Now that May has come and gone, and we are now having two work weekends a month (second and fourth) much has been getting accomplished at Swanton. This is also due, in part, to the fact that many of our volunteers have also been coming on the weekends in between. The month of May, especially, saw many of you here every weekend.

Our caretaker, Andy McLean, has faithfully been coming to Swanton on a Wednesday and working on all kinds of tasks up through the following Monday. Many things, as a result, just get taken care of and it is really beginning to show. Tasks have included weed spraying in and around the grounds, and down the track, general maintenance, taking care of MSDS requirements, showing visitors the facilities, weekly lawn mowing, etc. etc. You name it, he does it, and then some!

Volunteer Dick Toulson, on the other hand, has taken on the task of being our "beautification" volunteer. He drives over from Los Altos quite regularly and has been painting whatever stands still. Dick wants to bring a touch of symmetry to everything. If you haven't noticed, several new signs are being posted on buildings to identify them. All the trim around the machine shop has been painted black, yellow is the chosen color in and around the horseshoe pit area, and then Dick has been busy re-structuring the broken down, portable picnic tables by removing the metal tubular legs and replacing them with wood.

The first weekend in May had Marty Campbell, Bill Engelman, Richard Mehrand Fitz rallying around the 502 to try and get it back in working order. Everyone spent an entire day working diligently on the 502's transfer box. After much discussion, assembling, more discussion, and then some more re-assembling they finally succeeded in getting it together again and even having it operational. It is nice to have the 502 back in our fleet of running locomotives. The 502 had its first workout on the following Tuesday when a group of foresters were hosted by the ranch and had a train ride. Five cars were used and everyone of the cars were filled to capacity. It isn't very often that we have all the cars completely filled with people and I sure could tell the difference in the weight.

During the week before the scheduled work weekend, Andy and I worked on laying out and installing the pavers that would serve as a loading platform in front of College Station. The loading platform measures three inches in height and actually makes getting into and out
of the passenger cars a little easier. In fact, one of our newer, and youngest, member, Taylor - McLean's granddaughter, chipped in to help bring the step-elevation more to her size.

On the scheduled, second, work weekend we had a small work crew. This was due to being the Mother's Day weekend, but still lots of projects were accomplished by the following volunteers: Andy, Fitz, Dennis and Eric Johnson, Dick Toulson, Bob Wilkerson, Bill McNab, Lou Haughney, Martha Nielsen, Vera McLean, Richard Mehr, Mary Ann and myself.

Projects Accomplished: A second culvert was built next to the McNab Redwood Grove just before the wye. By the end of the weekend about a hundred feet of track was replaced with new under-layment, and ties.

In addition, general clean-up, weeding, other maintenance tasks to the grounds, planting of new plants, along with logging in and organizing materials in the historical caboose also took place. One of the bigger projects, presently being undertaken, is to work on getting one of the newer cabooses ready for "presidential lodging" by and for our volunteers. The first part of May we basically succeeded in getting one completely striped. For the second half of May we began working on getting the newly striped one re-outfitted! As of printing press time, we have the sub-flooring completely in the one caboose, along with some rigid foam insulation installed, some electrical wiring in place, and a few windows installed. Randy ordered and delivered all the electrical supplies for the two cabooses. Lights have been purchased and price shopping for other items i.e., interior supplies--a refrigerator, a stove, a table, chairs, beds, couch, etc. are being "checked-out".

Prior to the Cal Poly's Good 'Ole Boys day, we loaded and hauled up the handicap car from SLO. This car was being worked on down at Cal Poly by the Bio. Resource Ag. Engineering Sr. Design Class, and was on display for the recent Open House/Poly Royal. The car will still need additional work, such as brakes, a counter-balance, replacing or adding a few nuts, bolts, and pins, and some touch ups on the paint job. However, it should be ready for its proposed dedication on Cal Poly Day-Sept. 30. Mark your calendars for the event, and for the times in-between to assist in getting it "safety-
The third weekend in May, our society hosted Cal Poly’s Good ‘Ole Boys Group. This is a group of Cal Poly Alumni that graduated prior to the 1950’s, and who get together annually at different locations across the U.S.. Approximately 45 gathered at Swanton on May 19. Jim Matheny and his BBQ crew drove up from SLO to put on a Santa Maria style BBQ lunch. Our volunteer, Bob Wilkerson, also came down to specifically help them out with the cooking, serving, etc. After lunch, Wally, La Donna, and Tom from the ranch side, provided the entire group with guided tours of the ranch’s operations. The railroad group gave several train rides, practically down to the wye, prior to lunch. While our guests did the ranch tours, most of our volunteers cleaned up from the train runs, and BBQ. Others worked some more in the cabooses laying sub-flooring, and setting in windows. Bill and Molly Engelman worked up at Al’s house on the repeater and the radios. By late afternoon, after all returned from the ranch’s tour, the Good ‘Ole Boys had donated a tree and had a tree planting to thank Swanton Pacific for hosting them. A flowering cherry tree was planted on their behalf over by the water tower. It should be especially beautiful when it is blooming. We thank them very much for this generous donation that many will be able to enjoy for years to come.

