

SWANTON PACIFIC RAILROAD SOCIETY

Number 107

Cal Poly

April 2002

ON TRACK with your Director Ed Carnegie:

In spite of a drizzly weekend we had a good turnout. The weekends are turning into three & four day extravaganzas. Seven members showed up on Friday. Fitz, Richard & I worked on the motorcar, installing the engine & air compressor. We started to work on the piping. Bill McNab, with assistance from Andy, potted & planted 100 redwood trees that we will eventually plant along the right-a-way to replace the dying alders. Randy has been spear heading the machining operation on the drivers for the 1500 & 1913, & brought the re-machined drivers for the 1500 back to Swanton to be installed in the frame. While the sun peered through, Mary Ann did some gardening.

On Sat., Edski arrived bright & early, so by the time the rest of us got to moving around the fire was going strong in the roundhouse. I spent part of the day with a prospective member, Alex & son, working on the caboose, installing installation & blocking in the ceiling. Mike Robinson welded almost all day on the hopper car, which is beginning to look real good. The 1500 restoration crew, consisting of Randy, Natasha, Corine, Geoff, & Mark Cooper fitted the driving wheel shoes, wedges, & pedestal binders for each of the three sets of driving wheels. Randy & Geoff had previously overseen the refurbishment of each of the driving wheel bearing surfaces. The day's crowning achievement was to actually install the front set of driving boxes & wheels.

Next month should see the installation of the remaining driving wheels & their adjustment. Hopefully, we will also be able to install the 1500's reversing shaft. Geoff will be machining the bearing caps, & that should permit the crew to ream

the bushings to size & install the shaft. Progress is being made, & the 1915 crew has issued a challenge to the 1913 restoration crew to a (quality first) completion race!

It was necessary to clear pipes on the floor of the machine shop so that the bead blaster could be moved from the car barn to the machine shop. Anthony's humor came through when he called this task a "pipedream". Where Andy, MacGaddis, & he made the dream come true by moving all the pipes to the storage racks in the machine shop.

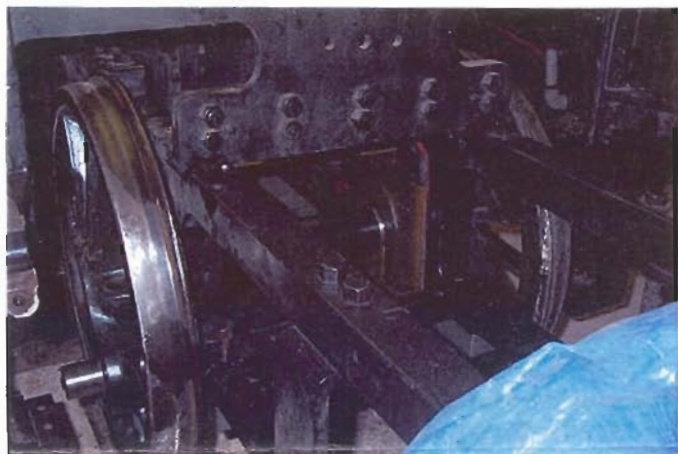
Marty, Edski, Andy & MacGaddis worked on the 502 making improvements so that the handbrake is now operational. Work continued on the motorcar where paint was applied & more components were added with the help of Bob Morehouse, Frank Smith, Fitz, & Tony Pratkanis. Dick Toulson did his normal good job of cleanup & removed fallen leaves around all the RV sites. Lou, Martha, & Mary Ann worked on the grounds around cabooses, & other buildings. Several new plants were planted & several dead ones were removed. Sat. night 15 hearty souls stayed around for what's become a traditional March St. Patrick's Day dinner of corn beef & cabbage. We all also viewed the recently, professionally released video on the Swanton Railroad, by Machines of Iron.

We have purchased a supply of this video, & will be selling them on Al Smith Day. Orders can also be taken. If interested, contact me & we will make arrangements. The producer has said a CD version will be produced, once more footage is taken.

On Sun. of the work weekend, we had a smaller group, where the majority of efforts were spent on the motorcar. Andy, Fitz, Pete & Richard worked on the air system. I worked as a machinist for the

day turning the center bore for the wheels of the motorcar, & started turning on the axles. Geoff & Ken worked on the Bridgeport Mill. Thanks to the work done in the preceding weeks, by Geoff & Bill Engelman finishing the re-assembly on the milling machine. Good thing we had these indoor projects since it rained. Our weatherman, Andy, informed us that we had .52" of rain, bringing our yearly total to 24.81".

Look forward to seeing many of you on April 14, for Al Smith Day. We have requested clear weather, so it will be a beautiful day.



