

SWANTON PACIFIC RAILROAD

Number 92

Cal Poly

January 2001

On Track

With your director,

Ed Carnegie



Welcome to the New Year of 2001 and so far a year with no glitches! And hopefully it will remain this way. 2000 was definitely an eventful year and we are hoping that 2001, though already booked with several events, will surely be a lot less stressful and that any projects taken on will be without bureaucratic deadlines. 2001 will be a great year for all us at Swanton--I can feel it in my heel bone, which is finally getting connected to my----

The last few days of the old year were quite busy, but much was accomplished. Prior to New Year's Eve, believe it or not, we actually had a work train proceed past Windy Point and into the train field. A first in over three years and it sure felt good to see Windy Point again--and yes we still do have a wye down there. However, we still have some work to do at the south end of the train field in order to make the wye functional by removing debris from mudslides that had occurred over the last few years. This cleanup shouldn't take too long, provided the weather cooperates with us. Thus far it has been rather dry in comparison to year's past.

December's workday saw a small group of hard workers turn out. Most of the time was spent either planting new trees and clearing-out old, downed trees. Under the direction of our in-house "arborist", Bill McNab, a tree planting crew consisting of Dennis & Eric Johnson, Cosmo, Dick Toulson, and Andy McLean worked up and down the wash-out by planting



ten redwood trees. The rest of the day was spent removing downed trees along the track, mostly those trees along the passing at Cosgrove.

On Sunday, Dec. 10, following the Board Meeting, our track crew which consisted of Dennis and Eric Johnson, Linda and Molly Engelman, Pete McFall, Dick Toulson, Bill McNab, Cosmo, and Andy McLean went down and finished clearing the debris at Cosgrove, as



well as trees and brush further down the track. Two trees were so low that they had to be removed in order to even get by. They were very large and entangled and it took a lot of



effort in order to get them out of the way.

After much sawing, chopping, and tree falling by the work crew, I was then able to run the crane which helped in removing the heavy limbs and saved a lot of back breaking labor.

Meanwhile, Fitz worked on the shed to protect the water treatment facility on the east side of the roundhouse. This was a welcome change for him to stay up front and away from the crib wall area. This now finished up the area where a concrete slab had been poured the Friday prior to workday by Cosmo, Fitz and myself. All that has to be done now is to finish painting it the same color scheme as the roundhouse. Bill Engelman worked on the loader by taking the brake system apart so that parts could be ordered.

On Friday, Dec. 29, Dennis, Eric and I spent most of the day repairing downed equipment. We started out on the John Deere lawnmower

by replacing the battery and starter solenoid. The comment was made that this was done first so that I "Would have the mower as my "motorized" chariot." (There is a method to my madness!)

We then installed the hydraulic lines and a brand new brake system on the Massey Ferguson loader. The last few days of operating the loader it had NO brakes and we found out that the main problem was caused by using the wrong brake fluid. As Massey Ferguson requires a special type of fluid that will not attack its rubber parts. Prior to finding this out, we were pouring in any type of brake fluid we could find since it seemed to eat it up faster than we could put it in. Little did we realize that we were only adding to the problem of no brakes.

Saturday, Dec. 30, all available workers concentrated on track repair so that we would have a smooth riding New Year's Eve run. Bob Wilkinson, Randy, Marty, Dennis, Eric, Mac Gaddis, the Pratkanis family, Mike Robinson and myself aligned, ballasted and leveled the track at the washout. Mike Robinson, Marty, Anthony Pratkanis and myself left the rest of the crew working on the washout while we went down toward Windy Point to remove a few more downed trees. Just before quitting time we went and picked up the entire work crew with the motorcar and went past Windy Point for the first time and proceeded all the way to the first washout, which now gave us access to over 80% of our track. It sure felt good to be able to drive over that track again.

New Year's Eve Day was spent tamping the ballast, aligning and repairing track that has had some very hard use during the construction of the washout/crib wall. Our crew was split between track alignment and brush removal for the evening's run. The crews consisted of Bill McNab, Randy Jones, Dennis and Eric Johnson, Cosmo, the Pratkanis family, Tom Vertel, Pete McFall, Andy McLean, Bob Morehouse and myself. The roundhouse crew of Marty, Ken Fisher and Geoff Tobin, worked

on the 1912 firing it up and getting it ready for the New Year's Eve run. Carol Campbell, Wendy Morehouse, Frances Stone, Martha Nielsen and Mary Ann set up the Cal Barn for the evening's festivities. While the track crew was returning to the barn, Bill and Molly Engelman were getting the passenger cars ready for evening run. Just before sunset, the consist of 9 cars was ready for the first run. The diesel pulled the train down to Cosgrove, while the 1912 pulled it back.