Volunteers for the 5/19 weekend were Geoff Tobin, Marty Campbell, Bill, Linda, and Molly Engelman, Anthony, Tony and Marlene-Turner Pratkanis, Edski, Pete McFall, Bob Wilkerson, Andy and Vera McLean, Mary Ann and myself. Randy came later and showed us that he is recovering quite nicely from his recent back surgery. It was great to see him out and about.

For the last, and fourth, weekend in May, that happened to be the Memorial Day weekend, we again had a small group of volunteers, but much was still accomplished. You volunteers continually amaze me with all your dedication and drive to want to get things done. But what is even more of a bonus is the fact that all of us enjoy getting to know one another better, and have developed some strong friendships with each other as a result. Volunteers present: Dennis and Eric Johnson, Martha Nielsen, Dick Toulson, Edski, Pete McFall, May Ann and myself.

Projects worked on: New under-layment, and ties are now in place past the second switch at
Folger, the wye. We found and cleaned out an old culvert near the second switch at Folger. Work progressed on there model of the first caboose with the electrical wiring and rigid foam installation. Our gardening volunteers worked on weeding, trimming, re-shaping the SP logo. Mary Ann worked on her every three year project of refinishing/sanding and painting the station bench, and of redoing (cleaning, water sealing) the BBQ serving tables (picnic tables to be done later).

The rest of the summer will be busy months, no doubt, with scheduled events and run days. We also will have lots of projects to work on--track, cabooses, landscaping, maintenance, painting, etc. etc.. If any of you would like to come and work on a particular on-going project, or would have a specific interest in doing something else that suits your interests or talents, contact me. We will see what we can workout to have you satisfy your creative desires, and your time schedule, for whatever project you may want to take on. If you have a friend that may want to come and help out, we would encourage you to bring them with you to hopefully sway them into wanting to join our "exclusive, athletic club"!

Now, on a different note from our updates on progress at Swanton.

We have received a notice from the IRS that requires that I must state that all phone calls made from the Swanton Pacific phones are business related and that all personnel that have access to the phone are aware of the phone policies. The new policy states that:

"Due to recent changes in the IRS tax guidelines, it is necessary to develop a policy on electronic communication devices that will allow these items to be a nontaxable benefit to employees. Recent tax guidelines have identified employee use of employer-provided electronic devices away from an employee's assigned work site as taxable/reportable income if IRS exclusion criteria are not met. To qualify as an IRS WCFB (Working Condition Fringe Benefit) exclusion, three requirements must be satisfied:

1. The employee's use of the property or service relates to the trade or business of his/her employer, as validated by the employer (employer maintains a policy precluding personal use.)
2. The employee would have been entitled to a business expense deduction if he/she purchased the property or service provided by the employer.
3. The employee maintains any records required with respect to the business use of the property or service provided by the employer and the employer routinely validates these records to insure only business use occurs."

Please help me meet this requirement. So, if you need to call a spouse or other close person, regarding your stay at Swanton, IRS will consider this call as business related.

**NEW MEMBERS**

New memberships received last month:

<table>
<thead>
<tr>
<th>Name</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tracy Bakewell</td>
<td>Paso Robles</td>
</tr>
<tr>
<td>Leslyn Keith</td>
<td>Atascadero</td>
</tr>
<tr>
<td>Bill Robinson</td>
<td>Atascadero</td>
</tr>
<tr>
<td>Kate Norenberg</td>
<td>Pittsburg</td>
</tr>
<tr>
<td>Richard Winckler</td>
<td>Monte Sereno</td>
</tr>
</tbody>
</table>

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.

**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.
Redhouse Reservations:

The Ranch Director has been working with the Railroad to ensure that we have some space available at the Redhouse for our workdays. However, I do 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.

Thursday morning, so we need to have a count in order to do an accurate shopping for food in route to Swanton.

