

## SWANTON PACIFIC RAILROAD SOCIETY

Number 195

Cal Poly

April 2010

### ON TRACK with your Director

Ed Carnegie:

We are now home after a 15-day cruise down the Central American coast, through the Panama Canal and on to Fort Lauderdale, FL. We certainly had a great time, but did miss the SPRS March work weekend. My normal report is thus brought to all by our secretary Pete McFall, with fill in from Fitz.

A work weekend saga, by Pete

**FRIDAY** The weekend started with Pete arriving on Friday around 8:30 am. The ritual of unloading the car and moving into the room began, after several trips up and down the stairs and getting all the necessities of life in the room the move in was completed.

About 10 am a trip was made down the right of way, no real problems but Mr. McNabb had been here for 2 days and did some tree trimming at McNabb Grove and Redwood Square. That project left piles of tree trimmings to be chipped along the ROW. Arriving back at the machine shop the sky opened up and all water fell from the clouds. Dinner was the next event on the schedule; a fine meal of hamburgers and potatoes was had by all. Kyle arrived after dinner and did his moving in, and he then had the left over burgers and potatoes.

**SATURDAY** After lunch Kyle, Pete and Robert went on to do more chipping at Redwood Square, we also discovered that while we were at lunch another tree fell at the Cosgrove Station, just missing the roof. During this process we discovered that Kyle was getting sick, seems he ate the Oreos at lunch and they had palm oil in them, he is allergic to palm oil, so moral of the story is keep those Oreos away from Kyle. Marty had to come to

his rescue and take him back to the Red House to get his medication. Meanwhile, Robert and Pete kept on chipping. We moved on down the line to MP2 and cleaned up the debris from the tree that fell there; Kyle made it back in the ore cars after getting his medication and helped with the final mess to clean up.

**SUNDAY** We got up and had a fine breakfast of corned beef hash and eggs. Kyle and Pete went down and replaced the batteries in the detector unit for the signal power. The next project was to sharpen the blades of the chipper, as they were real dull, the book says that they need to be sharpened every 15 hours of use, well we had more than that on them.

We then got the "00" going only to find that one drive chain was missing, made another trip down the track and did not find missing chain. Some one found one in the machine shop, we decided to repair it, but after looking it over it was decided to go with a new chain. Installed and tested; the motorcar can now be used. It was time for lunch again, this time we kept Kyle away from the Oreos. With all that fun behind us we put everything away and started the clean up process and moving out of our rooms.

The Ole Time Keeper

#### **REMINDER; DUES are now DUE**

*See attached form; please fill out & submit asap.*

#### **NOTE NO COLOR PICTURES!**

Unfortunately, printing costs have increased beyond what is prudent for the Society's newsletter, so we will no longer be able to publish color photographs in the print version.

**All is not lost however. We will still have color photos, as well as links to members' pictures, in our online newsletter – <http://sprr.calpoly.edu> .**



Randy and Bruce getting the 1913 ready for transport. (Taylor's Gallery)

### Down Behind the Railway

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

Reynold 'Fitz' FitzPatrick

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My Fellow Swantoons:

We're having a party with five hundred of our closest friends to celebrate Al Smith Day on Sunday, April 11<sup>th</sup>. And what do parties require? Why cleaning house of course. Plenty of things to be done: cleaning the rail cars, blowing the track, clearing deadfalls and set up

Our last workday saw just a few of us on hand and perhaps the smallest turnout of St. Paddy's dinner with only five of us in attendance.

Marty came down from wine country on Friday and worked on the mining car and the 1914. Martha kept a watchful eye on us as well as working in the Garden of Weed'n. Pete and Kyle chipped big ones into little ones all along the track. Bill had been busy during the week trimming up the redwood grove. Lou and Chris worked with our historical records and photos. Dick cleaned up the debris and such near the machine shop and car barn while Randy and Bruce continued getting the 1913 ready for transportation.

Sunday saw Robert and family and some folk from 4-H arrive to trim and shape the Christmas trees. Pete provided transportation to Julio when he wasn't repairing the motorcar. And to top Sunday off Randy and Bruce, with a dutiful crew of observers, fitted the 1913 into the container without any problems thanks, in large part, to Geoff's engineering.

