On Track

With your director, Ed Carnegie

The last month has had been the greatest stress on patience that Swanton RR has seen in many years. It started out two days prior to our wedding anniversary when I was trying to clear the track at Congrove. Umpteen years ago I fell head over heels for Mary Ann, and on Aug. 28, 2000 I fell again - only this time I fell trying to cut a downed tree across the track at Congrove. With chain saw in hand, I was removing several tree limbs, when one suddenly broke loose and bounced me up in the air. What goes up must come down and so I did, just not where or in the way I wanted to. Fortunately I kept the chain saw held up in the air and away from my body, but the nettle, branches and tree were not as forgiving. Fir, who was with me, heard the saw go off, saw my arm bleeding profusely, and assumed I was being massacred by the Swanton chain saw! He jumped right in to rescue me, placed a brace on my ankle and carried me back to the flavor to get further medical assistance. We drove into Santa Cruz to see some doctors.

After several hours, much discussion, and seeing other doctors for additional advice I eventually opted to have the extensive foot surgery done in a hospital in Salinas. After being under the knife for three hours Humpty Dumpty was put back together with several screws, a pin, plate and some cadaver bone. The recovery will be a long process - right now approximately twelve weeks of elevating and staying off my right foot. I at least have had a protective fashionable blue cast placed on it, but am not able to put any pressure on it. I am learning, slowly, to maneuver with crutches.

Since I have been placed out of commission, so to speak, our president, Pete is now in charge and will be needing as much support from each of you as you can possibly provide.

Since my accident, Swanton RR has seen a real domino effect in that no matter what was being worked on or touched it would either break down or burn up! First the motorcar - the drive sprocket completely wore off and had to be replaced. It didn't seem too bad at first in that we still had the diesel to use as primary motive power to pick up the slack. However, the first day's run it smoked more and more and finally quit. The injector seal had failed and the injector pump ran without lubricating oil and therefore had to be replaced.

While the engine repair crew of Bill Engelmann, Marty Campbell, Jim Scott, Randy Jones, and Geoff Toth jumped right in to start the repair process, the crane truck expired. While getting ready to haul logs for the crib wall, the engine backed fire, set fire to itself and is now in the process of receiving a replacement. It appears that we have now climbed our way out of the hole and most of the equipment is functioning and progress is once again moving forward.

Photo: Student help 8/22/2000
My sincere thanks to the leadership that Fitz has shown in stepping up and taking on the responsibility to see that these projects are moving ahead. Also, I want to thank ALL the Swanton Pacific RR volunteers who have stepped up, taken vacation time, and/or contributed many hours to help out and see these projects through.

Fitz and Ed tackle tree (AKA "Ed's Last Stand")

Prior to Labor Day, arrangements were made to hire Jerry Kurz to bulldoze a bypass for Scotts Creek and to place a cofferdam across the existing Scotts Creek in order to divert the water away from the work area. California Fish and Game assisted by bringing in a team to check and remove all the fish from the work area behind the coffer dam.

Major construction of the trestle over the washout was completed Aug. 22. The first work train crossed the trestle the following week after the concrete had a chance to cure. The work train consisted of crane car and flatcar as it proceeded south to remove downed trees along the right of way.

fish sheeker 8/31

REDHOUSE RESERVATIONS:
The Redhouse Director has been working with the Railroad to ensure that things move smoothly. If you do not call to reserve a room you may not have a place to stay one 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 Wink to
Creek diversion/coffer dam 9/2

The Labor Day weekend then saw many of our members show up in full force to help out with the start of construction of the crib wall. The following pictures are worth more than a thousand words of my explaining what is taking place since I am not able to take part.

Crane working on crib wall 9/24

Start of backfill crib wall 9/24
PUBLICITY AND EVENT COORDINATION
Mary Ann Carnegie

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.

OCTOBER 15 DEADLINE
Between now and October 15, ALL WORK needs to be completed on the washout. If you are able to dedicate some time, please contact FJZ at home (650) 737-9584, or at Swanton, and leave a message on the phone in the machine shop (631) 423-8204.

Calendar of Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>Saturday</td>
<td>Work day/Prep</td>
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<tr>
<td>Oct 1</td>
<td>LONE STAR RUN</td>
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<tr>
<td>Oct 7</td>
<td>Work day/Prep</td>
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<td>Oct 8</td>
<td>CAL POLY DAY</td>
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<td>Oct 14</td>
<td>LAST WORKDAYS TO BE IN THE CREEK</td>
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<td>Oct 15</td>
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<tr>
<td>Oct 21</td>
<td>Work day/Prep</td>
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<tr>
<td>Oct 22</td>
<td>2472 RUN</td>
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<td>Oct 29</td>
<td>POSSIBLE joint program between Scots Creek Watershed Council &amp; SPRR for 2nd annual Halloween run</td>
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2nd ANNUAL HALLOWEEN TRAIN RIDE
As of right now SPRR and the Scots Creek Watershed Council are working together on putting on the second annual fun-filled Halloween night train ride. It is to be held on Saturday, October 28.
If you did not attend last year’s event you really missed out on an opportunity of having the very best of the best of Halloween treats.

If you would like to participate in putting together a goblins or creating some type of Halloween scene anywhere along the track please contact Caren Wilson of Scots Creek Watershed at (831) 625-1509 to coordinate your ideas. Last year we had spider crawling around on the bridge, goblin eyes appearing out of nowhere, fortune telling, witches brew, face painting, etc. Guests rode through a “haunted forest” and later were horrified by horsemen actually robbing the train. Please help out by participating and in helping make this event fun for “all ages.” This is truly a great family event for all to take part in as well as for all of us to get to know our Swanton neighbors better.

