ON TRACK with your Director

Ed Carnegie:

June, finds us well within our two busy work weekends per month. For the first work weekend we arrived on Thursday to get things set up and ready for all our volunteers that would be coming. We were surprised upon our arrival to see Fitz and Richard busily working away at bending and threading pipe, while a few CDF fire vehicles and crew gathered in and around the roundhouse. Happily we discovered they were just there to visit and tour the facilities—no emergencies.

Upon your next visit to the roundhouse, be sure to check out the professional pipe air system installed at the peak of the roof.

Friday morning, Pete, Bob and Edski arrived. We were later joined by guests—Tim and Leslie—both Cal Poly grads, that had heard of the facilities and came to see it for themselves. Each helped out quite vigorously with other volunteers present, and hope to participate more when time permits. Pete, Tim and I went down the track to work at Redwood Square where we upgraded the spring fed irrigation system. On Saturday, 27 volunteers came for a SPRR outdoor workout. The weather was beautiful and much was accomplished throughout the facilities—i.e. watering, weeding, right of way clearing, spraying, wood hauling—at least 2 cords worth; cataloging, filing, etc. And a drum roll for setting the boiler on the 1500! This was a first time viewing in over 20 years. The day concluded with another one of Swanton’s finest dinners for all that stayed.

Sunday started out with Geoff’s infamous lumber-jack breakfast for all up in the Redhouse, by providing everyone with nourishment to continue the many outdoor projects started on Sat. During the course of the day many left to go home and back to work. Monday found Bill and I as the only ones left so we went down the track to water the trees.

For the second work weekend of June 21st—the longest day—I arrived to find the car barn fully opened, the motor-car GONE along with the tank and tool car and no Andy on the grounds. Curiosity was getting the best of me so I pulled the hand car out to investigate. Knowing it would be down hill from this side I proceeded down the track. Though I recognized McNab’s truck, a tent set up and other vehicle was not in my field of recall. So as I approached the washout, I found McNab watering trees, and Dennis Johnson operating the motor car—mystery solved.

Friday, Pete and Scott showed up bright and early to set up another tent. Our tent city was taking shape as Cal Poly has students occupying the Redhouse for a summer class. As temporary housing facilities were being set up, a guest from South Dakota rolled in with a huge truck and 5th wheel to see what SPRR was all about. He had seen and heard about Swanton from the RFD TV show. He just had to see for himself what SPRR was. Scott, Pete and Dennis chipped up all the wood that was in and around the bridge, loaded up the water car, and brought the visitor down the track. There he volunteered to help weed along the track right-of-way, and clean up in Redwood Sq. along with Pete and I.

Saturday, another 13 volunteers came out to Swanton where such projects as working on a cable wench, the passenger car, gardening, and using the modified back hoe to remove soil away from the track were performed. All was going well until the end of the day, when a truck on the water car broke down. Obviously it had to be removed, in order to get repaired. I, unfortunately, had to leave this task to others, as I needed to be on the 18th, or is it the 19th?, hole at the Pebble Beach Country Lodge for a surprise breakfast brunch. Would it top Geoff’s Redhouse special? Stay tuned for my epicurean review.

Next month we hope many of you will be able to participate in the fun activities planned—Dutch oven cooking, the annual Golden Spikes Run Day, camping out, continuing our workouts with the many SPRR projects, and/or just participating in having good ole fun.
We hope all of you have a safe, as well as a great 4th and we shall see you either on the July 14/15 or 28/29 weekends.

An Opportunity for SPRR

$ Matching Funds $

Linda Stark, the Matching Gift Specialist for Cal Poly, recently contacted me to inform us about the many opportunities open for both active and retired employee to participate in a matching fund program. Basically this is to have your contribution to SPRR be matched by your current or former employer. Some companies match labor donation as well as dollars. To check to see if your employer participates in such a program go to www.giving.calpoly.edu/matching and enter your company name in the blank space and click Search. You will then see all the companies that are on the list with that name. Click on the name that matches your company. A box will appear that lists matching information. If your company participates in a matching program let Ed Carnegie know the name of your company and Linda will assist us in obtaining the funds.

Many thousands of dollars are available through this program, Let’s give it a try. Just FYI—“Last fiscal year approximately 1,100 Cal Poly alumni, parents and friends took the extra time to apply for matching gifts, which added nearly $266,000 to Cal Poly’s programs.”

