

SWANTON PACIFIC RAILROAD SOCIETY

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Cal Poly

November 1998

On Track

with your Director, Ed Carnegie

Well, what can I say?!--I'm not caught off guard too often, but Sun., Oct. 18, really took me by surprise.

First of all, it was a most successful event in that well over 425 people attended. It was one of the largest events that we have ever hosted, and thanks to all of you it was very successful.

How can I ever thank you, though, for the honor of naming the bridge the Edgar J. Carnegie Bridge --WOW-- I was speechless and then to reflect on the joke that Tom and all of you played on me regarding the number boards. The boards that I was so desperately trying to put in place for the day, in order to make it complete. Per Elmer Stone, I was told that number boards would make the bridge official. So in order to make it official, I used a panograph to plasmoarc the 1998 number boards. The only problem was, that when the time came to install them I could not find the number boards. I looked everywhere for them, just as I do for my gloves, tape measure etc., and just like those items, I could not find them. Mary Ann told me they were "Wherever I last placed them!" Tom was sent to look for them in all the buildings and did a good job of stalling for time, as he knew where he hid them. I asked everyone and no one supposedly knew where they were. I was beginning to convince myself that I truly did lose them and finally let the matter go.

However, when Dan Howard Greene the Executive Assistant to the President, Paul Zingg - Provost and Vice President of Academic Affairs, and Al Amaral-Executive Director of the Cal Poly Foundation asked me to come forward, that was when I was really surprised.

What I thought may have been a model train presentation turned into something far different. Words can never thank all of you enough for the honor you gave me that day. Yet a very special feeling will come to me every time I cross over the bridge and see the plaque. Special memories will always be there of this memorable event that all of you helped to make come about.

As I reflect back on all the activities beginning July 24 and coming to completion on Oct. 18, I thank all of the 47 volunteers that participated in helping on the bridge construction. That in itself is truly a remarkable accomplishment - to have so much team effort to make it all happen.

Regarding the day itself, it could not have been better. The weather was beautiful, and what a great meal. There were so many compliments, by so many of our guests, that it truly was a grand day in every way, and I think all of you deserve to be congratulated for a job superbly done!

We also extend a special thanks to the entire ranch crew for all of their assistance in helping with tours, cooking, serving food, parking, etc.

After the bridge dedication, and my coming off cloud 9, we resumed work on what we call the lunker walls. These are shelves that we must build for the fish in Scotts Creek to find shelter out of the stream during high flows. On top of the shelves there are logs placed in "Lincoln log" style construction. These are placed there to protect the banks of the creek from erosion. On every other level of the "Lincoln logs" we have planted willows as part of the re-vegetation plan.

Along the top plateau, we will be planting additional redwoods. Eventually this entire area, as one approaches the bridge, will be re-landscaped.

I would especially like to take this opportunity to thank Wally Mark for his assistance in helping out with the re-vegetation plan and for having Jerry Krusz and others from the ranch crew cut down all the trees and de-limb them for us so that we could use them right away. We also appreciated having the ranch let us use their tractor with its mounted auger for digging all the holes for supports etc. for the fifteen trees we needed for the lunker wall. We should have this project finished by the end of the month, and will then move on to other repairs beyond the bridge and down the track - looks like we might get back to our normal routine!!

October has been one of our busiest months, and yet an extremely successful month. In true Halloween colors, we have been operating "in the black". Sales of our general store were very, very good. One of the first events in October was on Saturday October 3, when the ranch hosted a Cal Poly staff day - we were unable to provide train rides, but it was a successful event for the ranch. Sunday, October 4, the Lonestar Cement Plant had their annual company picnic day. Approximately 200 attended. We ran two steam engines and the weather was absolutely gorgeous for them to have a successful day. The following weekend, Saturday, Oct. 10, we had a workday, a "RR family" celebration of little Tony Pratkanis' birthday, and a MOU Meeting with University personnel.

The MOU - Memo of Understanding, was a meeting in which the Swanton Pacific Railroad Board and other committee members met with various University personnel - Dan Howard-Greene, Executive Assistant to the President; Linda Dalton, Associate Vice President Academic Affairs, and Mark Shelton, Associate Dean-College of Agriculture, to discuss what needs to be included in the MOU between the University and the Railroad. The meeting and course of the day seemed to go well and as the MOU progresses within the committee we will keep the membership apprised of what is occurring. On Sunday, October 11, we hosted the 2472 group. Approximately 150 people attended the event. A great BBQ was served by their group and two steam

engines provided a day filled with several train rides. Our unscheduled workday on Saturday, October 17, was mainly geared to getting last minute things ready for our bridge dedication day on Sunday, October 18. From the Oct. 22 until the end of the month, Tom and I have been working on the lunker walls. The entire Pratkanis family also came back over to help transport the logs down to the site and fight through the poison oak.