Be sure to mark your calendars with the following dates:

DATES: Projects To Do:
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June 23/24  Work weekend contact committee chairs
July 14/15  Work weekend contact committee chairs
July 21    Scotts Creek Watershed Event/run
July 28/29** Golden Spikes Potluck .Run on Saturday
July 29-- Sun. cont. work weekend
Aug. 11/12* Work weekend along with BAGERS Modular Display and SP train runs for all--contact Bob Wilkinson for further details

** For the Golden Spikes Day on Saturday, July 28--this event, as usual, will be a very casual BBQ/potluck luncheon in which everyone brings their own meat that they would like to have BBQ’d on the pit, along with a side dish to serve 8 people. If you have questions on what you may want to bring call Martha (408) 257-2683 and she will give you some great ideas (salad, dessert, appetizer, vegetable, etc.) She and Frances will provide meat for the train crew that day.

* August 11/12--Bob Wilkinson and other Swanton/BAGER members will be hosting a grand display of their garden scale railroading. Several members will be setting up their modules, with their trains running on them, here at Swanton. It will be for the enjoyment of all to see and operate. We will also be inviting all our Swanton Rd. neighbors and their children to come on down and maybe get them involved in either scale. Who doesn't enjoy any size trains

Planned dinners have been put on hold in that we have received no RSVPs the Wednesday prior to the work weekends. It would be nice to start these up again during the summer months since we usually staying out longer to enjoy the warmer evenings, bonfires, etc. In order to plan these though, you will have to call/email by the Wednesday prior to the work weekend to confirm your being there for the dinner. Ed and I usually leave for Swanton on Thursday morning, so we need to have a count in order to do an accurate shopping for food in route to Swanton.

Reminder : With Spring/Summer, daylight savings and thus longer daylight hours to burn, come two workdays a month at Swanton. The second and fourth weekends are now in effect. So, if you can’t make one, hopefully you can make the other, or maybe even something in-between. We especially hope that some of our newer members will be able to come to Swanton to participate in all the “athletic” activities, as well as to enjoy the camaraderie that develops with the nicer weather allowing evening BBQ’s and campfire gatherings.

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Two Workdays A Month Are Now Happening--
[Be there or be side tracked!]

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and the fun/entertainment they provide?? Mark your calendars for this event and remember to bring the children--regardless of age!

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SIDETRACK--Get your reservations in ASAP if you plan to go!

IRON HORSE ROUNDUP

September 1,2,3 of 2001 the Sierra Railroad introduces the IRON HORSE ROUNDUP which will be a steam locomotive festival. This is the Labor Day weekend and Karl Hovantz, owner of Silverado, and a Swanton member will be taking one of his buses to the event. He will start out from San Luis Obispo, but said he could also make a pick-up stop at the Salinas RR terminal As of this printing costs had not been finalized, but will be forthcoming. If you are interested let us know as these tours fill up fast and it is first come first serve.

Locomotives confirmed to show are:
2467 a 4-6-2 Baldwin, So. Pacific
Shay #11--Pickering Lumber Co. from Mt. Rainier; Pacific Coast Shay
Sespe #1--0-4-0 Porter--from Fillmore and Western RR
Yosemite lumber Co. #4

Possible Others that were invited include the following:
Sierra RR #28 2-8-0 Baldwin from Railtown
SHP-Jamestown
McCloud #25 2-6-2 Baldwin from McCloud
So. Pacific 2472 4-6-2 Golden Gate RR Museum
Mason County #7 2-6-2 Baldwin from Redwood Timber Co.-Willits

This should be a fun-filled weekend with lots of steam, smoke and photo opportunities. Mark your calendars and call in your reservation to Karl at 1-800-478-4287

Things to do.
1. Find the list.
2.  

Well folks, I found the list and it’s a long one. Priority at Swanton is often determined by who is available to do the work.

Track: Wye restoration and extension, replace old ties, the switch at San Vicente junction, and a siding to a maintenance of way building.

Engines: restoration of the 1913 and 1500, and upgrade of the “00” motorcar.

Rolling stock: complete the ballast car, complete repairs on the Keystone passenger cars, finish installing air brakes on all cars, and build the water/spray car from the low-boy frame.

Machine shop: reinstall garage door, adjust track door, repair band saw, plumb the air lines, and set up storage for the 1500’s parts and pieces (for cleaning and inspection).

College Park Station: build ‘waiting room’ and restroom facilities.

Roundhouse: complete insulating and finish interior walls, set up ‘museum’ area, and finish the work in progress.

OSH & Santa Fe cabooses: ( I still haven’t determined if the plural of caboose is cabeese, as in one goose- two geese, or cabooses.) cover the ladders with lexan - maintains the look & feel while being safe, paint the signage, and repair the stove vents.

Swanton cabooses: install 90# rail, level, and refurbish.

Maintenance of way facilities: Survey and lay
out track stakes.