Driver in place

Down Behind the Railway

With your president, air monkey, and carbarnist;
Reynold "Fitz" FitzPatrick
RGBFitz@aol.com 650.737.9584

My Fellow Swantoons:

Arise!! It's April. Winter's hibernation is over. And to get the juices flowing we have a week of mental and physical exercise.

Our first workweek of the year, in preparation for Al Smith Day, a little spring cleaning (anything Andy and Rich have left undone) and a hand full of winter, and perhaps spring, repair (snow on Altamont?). Track alignment, mud clearing, wye extension and inspection, passenger cars - clean, oil, test, and possibly stencil (if we can find the stencil machine).

The workweek extends from Saturday April 6th thru Al Smith Day, Sunday April 13th. Any days you can spend there will be appreciated. New stories to tell and hear, jokes and laughter to be heard. It'll be a **grand time with maybe a BBQ** when the day's work is done and the weather is

nice. Please let Ed, or me, know if you plan on being there.

Aside from track, cars, and locos there are a few pesky infrastructure items on the Honey-Do list. Move the old air compressor out of the machine shop, finish insulating the walls in the machine shop and roundhouse, plumb the air lines in the roundhouse, prepare for cementing around the roundhouse and the soon to be installed garden track, survey for the maintenance-of-way track, build some switches, put the rain caps on the flues of the cabooses, clean the Santa Fe caboose and refit a cabinet as a storage locker, make a couple more panels for historical display, and a couple pages more of things to be done - just like home.

Should all this physical activity just not be your cup-of-tea; come on over, we can always use some adult supervision

CU (as they say on the net) next workday.

Fitz



Motor car drive system

REMINDER: BEFORE LEAVING SWANTON'S PREMISES, PLEASE, BE SURE TO FILL OUT & SIGN THE WORK LOG FOR HOURS YOU WORKED. THE WORK LOG IS IN THE MACHINE SHOP NEXT TO THE PHONE.

Redhouse Reservations:

I need to know at least one week in advance whether room reservations are needed or not. That way I can better coordinate with Wally Mark to make sure that things move smoothly. If you do not call in to reserve a room you may not have a place to stay.

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

April 07-13	Work Week prior to Al Smith Run
April 14	Al Smith Run Day
April 20	Poly Royal-Open House Cal Poly
May 12	Saturday Workday

A simple spaghetti dinner, with salad, beverage, & dessert is being planned for the evening of the next Saturday workday, April 13.. A fee of \$3.00 from each partaking will be collected to defray costs. Please RSVP--phone or email, if you will be participating. Also, Poly Royal is coming up April 20th & we could use some help. The Ranch & Railroad combine talents with an educational booth. If you could help, please call us at 805 995-3659.

CONTRIBUTIONS ARE DUE FOR 2002

If you haven't paid your contribution for 02 then you "ought to".

OBSERVATION CAR

By SPRR Volunteers

This is the old redwood tree

Continuing Saga (Part III) Trees, Trees, Trees
by Bill McNab

The seven or so trees that had been planted looked fairly insignificant on the poison oak hillside. So, we looked around to possibly find something to enhance the area. We walked up along the water-cut ravine & heard & then saw a very small seasonal, rock-faced water fall. It was & is difficult to get to, but with effort, it could be made accessible. The view from up high on the hillside includes the field below, as well as, hills & mountains to the east. Quite a spot to look, listen and contemplate.

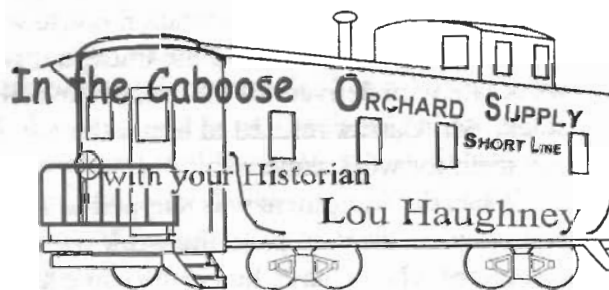
Over the next couple of years we would dig up & pot redwood seedlings, a few each year. We also talked to ranch director, Dr. Wally Mark, to find out what tree spacing we should use to not plant too close together. Also, we inquired as to percent of tree survival we might expect. Wally said the ranch was having high survival by planting bare root seedlings. We didn't plan to plant bareroot, but were impressed with the ranch's planting successes. Our situation was that not one redwood tree was growing on the entire hillside from Windy Point to

the Wye. The limestone scabble & shattered brown shale had lots of sage brush, a variety of trees in all shapes & forms, with poison oak in abundance .

