October should be called the month of runs. We had 5 train runs, starting off with the Lone Star picnic. For those of you that don’t know Lone Star-RMC, they are the neighboring concrete plant in Davenport. This year Lone Star gave us 600 gallons of high-grade kerosene that we can use as fuel in the steam engines. Their picnic has become an annual event as a service to one of our neighbors. This year they had the largest turnout that we have seen for this event, with 250 to 300 attending. It is a truly a family happening, with a 6 foot ball for the kids to push around. Ask Tom how it feels to sit on top of a big ball. Lone Star asked if they could use our unused culvert pipe for the children. The kids had a great time crawling through is as others rolled it around the lawn. Our train crew for the day was Randy Jones as engineer, Tom and myself as firemen, and Andy as Conductor. Crossing guards were ‘Ding’-Vera and ‘Dong’-Mary Ann. Fitz served as host and worked in the car barn on the new ballast car.

The next weekend we held the largest ever Cal Poly Day. This year we received some great advertising from the Cal Poly Alumni Association. Because of this we had over 100 Cal Poly Alumni show up. It sure was nice seeing so many alumni that I went to school with or taught over the years. In addition to the Cal Poly Alumni, the Golden Gate Railroad Museum also joined us, which added to the event. All in all we had about 610 people attend. The weather couldn’t have been better and the food was great. The 1912 and the 1914 were used for the run. One on each end of the consist so we could have a locomotive pulling in either direction.

Crew for this event were Randy Jones and Marty Campbell as engineers; Firemen were Geoff Tobin, Bill Engelman, and myself; Conductors were Andy McLean and Anthony Pratkanis; Bill Floyd was brakeman; Bill McNab worked with the GGRR Museum in parking all 600 cars, along with the greatly appreciated assistance from the Ranch’s interns. They helped shuttle the guests from the McCravy pasture to College Park. Vera McLean and Butch Floyd were ding and dong-RR Crossing.

The barbecue cooking team was arranged by Jim Matheny who brought his own crew with him (Jenny, Gil, Allan, and Brigitte) Our own members Matt Zemny and Bob Wilkerson also assisted with the cooking and making sure appetizers were distributed to all guests waiting for the meal. The serving line was made up by volunteers from the Swanton Pacific RR, GGRR Museum, along with present and past interns from the Swanton Pacific Ranch. Bill Engelman and Butch Elmer were also on display.
worked on re-wiring the PA system to remove the static and background noise.

We had all of our operating equipment on display before and during the runs. In addition we offered tours of the round house and car barn, which were well attended. We should make this tour available at more of our events as I am sure that many would like to see what we have to offer. In addition, the Ranch offered ranch tours before and after the meal, and Tom Midgley demonstrated the talents of the sheep dogs at the end of the day.

On Friday and Monday of the week following the Cal Poly Day we hosted two runs for school children. This was a combined event between the Ranch and the Railroad. The 502 diesel with 4 cars was used for these runs. I was the engineer and Mary Ann was the conductor. The children seemed to have a good time, expended lots of energy, and received a short history lesson on the roundhouse and its equipment.

To end the month the Scott Creek Watershed Council and the Swanton Pacific Railroad jointly sponsored a haunted train ride on Saturday evening October 30. We were very impressed with the energy and talents of the neighbors and members of the Watershed Council. They put a lot of time, effort and imagination into making this an event to remember. As a result of the enthusiasm expressed by all that attended, we think it may become an annual event. If you missed this you really missed something. A skeleton clad tour guide met all passengers boarding the train warning them to beware and to take note of those passengers next to you as they may not be there when you returned. As the train proceeded south you passed through a cemetery near the bridge approach.

As you traveled over the bridge you were confronted by flying ghosts, huge spiders, and gigantic spider webs. Noisy, snarling trolls were menaces under the bridge, sticking their ugly heads out as the trains passed by. As you left the bridge you entered fairyland with flying miniature fairies and one life-size fairy greeting everyone. Proceeding further down the tracks other characters crawled out of the haunted woods. We encountered a man with a menacing chain saw, a headless corpse, various body parts scattered about, and threatening eyes glowed at you in the dark.

Later we approached the fortuneteller with a large crystal ball, and at the end of the track a witch with her boiling cauldron of ‘boil, boil, toil and trouble’ awaited to whisk away her next victim. The train escaped from her and proceeded back through the station, across the bridge and into the fields only to be confronted by three mounted ghost riders. They were friendly in that they distributed Halloween treats to all, departed and let the train return safely to College Park.
Many of the participants came in costumes, adults as well as children. We are sorry that this event was not posted further in advance with our Swanton members, as it came up in very short notice. However, because it was so much fun we are hoping that it will become an annual event. A special thank you goes to Scott Creek Watershed Council and in particular to Carrin Wilson who was the primary instigator of the successful event.

In addition to the runs, we did have two workdays. Our new Marvel saw was cleaned and painted and is now in service. The new “Safe Store” containment structure was loaded with flammable materials from the machine shop, roundhouse and carbarn. It is sure nice to have these flammables removed from our other buildings. Most efforts were directed towards getting things in order and spruced up for the Cal Poly Day run. Many, many thanks to all of you that contributed in order to make this event so successful and to help in maintaining the facilities at Swanton Pacific Railroad for all to enjoy.

For those who stayed around for dinner on Saturday evening, Mary Ann provided a Dutch oven pot roast dinner. It was a great time for all of us to socialize.