I understand the county is going to be making repairs to a bridge on Swanton Road, so there will not be access to the railway from the North end during the month of April.

Come on over, there's fun to be had. Fitz



Loading ramp from roundhouse to container. (Taylor's Gallery)

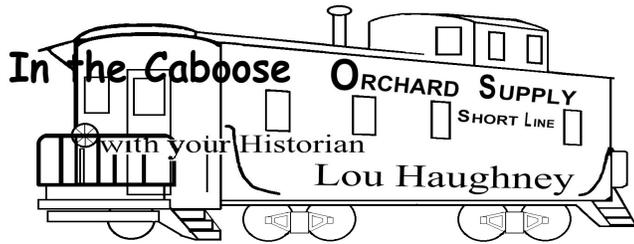
### UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

April	10	work day prep for Sunday run
April	11	Al Smith Day Run
May	8/9	Work Weekend
May	22/23	Work Weekend

Al Smith Day will soon be HERE and as always there are lots of things to do and organize in order to make the event successful. All volunteers will be called upon to not just wear one, but MANY hats throughout the day—cookers, servers, parking attendants, hosts, sales, train operators, set-up/clean-up crew, etc. etc. Something NEW this year—a Junior Conductor Training [for kids 10 yrs or younger] will be offered throughout Al Smith day. Station Master, Fitz will oversee this, and upon successful completion of the course—a SPRR patch will be awarded.

All are also reminded of the tradition carried out on Al Smith Day to honor Al's love of sweets to top off a meal. So we remind you to remember to bring a dessert to share with all in attendance. We shall look forward to seeing and visiting with many of you on Sunday, April 11. And remember that in May we begin our two work weekends a month.



**MORE PICTURES from the EARLY YEARS  
of the SWANTON PACIFIC RAILROAD**

Here are more pictures From Al Smith's collection of snapshots taken during the early years of the Swanton Pacific Railroad. This set seems to be from the early 1980's. More positive information about these photos will be appreciated; such as, dates, locations, people, corrections of the captions, etc..

For example, where was the photographer standing for the "aerial" view of the old bridge over Scott Creek (sc0002195d-03 copy2.jpg)? Was that the first or the second of the previous flat-bed bridges?

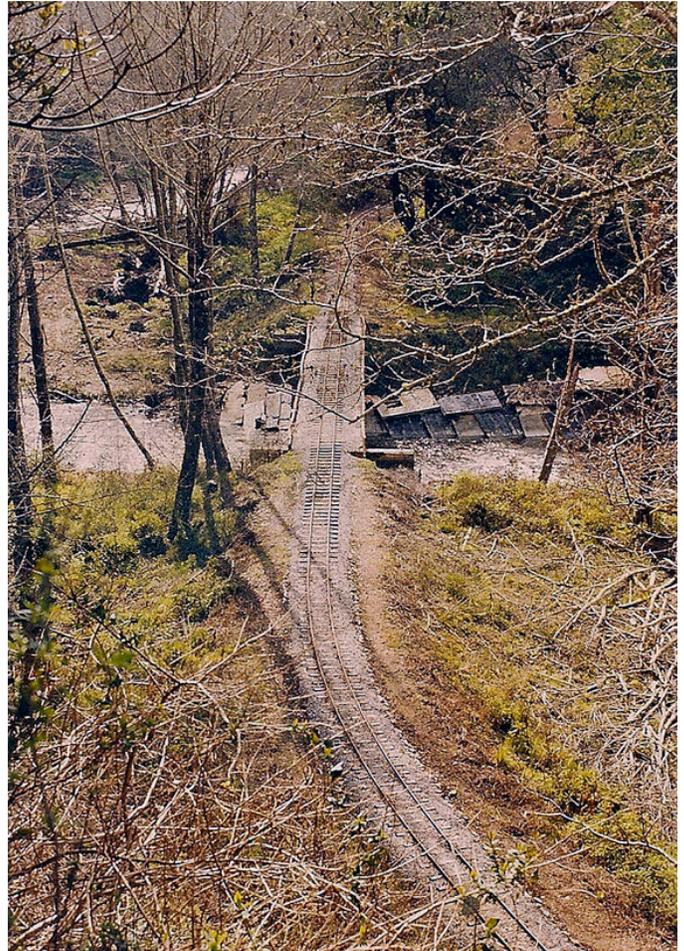


Photo 2, Early flat-car bridge over Scott Creek.  
(sc0002195d-03)



