

RIDING RAILWAYS NEWSLETTER



Grand Scales
Quarterly

JUNE 2007

LETTERS

As many of you know who follow the developments of our Grasshopper Shortline Railroad, we have been in the process of adding to the mainline for a few years. This last Saturday morning we dropped into place the last 3 sections of our welded-steel trussed bridge. This effectively closes the 2 loop on the railroad, or it will be closed this Saturday when we get the rail laid.

This last job was made easy for us by the volunteer efforts of both a good friend and neighbor who is a contractor, and volunteered to bring over a large excavator to drop into place the 3 sections.

All welding on the bridge was done by Bob and me. Since he is retiring at the end of this month, we took a welding class a few months ago, and the bridge is the first product of our efforts. Our instructor visited one Saturday and said we was doin' good....

The whole new loop would have never happened if it were not for the loyal members we have who have contributed their valuable time. Many thanks to all.

For those interested, the 3 sections total around 40' long, and is 6' wide. The mainline will now be approximately 3500' long

To all, Thank you for being our friends, and for your interest in the Grasshopper Short-Line Railroad. Our next invitational run will be the 1st weekend in November, 2007.
Don and Wanda Orr



Visit http://www.arborwayrailroad.com/2007_convention.html for more info on the convention.



Regarding our new windmill. It's a Wingard, all aluminum, with stainless hardware. Should never rust. It is 33' tall with 6 foot wide blades. For \$690 more I could have made it functional but it's more for our western town area we are planning and is really great for wind direction and intensity. Also hope to add another 18'x65' to our train barn this summer too. And by the end of next summer should have our old western town in place.

Cheers

Dave Hemp

<http://www.dochemp.com>

Some exciting news. Long story short, we are going to be moving a 130' long x 20' tall x 16' wide bridge that was built in 1911. We found out about it and inquired to the Illinois Department of Natural Resources as they were giving it away with funds to help move it. We have a water way in the back 40 acres that needs to be crossed and figured it would literally take 10-15 years to even get the funds and construct the bridge. But we have it and now the work begins. We are going to work with the Army Reserve Engineering Corp to at least lift the bridge for free for us. Then we have to have it moved and the installed. It was originally an automobile bridge - little did the designers ever dream a Grand Scale RR would be crossing it. It will take us some time as we are in search of more rail and don't have enough to get back there yet, but we will.

Thanks for your contribution to the hobby as always.

Dave Kessinger

<http://www.americanfarmheritagemuseum.org/>



Steve Reedy of the **Reedyville Railroad** (15", California) sent in this photo of their new trestle. Steve reports that it took two years to build. It sure is a beauty. Well done Steve! Visit their web site to learn more: <http://www.reedyville.com/railroad/agora.cgi>.



PRICE REDUCED!

COMPLETE 7.5" TRAIN FOR SALE

Includes: 2 Plum Cove Box Electric locomotives, 2 flat cars, 2 gondolas, 1 box car, 1 lighted caboose, 600+ feet of track and ties, some connectors, screws. One of the locomotives includes a sound system. **Complete train \$6,580** (was \$8950) or 2 three-car trains for \$3400 each. Equipment is located in north Florida pan handle. **Contact John Gilbert 850-547-3889**. May be interested in a trade.



NEWS FROM AROUND THE WORLD

From *The Washington Times-Herald*:

City searching for train operator

After problems finding a train for Eastside Park, the city now has another problem — finding someone to drive it.

No proposals have been turned in at the Washington City Council meeting Monday to operate the miniature train for the city.

“We’re really looking for someone to run it, maybe make some money at it and have some fun along with it too,” Washington Mayor David Abel said.

The operator of the city’s old park train, Blaine Kalberer, said he would not operate the city’s new train. His father, “Kal” Kalberer, donated the old train that was lost in the bankruptcy of a Pennsylvania restorer. The current train was purchased in the bankruptcy settlement for \$5,000.

Parks Superintendent Kip Kelley said the operator would have to work weekends and some weekdays. Park employees will be working the train this weekend and during the upcoming Fourth of July celebration, but there is a shortage of manpower, Abel said.

“We don’t have the personnel to run it all the time,” Abel said. “We’re going to try to run it during the Fourth of July. It will be hectic, and we’ve got one employee who’s injured.”

Also not being used at the park is the concession stand. After being asked by Council member Steve Dyer, Kelley said the person who operated the stand opted out of

the contract this year, and no one else has bid on the stand.

New Web Site

The *Weston Miniature Railway* (7.5”, UK) invites you to visit their web site at <http://www.westonminiaturerailway.co.uk/>

From the *C and G News*:

Tauber gift takes zoo visitors for a ride on the wild side

\$750,000 donation will pay for railroad renovations

By Mary Beth Almond
C & G Staff Writer

When patrons sit down for a ride on the Detroit Zoo’s train this summer, they can thank the Tauber family of Bloomfield Hills for making it possible.

Joel and Shelly Tauber recently donated \$750,000 to the zoo to preserve the train — a symbol of the zoo’s rich heritage.

The Detroit News donated the first train — a replica steam locomotive with passenger cars — in 1931 to help the zoo survive hard times during the Great Depression. The train carried 10 million passengers before becoming obsolete in 1948.

In 1949, Chrysler Corporation designed, built and donated the first of the diesel-powered trains — modeled after the fast, aerodynamic streamliners of that era — along with two more locomotives in 1950 and 1951. The trains went out of operation in 1980 for repairs and returned to service in 1984.

In 2001, DaimlerChrysler

donated modern, computerized, emission-control engines to upgrade the trains’ drivelines. They currently run on unleaded gasoline — about 11 gallons per day — and tune-ups are easier due to computer diagnostics.