Our next workday will be November 14 in which work will hinge on the plans decided upon regarding the washout just passed the bridge. Otherwise there is always track maintenance that we will need to do.

Word has it that Elmer could be down to visit us anytime, so we will need to get things whipped into shape for our official track inspector. We certainly missed not having Elmer on the 18th, but have spoken with him, and hear that he is now doing a little bit better and recovering at home. We all do look forward to having Elmer back down here at Swanton. And I look forward to seeing many of you at the next workday on November 14.

New memberships received over the last few months were as follows:

Stephen McShane	Sacramento
Jim Cochran	Davenport
John Newman	Redwood City

On behalf of the entire organization we welcome each of you into our "train family" and we certainly look forward to seeing you at some of our next events. Many of our members may not recognize you right away so please introduce yourselves so that we can get to better know you and vice versa.

Safety is as safety does

Behind the Throttle

with your President, Bill Engelman
 engelman@compuserve.com
 Voice: 650.726.6908 Fax: 650.726.7030

The bridge dedication on Cal Poly day at Swanton was a great success, with over 400 people in attendance. Three important representatives from the University and the Foundation were on hand to present Ed with a beautiful bronze plaque which says "Edgar J. Carnegie Bridge, 1998".

We were honored to have on hand Mr. Paul Zing, Provost for Institutional Planning of Cal Poly University, Mr. Daniel Howard-Green, the Chair of Cal Poly Foundation Board of Directors, and Mr. Al Amaral, Cal Poly Foundation Executive Director.

It wasn't easy to keep it a secret from Ed, as he usually seems to be several places at once and not much escapes him. We made Ed give an acceptance speech in which he thanked all 47 people who were involved in the construction of the bridge. This allowed Marty and Fitz time to mount the plaque on a crossmember at the North end of the bridge, just in time for the first train ride over the new bridge, with Ed as the engineer.

The weather couldn't have been better, the food was great, and a good time was had by all. I want to thank the Swanton Pacific Ranch personnel for their contribution of ranch tours and a display of fresh produce and pumpkins. I am sure that those of you who took the ranch tour enjoyed it. The ranch provided the Railroad Board of Directors an afternoon tour a couple of months ago and we found it to be very interesting, as well as scenic. Don't miss the opportunity for a tour the next time it is offered.

We operated four weekends in a row, including Santa Cruz Land Trust, Lone Star company picnic, Golden Gate Railroad Museum 2472 group, and Cal Poly Day. Many thanks to all of the hard working volunteers who made it happen. We are planning our monthly workday for Saturday November 14, followed by a Railroad Board meeting on Sunday the 15th. We will be addressing among other things, our "strategic plan" for the future, and we need input from the membership to help us formulate goals and

priorities that will ensure the best allocation of our resources, both financial and volunteer. Let any of us on the Board know your wishes, and if you have a project in which you would like to participate personally, let us know. I plan to have a list available of our prioritized projects available soon for membership sign-up. I want to encourage all of you to participate. The more volunteers we have on hand, the more we can accomplish, and we are more likely to plan more social events for our members. Let us hear from you.



OUT IN THE WORLD

Publicity and Events

Mary Ann Carnegie and Fred Vertel

Dates to mark on your calendar:

November 14 Work Weekend

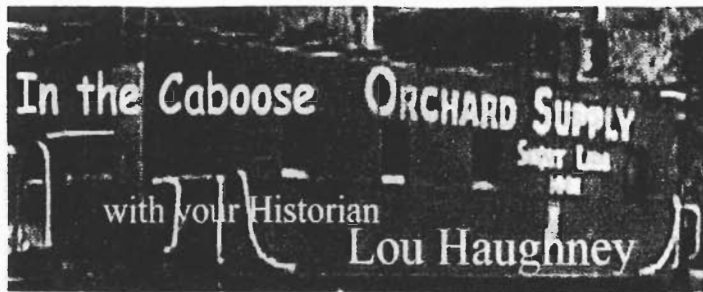
December 12 Work Weekend

December 31 New Year's Eve Run

Well, the bridge is in place and we can all sit back and say WOW--what an accomplishment and a job well done. Unfortunately though--like women's work--the work never seems to be done. There are still numerous tasks to be tackled or completed in and around the RR areas. Work weekends will continue to be on the second Saturdays so mark your calendars. On the workdays we will provide dinners to those of you who wish to stay in the evenings.

In regard to the dedication day: I, Mary Ann, wish to thank all of you for all of your efforts to help make the day so successful and such a nice memory for both Ed and I, as well as for our family and friends that were able to attend and participate.

