over and lend a hand.

May you all enjoy the holidays and the turn of the year. Fitz

### NEW SOCIETY SUPPORTER

Don Patterson

San Jose, CA

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.



BRAE 433 Class on reinforced concrete ready to start work



Concrete Class ready for a train ride after two-days making concrete benches

#### UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

Dec. 10/11 Work Weekend  
 Dec. 30/31 Prepping and New Year's Eve  
 Jan. 14/15 1<sup>st</sup> work weekend of the year

With Thanksgiving behind us now, most turkeys would think they were safe. . .but we are planning on cooking one for the December work weekend with all the fixings. So if you are planning on staying for our Sat. night turkey dinner, please let us know. One size turkey does not fit all!

Traditionally the Dec. work weekend has been for wreath making to decorate SPRR's facilities. However, this year with the rebuilding of the Orchard Caboose, all of its contents were moved into the CalBarn. And so with the Swanton New Year's 30+ year tradition just weeks away we will need to concentrate our efforts on cleaning and moving all the historical items from the Cal Barn to another safe location. Regardless of what may transpire on the bridge stabilization project—the traditional Swanton New Year's of hosting our neighbors and friends for the Cal Barn Potluck, meadow bonfire, Ken McCrary's famous hot mulled cider and just good ole Swanton hospitality will still be offered. We just might even offer a movie night under the stars, with popcorn, peanuts, and roast your own s'mores. Come join in the fun and unexpected events of the evening—train rides, movie night?? Dress code—be warm, comfortable and dry.

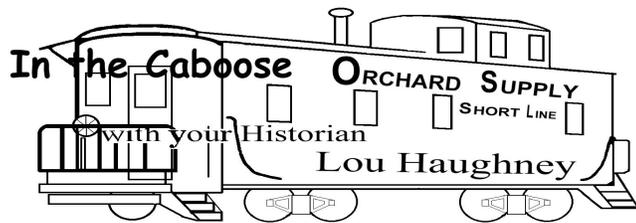
With the end of the year approaching and reflecting back on the year, Ed and I wish to thank you for all your support throughout the year, your words of encouragement during some difficult times. We also want to wish you and yours a most blessed and happy holiday season. Safe travel journeys for all. Have a very Merry Christmas.



Fitz and Dave working on the forklift

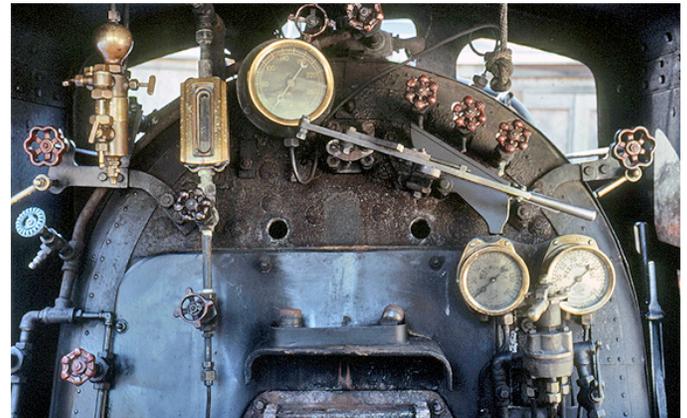
### **Reminder:**

*Membership for Swanton Pacific is being accepted.  
 See attached membership form .*

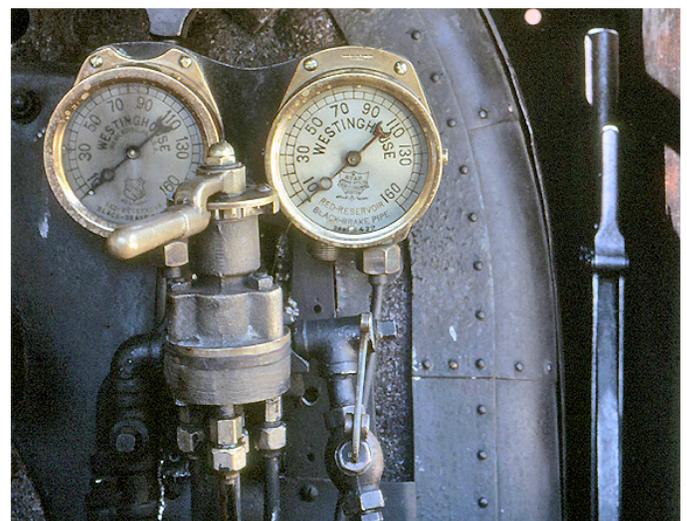


Another European visitor to the SPRR  
 Part 2  
 by Jacques du SORDET

A great admirer of MacDermot, Charlie Hoyle also plays a big role in the history of these trains. He saw to it that they did not disappear, and he took such good care of the “1913” that, even today, he is considered as the “spiritual owner” although he died in 1986. At first [after the Exposition], the trains and locomotives spent five years at the Oakland Zoo. Afterwards, after a sojourn at Billy Jones’ ranch, the “1913” was found at Santa Clara while the others were used in amusement parks in Southern California. A few years later, the “1912” and the “1913” went to Calistoga, the property of a certain Robert Maxfield, but their success was not dazzling.