As a child, Joel Tauber loved riding the train at the zoo, and he decided to bring his children and nine grandchildren over the years to enjoy the same experience. Also a member of the Detroit Zoological Society Board of Directors, Tauber described the train as a great gathering place for families and kids, saying that it brings everyone together to create lifelong memories.

“I wanted to assure as best as I could that the train would continue on and — not for the foreseeable future — ever be cut off again,” he said.

The zoo’s Chief Advancement and Administrative Officer Greg Harris said the current trains — which include three engines and 14 cars — have carried about 30 million passengers.

“Things wear out, and we’re to the point now where the train needs some refurbishment, as well as the tracks and the tie. A lot of the rail track and the ties have not been replaced for decades,” he said.

The Tauber family’s donation will cover half of the cost of the \$1.5 million Detroit Zoo railroad renovation project, which includes a refurbishment of the train, replacement of the tracks and an endowment for the railroad. Harris said the zoo has already begun efforts to secure the additional \$750,000 needed to complete the project.

“We are absolutely thrilled

that the Tauber family has decided to make a personal investment in this project," said Harris. "It's a significant contribution."

In recognition of the gift, the Detroit Zoological Society renamed the train the Tauber Family Railroad.

"We would hope that because of our gift, millions of future zoo guests from a broad cross-section of our metropolitan community will be able to enjoy the Tauber Family Railroad," said Tauber.

The Tauber Family Railroad takes passengers to and from the Main Station near the zoo entrance and the Africa Station at the farthest

corner of the zoo. The train is open daily during regular zoo hours May-September and weekends only in October, and costs \$2 for a one-way trip. Those planning to ride the train 10 times can purchase a Ride the Wild Train Card for \$16. The zoo offers a Tender Seat package — which includes a ride with the engineer in the tender seat, an official cap and a photo taken in the train's historic engine compartment — for \$12 per child or \$20 for two children or a child and an adult.

Having been a Detroiter his whole life, Tauber said he wanted to do something to help build the city of

Detroit and the metro Detroit area.

"My philosophy is, if everybody who can (do something) actually does something, then slowly you begin to rebuild. Eventually, through philanthropy and good government, Detroit will return to some of its former glory," he said.

NEW SOURCE FOR 7.5" CARS

Tin Man Trains is now producing steel cars for the hobby. You can learn more by visiting their web site at <http://www.tinmansheetmetal.com>.



The photo above was taken during the first ever Narrow Gauge Train meet at **Train Mountain** earlier this year. More photos and info will follow in future issues.

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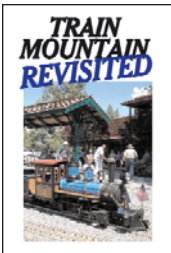
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GIFT SHOP

NEW DVDs and More!

TRAIN MOUNTAIN REVISITED

The 2006 TM Triennial was even larger and more spectacular than in years past. This program takes us back to Train Mountain to enjoy this world class event. Surprise footage features the world record setting operations! **\$29.95**



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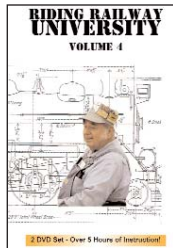
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ABC's of Tender Building –Don Orr
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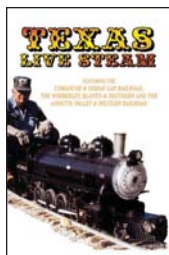
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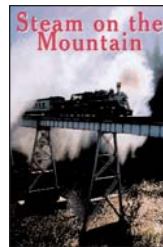


Come on y'all and visit three of the nicest 7.5" gauge railroads in the glorious state of Texas! You'll be impressed with the size and quality of Nick Edward's newly built **Wimberley**

Blanco & Southern. You'll learn about large scale Operations at Roy Pickard's down-home **Comanche & Indian Gap**. And you'll really enjoy the welcoming atmosphere at Terry McGrath's **Annetta Valley & Western**. A must for Texans and for anyone interested in seeing how live steam railroading should be done. **\$29.95**

STEAM ON THE MOUNTAIN DVD

There aren't many places left where a steam engine can be seen working on the very rails it did when it was brand new. In **Steam on the Mountain** you'll see a 1914 Baldwin Mikado working the same grades in the shadow of the same mountain it saw over ninety years ago. You'll ride in the cab with the engineer and the fireman as they reign in the power of a loud, bucking "iron horse". You'll see close-up shots of the power-



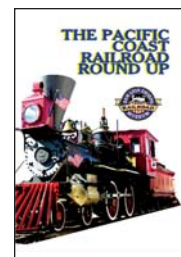
ful drive rods and steel wheels. You'll enjoy the dramatic scenery and hearing the engineer describe what it's like to run a steam engine over a railroad he has worked on for decades. And there is no sound in the world like a lonesome steam whistle echoing through the pine trees.



DVD **\$19.95**
 Companion Audio CD **\$9.95**

PACIFIC COAST RR ROUND UP DVD

The Pacific Coast is a private railroad on the Central California coast. It is opened to the public only once each year, as a fund raiser for the San Luis Obispo Railway Museum. This DVD takes you aboard the charming narrow gauge train. It features vintage steam engines (including the one that was in the opening shots of Dr. Quinn, Medicine Woman TV show with Jane Seymour). The coaches are genuine Disney coaches - the first coaches to be used in service at Disneyland. Great for railfans, narrow gaugers, families, Disney enthusiasts and anyone else who would just enjoy a good show. Approx. 1 hour with bonus features. **\$19.95.**



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