And the list goes on, and then some, in addition to the routine maintenance.

EdSki could use some help with the Keystone cars, Rich and Dennis are on the 1500 - when not doing track work, Dick is picking up all the little painting jobs - and the machine shop looks much nicer now, Ed is everywhere at once, MaryAnn and Martha are in The Garden of Weedin’, Officers are doing their things official and unofficial as well, Bill is keeping the radios up and running, Bill has his redwood grove, and suchlike. If I didn’t include your name please see Ed’s articles, you’re not forgotten.

Come on down next workday, it’s more fun than mowing the lawn.

Mary Ann and her tables

WANTED: Old unwanted CD’s, those ones that you get in the mail or older versions of software that are cluttering up your desk. Please send to Mary Ann. She is going to make decorations for this year’s party in the Cal Barn.

HISTORY OF THE 1500 LOCOMOTIVE

The first locomotive built by Louis M. MacDermot for the Overfair Railway at the Panama Pacific International Exposition (PPIE) was the no. 1500, a 0-6-0T type. The earliest engineering drawings for this “switch engine”, as MacDermot described it, were signed off in late October 1913. Its primary use was as a work engine during the construction of the Overfair Railway's layout at the PPIE. One photograph from Exposition days shows MacDermot standing proudly beside the 1500 in front of the Agriculture and the Transportation buildings with the Tower of Jewels in the background. Other photographs show that the 1500 was put into service to pull a string of loaded passenger cars, probably when a Pacific was undergoing maintenance.

The prototype model for the 1500 is unknown. The existing records do not tell whether the 1500 is an original design of MacDermot or whether it was copied from a contemporary type, as were the Pacific nos. 1912 to 1915. Comparison of the 1500's profiles with some drawings and photos of tank locomotives in the early 1900's have not yet identified any "twin". After the PPIE closing in November 1915, all the Overfair Railway's rolling stock was stored on the grounds of the MacDermot mansion at 7th and Center Streets in Oakland. In late 1940, the equipment was moved to the Oakland Zoo, where MacDermot operated the Pacific 1913 and some passenger cars on a loop of about a mile. Next, about 1944 or 1945, the rolling stock was moved to Billy Jones’ ranch in Los Gatos. After MacDermot's death in 1948, Jones became owner of all the Overfair Railway equipment. On Nov. 1, 1959, he sold the 1500 together with the Pacific 1914 and 1915 to the entrepreneurial trio of Shaw, Jervis, and
Franklin. The latter's attempts to operate any of the equipment on a commercial basis were unsuccessful until 1975. (See the previous story in the SPRS Newsletter of August 1997.) By then, Quentin Jervis was the sole survivor of the three owners. After modifying the 1500 to use propane as the boiler fuel, he operated the 1500 with some passenger cars for a few weeks each summer at the Orange County Fairgrounds from 1975 through 1977. Jervis died in 1983. His collection of railroad equipment was sold at a Public Administrator's sale in March 1984. Al Smith and Neil Vodden attended the auction. Neil bid successfully for the 1500, and Al took the 1914 and the 1915. The selling price of the 1500 was more than the total for the two Pacific's, $8,500 versus $5,500 and $2,500 respectively, probably because the 1500 was the only locomotive that had ran in the previous decade.

The Jervis equipment was immediately trucked to the Swanton Pacific Railroad's yard. Neil Vodden stored the 1500 with the Wildcat Railroad. Eventually, he sold it on March 17, 1991 to the Billy Jones Wildcat Railroad for $15,000. About seven years later, the Swanton Pacific Railroad acquired the 1500 for the same amount from the Wildcat Railroad. Sometime after it was returned to Northern California, it was taken apart, presumably for major overhaul. Now it awaits time and persons to restore it. If you have ever yearned to build a locomotive, now this is your chance. Previous experience is not required although past experience even with taking apart and reassembling a Lionel, American Flyer, or Marx 027 locomotive engine may be helpful.

While writing this account, a question arose. Why didn't MacDermot run the 1500 instead of the 1913 at the Oakland Zoo? He removed the 1913's front truck to negotiate the sharp curves on the Zoo's track layout. Also, for an unknown reason, he ran the 1913 without the exterior casing that covered the boiler so that the insulation on the boiler was visible. The 1500 would have made, perhaps, a more practical and more esthetic locomotive for that operation.

Do you have photos, old negatives, slides or movie film of the Swanton Pacific Railroad in the early years? We now have the ability to scan negatives and slides for use in the History Caboose and Newsletter. Let Linda or Lou know. They will be treated with care and returned with a copy of the print for you.

Jungle railroading? Just the South leg of the wye at Folger.