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.

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

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

<table>
<thead>
<tr>
<th>Day</th>
<th>Month</th>
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<th>Event Details</th>
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<tr>
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<td>Saturday</td>
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<td>Sunday</td>
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<td>Monday</td>
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<tr>
<td>Saturday</td>
<td>November</td>
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<td>Work weekend, Election of Officers, and “Dutch Oven”</td>
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<tr>
<td>Saturday</td>
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<td>11</td>
<td>Work weekend</td>
</tr>
<tr>
<td>Sunday</td>
<td>December</td>
<td>12</td>
<td>Executive Board</td>
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</tbody>
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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.


Web sites describing the event are:
http://ngeorgia.com/history/raidiers.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:
"Visitors may be readily transported from place to place within the grounds by automobile electric chairs, hand-roller chairs, and the intramural railway, which runs along the bay shore. The automobile and hand-roller chairs may be secured for any length of time at reasonable rates."

That is the only reference to the Overfair Railway. The map of the Exposition grounds does not show the Overfair route nor its stations.

The booklet, like a tourist's guide of its time, gives much practical information not only about the Exposition but also about touring in the San Francisco areas and in the rest of California. The major railroads promoted trips to the Exposition from all parts of the United States and Canada.

"The following rates have been announced by the railroads for a round trip:

Denver to San Francisco and return: $45.00
Chicago " " " " $62.50
New York " " " " $94.30

All tickets good via any direct line, returning via the same or any other direct route."

A traveler could also take a regular passenger steamer between New York and San Francisco via the newly opened Panama Canal. A one way fare, including berth and meals, cost $125 and up.

That is quite a contrast in comparison with the travel conditions of 75 years earlier during the height of the Gold Rush. In the winter of 1848-1849, the first groups of gold seekers paid between $500 and $1000 for passage either totally by ship around South America or by two sea segments and a land segment through the jungles of the Panama Isthmus.

This guide book indicates that the P.P.I.E. was not just a regional event but truly a national and international event catering to people throughout the world.

Our thanks to Bruce and to Jim for contributing these mementos of the P.P.I.E.

Election of Officers for next year's term will be held Saturday, November 13, 1999 during a General Meeting of the membership at the railroad. This usually takes place in the picnic area of the meadow during the lunch break on the workday.

The Nominating Committee presented the following slate of candidates to the membership present at the General Meeting of October 9th.

President Reynold FitzPatrick
First Vice President Geoff Tobin
Randy Jones
Second Vice President Bill Floyd
Secretary Vera McLean
Pete McFall
Treasurer Ed Carnegie

There were no other nominations from the floor of the General Meeting.

If you are an active member, that is if you paid dues this year, you will find enclosed with this newsletter a ballot with your name imprinted thereon. Please bring this ballot to the November 13th meeting to cast your vote. If you are unable to attend the meeting you may vote for candidates by completing the ballot, folding it so the Society’s address is on the outside, sealing it, applying postage, and post it in time for it to arrive at Cal Poly before November 11th.

What? You didn’t get a ballot and you should have! Well rats! How could’ve that happened? There will be ballots at the General Meeting for those who lost theirs, (the cat ate it), and anyone else that needs one.

You may also contact me and I’ll send you one poste haste. RGBFitz@aol.com Phone 650 737-9584 Fax 650 737-9583

mail: R. FitzPatrick 2770 Shannon Dr South San Francisco CA 94080

Or you may contact any other officer listed on the cover of the newsletter.

Don’t forget VOTE