It got pretty discouraging when the railroad bridge washed away, the track was undercut at what is now referred to as the washout area, & things came to a halt for the next three years. Enough road blocks were there to have everyone give up. We had about 50 trees planted, but no way to effectively water them, while waiting for the road bed repair. If we had known it would be three years of nothing, we would have given up on the tree project. Hind sight is good. Instead, a few hardy souls, at times, carried buckets of water all the way from Windy Point to try to keep the young trees alive over the dry summers. Even Art Laidlaw said he could remember that struggle.

During this down time the 5 gallon bucket trees were getting to a stage of root bound with little that could be done about it. Hart Fairclough & good soul Bob Morehouse took action in a somewhat clandestine operation (no details), 21 trees were delivered & planted. This then put the tree count to the 70 level.

At sometime it was decided to go for 100 trees. Maybe it was the Centennial year coming up or Cal Poly Centennial or maybe 100 was all that could be squeezed into the space. As it turned out, we tightened tree spacing & stretched the planting area for 100 trees. [Next month seedling scarcity]



THE KEYSTONE LIGHT RAILWAY STILL MORE ON THE HISTORY OF THE 502 DIESEL LOCOMOTIVE

More information of the origin of the Swanton Pacific Railroad's 502 diesel locomotive has been received from the daughter of one of the three partners in the Keystone Light Railway Company.

Mrs. Carol Teskey Moss sent the following e-mail letter to our President, "Fitz" Fitzpatrick.

Subject: Keystone Light Railway

Date: Thu, 14 Feb 2002 10:19:43 -0500

Dear Mr. Fitzpatrick,

My son, Douglas was surfing the net and came across your organization and found that there was some interest in the Keystone Light Railway, a company which my father, Walter J. Teskey, Walton King and Carl Auel started.

All these men were great train buffs and spent many hours with trains, both large and small. I can remember as a very small girl going to the round house in Pittsburgh, PA with my dad on Sunday mornings, allowing Mother to "sleep in".

When Walton King was tragically killed, a lot of the steam went out of the company. Walton was the salesman and somewhat more astute with financial matters than the other two. They were both very poor business men and lost thousands of dollars on their projects.

Their problem, and particularly my dad's, was that they were such perfectionists, redoing parts of the equipment so that it would be perfect, that they missed many deadlines for delivery and hence, the contracts. The equipment that was bound for Kentucky was with a contract with Bob Carrier of heating and air-conditioning fame, for an amusement near (if my memory serves me) a motel of his. Keystone had built a station house which was also a gift shop and laid the track, but was a week late with delivery of the rest of the rolling stock. Mr. Carrier refused to honor the contract or pay them for work done.

When the equipment was shipped to Alabama as part of an amusement park, the work was nearly completed when a large hurricane came ashore and flooded the whole park, which went bankrupt and again, they lost all the funds that had been put into laying track and otherwise preparing the site. This probably contributed to the poor condition of the equipment.

You asked about any other trains, and, yes, they did have one more project. They had contracted to refurbish an 1800 vintage locomotive and build passenger cars for someone in California who had a scheme to run the railroad between his hotel and

town, as I recall. However, when Keystone had finally shipped the equipment, albeit somewhat later than the contract had called for, they received notice that the company had gone bankrupt and no funds would be forthcoming, so again, they lost everything, thousands of dollars.

The equipment was purchased by a partnership which installed it in Maui, called the Lahaina-Kaanapali & Pacific Rail Road which runs between the hotel complex of Kaanapali and Lahaina, the ancient royal capitol, and is a very successful operation.

My father died in 1979 and mother in 1997, Lou Redman died just about two weeks ago, so this is all the information that I have.

Sincerely,

Carol Teskey Moss

Comments by LCH: Mrs. Moss' letter offers additional information about the railroading enthusiasts who built our 502 locomotive. We are grateful to her for providing a personal account of the work and adventures of the three partners who established the Keystone Light Railway Company. Their story is one of enthusiasm, hopes, some successes, and many setbacks. The Swanton Pacific Railroad is proud to possess a legacy of their work, the 502 diesel, which is the workhorse of our operations.

Three previous articles in the SPRS newsletters give information about the origin of the 502. Joel King, son of partner Walton King, told of his father's role in the company (March 1998 issue). Randy Jones, our resident source of knowledge about the Billy Jones and the Al Smith era, wrote in the Sept. 1999 issue about the arrival of the Keystone locomotive and passenger cars at Swanton. The "Prospectus" for the estate sale of the equipment after Mr. Tusker's death was in the January 2001 issue. All of these contributions constitute a valuable record for our archives.