ON TRACK with your Director
Ed Carnegie:

September, Fall and the coming of several busy run days are fast approaching. However, in order to prepare for these, many of our dedicated volunteers gave so much of their time and efforts this last August at work weekends and during the family fun week to accomplish many many tasks that always contribute to the betterment of Swanton Pacific Railroad and its facilities. These accomplishments, under the leadership of our various committee chairs included:

Roundhouse crew: successfully replaced the throttle rod on both the 1914, and 1915, as well as cleaned, greased, and packed these locomotives to make sure they would be functioning smoothly. In between these projects, several opportunities were made available for on-the-job training for brakeman, fireman, conductor, and engineer operators.

Machine crew: concentrated on cleaning up, re-arranging the tools, cabinets and other moving activities for better organization and to remove abrasive materials from the machine shop. The blast cabinet was moved to the carbarn.

Carbarn crew: likewise performed a major cleanup and reorganization by installing cabinets, moveable shelves, and the removal of unwanted materials. Many old, or antique items from the early 40’s were given to our neighbors, the McCrary’s for their museum displays. After all the housekeeping tasks, and even with the addition of the blast cabinet, you will now observe that cars needing work done on them in this facility can now be turned over, under, and around, and still with room to spare!

Vehicle crew: taken on by our teenage volunteers, they were able to successfully get the boom car moving and running after a hiatus of several years of simply being a “grounds ornament”. They removed a fuel tank that was discovered to be non repairable, of which they are currently on a search to find a new one; they also replaced the throttle. The boom car will almost will be like new, except in years and body, perhaps much like many of us. We certainly do appreciate all the efforts of our young volunteers and their “hands-on” learning.

Facility and Grounds Crew: continued to fight the never ending battle of weeds and the menacing gophers and moles. Seismic retrofitting was required, and completed on the fuel tank storage facility, as well as on the water tank. The grounds were augmented with new plantings, the reshaping via trimmings of bushes and removal of dead debris, and enjoying the prolific display of the daily new blooms of the variety of beautiful dahlias around the station.

Track and Right-a-way: a 500 hundred feet ditch was dug to bring power and lights to a signal light for the approach to the bridge. In addition, the crew cleaned, chipped and hauled out downed trees, and trimmed the right-a-way. They then leveled, ballasted and tamped over 700 ft. of track—using two truck and trailer loads of ballast—equivalent to over 50 tons! This was the real outdoor gym fitness center.

The Christmas tree venture is getting closer to becoming reality—Colin, with other student interns, set in place two 4,900 gallon storage tanks to supply water to the trees. Final details for the irrigation of the field are being worked out.

Special Activities: a special farewell train ride was held on Friday, Aug. 24, for the ranch interns. This was then followed with the annual BAGRS event for the weekend, chaired by SPRR and BAGR Bob Wilkinson. This event provides not only an outing for the BAGRS, but an opportunity for our SPRR operational crews to better hone their skills.

So—as you can all see, and read, much was accomplished, but many good times were also enjoyed. We all took time out to visit, watch videos and enjoy some delicious meals. On behalf of Mary Ann, myself and all the chairs of the various crews, we thank you all for your time and support devoted to Swanton in order to make it such a special place for many to enjoy.
Down Behind the Railway  
With your President, air monkey, & car-barnist.  
Reynold 'Fitz' FitzPatrick  
RGBFitz@aol.com  650.737.9584

My Fellow Swantoons:

The sons of Mary seldom bother, for they have inherited that good part;  
But the Sons of Martha favour their Mother of the careful soul and the troubled heart.  
And because she lost her temper once, and because she was rude to the Lord her Guest,  
Her Sons must wait upon Mary's Sons, world without end, reprieve, or rest.  
It is their care in all the ages to take the buffet and cushion the shock.  
It is their care that the gear engages; it is their care that the switches lock.  
It is their care that the wheels run truly; it is their care to embark and entrain, 
Tally, transport, and deliver duly the Sons of Mary by land and main.

Raise ye the stone or cleave the wood to make a path more fair or flat -  
Lo, it is black already with blood some Son of Martha spilled for that!  
Not as a ladder from earth to Heaven, not as a witness to any creed,  
But simple service simply given to his own kind in their common need.

