

SWANTON PACIFIC RAILROAD

Number 77

Cal Poly

October 1999

On Track

With your director,

Ed Carnegie



September has come and gone, and most of it was spent waiting for responses from the Santa Cruz Planning Dept. The second weekend of September, a scheduled workday, was very productive. The Floyd brothers- Bill and Butch, along with Tom Vertel, and myself, finished all the electrical wiring and hook-ups. All that is left is the final installation into the sub-main in the caboose. By early afternoon, with some help from our resident electrician, Randy Jones, we had power to the RV sites. As a result, we should no longer be plagued by electrical shortages and/or circuit breaker trips.

Some of our volunteers, who are also RVer's have volunteered to enhance the RV sites by "landscaping, planting, and adding some of their own personal touches". So, hopefully, in the very near future, we should see some progress on this new project.

In the car-barn area, Andy along with Fitz and whom ever else they can shanghai are making progress on the hopper car. They are telling me that in the very near future they will be ready to turn the car over and start working on the top super structure.

"Ed-ski" has taken on a project of reconditioning one of the covered Pennsylvania cars. The roof has deteriorated over the years, and it may be necessary to redo the entire roof section. This is a job that we have been wanting to tackle, so it is nice to see that it will be taken on.

The concrete in front of the roundhouse was cut with the diamond saw and then chipped out to form a ditch in order to drain off the rainwater and keep it from going into the roundhouse.

The roundhouse crew, under Marty Campbell's supervision, tuned up and made minor adjustments to the 1912 and 1914. They were all kept very busy by getting the engines ready for the upcoming, three-weekend-in-a-row runs.

As usual, the gardening crew continues their battle to win the war against the weeds. Additional plants are being planted on the hillsides to hopefully choke out the weeds, and add color. With fall approaching, the wetter and cooler climate will allow for more natural gardening. Art Laidlaw extended his stay at Swanton to mow the ever-growing lawn on Monday.

On Sunday, Sept. 26 Mary Ann and I were able to return from a submariners reunion in Reno in time to attend the Santa Cruz Land Trust Picnic. The event was a huge success, with somewhere around 800 visitors. Our Train crews operated professionally and without any problems. Many compliments were expressed to our members for all the improvements

and beautification in the College Park area. For all of you that helped make it so, I extend my sincere gratitude and thanks.

The oil storage shed arrived on Friday, so be sure to check it out on your next visit to Swanton. It was placed on the recently poured concrete slab next to the roundhouse. It sure will be nice and a lot safer to get the flammable materials out of the roundhouse, machine shop, and car-barn.

If any of you have recently tried to log onto the Swanton Pacific RR website you won't be able to reach it unless you change the server on the address from ae to brae. The new address is:

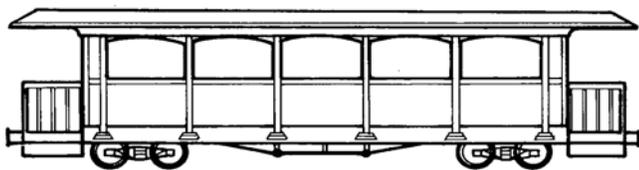
<http://www.calpoly.edu/~brae/swanton/sprs.html>

NEW MEMBERS

New membership received over the last month were:

William Russell	Santa Cruz
Paul Zingg	Arroyo Grande

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



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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

**PUBLICITY
and
EVENT COORDINATION**

Mary Ann Carnegie

Calendar of events

- Friday October 22 Train ride for local
- Saturday October 23 Work weekend
- Sunday October 24 Work weekend
- Monday October 25 Train ride for local
- Saturday November 13 Work weekend, Election of Officers, and "Dutch Oven"
- Saturday December 11 Work weekend.
- Sunday December 12 Executive Board

Please note in November we return to just having 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.

If you happened to miss our Dutch oven dinner in October, we will be trying to get all Dutch oven owners to bring their "pots" to cook something in. Remember -

IF IT AIN'T DUTCH, IT AIN'T MUCH!!

If you plan on attending, please call me (805) 995-3659 so that we can coordinate our efforts. I also need all Dutch oven owners to let me know if they would like to be included on the cooking stack. The more the merrier.

Safety Simon Says:

It doesn't hurt to stay alert!

The Great Locomotive Chase

The Story of Andrew's Raiders

Our newsletter's July issue carried an invitation to attend a showing of the classic, silent movie "The General" with Buster Keaton as the star. That movie is based on "The Great Locomotive Chase" during the Civil War. The "General" was a wood-burning, Rogers type, 4-4-0 locomotive that ran on the five foot gauge of the Western & Atlantic Railroad between Atlanta, Georgia and Chattanooga, Tennessee.

In early April, 1862, a squad of Union soldiers commanded by a Union agent, James Andrews, infiltrated the battle lines in Tennessee as far south as Marietta, Georgia, where they boarded the early morning W&A train for Chattanooga. When the train stopped at Big Shanty for breakfast on April 12, the Northern squad stole the engine and started north with the intent of destroying tracks and bridges behind them. The Southern train crew chased them; first on foot for two miles, then by handcar, until they were able to commandeer another W&A locomotive, the "Texas". The great race was then on for about eighty miles.

If you want to learn the exciting details of the race and its outcome, look for these books in your library.

"The Andrews Raid /The Great Locomotive Chase"
by Samuel and Beryl Epstein, Coward-McCann, N.Y., 1956.

"The Civil War/ the Best of American Heritage"
edited by Stephen W. Sears. See the chapter, "The Great Locomotive Chase" by S.W. Sears, pp 73-88, Houghton Mifflin Co., Boston, 1991.

Web sites describing the event are:

<http://ngeorgia.com/history/raiders.html>

<http://www.cviog.uga.edu/Projects/gainfo/TheGen-story.htm>

The California State Railroad Museum shows a continuously-running, shortened version of the Buster Keaton movie in an alcove on the first floor. The account on the University of Georgia website states:

"In 1926, Buster Keaton requested use of the locomotive for his movie, "The General" but was turned down when officials realized that the movie was a comedy."

In 1956, Walt Disney produced a movie "The Great Locomotive Chase" that popularized the story throughout the nation. Maybe that movie is still available in video rental stores.

The "General", restored in 1961, is now displayed at the Kennesaw Civil War Museum in Kennesaw,

ANOTHER P.P.I.E. BOOK

During a run day earlier this year, I was handed two books about the Panama Pacific International Exposition. The books came from Bruce Sherman and Jim Matheny. In my article about one of the books "Universal Exposition...", I said, mistakenly, that it had been found by Jim Matheny. Actually, it was Bruce Sherman who found that book in his family's collection.

The book Jim Matheny found is:

"OFFICIAL GUIDE
PANAMA-PACIFIC INTERNATIONAL
EXPOSITION

SAN FRANCISCO 1915 Price 25 ¢"

published by the Walgreen Co., the "Official Publishers" for the Exposition.

This 160 page booklet contains "an outline of All Features of the Exposition", such as, the buildings, exhibits, arrangement of grounds, etc. The descriptions are short but comprehensive. For example, the brief section on "Transportation Inside Grounds" states:

