October has always been busy, but October 2000 has to go down as Swanton's busiest. A total of six hauled runs is less than five weeks, not to mention the hundreds of runs to the washout to bring in supplies, logs, fill, and people. The track is actually beginning to get shiny, and that we haven't seen in quite awhile.

A quick summary of the activities, minus the washout happenings, were as follows: Land trust held on September 24 brought out close to 800 people to support Santa Cruz Land Conservancy. The RR was constantly running its two steam engines and one train, while a work crew continued progress on the washout.

Meanwhile back in the carbarn, Randy Jones was busily working away at building a pile driver that he and Fitz had designed. The pile driver was necessary because it was taking two to three people most of the day to dig a hole deep enough for the posts required for the embankment. In the wet conditions around the creek and crib wall, in order to get a hole four feet deep, we would end up with a hole five feet in diameter at the top, with standing water 3.5 feet deep to work in. A 350 pound hammer on the pile driver was able to drive a four by six post in less than an hour and a half to four blows four feet deep in just a matter of minutes. If a rock was encountered it would take an extra two or three blows from the hammer to get through the rock. This would only add a little bit of time in comparison to hand digging. Without the pile driver we would still be digging holes for the required footings of the crib wall. Regarding its capacity as a can crusher—Ask Tom how well it works.

The next weekend, Oct. 1, our neighbors the Lomestar Cement Plant, had their annual company picnic where approximately 200 attended. Again, steam engine rides were provided all day, while like last week, work continued at the washout. The following weekend brought Cal Poly Day to Swanton, where approximately 400 people were treated to a beautiful day of train rides and a BBQ. We felt most fortunate to have such good weather, in that the day before it was cold and overcast, and the day after the event it poured down rain. As an additional attraction for this year's Cal Poly Day, many of the visitors could watch our washout row busily working at placing logs with our very own Swanton Pacific RR crane car.
In between all the other work and activities, an opportunity to obtain two Santa Fe Cabooses from the San Jose Trolley and RR Museum presented itself. Just what we needed in between all the other activities. However, I at least could work on coordinating those activities, as most of it was done via telephone through Mac Gaddis, who represented the San Jose Museum, and various other agents of Union Pacific RR. Ken Kannegaard of Longstar Cement Plant was also contacted in order to see about temporarily using one of their RR sidings. On Friday, prior to our scheduled work weekend, three flatcars arrived in Davenport carrying what was to become SPRR's two cabooses and four trucks. Curiosity got the best of us, so we went to see what they looked like. We were quite surprised to see what condition they actually were in, in that they were covered with graffiti and full of trash left over from the homeless vandals that lived in them while they were parked in San Jose. Some major housekeeping was desperately needed. At that point a local trash hauler was contracted with in order to clean them out prior to their being hauled to Swanton. Arrangements were then coordinated with King Crane of Scotts Valley to move the cleaned out cabooses and trucks from Davenport to the area behind the roundhouse. At the same time, King Crane would remove the old flatcar from down in the picnic area. However, prior to the arrival of the flatcars, ties and tracks had to be laid as well as ballasted in order to support the incoming cabooses.

During the work weekend (October 14/15) two activities were going on simultaneously: preparing the area for the cabooses and the continual construction at the washout area. In addition, a few of our members went to the Davenport siding to remove hundreds of clamps and cable to get the cabooses ready for lift off from the flat cars. On top of all of this, a general meeting was held to present a slate of officers for nomination. See further in the newsletter for your ballot. Now add to that the usual red tape and you have a real football field.

On Monday, October 16, a special run was given to the Cal Poly College of Agriculture's Advisory Council. Mac Gaddis, Swanton volunteer and Cal Poly Alan was engineer for the day on the 502.

On Thursday, October 19, at 0700 a crane and three trucks arrived in Davenport to move the cabooses to SPRR. We had a fairly large contingent of Swanton Volunteers that turned out to assist with the move: Randy Jones, Dennis Johnson, Dick Toulson, Marlene Anthony and Tony Prattkanis, Bob Wilkinson, Conso DiFrancesco, Winfred Burris, Richard Mehr, Fitz, Mary Ann and myself. By sunset all was in place, the flatcar was removed, and all was "quiet on the western front."
Modern Art.