AND with SPRR volunteers donating almost over 6,000 hours annually—just think what might become available.

NEW SOCIETY SUPPORTERS are:

Arlinda Cosby Newark, CA
Harvey Gross Santa Clara, CA

On behalf of the entire organization, we welcome 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. Also be sure to introduce yourself to both Pete McFall, Secretary, to obtain your membership book with bylaws, etc. & then to Bob Wilkinson so that he can make up your very own “plastic gold”, laminated nametag with all pertinent information.

UPCOMING EVENTS/PUBLICITY

Mary Ann Carnegie

July 14/15 workday
July 28 Golden Spikes Run Day
July 29 continue working on projects
August 11/12 work weekend
August 13-19 Swanton’s Fitness Club—aka workweek
August 25/26 BAGR’s annual outing

Hearing from a few of you regarding interest in possibly planning for the “Snow Train” I have contacted a tour guide friend for a possible train date in 2008. I shall keep you posted on further updates, just as I hope more interested parties will let me know they might be interested in participating. Having had little feedback for a possible Niles Canyon trip for July we will reconsider this for a later date in the year I hope. Having no ideas brought forth yet for the annual New Year’s Eve theme—now less than 6 months away, we will toss ideas about during our annual work week in August as we gather round the campfire, or star gaze at night. Keeping thinking about possibilities and be sure to express them then.

With cooking facilities limited right now and the Red-house in use by students, we have the great opportunity to develop or hone in on everyone’s Dutch oven cooking abilities. Also, since the days are longer—though now they are swinging back to getting shorter, but at least the weather is warmer, we will be asking all Dutch oven owners to bring your kettle to the July work weekends. The first one for sure, as we will organize a meal with
various courses cooked from various Dutch ovens. As many of you know this is where the ovens can and will be stacked on top of each other, outdoors, with coals in between, in order to cook various "dishes" ranging from appetizers, main, side, all the way to desserts. Call and let me know that you will be coming, and/or bringing a Dutch oven so we can plan accordingly. And always remember, "If it ain’t Dutch, it ain’t much!"

The second work-day in July—Saturday, July 28 sees us hosting the Golden Spikes. For those of you who may not know, or remember—this is an organization of retired Southern Pacific workers that Al hosted for many years. The tradition was carried on by Elmer and Frances Stone, and is now hosted by Martha Neilsen and MacGaddis. Train crew will be furnished hamburgers, others are to bring whatever kind of meat they would like to BBQ themselves, and everyone brings a side dish to share with all. As you can see—the summer months are very busy and filled with much to do, along with having lots of fun. We hope you, your family, and friends, will be able to participate. As always, we look forward to sharing in these good times with all.

**PLEASE:** anyone staying overnight for work weekends, call or e-mail reservations in ASAP. Facilities will be limited over the next few months & we want to make sure we can accommodate all. Call (805) 995-3659 or e-mail ecarnegi@calpoly.edu. This also helps in successfully planning our Sat. night dinner.

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**AN EARLY SWANTON PACIFIC RAILROAD LOG BOOK**

Excerpts from an early Swanton Pacific Railroad Log Book are presented below. This Log Book covers operations from August 1983 to January 1985. It was brought to us on last April's Al Smith Day by Susan (Al's niece) and Robert England. The entries are sporadic. Note the large gap in dates between the first and the second entries. Depending upon the writers, the entries range from full accounts of a day's operations to sparse notes. The Pacific locomotives used during these runs are not identified. Occasionally, the comments about each other are of the joshing and ribbing style. They denote the strong individualities among the members of the initial Swanton Pacific Railroad group. The runs are usually 20 to 30 minutes long. Where did the track end in those years?

The excerpts are copied without any editing. This Log does not refer to any other earlier or later Logs; and, only about the first 20% of its pages were used. Are there other Logs to be found? The book is a large, 14 x 8 inches, green covered "Record" book. The entries were mostly written by Neil Vodden (N.M.V.) or Robbie Sinclair (R.K.S.).
SWANTON PACIFIC RAILROAD LOG BOOK
AUG. 14, 1982 THROUGH JAN. 5, 1985

From the original Log Book discovered by Susan England, Al Smith's niece.

