ON TRACK with your Director

Ed Carnegie:

Continuing on last month’s saga of the bridge we finally received permission to commence work on stabilization of the bridge abutment on Tuesday, Feb. 8. Our crew of Fitz, Richard, Pete, Andy and myself started on Wednesday to make sure we were ready. The ranch crew installed the required silt barrier in Scotts Creek and maintained all the required mitigation measures. The contractor and crew arrived early Thursday Feb. 10 and got the crane and equipment set up. The driving of the sheet pilings started first thing Friday morning. By the following Tuesday morning the last piles were set and twelve 1 ¼” shear bolts were drilled and imbedded in the abutment’s foundation. Geoff machined the 4 x 5 x ¾ washers for the shear bolts. In total about 40 feet of sheet pilings were driven along the West and South face of the North Bridge abutment. Each of the pilings was driven to different depths each one ranging from 12-28 feet. We were also very fortunate to have the weather hold out, with only scattered showers one evening, but not a sufficient amount to shut the project down. The contractor’s crew stayed on site Saturday to work overtime to beat the weather. A week later I went back up to Swanton to check on the bridge’s stability. Upon surveying the abutments found that it had dropped another inch. This was mainly due to adjusting the load between the piles. The ranch team took a set of readings the following week and found no additional movement had occurred. So all in all everything has worked out very well due to all the great teamwork shown by all involved. Again, my special thanks goes to Brian Dieterick and the ranch staff that made the project so successful.

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Down Behind the Railway

With your President, air monkey, & car-barnist.

Reynold ’Fitz’ FitzPatrick
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My Fellow Swantoons:

The floral symbol of March is the daffodil heralding the beginning of spring. There are reportedly over 25,000 varieties in white, yellow, orange and even peach. (I thought peach was a fruit not a color – the things you learn.)

Daffodil comes from affodell which combined with the Dutch article ‘de’ became daffodil. Isn’t English a wonderful language – we steal from everyone.

The daffodils genus is narcissus, part of the Amaryllis family - Amaryllidaceae, which includes our old friend the ‘naked lady’ so called because it blooms in late summer after all but the stalk has died back leaving a tall stem with a flower at the top as counterpoint to the spring blooming of the daffodil.

The term narcissus may come from the Greek; either the myth of a boy way to pretty and in love with himself, or from the plant’s narcotic properties narkao-to grow numb which you probably are after reading this far.

This year Al Smith Day will be held on May 15th, rather than our usual April celebration, and the daffodils will be long gone. This change is due to the repairs and track maintenance necessary in restoring the right of way to ensure the safety of our guests and volunteers following the work involved in protecting the Carnegie Bridge from being washed into Scott Creek, and what a tale that is.

The Executive Board usually reviews our project list and sets priorities in the February meeting, however this year was anything but usual and the meeting was mostly devoted to recovering from the bridge work.

That doesn’t mean that the various projects evaporated, not by a long shot. I have listed about half of the ongoing and proposed projects below.
Many of them could use a champion – that could be you. We are also in need of new members so come on over and join in the fun and in the Swanton experience.

The University’s motto of; “Learn by Doing” and our ‘Teach what you know, learn what you don’t.”, are targets that we need to address. To that end we have set aside from work an hour following lunch on workdays to meet with new members to find what they might like to work on, what their desires are and even listen to complaints.

I don’t have a hard agenda for these meetings as we are volunteers, not employees who can be directed, so the meet will be ‘organic’. I envision a summary of the various projects, their importance to the railroad and operation and who is involved in each project.

For new members the questions are; what are your desires and skills? For we older members; what can you teach and who can you mentor?

We’ll try this for a few months and evaluate the results. Any suggestions are welcome.

Following is the list of some of the projects- you could be a hero with your name and picture in the newsletter. Lot’s of housekeeping,

Come on over, we’ll have fun.

Fitz

Roundhouse - paint the building and replace the gutters.
Car shop – Identity and organize car parts, add an air line to the workbench.
BBQ area - bury speaker wire and build a 4” high slicing board.
OSH caboose - replace floor, paint roof, and replace walk boards.
73 caboose - Insulate and finish walls, install shelving and paint roof.
Santa Fe caboose - repair toilet floor, finish enclosing elec cabinet and paint roof.
Fuel tanks – inspect and paint. Repair roof.
Install Pete’s billboard.
College Park Station – refinish benches and install water tower gauge.
Block and crossing signals, install north station semaphore.
Crawler – repair engine.
Rolling stock perform mechanical and cosmetic inspection. (Paint where necessary)
Keystone passenger car - complete rebuild and build trucks.
Handi-car – install off side counter weight and repair ramp release cylinder.
Build new steel frame tool/work car
New flat / passenger car
Restore Flat car to passenger car service
Drilling to anchor shear bolts

UPCOMING EVENTS/PUBLICITY
Mary Ann Carnegie

March 12/13  work weekend
April 9/10   work weekend
May 14/15
May 28/29  work weekend/Memorial Day

We will be sorry to not be with you for the March work weekend, but am sure you will find plenty to do while we learn how to hula—there will be NO demonstrations upon our return!

You will notice too that April indicates a work weekend, rather than the traditional Al Smith Day Event. It was decided at the Feb. Board Mtg. upon considering, weather, bridge stabilization, and timing, that Al Smith Day this year would be placed on hold until further verification of the bridge’s safety, etc. could be confirmed. May is a possible consideration for the event, especially since the workday doesn’t interfere with Mother’s Day. The 2nd Sat. [May 14] falls unusually late in the month. So, stay tuned for more details down the line. In May we also start back with our two work weekends a month. The 2nd one coincides with a 3-day holiday. Daylight savings will have also returned for longer days.