Our New Year's Eve potluck party, held in the Cal Barn, was attended by approximately 60 people. A great time was had by all who attended. Around 8:00 PM everyone moseyed on down to the meadow to start the annual bonfire which helped keep everyone warm and to start the first of the last train rides for 2000. Ken McCrary once again upheld his twenty year tradition of supplying his special recipe for hot mulled cider to all in attendance. We all enjoyed a clear, beautiful, cold, night. Approximately 200 friends and neighbors helped ring in the new year. The last train ride for the year 2000 left the station at 11:30 and the first train ride for 2001 left about 15 minutes after

NEW MEMBERS

New membership received last month:

Jeff Obertelli

San Carlos

On behalf of the entire organization we welcome 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 yourself so that we can get to better know you

REMINDER:

BEFORE YOU LEAVE THE SWANTON PREMISES PLEASE BE SURE TO FILL OUT THE WORK LOG KEPT IN THE MACHINE SHOP NEXT TO THE PHONE.

This is the best record we have to keep track of your volunteer hours.



PUBLICITY AND EVENT COORDINATION

Mary Ann Carnegie

Last year we tried to offer our volunteers very informal dinners on the workday weekends. However, in order to somewhat try and better plan for these informal dinners it would always work best if we would sort of know who, or how many were planning on participating on the Saturday evening dinner following the workday. Better planning for these dinners is based solely on **YOUR** RSVPing--and hopefully by the Wednesday, prior to the workday--not the day of or one day before the event. We feel the dinners provide a great time to visit, save all of us from driving into town, and are just a lot of fun for all of us.

.So, now that you have the entire year's calendar in front of you--we will once again try to do this for 2001. Remember though, that in order to be more successful, **YOU** need to help out but letting us know you will be there for dinner. Please call in your RSVP or email me (ecarnegi@calpoly.edu) by the Wednesday prior to the workday.

Election results

President	R.G.B. 'Fitz' FitzPatrick
First VP	Geoff Tobin
Second VP	Andy McLean
Third VP	Cosmo DiFrancesco
Fourth VP	Randy Jones
Secretary	Linda Engelman

Safety Simon Says:

Useless, Toothless And Busted,
Worn Out Tools Can't Be Trusted!

Down Behind the Railway

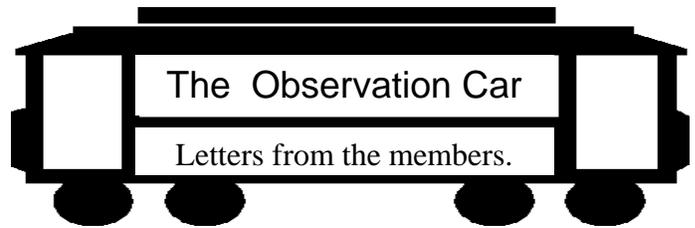
With your president, air monkey, and car barnist;

Reynold 'Fitz' FitzPatrick

RGBFitz@aol.com

Voice: 650.737.9584

Fax: 650.737.9583



READERS PARTICIPATE !!!

At the December board meeting, retiring secretary and newsletter editor, Vera McLean asked if anyone reads the newsletter? Everyone there spoke up YES, and that it is our communication to and from the members. Vera said she was wondering about readership as for the year she has not received one comment - good or bad about the newsletter.

Well folks now is our chance. Let's all send 3x5 card, post card, whatever and with comments to Swanton RR. The cards will be bundled together and presented to Vera. Let's shoot for at least 100.

The reason Vera is retiring as Secretary is that she has a very serious back operation coming up. The pre-operation, opt, and post opt are going to put her out of circulation up to several months. We all wish her well.

Bill McNab

My Fellow Swantoons:

Al Smith Day will be Sunday, April 8th. The next three months will be spent in getting ready for that celebration, especially the week before, starting Saturday, March 31st, which will be our first scheduled workweek. We have nine RV spaces with water and electricity available on a first-come-first-served basis, or you can pitch a tent, or bunk in the Redhouse. As we have no idea how many will attend reservations are a good idea. Please contact me or Ed.

Now you don't have to spend the entire week, a few days would be fine - what ever fits your schedule. We intend to have evening BBQ/potluck dinners, and if you are good at arranging that type of thing let me know.

The majority of the work will be clearing and aligning track toward the wye, as far as we can go. Other tasks are 'spring cleaning', repairing the 502's transmission (once again), interior work in the machine shop and roundhouse, welding on the ballast car, perhaps some work on the Cal Barn, routine maintenance on railcars deferred by the cribwall, cleaning and tagging parts of the 1913 and 1500. For those of you who have some skill working with blueprints we could use your help in converting the prints we have into more usable drawings. Lots to be done - - fun to be had - - many hands needed -- and for only \$25 a year (HINT).

At the last Executive Board meeting it was pointed out we need a membership committee, if only of one member. Last year 107 members from the previous year did not renew their membership, we currently have 180 members. Folks, that's like a third of our members, a lot like it. We were so busy with getting to work on the cribwall that tidbit got lost. So where did they go? Are you one of them sharing a copy of the newsletter? So, this is a help wanted ad -- we need a volunteer to chair our membership committee, contact members who do not renew, aid the Secretary in keeping our mailing list correct, recruiting new members, and such like. Are you that person? Please let me know, and soon.

As always, if you have questions or concerns let me know. See you down on the railway.

ATTABOY OR GIRL

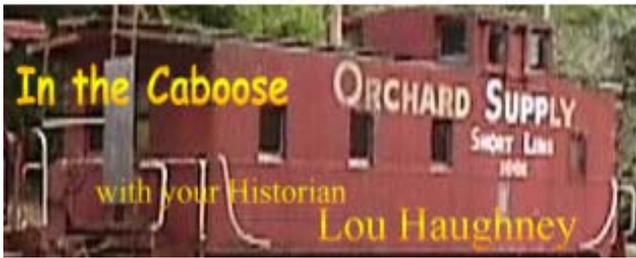
The past six months all efforts have been put to building "THE WALL".

A Herculean effort and hours. This has taken people power away from tasks large and small needed to be done on all phases of the RR.

For the first time in 3 years you can now ride the rails past the washout. The track, foliage, and terra firma needs, shall we say, adjustments before the train can move south to track end. There are many tasks in the round house, machine shop, car barn, BBQ and Station area waiting to be attended to. As Ed Carnegie has been heard to say "many hands make large tasks small".

Everyone of the members is needed in the Jan Feb Mar time period to get the RR and environs ready for April AL SMITH DAY. Please come on out, bring your Can Do attitude join the fun and for thanks get an ATTABOY OR GIRL whichever fits. Pride in your accomplishments show in many ways.

If the day is cold or wet then head for the roundhouse or machine shop with their wood fired pot belly stoves and volunteer your help in there. A word to the wise for the entrance to the roundhouse - - - when you open the door you will hear, in unison from occupants CLOSE THE-DOOR!!!! It is their greeting to all brave enough to attempt entry.



MORE 502 DIESEL LOCOMOTIVE HISTORY

Papers pertaining to the founding of the Swanton Pacific Railroad continue to be found in the cubby holes and corners of Al Smith's Los Gatos home. The latest item is an envelope containing a "prospectus" and photos of what is now the SPRS's 502 diesel locomotive. The "prospectus", or invitation for offers to buy, gives a description of the locomotive and of three accompanying passenger cars as they were in 1981. The information contained in this document should be compared with and assimilated into that presented in two recent articles in the SPRS newsletter about the 502's history. The text of the prospectus follows:

PROSPECTUS ON DIESEL LOCOMOTIVE & PASSENGER CARS

The 19" gage locomotive and 3 passenger cars were built approximately 12-15 years ago by KEYSTONE LIGHT RAILWAY PRODUCTS COMPANY, in Herminie, Pa. The two persons who actually did the construction were Carl Auel and Dr. Walter Teskey. The Xerox copies of 'builder's photos' were taken on location in Kentucky, where the equipment was first used in a public operation. The equipment was subsequently shipped to Alabama, but apparently was not operated there, and was returned to Herminie. The locomotive engine has not been run in over a year, and is stored inside. The three cars are stored outside (All as can be seen by the photos).

The locomotive was built to scale, and cost originally \$33,000 [late 1970's]. The cars were built to suit the operation, and to carry people, but of course are not built exactly to scale, but are in scale appearance. As nearly as can be determined, the original cost to build these was \$10,000 each.