8-14-82

10:20 A. Filled boiler and fired up: Rotten Robbie, Warren King, N. Vodden, Big Al.
11:30 A Making steam
12:50 P Departed on first trip.
5:30 P Arrived back on 7th & final trip - fueled engine - appr. 40 gal.
         Removed valve out of #1 pump, cleaned same - very dirty & corroded-reassembled
5:45 P Put fire out & secured engine. N.V. (C.L.K.)
5:46 P Had my first beer (oly) (?)

N.M.V.

5-30-83

Repaired track at M.P. 1.1 and railroad is now serviceable from College Park to end of track, by

N.M.V.

P.S. This is the 3rd time this piece of track has been laid.

6-12-83

Lined and leveled newly repaired track. Raised low spot at south end of bridge.

R.K.S.

6-12-83

9:41 A Fired up.
10:54 A made steam
1:08 P 140 lbs. steam

made 7 trips as follows

<table>
<thead>
<tr>
<th></th>
<th>depart</th>
<th>arrive</th>
</tr>
</thead>
<tbody>
<tr>
<td>#1</td>
<td>1:25 P</td>
<td>1:53 P</td>
</tr>
<tr>
<td>#2</td>
<td>2:02 P</td>
<td>2:21 P</td>
</tr>
<tr>
<td>#3</td>
<td>2:55 P</td>
<td>3:12 P</td>
</tr>
</tbody>
</table>
| #4| 3:42 P | 4:12 P | derailed car #SP 248562
| #5| 4:29 P | 4:58 P |
| #6| 6:01 P | 6:24 P |
| #7| 6:39 P | 7:02 P |

7:42 P fire put out.
- removed side bearings "B" end car SP 248562.

R.K.S.
6-14—83

OSH managerial run
8:58 A arrived
9:09 A fired up
9:43 A made steam
10:52 140 lbs

<table>
<thead>
<tr>
<th>RUN</th>
<th>LV.</th>
<th>ARR.</th>
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</thead>
<tbody>
<tr>
<td>#1</td>
<td>11:30 A</td>
<td>11:59 A</td>
</tr>
<tr>
<td>#2</td>
<td>12:05 P</td>
<td>12:26 P</td>
</tr>
<tr>
<td>#3</td>
<td>12:33 P</td>
<td>12:50 P</td>
</tr>
</tbody>
</table>

R.V.S.

6-18-83

10:11 A - 11:15 A 1:01 P 2:05 P
1:31 P

PC #32 derailed 1 Rl. Lgtn North of Yard Board
2:18 P N. L.
3:25 P 3:47 P
3:54 P 4:13 P
4:22 P 4:42 P
N.L. 5:06 P
5:25 P 5:41 P
5:48 P 6:06 P
6:15 P 6:33 P
6:38 P 6:55 P

one guest was exec. V.P. Cal Poly.

R.K.S.

6-19-83

2:18 P car SP248562 first loaded with ballast.
4:03 P motor car derailed at M.P. 3 rail lengths south C.P. acct. excess tonnage.
5:02 P set out 1 pass. Car.
5:05 P - 5:47 P cooled trans. oil in motor car
5:48 P pulled remainder of train into College Park yard.
5:51 P tied down redivider (motor car) (eng. #00).

6-26-83

Spread 6 carloads ballast near milepost 3.

7-16-83

6:12 PM 7:25 PM
7-17-83

7:32 A  8:00 A
10:50 A  11:15 A
11:28 A  11:52 A
12:10 P  12:31 P
12:40 P  1:03 P
2:54 P  3:13 P
3:19 P  3:38 P
4:03 P  4:20 P
4:49 P  5:10 P

8-7-83

12:10  12:56
2:24   2:29
2:32   2:55
3:09   3:34

Burned out tubes on 1500  John G. Greco
On 8-6-83 spot tamped track near end of line. Placed Cosgrove station sign.

8-13-83

10:20 A Fill boiler with water and lit fire
11:35 A Making steam
1:00 P  Full head steam
2:30 P  First trip. - Central Coast R.R. Club.
        3 long trips to end of track.
        12 short trips to ballast pile allowing club members to operate locomotive (Poor Engine)
        Hal Bianchi makes date as engineer.
6:00 P  Last trip. Put fire out at 6:30 P. Water glass leaking near top - tried to tighten - helped some but
        still leaks a little fueled engine and filled tender with water. This report written with genuine
        Delta Queen Steamboat Pen.

M. N. Vodden

[different handwriting]  Ship & travel by Steamboat when unable to ship or travel by SP.
[Swanton Pacific]  HBh