ON TRACK with your Director
Ed Carnegie:

February’s work weekend was amazingly dry in comparison to past Februarys. I will always recall the washout of our last flatcar bridge on Scott Creek on Feb. 11—a birthday present I could have done without. Speaking of birthdays, February’s Aquarius’—Pete, Fitz, Vera, Andy, and myself were a few that celebrated a year of getting wiser on Sunday evening.

Celebrations aside, the work details of the weekend concentrated on right away cleanup, preparing the 1913 locomotive for transport, and some general gardening/cleanup. Track crew: Pete, Stan, Scott, McNab & myself loaded the Branson tractor with chipper attached and was fed most of the day with limbs and other debris from downed trees. The logs were hauled back for replenishing the firewood supply. Locomotive/ transport crew: Fitz, Andy, Bruce, Geoff, Randy, Robert and Kyle continued working on tie down equipment to secure the locomotive in the cargo container. In the afternoon the container on a trailer was positioned for final fit up between the loading ramp and the container. A tremendous amount of appreciation goes out to everyone for the extra effort that has been expended over the past month.

Saturday afternoon, Robert made arrangements for a 4-H Club to assist in pruning and working on the Christmas trees. Within a few hours they were able to trim and shape the trees so that they will grow into better looking trees.

Garden crew: Amy and MAC worked on the never ending job of weedin’. Bob took photos and Lou worked on documentation and history. Thanks to all, “many hands make for lighter work”.

REMINDER; DUES are now DUE
See attached form; please fill out & submit asap,

NOTE NO COLOR PICTURES!
Unfortunately, printing costs have increased beyond what is prudent for the Society’s newsletter, so we will no longer be able to publish color photographs in the print version.

All is not lost however. We will still have color photos, as well as links to members’ pictures, in our online newsletter – http://sprr.calpoly.edu.

Down Behind the Railway
With your President, air monkey, & car-barnist.
Reynold ‘Fitz’ FitzPatrick
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My Fellow Swantoons:
March was the first month of the year in Roman times marking the beginning of spring although I have no idea why it was named in honor of Mars, the Roman war god. Curiosities abound with the Julian calendar.

Months had Kalends (the 1st), Nones (the 7th), and Ides (the 15th) and the individual days were counted back from these markers. To make it more interesting there wasn’t a named day around the 21st.

Using this system our March workday will be III Ides – two days before the Ides counting Ides as a day. The 12th will be IV Ides and the 14th becomes Pridie Ides (“on the day before”).

To add to the confusion the Nones and Ides fall on the 7th and 15th only during March, May, July, and October. In the other months they fall on the 5th and 13th but the Kalends are always the first of the month. Kalendrium is an account book in Latin, the day when bills are due.
Speaking of bills; under Ed’s tutelage we, the Society, have never been spendthrift but the downturn in the economy coincidental with our need for extensive reconstruction work on the locomotives is causing some concern.

No panic! We have adequate reserves to handle our operating needs and the funds to return the 1913 to operating condition. However the 1500 is still in pieces and the 1912 and 1914 will require some work beyond what can be done in our shop.

We are looking at a period of five years or more of greater than normal expenditures combined with the increased cost of utilities, postage, publishing the newsletter, and routine maintenance supplies.

Regarding the newsletter; your donation of $25 used to cover the cost of publishing and mailing the newsletter. Sorry to say that is no longer true, this is why we have eliminated color photographs, saving a little over a dollar for each mailing.

The Executive Board is considering raising the minimal donation, you might call them dues, from the current $25 to somewhere between $35 and $50 a year. Some members who belong to other service organizations report annual dues in excess of $50. Any changes would not take effect until next year so you have time to express your opinions. I find it incongruous that during a ‘mini recession’ that costs continue to escalate, but there you have it.

A final fiscal thought, we are considering a major fundraiser for some specific projects such as the 1500 rebuild. I don’t have any experience in this type of endeavor and would appreciate anyone’s help if we decide to have such an event.

March III Ides, our workday is spring cleaning at Swanton preparing for Al Smith Day – April 11th so bring your gloves and I’ll see you there.

Fitz

Intramural Railways were used at World Fairs and Expositions for almost 40 years before Louis MacDermot operated the Overfair Railway at the Panama Pacific International Exposition (PPIE) in 1915. For example: the Centennial International Exposition in Philadelphia, 1876; the World's Columbian Exposition of 1893 in Chicago; the Expositions Universelle, Paris, 1889 and 1900; and the Louisiana Purchase Exposition, St. Louis, 1904.
The Expositions of that era had grown so large in area that ways of transporting visitors throughout the extensive grounds had to be provided. Since railroads had been so highly developed by then, Intramural Railways were a common solution to the transporting problem. They were called "intramural" because they operated only within the exposition's boundaries.