SPECIFICATIONS -

Locomotive: 19" gage, 19 ft. long (couplers not mounted at present but should be in building), 5'4" high, 3'6" wide, 92HP Continental Diesel engine, air brakes on loco and connected to cars, engine powers either one axle on each truck or two axles thru hydraulic drive, weight 13,600#.

Passenger cars: 3, All in about equivalent condition. Steel and wood construction, steel has light rust, wood parts weathered and badly in need of paint, some carpentry required. 4 wheel trucks, air brakes, 22' long, 5'3" high, 3'5" wide, weight estimated 2,000#.

As was stated in the ad, the sale of these items is to settle the estate of Dr. Walter J. Teskey. The items are offered on an as is where is basis, and the estate wishes to dispose of them in as expeditious a manner as possible. To this end the estate wishes to take offers on the items, and will use a reasonable approach in considering them.

The equipment is at Herminie, PA; 7 miles west of Pennsylvania Turnpike Interchange #6 (Pittsburgh) and 5 miles south to the town. If interested, contact me at the address and phone number below.

L.J. Redman
7115 Church Avenue
Ben Avon, Pittsburgh, PA 15202
412/761-2400

June 1981

COMMENTS:

The Xerox copies of the "builder's photos" seem to be second or third generation copies, not suitable for reproduction in their present condition. Yet they give some information about the original operator of the equipment. The identification on the passenger cars reads "Kentucky Central Scenic Railway". The image of the locomotive shows the number "3746" painted below the cab window. Only a few letters of "Kentucky Central" are visible along the body of the diesel where the middle of the locomotive is in a shadow, probably of a nearby tree. A batch of color snapshots accompanying the prospectus show the condition of the diesel and the cars in 1981

when they were offered for sale. The second owner's identifying legend on the side of one passenger car reads "ALABAMA ?????? RAILWAY". The second word is indistinct. (Randy Jones in his article cited below states that the train was operated in an Alabama theme park and that the name of the rail line was "Alabama & Historama"). The cars are definitely in an advanced stage of being "weathered". Two of the snapshots show a black hopper car behind a passenger car. The former is not mentioned in the prospectus.

No other papers pertaining to Al's acquisition of the diesel and the passenger cars have yet been found; such as, a bill of sale or the "ad" mentioned in the prospectus. How much did Al pay for the equipment? Did he travel to Pittsburgh, Pennsylvania to inspect the equipment.

Well, the two articles mentioned earlier provide answers to one of those questions, and they give much more information about the Keystone Light Railway Products Co. and about how Al Smith acquired the equipment.

First, a letter from Joel King of Helena, Montana appeared in the March 1998 issue. Joel identifies himself as the son of Walton King. Joel wrote, in part:

"My father, Walton King, along with Walt Teskey and Carl Auel started Keystone Light Railways of Pittsburgh, PA. As a little fella, I spent many an evening with my dad as he drew plan after plan of 19" gauge equipment for Keystone. I still have some of those original drawings that he made.

I also, along with my two brothers and grandfather, helped my Dad lay three and a quarter miles of 19" track down in central Kentucky then later built another line down in Alabama. [Then after his father died as a result of a tragic automobile accident in 1969, the King family] ... just faded out of Keystone at that time. We knew that eventually the 19" gauge equipment was sold from storage in Alabama but never pursued it beyond that. "

It looks like the writer of the 1981 prospectus was not aware of the King family's early involvement in the Keystone Light Railway company.

The second previous article was written by Randy Jones for the September 1999 issue of the SPRS newsletter.

Randy tells how Al Smith acquired the Keystone equipment from the Teskey estate. Someone in the original SPRS gang saw an advertisement in an 1980 railroad magazine about a 19" gauge diesel and cars for sale in Pennsylvania. Al and Charley Hoyle went back East to inspect the items. They found the equipment to be in poorer condition than was described by the ad and the prospectus. Yet, it was salvageable.