Photo 1, Crossing Scott Creek on the flat-car bridge.  
1980's (sc0002b07c)



Photo 3, Passing track; view is to the North, to  
Scott Creek bridge and the College Park Station.  
(sc0002195d-02)

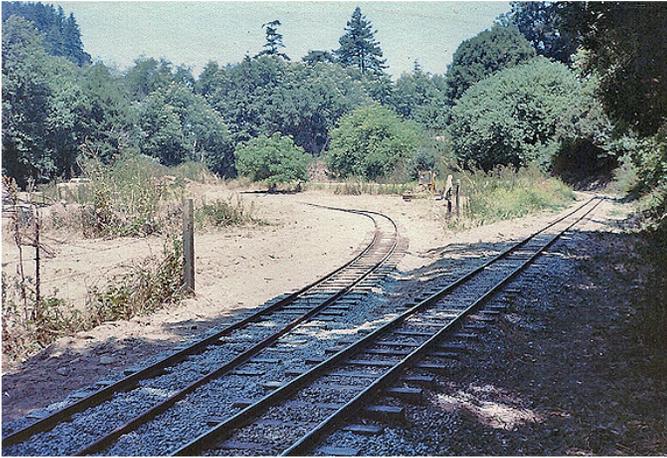


Photo 4, Entrance to the Wye at the South end-of-track. (sc0002195d-01)

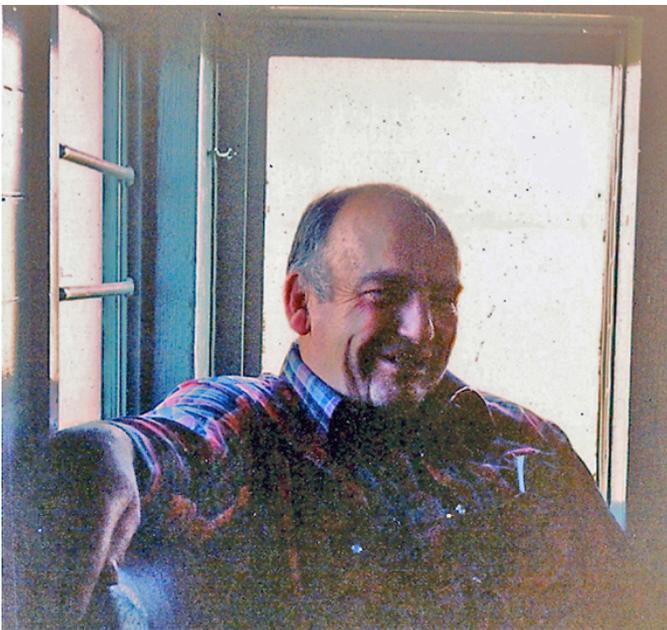


Photo 5, Al Smith relaxing in his caboose. (sc0002b07c02)

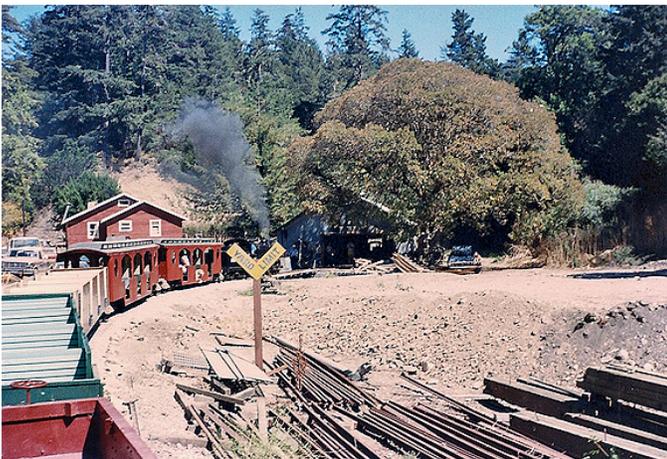


Photo 6, Swanton Pacific RR main yard in early 1980's. Area on right is for the future roundhouse. (sc0002b07c01)



Ken McCrary's steam hoist in College Park area. (sc00035cbb)



Ken McCrary's steam hoist in operation. (sc0003cbb01)