The World's Columbian Exposition of 1893 in Chicago

The Intramural Railway at the 1893 Chicago Columbian Exposition is a good example. (Figure 1) It had many similarities, and some differences, to the 1915 PPIE's Overfair Railway. The major difference, a significant one, is that the Columbian Intramural railway was an elevated, electric train. It was double tracked, about 3 miles long. It made almost a complete circuit around the Columbian's grounds, "reaching all parts of the grounds". (Figure 2 is a detailed map of the Exposition's southern half.) The Overfair Railway was restricted to two sides of the PPIE's acreage. Both systems had the same fare, 10¢ per passenger, and both railways ran at 8 to 12 miles per hour.

The major feature of the Columbian Intramural Railway was its pioneering use of electricity to provide its motive power, which was generated by the General Electric "World's Greatest Dynamo", located at the southeast corner of the track loop. (Buildings 5 and 10 in Figures 1 and 2). I haven't yet found specifications of that dynamo, except for an indirect mention of "two 800 kilowatt General Electric machines [at the Columbian Exposition], the largest available at the time"). The only reference to the trains' electrical system is found in the heading of Figure 1, "...Third Rail Trolley System, installed by the General Electric Co". Judging from a small, unreproducible photo, the trains seem to be the typical, full scale, standard gauge cars of the
elevated lines being constructed at that time in Chicago.

Another similarity between the Columbian and the Overfair Railways, but a regretful one, is that both systems suffered a huge financial loss in their operations. Although the Chicago line carried nearly 6,000,000 passengers, its revenue of about $600,000 was much less than its $1,000,000 cost. The Overfair's loss was about $250,000.

Le Exposition Universelle, Paris, 1889

The intramural railway at the Exposition Universelle, Paris, 1889, presented an impressive, picturesque sight as it went along the L'Esplanade des Invalides. (Figure 3). The locomotive was a tank type; its passenger cars were side loading with a low running board. Full-length curtains were tied back at each row of seats. A crewman strides importantly ahead, probably to warn pedestrians.

A short paragraph in a Wikimedia website gives a few technical specifications. The railway was 3 km long (1.9 miles), comparable to the Overfair's length. The track gauge was 600 mm (23-5/8 inches or ~24 inches). The locomotives were built by Decauville. The article says "some" of the locomotives were transferred to a narrow-gauge railroad after the Exposition. A link to that railroad's sites states that "three 0-4-4-0T Mallets ... [were] ex Paris Exhibition". Well, examining this photograph even in an enlarged view, one cannot distinguish clearly the locomotive's wheel arrangements due to lack of contrast/brightness in that part of the undercarriage not obscured by the stalwart crew man. So, it is uncertain whether or not the pictured locomotive was one of those 0-4-4-0T Mallet types. A zoomed out view of the locomotive shows the engineer standing in the cab. (Figure 4)

More examples of intramural transportation within World Fairs will appear in future issues.

>Unless otherwise noted in the text or captions, the material in this article is based on items from the Larson "Collection of World Fairs and Expositions, 1850-1940" in the Special Collections Research Center at the California State University, Fresno. Thanks to Don Larson and Adam Wallace for their advice and assistance in retrieving that material. Randy Vaughn-Dotta of CSUF's Digital Development Group provided the high quality reproduction of figures 1 and 3.

A picture of the General Electric "World's Greatest Dynamo" is at www.newberry.org/K12maps/module_17/gedynamo.html

Two other photos of a Paris Exposition 1889 train are found in the Library of Congress site at http://hdl.loc.gov/loc.pnp/cph.3c09483 and http://hdl.loc.gov/loc.pnp/cph.3c09484. These show the same view, but the consist of cars has a smaller car behind the locomotive.

The "indirect mention" about the GE World's Greatest Dynamo is at www.nicholascarr.com/bigswitch/excerpt2.shtml

Tractor and chipper on a flat car with Bill

UPCOMING EVENTS/PUBLICITY
Mary Ann Carnegie

March 13/14 work weekend
April 10 work day prep for Sunday run
April 11 Al Smith Day Run

Al Smith Day is fast approaching—the RSVP portion of invite is included; a complete invite is on the website. Please let all know of the event, and get your own RSVP returned ASAP. We’ll also need to call upon all of you to help out on several tasks that day in order to make it successful for all attending. New this year, we are offering a Junior Conductor Training [for kids 10 yrs or younger] throughout the day. Station Master, Fitz will oversee this, and upon successful completion of the course—a SPRR patch will be awarded.

However, between now and then, much still needs to be done in getting ready—i.e., tidying up, cleaning, organizing, etc., etc.. So come on over and lend a hand. See ya’ll soon.

In Memory
Dee Przemielewski
Ray Puck
Larry Rawson