“Shiny. Polished, brass fittings” on cab end of 1913 boiler. Photo in 1990 by Jacques du Sordet

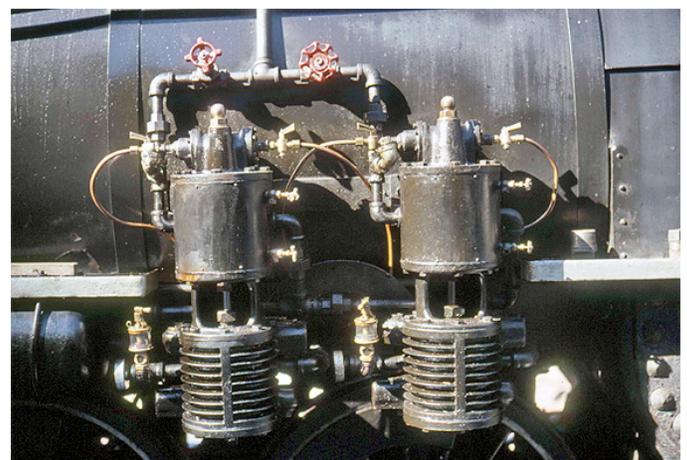


Close view of gauges on 1913’s boiler  
 Photo in 1990 by Jacques du Sordet



L. M. Mac Dermot’s Number Plate on front end of the 1913’s Smoke bix. Photo in 1990 by Jacques du Sordet

It was up to Albert Smith, a friend of Charlie Hoyle, to reunite at last the locomotives and the cars. In 1979, he bought the “1912” and the “1913” and, in 1980, the “1914” and the “1915”. Albert Smith was enthralled with them and returned life to these trains. He restored those locomotives perfectly, except the “1914” which had not been finished, and regularly invited his friends to come and share his enthusiasms. Three kilometers of tracks, a small station, a barbecue, and “Bud” beer that flowed like waves.



Air pumps on left side of 1913 locomotive  
 Photo in 1990 by Jacques du Sordet

A diesel locomotive, more practical to use, came to reinforce the equipment of the “Swanton Pacific Railroad”. It is a model from the General Electric type U-35B built by the Keystone Light Railway Works at

Pittsburgh. Like all the steam locomotives, the diesel is also obviously [built] to a 1/3 scale. At the same time the "1915" left Albert Smith's train shed to end its days at the museum in Sacramento.



SPRR'S Keystone Passenger Cars in 1990  
Photo by Jacques du Sorde

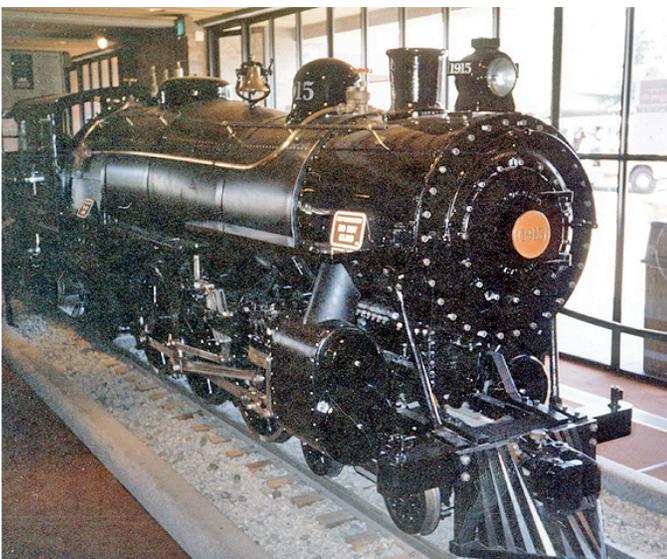


Gas engine no.001 on flat-car bridge over Scott Creek  
1990. Photo by Jacques du Sorde

A bachelor 69 years old, Al Smith is [to be found] from now on almost more often on his engines than on his agricultural lands. If, by chance, you go by Santa Cruz in California, let yourself be guided by a whistle blast and clouds [of steam], and go and pay a visit.



Al Smith standing by the 1913 (barely in lower left Background) in SPRR yard.  
Photo in 1990 by Jacques du Sordet



View of refurbished 1915 locomotive at Calif. State RR Museum in 1990.  
Photo by Jacques du Sorde

Comments by LCH. First, thanks to Ms. Maria Ricotti and Mrs. Henrietta Vowell of San Carlos for providing the translation of the article in 1990....There are a few minor errors. The "1915", not the "1914", was the engine that MacDermot did not finish; and, the "1913" ran at the Oakland Zoo about 3 years or so. The engines were then stored in the Los Gatos area, not in Santa Clara;...