A potluck with the Watershed Council, surrounding Swantonian neighbors, and our Swanton RR volunteers will be offered. You will just need to bring a dish of some sort. Exact times, etc. for the dinner have not been completely confirmed by the time this newsletter goes to print, but if you and your families are interested in participating in this event please call later on in October to obtain more detailed information.

Be sure to get your costumes ready for this event!

Safety Simon Says:
Working solo can fit you for a halo.
General Meeting, Nominations of Candidates to Society Office

Saturday, October 7th, following lunch, we will have our General Meeting for the nomination of candidates. The Nominating Committee will present their slate and additional nominations may be made from the floor.

This year we will elect all the officers. The President, Second and Fourth Vice Presidents, and Secretary for terms of two years. The First and Third Vice Presidents, and the Treasurer for terms of one year this one time, their terms being two years following next year's elections.

Our change in the bylaws earlier this year expanded the number of officers to provide greater representation of the membership, now it's your turn to do the representing.

Work Weeks

As of this writing Dennis Johnson, Andy McLean, Bill McNab, Rich Mehr, and myself have given the 'work week' camp-out a try, and it's fun. Dick Toshen commuted in as time allowed.

Our focus has been the live crib wall construction at the washout using all our railroad construction equipment - a flat car to haul logs, crane car to move logs and 'flying wheelbarrows' of dirt, the dump car full of back fill, the 80 motor car, 502 diesel, the 1912 as a heavy mover, and even the hand car.

Of an evening we gather for dinner and exchange stories great and small - it's a grand time. If you can spare the time in the October we could use your help in finishing the crib wall and revegetation. Look for a scheduled 'work week' next year and if you have an ideal time in mind - let me know.

It's time for me to get back down in the dirt and pine tar and you to run for office (or nominate your best bud).
A newspaper story of 53 years ago describes a small, unique railroad that operated in the neighboring Davenport cement plant. The article raises many questions. Do any local residents remember it? How many years was it operated? Are families still living in the "hamlet of Buena Vista"?

BUENA VISTA, LITTLE KNOWN HAMLET ON COAST, HAS OWN TRANSPORTATION

From the Santa Cruz Sentinel-News, May 8, 1947

Quite a community is the little-known hamlet of Buena Vista, California, set high on a hill in second-growth redwoods three miles from wind-swept Davenport, up San Vicente Canyon.

It has the natural advantage of most places in this end of Santa Cruz county: beautiful climate, a fine view, and nice houses with flower gardens and lawns.

There is one unique feature of life in Buena Vista, much of the travel and the U.S. mail goes by the only electric railway in this part of California. The reason being that the hamlet is on property owned by the Santa Cruz Portland Cement plant at Davenport and eight families live there because the men are employed in the nearby quarry.

Buena Vista's railroad is a narrow gauge electric [3-foot gauge] and it has a run of about three miles from the plant up a ridge of San Vicente canyon to the limestone quarry. The limestone is hauled down the grade to a huge crusher, the first phase of cement manufacture.

Five men, headed by Harvey Wilson, the engineer, maintain and operate the line. There are two 500-volt Baldwin-Westinghouse electric engines for motive power. The cement company bought them from a Junee, Alaska mine 21 years ago.

In the morning Buena Vista workers only have to go a short distance to the quarry, but they ride the train because the tunnel is bored about one-half a mile in the limestone hill.

Big time of day for the wives and youngsters is 3:50 p.m., as the train then carries workers finished on the day shift. The workmen swing off the cars as they slow down in Buena Vista on the way back down to the barn at the plant.

There is a road to the hamlet, end a very poor one it is because it is partly on private land of the cement plant and the Coast Dairies and Land company, so the county does not keep it up. This road, a scenic ride as it winds along the bank of San Vicente creek, reaches a steep grade just below the community.

As a motorist drives up the hill a peculiar sight greets the eye—an overhead "live wire" for a trailer, and supports at right angles from poles are the first things seen. No unusual sight to a city dweller, but indeed an unusual sight in such a remote spot.

If the only electric railroad in this part of the world is not enough, residents of Buena Vista can always boast about their mailbox, certainly the only one of its kind anywhere. This mailbox is in reality a cast-iron headlight from an ancient steam locomotive.

It has at least one convenience over the orthodox type for residents peers through the front glass, which is about 1/16 inches, and see if they have a letter. Myrtle Garments, postmistress at Davenport, sends up the mail via train each morning. Mrs. C. I. Wilson has been using the headlight mailbox for years and says it "works just as good as any body could want."
Notes: 1. A map in Rick Hammon’s book, Central Coast Railways, page 168, shows the route of the ‘Quarry Railroad’ between the cement plant at Davenport and the underground quarry higher up on San Vicente Creek. The map also shows the location of Buena Vista a short distance below the entrance to the quarry.

2. Alvin A. Pickworth’s encyclopedia of California Railroads contains this brief entry on page 99:
   PACIFIC CEMENT & AGGREGATES
   Electric – 3 ft. Gauge
   Located Davenport, Santa Cruz County. Operated 3.00 miles of quarry road.

3. Bob Parkinson found the above article reprinted in the NRHS Bulletin of April-May 1947, vol. 7 no. 3

For those new members and those who have forgotten where we are headed, this picture of the end of the line was resurrected from the archives with the hope that we can return to this location in the very near future. Our thanks to all the volunteers who made it possible in 1988 and who are making it probable in 2000.