On Friday, October 20, Swanton was visited by a tour group sponsored by the Grand Scales Quarterly magazine. This group is comprised of RR enthusiasts from all over the United States. Members either own or operate railroads larger than 12-inch gauge. Karl Hovanitz, one of our members, and owner of Silverado buses of San Luis Obispo coordinated the tour. Engineers for the day were Tony Pratkanis, assisted by Mac Gaddis and myself on the 502. In the morning I presented a quick history of the SPRR. A train ride was then given to take the guests to the washout, and end-of-track where they could observe work in progress on the crib wall. Upon their return to the station, Anthony Pratkanis led a tour through the roundhouse and our other facilities. From the comments received, they were all quite impressed with our entire operation.

On Saturday, October 21, our volunteers concentrated on getting ready for the 2472 run on Sunday October 22, and CONTINUED work on the washout. The 2472 BBQ and Run went off
without a hitch and culminated a very busy few weeks at Swanton. This weekend, it was also felt that the graffiti on the caboose could perhaps be an enticement for additional tagging in and around our RR so all the beautiful 'modern art' was removed and the interior materials eloxed away. Plans are presently under way for reconditioning the caboose into living quarters for our members. As progress is made on this project we will keep you informed. If you are interested in working on this project, in any capacity, please contact us so that efforts can be coordinated.

Originally, plans were under way for a Halloween Run, but the early fall rains put a damper on the activities when it started to rain very hard at noon on Friday and continued through Saturday. As a result, all outdoor activities for the Halloween train run were canceled. However, Andy, Fitz and Richard's spirits were not hindered, only dampened by the weather. They continued to work in the mud and rain trying to meet the October 31 deadline for the caboose. By the end of the day they were completely soaked and cold, but the caboose was basically finished. All that is left is to finish the buck filling, and landscaping. After a long and wet day, Geoff Tobin had a roaring fire going in the roundhouse for them upon their return. As they rested from their hard day's work, tried to dry out their clothes and warm up, they joined in the festivities of a potluck, pumpkin carving and best Halloween costumes contest going on in the Cal Barn. In spite of all the rains, a good time and turnout was had by all and it felt good to see the Cal Barn being used for such a festive activity.

On Monday, October 30, Fitz, our "President" and "straw boss" continued to organize and make tremendous progress toward the roundhouse project. His volunteering had basically turned into a full time job the last two months. Our appreciation goes to both him and his wife, Pat, who basically sees Fitz only on occasion right now so in case she wants to see what he looks like. He's at Fitz at work. (Pat, see next column.)

THANK YOU, THANK YOU, THANK YOU.

After two long months I am still hobbling around on crutches, and probably will be for quite some time to come. At my last doctor's appointment I was told that I can only put enough pressure on my foot to pull a piece of paper out from under the foot, so as of yet I can't dance a jig very well, nor am I able to help out at the caboose very well. However, I would like to take this opportunity to give my sincere thanks to all the volunteers who have given so many hours of hard work these last few months. Without your assistance, perseverance, and hard work I know we would not have made the deadline to complete the caboose by October 31, nor would we have been able to host such successful events during the past few weeks. I know there is life outside of Swanton, many of you have your plates full already, and yet you still were able to find the time to come and contribute in order to help out in some capacity. I thank each and every one of you, as well as your spouses and family for letting you give us willingly. Applause goes to the following volunteers: Winfred Buis, Marty and Carol Campbell, Mark Cooper, Doug Debu and his friend Laura, Como DiFrancisco, Bill, Linda and Molly Engelman, Hart Fairclough, Ken Fischer, Fitz Fitzpatrick, Betch and Bill Floyd,
SWANTON PACIFIC RAILROAD SOCIETY

November, 2000

WASHOUT WORK UPDATE

Some work still needs to be done in order to complete work on the washout. If you are able to dedicate some time, please contact FITZ at home, (650) 737-9584, or at Swanton, and leave a message on the phone in the machine shop (831) 423-8204. Lots of back-filling and landscaping still need to be done in order to complete this project.

