



SWANTON PACIFIC RAILROAD SOCIETY

Number 123

Cal Poly

August 2003

ON TRACK with your Director

Ed Carnegie:

When Mary Ann and I arrived on Friday, July 11, Pete McFall and Richard Mehr were busy placing rocks on the wall leading down to the meadow. This new rock wall stabilizes the bank to help keep the ballast along the track in place, it widens the road to the meadow, and it accentuates the landscaped SP buckle. It is very rewarding to see volunteers take their own initiative to add enhancing additions to Swanton.

For the official work weekend, even though it was an unusually hot summer day, fourteen strong-hearted souls showed up to participate. In the car-barn MacGaddis, Edski, and Richard worked on the refurbishing of the Pennsylvania covered car. Much progress has been made, and in the very near future the car will be ready to sandblast, paint and reassemble. Like many tasks, the more you get into it, the more you realize needs to be done. Randy, Geoff, and Frank concentrated on cleaning the frame of the 1913 where they actually uncovered some of the original layout marks from when the frame was originally built. It is obvious that the engine has never had such an extensive rebuilt as is now occurring. The track crew, consisting of Stan, Pete, Andy, and myself, concentrated first on adding ballast to the leads going into the car-barn. This will make Fall cleanup far easier since the collection of fallen leaves will not be trapped in between track and ties. The afternoon party then concentrated on re-leveling the curve leading from the turn-table heading towards the meadow. At one point the track had to be raised approximately 6 inches, and 5/8's of super elevation was added to ease the locomotives pass through the curves. After

the ballast was laid, and tamped in place, the track brush was brought out to level the ballast and finish the job. Every time the track brush is used, much appreciation and thanks are extended to the Cal Poly students in the BioResources and Agricultural Engineering Dept. for their designing and building this very useful and labor saving tool. The grounds crew consisting of Martha, Trillium (Martha's grand-daughter), Lou, Dick, and Mary Ann, trimmed, tended, weeded, and watered in and about the various gardened areas of Swanton.

Sunday, was another very hot day; therefore, Pete, Andy, McNab, and I concentrated on watering the recently planted redwood trees. A work car was put together and loaded with water so that we could proceed to the new "Redwood Sq." plantings. Five hundred feet of shallow ditch was dug to make the watering easier from then on. However, I think we could have found a cooler day to do the diggings. We were all trying to find shady areas in which to work. By the end of the day, the trees were watered, the drip lines were installed, and all of us then needed re-hydrating!

The following week, with the weather continuing to be so hot and dry, Bill McNab and I got together again to water the trees at both the redwood groves.

A small group of volunteers got together on Friday, July 25, to get a few things in order for our annual Golden Spikes Run and potluck scheduled for the following day. Marty Campbell concentrated on making sure the 1914 was ready for the run, while Pete and I worked on cars and getting the train ready. Also taking place was a joint program between Cal Poly and UC Santa Cruz where Swanton hosts a group of MESA students. Friday was their final day after a full week of math and science camp. The students, and their parents,

were then offered a noon ride on the SPRR. This seemed a fitting climax for their week long activities.



New rock wall approaching station area

In anticipation to the Golden Spikes Day, I woke up around 3am suffering from chills, fever, vertigo, and nausea. It soon became very obvious I would not be able to participate in the day's activities. So I would like to thank each and everyone of you for stepping in, taking over, and doing a superb job in making the day such a success for all who attended.



Golden Spikes Day BBQ

We hosted an estimated crowd of about 75 people. The train crew for the day consisted of Marty Campbell as engineer and instructor; Geoff Tobin, Frank Smith, Pete McFall, and Edski alternated between fireman, engineer, conductor and brakeman. The official host and station-master for the day was the lively, vivacious Anthony

Pratkanis. I am told he entertained and had many interesting tidbits of information for our guests.



Station Masters Pratkanis and Son

Since I apparently ended up with getting one of those mysterious bugs that only lasts 24 hrs. I was up and around again the next day, but took it fairly easy. Pete, Geoff and I did a few odds and ends. We welded a pneumatic cylinder on a dump gate of the ballast car to see if the concept would work. We then loaded the car with ballast to check the operation of the gate, and it worked just fine. The lawn was mowed, and things were cleaned up and put away from the weekend's event.



1914 Arriving at College Park Station

The next two months will culminate with hosting most of our railroad activities for the year. I hope that many of you will be able to participate and will gain more experience in locomotive operation and train handling.



Edski, Pete, Frank, Marty, and Geoff, train crew

NEW SOCIETY SUPPORTERS received over the last month were as follows:

William Austin	Easton, PA
Charles Crane	Redwood City

On behalf of the entire organization, we welcome each of 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.



Randy cleaning 1913 frame

Observation Car
From our members

When you are filling out the time sheet in the Machine shop, please check the Membership Roster

that is there to verify that your information is correct. If there is an error please let the secretary know so that it can be corrected.



Stan tamping ballast

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.



Ed adjusting track brush

IMPORTANT news re: Redhouse:
Right now we do not have access for overnight accommodations in the Redhouse. If you are so inclined to stay over, I suggest that you consider a tent to campout for the weekend. Please keep me informed of your plans.

UPCOMING EVENTS/PUBLICITY
Mary Ann Carnegie

Aug. 9/10 Work Day Weekend
 Aug. 24 BAGRS DAY-see details below**
 Sept. 13/14 Work Day Weekend
 Sept. 21 LAND TRUST EVENT
 Sept. 27/28 CAL POLY DAY RUN

As you can see a busy, busy few days are in our forecast for the coming months. We hope many of you will be able to participate in some way or another—either to gain further training in locomotive operations and train handling, and/or to assist with hosting these events. As often heard “many hands make the tasks lighter.” August starts out with our regular work day weekend, but the hustle bustle continues from there with the BAGRS Day Event on Sun. Aug. 24. Followed in Sept. by a work weekend and then two run day events—both the Land Trust and then Cal Poly Day. Be sure to mark your calendars and let us know if you will be able to participate.

**BAGRS DAY DETAILS: Enjoy a strenuous day watching trains (big and little), eating at the barbecue, lying on the lawn, touring the roundhouse, soaking up some rays or watching the creek flow to the ocean. Volley ball and horse shoes available.

WHEN: SUN. AUG. 24, 2003

TIMES: 10 A.M. TO 4 P.M. OPTION: GET THERE BY 9 A.M. TO SEE STEAMUP

LUNCH: NOON - SWANTON TRI-TIP STEAKS & TUBE STEAKS (HOT DOGS) UNLIMITED
 TRAIN RIDES START AT 11:00

COST: \$15 18 years & older, \$5 under 18 - LITTLE KIDS FREE.

RSVP TO Bob Wilkinson by Aug 15 (650) 343-8150 or email wilkie@pacbell.net

Swanton Volunteers, train crew working that day the cost is \$7



1914 Operating in 1915



1912 and 1913 ready for a days work