I especially want to thank all of you for your kind thoughtfulness in presenting me with the beautiful bouquet of roses. More importantly though, I thank each of you for all of your support over the years, and for your gift of friendship. Ed and I have adopted the RR as an "extended family" and we do enjoy our time at Swanton with all of you. Even though I may be singing, in the hopes that, "I'll Be Home for Christmas" I have and do enjoy our times at Swanton with each and every one of you. Again, we thank you for a most memorable day.



Home-made Raviolis Served in the Red House? Saturday Night Dances in the Machine Shop?

Such activities may seem out of place today, but they were routine events some 60 years ago for the residents in the Swanton-Davenport area, according to Mrs. Irene Terrini Bianconi. On a recent visit to the Swanton Pacific Ranch, Mrs. Bianconi told about life along the Swanton Road in the 1930's .

Her father, Edward Terrini, built the Red House in 1935 on land owned by the Morellis and the Polettis, long-time residents and farmers in the Swanton-Scott Creek Valley. The house was like a "palace when we lived there". It had four bedrooms, two bathrooms, full basement and garage, large deck, a stone fireplace, and spacious front and dining rooms. Living in the Red House was a memorable and enjoyable experience for Irene, her two brothers, and their parents.

Mrs. Terrini's cooking became famous throughout the area, particularly among the many Italian American families who raised Brussels sprouts and artichokes in the Swanton Valley. Soon, the Red House became a roadhouse serving home-cooked ravioli dinners for the area residents and for travelers along Swanton Road, which was then Highway 1. (The state highway was relocated to the coast in 1937.) On summer weekends, two-day family and neighborhood picnics were held under the redwoods. Saturday night dances were held in the "metal-sided barn behind the house" or at the Ocean Shore Hotel in Davenport. The former must be what is now the SPRS machine shop .

In December 1937, Irene Terrini married Guido Bianconi; the wedding reception was held on a beautiful, warm day at the Red House. Although they

established their own home, they often spent weekends with friends at the Terrini home. In 1942, her father took a job in Richmond and sold the house to the landowners, the Morellis and the Polettis. The latter then rented the house to various tenants. The last renter was a local writer, Bruce Bratton, who stayed there for 16 years, first as a tenant of the Morellis and the Polettis and then as a tenant of Al Smith, who bought the property in 1978. Mrs. Bianconi now lives in Stockton, nearby her daughter, Diane Bianconi McNeil. Thanks to Mrs. Bianconi for sharing her memories with us and to her daughter for bringing her mother back for a visit in August.

(This article is based on Mrs. Bianconi's conversation with Mary Ann Carnegie and on an article in the Santa Cruz Sentinel, dated March 8, 1987, written by Denise Franklin at the time of a previous visit by Mrs. Bianconi to the Red House after Al Smith leased the ranch to Cal Poly.)

THE CAL/BERKELEY BUILDINGS

"The Ocean Shore Railway's first revenue train leaves Santa Cruz for Swanton with 105 University of California (at Berkeley) students aboard. The train consists of two flatcars and an old coach from the Ferries & Cliff House Railroad in San Francisco." So reads the caption on a photograph in the book *The Last Whistle [Ocean Shore Railroad]*. The date was May 16, 1906. The railroad had just completed the first part of its southern section out of Santa Cruz. The students were en route to the annual summer camp for a "work-study" session in the field.

The site of their camp was the shingle-sided barn and house across the driveway from the Red House, at the entrance to the Swanton Pacific Railroad's yard. The building we now use as the machine shop was also part of the University's complex. George Delatorre, a long-time friend of Al Smith, has been living in the shingle house for many, many years. He now keeps busy tending a beautiful flower garden and collecting bottles and cans around the Ranch for recycling. He has plenty of stories retold to him through the years about the Cal/Berkeley students who stayed there during their summer sessions.

George says the house was originally part of the larger barn just behind it. It served as the cook house, and the barn was the dormitory. Some time later, the house was detached from the barn and moved onto a concrete slab closer to the road. You can see the outline of the house against the barn's front wall facing the road. The students used to inscribe their names on the walls of the auxiliary building, now our machine shop. A few years ago, a venerable Cal alumnus visited the place and excitedly told George that he had found his name still on the wall after all these years. George says that the barn was used for square dancing through the years. Its wooden floor was really springing then. However, do NOT even enter the barn today because the badly deteriorated floor is very unsafe. So, some 90 years after Cal/Berkeley students spent summers here learning the practical side of civil engineering, now Cal Poly students carry out the internship part of their studies here. What a rich and varied heritage did Al Smith provide when he assembled and then passed on his Swanton Pacific Ranch to his alma mater.

Early in 1830 the Baltimore and Ohio Railroad had constructed 14 miles of double track on which it operated horse-drawn cars. August 30, 1830 a race was held between the "Tom Thumb" and one of the horse cars. The great horse went off at a fast trot. The "Tom Thumb" was pulling a car with the directors of the B & O RR onboard and overtook the horse but the belt driving the draft fan began to slip and the horse won the race. Nevertheless the race had proven the practicality of steam locomotion.