On the fourth weekend between the two school runs, Ken Peterson helped me get materials ready for the tractor shed in the morning and in the afternoon we ran three-
NEW MEMBERS

A new membership received last month:

Jesse Bregman    Santa Cruz

On behalf of the entire organization we welcome 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 yourself so that we can get to better know you.

Electons It’s your railroad, so please vote. ‘Nuf said.

The “In Crowd”. As you all faithfully read this newsletter each month I’m sure you’ve noticed there seems to be clique within the Society that gets to have all the fun. They’re running engines, throwing switches, building rail cars, planting flowers, watering redwoods, dancing gandyss, and such like.


The question is, how do you become part of the clique. ⚒ First you have to know the right people. You can meet them on the workdays, (the second Saturday of each month), down on the railroad. ⚒ Second, you need to put your hands on something or provide adult supervision. ⚒ Third, well if there’s a third its the act of volunteering your time toward the operation and preservation of the railroad. Actually that’s the first and the others fall in place, ipso facto.

The real question is how to get you into the clique? We need your expertise, interest, curiosity, and involvement. If you have an answer to this question let me or Ed or Andy or … know.

Finally, our compliments to Hart Fairclough for being recognized as one of this century’s twenty best coaches in Contra Costa county and as a premier league commissioner, teacher, track coach, and football coach of the Mt. Diablo Red Devils.

Fitz, Secretary and Editor

PUBLICITY

and

EVENT COORDINATION

Mary Ann Carnegie

Calendar of events

<table>
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<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>Saturday</td>
<td>Work weekend, Election of Officers and Dutch Oven Dinner</td>
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<tr>
<td>Saturday</td>
<td>Second workday</td>
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<td>Saturday</td>
<td>Work weekend</td>
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<tr>
<td>Sunday</td>
<td>Work weekend</td>
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<td>Friday</td>
<td>New Years Eve Run</td>
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<tr>
<td>Friday</td>
<td>THE MILLENNIUM starts with steam!!</td>
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Please note in November we have returned to just one scheduled work weekend a month. However, if a committee, or individual wishes to continue a project please contact myself or an officer to make arrangements and we will try to accommodate you.

We are now looking and asking for volunteers to work on the New Year’s Eve party. With all the hype for the new Millennium, if you want to make this event extra special step up to the plate and volunteer to work on making it so. As of right now we will be inviting all Swanton Road neighbors to a potluck and train rides. If you want to have additional festivities, decorations, events, etc. let those wishes be known. Please call, e-mail me ASAP so that we can work on

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
EARLY SUGGESTIONS FOR SWANTON PACIFIC RAILROAD ROUTES

When Al Smith purchased the rolling stock and the equipment of the Calistoga Steam Railroad in August 1979, he asked Rick Mugele for advice on how and where to lay out the Swanton Pacific Railroad. Rick, trained as a civil engineer, had been associated earlier with Billy Jones and his Wildcat Railroad. He then worked closely with Bob Maxfield in setting up and operating the Calistoga Steam Railroad from 1975 to 1979.

According to a letter found in Al’s files, Rick visited the Ranch and then sketched on the U.S.G.S. topographical map of the area "some possibilities... about 10 miles worth". (See page 6.) Rick suggested three routes, two on the west side of Scott Creek and one on its east side.

On the west or coastal side, one route ran north along the Creek to a loop about 6,000 ft away. The grade on that right-of-way would be less than 3%. The second west side route was more ambitious. Following the Creek southwesterly towards its mouth, it gradually climbed the side of the coastal mountain to a 200 ft. elevation at the mountain's southern flank where Scott Creek enters its estuary. On that stretch, the grade ranged from 3% to 4%. Then, it curved around the southern end and headed north on the coastal side of the mountain on more moderate grades of less than 3%. It reached the northern end of the mountain at an altitude of 480 ft, where it curved around to the east side to head south again. Still climbing, it reached a turn-around-loop at a relatively flat area on top. Grades along that leg would be again in the 3% to 4% range. At the top was a wide loop that overlooked a canyon going down the coastal side. So, a grand view of the coast and the ocean would have been available.

The total length from Swanton to the loop was about 25,000 ft. one way (about 4.75 miles). The most ambitious suggestion was for a route on the east side of Scott Creek, a route that would gradually climb up the Little Creek Canyon to nearly 780 ft. high and about 18,000 ft. (3.4 miles) from its start. There would be many curves in and out of the canyons at Winter and Archibald Creeks and around the gullies running into Little Creek. The locomotives would be puffing and chugging all the way up the 3% and 4% grades. (Would water and fuel tanks have had to be installed along the way?) Rick wrote to Al:

"These lines are subject to a lot of checking in the field... Dream big!! The interesting thing is that the railroad could go just about anywhere you would want it to.

So, the next step is for you to decide where you are going with the railroad. The line up Scott Creek on the old grade would not require much engineering, except for the bridge site and the loop. The mountain lines would require a lot of advance engineering."

Well, as we await decisions from the multiple powers-that-be as to whether or how we can rebuild our creek route, we can certainly dream. Maybe a mountain route would be more stable and enduring than the present route along the capricious Scott Creek. However, recall the mud slide down the side of the mountain that has covered the far end of our southern loop. Once we get past the washout, then we must clear that section of track. So, perhaps, a mountain route would have its own natural obstacles once we managed to overcome the engineering construction. Anyway, Rick's map offers opportunity for much discussion around the stove in the roundhouse during the winter's rain storms.

Safety Simon Says:

If you boldly cut where no saw has gone before,

You may get more than you bargained for.
Blue marks every 1000'}