New memberships received over the last month were as follows:

- Pinnis Dresel
- Chris Duke
- Bonnie knob
- Harold Knapp
- Thomas Lay
- Brian Marley
- Bryce Reynolds
- Douglas Richter
- Ronald Trottier

Los Osos
Davenport
Templeton
Templeton
Santa Cruz
San Jose
San Jose
San Bruno
Cape Vincent, NY

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.

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.

PUBLICITY AND EVENT COORDINATION

Mary-Ann Carnegie

We have tried over the past few months to offer our volunteers very informal dinners based on their RSVPs. Unfortunately only a small handful of volunteers have usually RSVP'd. As a result, meals will now be an catch as catch can until further notice. However, for two weekends this past month Doug Debs not only came to help work on the crib wall, but also provided two very delicious, gourmet meals to all the volunteers that stayed. Our sincere thanks to you Doug and Laura - our tummies thank you as well.
Sat/Sun Nov 11/12 Work weekend; finish track
filling, work on cabooses
Track work, tree removal.
Sat/Sun Dec 9/10 Work weekend; cleanup the
eye at Folger's Caboose
work machine shop,
roundhouse and caboose work.
Final planting at the washout
Sat/Sun Dec 30/31 Prepare for New Year's Eve
Run, Potluck & Run on
Sunday

Year 2000 Calendar of events
Most other events and descriptions have been cover-
red under the director's column so we will not re-
peat here.

NEW YEARS EVE RUN

As of right now SPRR and our Swanton
neighbors are planning on having a New Year's Eve
celebration at the Cal Barn at Swanton. All of us will
begin to mingle around five-o'clock for appetizers, and
other refreshments prior to the potluck and last train
ride of the year on Sunday, Dec. 31, followed by the
first train ride after midnight January 1, 2001. Every
year we have traditionally enjoyed these festivities
along with our neighbor Ken McCurry's hot mulled
cider. Mark this on your calendars.

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. Be sure to bring warm
clothes, and prepare for a good time to ring in the

Safety Simon Says:

Have a happy and safe
Thanksgiving. Remember
gasoline, alcohol, turkey and
pumpkin pie don't mix.

Down Behind the Railway
With your president, air monkey, and
carbennot:
Reynold Fritz FitzPatrick
RGB Fitz@com.com
Voice: 650.737.9584
Fax: 650.737.9583

My Fellow Swantons,
The election of officers of the Society will
be held during the Special Order of Business at our
November General Meeting on Saturday,
November 11th, 2000.
Your ballot is included in this newsletter, so
please bring it with you to the meeting. If you are
unable to attend the meeting you may mail your
ballot (Vern has nicely preprinted the address) to
the Society. Only ballots postmarked before the
meeting date will be counted.
The elected officers constitute the Executive
Board which is responsible for all Society business.
Each office has certain duties as outlined below.
The president presides over all Executive
Board and General meetings, appoints and removes
chairs of standing committees, forms and dissolves
committees as he deems fit, and does things presidential.
The First Vice-president - History and
committees as he deems fit, and does things presidential.
The First Vice-president - History and
committtee adhoc, assists the president, schedules
and organizes work day projects.
The Second Vice-president - Operations
and Safety, organizes train crews and their
operation at Society events.
The Third Vice-president - Publicity and
Events and Facilities and Grounds, works with the
Second VP in scheduling events and meetings.
The Fourth Vice-president - Track and
Engines & Rolling Stock, is responsible for
maintenance-of-way, engines, and rolling stock.
All the VP's may act as president or other
VP as needs demand.
The Secretary keeps records of our business
meetings, publications, correspondence, and
publishes our newsletter.
The Treasurer is responsible for all our
funds in accord with Foundation requirements.
These folks will be running the Society for
the next year so be sure to get your vote in.
See you at the November meeting.