Although the "Tom Thumb" was the first American steam locomotive to transport passengers, the first American steam locomotive suitable for regular passenger service was the "Best Friend of Charleston" which was operated on the South Carolina RR starting in 1830. This locomotive was designed by Mechanical Engineer E. L. Miller of Charleston and built by the West Point Foundry in N.Y.C. at a cost of \$4000. Steam locomotive companies soon proliferated such that only 120 British locomotives were ever imported into the US all of them between 1829 and 1841.

A view from the

OBSERVATION CAR

Letters from members

A Synopsis of the Steam Locomotive Age

During the approximately 120 years of the Steam Locomotive Age, 160,000 steam locomotives were built in the United States, yet in 1828 consulting engineers for the Liverpool & Manchester Railway recommended the use of stationary engines with ropes pulling the cars as an alternative to locomotives.

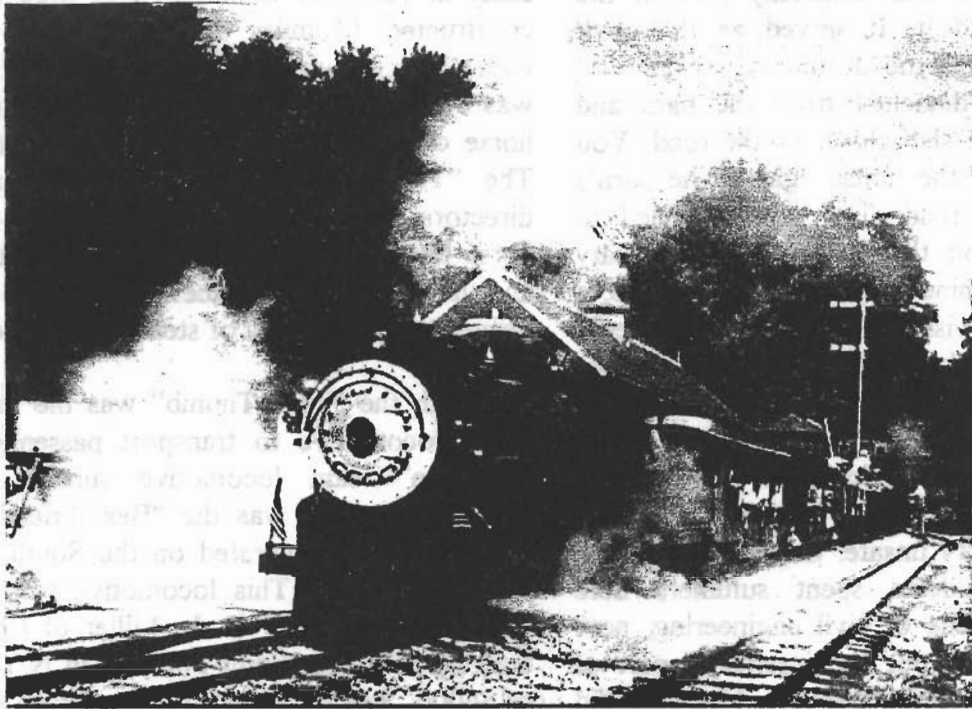
The first successful steam locomotive was the "Rocket", which in 1829 carried 36 passengers at speeds as high as 28 mph on the Liverpool and Manchester Railway. In the U. S., Peter Cooper from N.Y.C., built the first steam locomotive, the "Tom Thumb" which weighed one ton and produced one horsepower from a single cylinder, 3 and 1/2 inches in diameter with a 14 inch stroke.

It is certainly a marvel, in a historical context, that in the relatively short period of about 120 years, steam locomotives grew from the 2000 pound "Tom Thumb" to the Southern Pacific 4-8-4 "Daylights" weighing almost 500,000 pounds and the Union Pacific 4-8-8-4 "Big Boys" weighing 1.2 million pounds. A few of these outstanding locomotives have been saved and are on display in various parts of the country. The single survivor of the "Daylights" is No. 4449 which pulled the bicentennial "Freedom Train" in 1976 and is still operational today, powering special excursion trains and making appearances for special events.

Sources: A Celebration of Steam (Gallery Books) America's Bicentennial Queen; Engine 4449 by Richard K. Wright

Prepared by: Bernie Bayuk

29 Aug 98



Engine 1913 and cars ready to depart College Park Station. 27 September 1992

Photographed by Richard Mitchell

Active members

Please vote for your society officers.

If you did not receive a ballot with this newsletter please contact :

Martha Neilsen
6097 W. Wallbrook Drive
San Jose, CA 95129

(408) 257-2683

or

Louis Haughney
884 Cordilleras Avenue
San Carlos, CA 94070-3732

(650) 592-2517

e-mail: HLHaughney@worldnet.att.net