After discussion with the other members of the SPRS crew, Al decided to buy the lot. He and Charley returned to the Pittsburgh area to supervise the loading of the locomotive and cars into a freight car for shipment to Swanton. Snapshot photos in Al's photo collections picture the unloading of the equipment from the freight car (at Davenport or Santa Cruz?) and the subsequent refurbishment of the locomotive. Randy describes in great detail the condition and the rework of the locomotive and cars. He explains the origin of the "502" name, as a result of a cryptic remark by one of the original crew. In recent years, Marty Campbell has taken the 502 as his special charge, and he has skillfully repainted and detailed its exterior. More importantly, Marty, assisted by Bill Engelman and Randy Jones, has spent many, many workdays to rebuild the engine and drive mechanism and to make it into the ever-ready work engine for the SPRS.

A question still remains. Did the Keystone Light Railway Products Co. make other GE U25B 19" gauge models? An undated, early inventory list for the Overfair Corporation, the Jervis-Shaw-Franklin enterprise, includes a U25B locomotive.

Another comment: Notice how much of the SPRS rolling stock has passed through estate sales. Billy Jones acquired the original Overfair equipment from the estate of Louis MacDermot. He sold the 1914, 1915, and 1500 to the Jervis-Shaw-Franklin group.

Bob Maxfield bought the 1912 and the 1913 from the estate of Billy Jones. After buying the latter two engines from Bob, then Al Smith obtained the 1914 and the 1915, and Neil Vodden the 1500, from the Jervis estate.

Railroad Caretaker

The Swanton Pacific Railroad is need of a caretaker to assist in the day-to-day operations. If you are interested in the position as outlined below please contact me via Email -ecarnegi@calpoly.edu or E. J. Carnegie, 2689 Richard Ave., Cayucos, CA 93430

**Swanton Pacific Railroad
(SPRR)**

Personnel--11/00

Position: Railroad Caretaker

Job Description:

The Caretaker will be under the direction of the Swanton Pacific Railroad Director.

The responsibilities of the Caretaker will be to assist the Director in those tasks necessary to maintain all track, rolling stock, and locomotive power located on the grounds of the Swanton Pacific Railroad. The Caretaker is expected to work approximately 20 hours per week, but no more than 1,000 hours per year.

Other duties will include, but are not limited to the following:

- maintaining a clean and orderly work area and, if the last one to leave, insure all facilities are secured.
- assisting in the maintenance of the SPRR grounds.
- welcoming and cordially meeting with all visitors to the site.
- being able to present a historical and operational schedule of the SPRR to any and all visitors.
- attend SPRR board meetings and present a written report of the caretaker's activities from the last board meeting.
- working and improving those skills necessary to operate all SPRR equipment, as well as doing some maintenance on the equipment.
- performing other tasks as they may be assigned by the Director.

The Caretaker must be available to work with all standing committees and other SPRR volunteers when assigned to those tasks.

List of tasks:

Basic list of tasks when supervisory personnel are not present.

1. First thing in morning and noon, check answering machine, respond to all messages you feel you can, if additional information needed, etc. forward those messages on to the Director.
2. Pickup all tools not in use and return to proper location according to color-codes.
3. Prior to workdays prepare tools and supplies and work with standing committees for a successful workday.
4. Immediately following work weekends, police the area, pickup and put away equipment, supplies, and left over materials such as scrap wood to the burn pile, etc. Consolidate all garbage collected in and around roundhouse, carbarn, machine shop, college park, and cabooses. Make sure all garbage cans are lined with a liner. Report need for any supplies to the Director.

Weekly list of tasks when supervisory personnel are not present

1. Mow the lawn, fuel and clean up mower for next usage.
2. Check sprinklers and timer to be sure functioning correctly.
3. Weed and set gopher traps as needed.
4. Develop beautification plans and coordinate with Director.
5. Check oil, fuel and water levels in all equipment and supplies that has recently been used. Make entry into an equipment history journal and follow any required maintenance as listed in equipment history log.
6. Make sure equipment is kept clean; batteries maintained (water levels), parked in assigned spots. Report any problems to the Director.

Special Projects:

1. Hosting Visitors: log name, affiliation and date of visit along with any additional information relayed to the visitor. Such as did they want a membership form, want to use facilities for future event, just visit for historical information or on-site tour. Is any follow-up activity required? If so, make a note.
2. Special Projects: work on these as assigned by the Director such as track maintenance, foundation forms, site leveling, supply organization, etc.
3. Organization: work with the Director in developing an organizational plan for supplies and materials.
4. Building Projects: from time-to-time building projects will be implemented or started with the Director or committees assigned to task to assist in completion of these types of projects such as a storage lean-to, the waiting room in the station, a control tower, a pump house, etc.