And the Sons of Mary smile and are blessed - they know the Angels are on their side.  
They know in them is the Grace confessed, and for them are the Mercies multiplied.  
They sit at the Feet - they hear the Word - they see how truly the Promise runs.  
They have cast their burden upon the Lord, and - the Lord He lays it on Martha's Sons!

Three stanzas from Kipling’s “Sons of Martha” to start off September with the celebration of Labor Day which honors no man, battle or conquest but recognizes the endeavors of those who design, build, and maintain the mechanics of daily life – from soup to nuts and bolts.  

And speaking of labor; we have two workdays (weekends) before the Land Trust event on the 30th followed by CalPoly Day on October 7th, and our General Meeting on October 13th.  Whew!

In accord with our by-laws the offices of the First and Third vice-presidents and Treasurer are open for nomination.

Lots to be done during a very busy end of summer.  
Fitz

Lunch break

UPCOMING EVENTS/PUBLICITY
Mary Ann Carnegie

Sept. 08/09  volunteer work weekend
Sept. 22/23  volunteer work weekend
Sept. 30    Land Trust Run
Oct. 06     Get ready for Cal Poly Day Run
Oct. 07     CAL POLY DAY EVENT
Oct. 13/14  monthly volunteer SPRR weekend

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

Almost a month was spent away from our very own paradise of Cayucos to be in Swanton’s very own paradise. We truly have the best of both worlds and are ever so grateful. The family work week in August, was filled with fun, great train rides, completion of various projects and naturally the creation of others. The gourmet talents of many volunteers were shared nightly along with some fantastic evenings around the fire roasting marshmallows, observing shooting stars, and getting to know our volunteers/friends far better. We especially know, thanks to Pete, why the “big, blue, wet thing” is also known as the Pacific Ocean! If you missed the fun and activities this year, mark your calendars for next. We would also like to get input on what week during the summer might work out better or best so more might be able to participate, though we usually had an average of 12-15 daily this year. We thank all for your contributions in making some fun memories.
Fun, but busy times are still ahead with the annual Santa Cruz Land Trust event on Sunday Sept. 30, followed with Cal Poly Day the following Sunday. A separate invite is attached. Please note that attendance will be limited to 500 so be sure to get invites out to family and friends ASAP. In October we revert back to one SPRR weekend a month. Many projects will need to be taken care of to prepare for winter months, and work is moving forward on planning for a “time honored New Year’s Eve” celebration. Details will be forth coming, so stay tuned to get “in the mood or swing” of things to come.

**SIDE TRACK**

Volunteers Concerns:
Recently, some volunteers have said that they have placed items—i.e., food or otherwise, specifically marked with their names on the items, only to discover upon their next visit that they have been eaten, used, or “borrowed” by others, but not replaced. While this “borrowing” can be somewhat accepted—it is more accepted that whatever one should use or “borrow” should DEFINITELY be replaced ASAP or at the very least a courtesy note left indicating one’s usage of the item. We all leave items in the shed, frig., freezer, etc. but when specifically marked as being someone’s, that individual returns with the understanding that the marked item will be there upon their return. If unmarked, it is usually considered fair game for all, since almost everyone contributes items for all to use. However, at times specific items are brought for specific reasons for specific people—let’s all try to respect this and if it becomes necessary to “borrow”, please be sure do the right thing—replace the item[s] and let the individual at least know that you will have it there for them the next time.

**HOW TO CALL A TRAIN CREW FOR DUTY**

Al Smith’s first assignment with the Southern Pacific railroad appears to be as the crew callboy for the Dispatcher’s Office in the San Luis Obispo Yard. This assumption comes from an examination of a small, wire bound notebook, 3-1/2 by 6 inches, which was found among Al’s files. All entries are handwritten in a clear, distinct, easily legible style indicative of the A’s earned in his earlier penmanship classes. The inscription on page 1 reads:

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Property of
Al Smith
Chase Hall
California Polytechnic
San Luis Obispo, Calif.
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The entries on page 2 appear to be examples of the roster for a freight train’s crew.

```
<table>
<thead>
<tr>
<th>Car</th>
<th>Date</th>
<th>Time</th>
<th>Name</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>71</td>
<td>3-13-41</td>
<td>4302</td>
<td>W Hoogendyk</td>
<td>R A Peppers</td>
</tr>
<tr>
<td>9 cars</td>
<td>004:20/P</td>
<td>{ Nicholson</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thompson</td>
<td>G</td>
<td></td>
<td></td>
<td>Ballard</td>
</tr>
<tr>
<td>X4338 West</td>
<td>L Grieb</td>
<td>Crain</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2733</td>
<td>G W. Hoskins</td>
<td>M A Sousa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1st 8 hrs)</td>
<td>004 10/P</td>
<td>(1st 8 hrs)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1st 8 hrs)</td>
<td>{ Pan</td>
<td>{ Porter</td>
<td></td>
<td></td>
</tr>
<tr>
<td>004 30/P</td>
<td>{ Davis</td>
<td>2 40/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swg to GR</td>
<td>{ Wheeler</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>004 30/P</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17 cars</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
```

On page 3 are instructions for distribution of the paper work regarding the crews.

```
<table>
<thead>
<tr>
<th>Instructions</th>
<th>Carbon Usage</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 carbons at night</td>
<td></td>
</tr>
<tr>
<td>3 carbons during day</td>
<td></td>
</tr>
<tr>
<td>Original to Chief Dispatcher</td>
<td></td>
</tr>
<tr>
<td>1st carbon East or West &quot;</td>
<td></td>
</tr>
<tr>
<td>2nd carbon Operator book</td>
<td></td>
</tr>
<tr>
<td>3rd carbon - Yardmasters desk</td>
<td></td>
</tr>
<tr>
<td>4th carbon - Brakeman's room</td>
<td></td>
</tr>
</tbody>
</table>

3 bells - go to Dispatcher for messages

take messages - operator to dispatcher
messCONDUCTOR
F O Justus
1520 Essex St.
Phone 1228J
1-1/2 hour call on
on short ring
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The date of 3-14-41 on page 2 indicates that Al was then in his first year at Cal Poly and that this part-time work with the SP may have been his first experience with railroading work. His entry-level assignment was to call by phone or to contact in person the crews for impending freight train runs. In the latter case, the more usual situation, the callboy needed to go to the home or the lodging facility and arouse the crewman. Many of them lived in rooming houses or hotels. Reidy’s, Bruce’s, and the Park Hotel were popular lodging places for the railroaders. Al’s notes for contacting those without phones are concise and detailed so that he would bother other occupants of the place.

The memo book indicates the standards of living in the early 1940’s in a small town, especially for the railroad personnel. Not all private homes had telephones; those that did were probably on a "party" line with other subscribers. Residents of boarding houses or hotels did not have an in-room telephone. Necessary contacts with people often required direct, in-person contact. Using carbon paper sheets were the quickest method of making a few copies.

After the introductory pages, the memo book has 50 pages that contain the names, addresses, and, where applicable, the telephone numbers for individual crewmembers. There are three entries per page, for about 150 crew personnel at the San Luis Obispo Yard.

Here are a few examples.

**FIREMAN**

S F Bogner  
At Reidy’s 1st door  
To right as you enter front

**ENGINEER**

J W Hoskins  
1947 Chorro St.  
Phone 1869  
2 hour call at all times

**CONDUCTOR**

F O Justus  
1520 Essex St.  
Phone 1228J  
1-1/2 hour call on  
on short ring

**BRAKEMAN**

P E Powelson  
1338 Pacific St.  
right side of house in back.

**FIREMAN**

H L Price  
1720 Morro St.  
Rm. upstairs  
Around back of house in back screen door  
- Key to back door under oil cloth on table just inside of screen door. Open back door and go up stairs door to head of stairs.

**BRAKEMAN**

L D Overstreet  
1063 Ella St  
around side upstairs

Left: Overfair Railway tracks (2) leading out to main line along the San Francisco Bay shoreline.  
Back side of the Machinery Palace on the far left.  
Right: Overfair Railway Main yard, passenger car storage tracks  
Right background: PPIE facility building.  
Far right background: Steamship at PPIE dock.