Saturday night work weekend dinners are still available for any one to host and showcase their culinary specialties—even if it only entails opening cans to heat something up—we’re all happy and appreciative campers. During the bridge repair work weekend we had all the interns/employees of the ranch participate in our Sat. night dinner. It was a grand evening of sharing and getting to know each other more. Hopefully many more of such fun evenings will be shared by many of you, so come on over to Swanton for some good times. ’Til then ALOHA!

MOVING SIDEWALKS AT WORLD FAIRS

Moving sidewalks were also used as means of interior transportation at World Fairs over a century ago. These horizontal escalators were utilized at the 1893 Columbian Exposition in Chicago and at the Universelle Exposition of 1900 in Paris.

Figure 1, “Whale-back” ferry approaching pier at the World’s Columbian Exposition, Chicago, 1893. Image from the Brooklyn Museum Archives, Goodyear Archival Collection

The Columbian Exposition was located along the shoreline of Lake Michigan and about 8 miles south of the city’s center. Ferry boats were one way of bringing people to the Exposition from the city’s center and from its north side. These boats disembarked their passengers at the far end of a 2,000 feet long pier jutting out into the lake. A continuous loop, moving sidewalk then brought the boats’ passengers to the Exposition grounds where they could board the elevated, intramural railroad, or walk, to their destinations within the grounds. (Figures 1 and 2) A contemporary article describes the arrangement.

Reminder:

Membership for Swanton Pacific is being accepted. See attached membership form.

In the Caboose

With your Historian
Lou Haughney

ORCHARD SUPPLY
SHORT LINE
THE WONDERFUL MOVING SIDEWALK

For those who come by the lake route, and for others who prefer to sail on land, there is the movable sidewalk, seating 40,000, and extending out on the great pier 2,000 feet into the lake. The view of the grounds from the end of the pier is superb, and as one can ride as long as the fancy dictates for one five-cent fare, it is deservedly popular. The construction of the moving sidewalk with its endless chain of seats was not alone for fun, but fact, and to demonstrate its wonderful possibilities for the transportation of great masses of people. The line, which is operated by electricity, has a capacity of 240,000 passengers per hour. There are three endless platforms, forming a loop at each end. The first is stationary, the second at 3 miles per hour, and upon it one steps in a natural walk but without experiencing any jar or shock; from this he steps to the third platform, moving three miles faster that the second, or at a total of six miles per hour. This third platform is entirely filled with cross seats. The moving platforms are carried on ordinary railway wheels and track and constitute one of the most interesting attractions on the grounds.

{From The Review of Reviews, Vol. VII, No. 41, New York, June 1893; TRANSIT FACILITIES IN CHICAGO AND ON THE FAIR GROUNDS, by Henry Haven Windsor, Editor of the "STREET RAILWAY REVIEW"}
The Universelle Exposition of 1900 in Paris was spread over two broad rectangular areas about \( \frac{3}{4} \) mile apart that were connected by a narrow strip along the Seine River. It was built on the same grounds as the 1889 Universelle Exposition; only the Eiffel Tower remained from the earlier Exposition. The Paris moving sidewalk (trottoirs roulant) had nine stations located along its 3.5 kilometer (2.2 mile) length. Like the Chicago system, the Paris moving sidewalk also consisted of three stages. (Figures 3 and 4) A stationary lane on the right side allowed the passengers to step onto the middle lane, which moved at a comfortable speed of 4 km/hr (2.5 mile/hour). Those passengers in a hurry could then step onto the third, left-most lane, which was speeding along at 8 km/hr (5 mile/hour). Riding the fastest lane, one traveled from one end of the route to the other end in 26 minutes. The capacity of the moving sidewalk was 14,000 people! It was built on an elevated viaduct, 7 meters (23 feet) high (Figure 5). This latter photo raises an interesting question. The underside of the moving sidewalk is depicted on the right side of the photo. Its upper side then extends in a band across center of the image, where the passengers are seen looking over the street scene. However, on the left side of the image is another elevated track with what appears to be the end car of a train. That train car looks very much like those used on the Deauville Railway of the 1889 Exposition Universelle. Unfortunately, the train’s locomotive is not visible. Was that 1889 intramural railway still operating in the 1900 Exposition? Or, was it just an urban elevated train serving that part of Paris? A horse-drawn, double deck omnibus is visible on the lower right of the image, plus many horse carriages and carts. Quite a montage of transportation means in 1900.

The designer of both systems was the American engineering team of Schmidt and Silsbee. The theme of International Exhibitions at that time was to show the great advances in manufacturing, transportation, and quality of life that were occurring during those years. The moving sidewalks were one obvious and popular demonstration of the application of electricity for providing large amounts of energy. And, I thought that the moving sidewalks of our modern airports, one lane only, are a recent advance in moving people.

References and Comments:

1. The article describing the moving sidewalk at the Chicago Columbian Exposition was found in the archives of the Donald G. Larson "Collection of World Fairs" at the Special Collections Research Center of the State University of California, Fresno. Thanks to Don Larson and the Special Collections staff for their help in researching this material.

2. Most of the material on the 1900 Universelle Exposition is based on an article in French, "Les trottoirs roulants de l'Exposition " in the La Revue Scientifique, 4e serie, tome XIV; No. 24, 26 Maie 1900. This article was retrieved by "gloubik Sciences"; it can found at the latter's website http://www.gloubik.info/sciences/spip.php?article33. This article contains a brief history and much technical information about these moving sidewalks. Unfortunately, my high school language lessons of many years ago have become quite dim and are not now adequate to provide a complete translation.

3. The intramural railways at the 1893 Chicago Exposition and the 1889 Paris Exposition described in more detail in the SPRS Newsletters of March, June, and July, 2010.