

RIDING RAILWAYS NEWSLETTER



Grand Scales
Quarterly

OCTOBER 2007

Hello and welcome! We have quite a few new readers and would like to welcome them aboard as well. Before we begin this issue, I would like to tell our friends in Southern California that you have been in our thoughts and prayers. We hope that you have been kept safe from those horrible fires that have ravaged the south state.

We have been receiving a great many calls, and rightly so, about your subscriptions. So between you and me, let me answer your questions: Are we still publishing *GSQ* and the *7+RAILROADER*? Yes, we are. And yes, it has been quite some time since you last received an issue. I am very sorry for this. We are currently in the middle of a reorganization. . . meaning that the magazines aren't, and haven't been for some time, bringing in enough money to pay for themselves. Greg is currently working an outside job and we are using funds from other video projects to get things back on track. Once we are able to do so, both magazines will be back in print. Don't count us out. We're not going anywhere.

As always, these publications have been a labor of love for us. We still love it but have to raise money to continue printing. And no, the subscriptions alone do not come close to what it actually costs to print and distribute the magazines. We don't have a big company behind us, paying our bills or supporting our family. It's just us. So we respectfully ask that you continue to have patience with us. You will indeed receive every issue for which you've paid. And before too long, our publication schedule will be on schedule.

Regards,

A handwritten signature in blue ink, appearing to read 'Susan', written over a thin blue line.

PS- A sincere thank you to those who have called and written with supportive words. We so appreciate our friends!

**Have YOU
enjoyed one of
our DVD programs?**

If so, we would love to hear your comments and to use them on our web site and in our marketing. If you are interested in sharing your thoughts, please send me an e-mail (mainline@sunset.net) with permission to use your comments. Please also indicate if we can use your name, City and State. Thank you!

SUNDAY IN THE PARK WITH STANLEY

BY L. ANDREW JUGLE

It was a partly-sunny day in July, 1958. Stanley W. Bielski was fresh out of high school and had just spent his hard-earned money on a brand-new Retina IIIC camera with an f 2.0 lens. His friend with the car was John W. Andreeson, who much later would distinguish himself in CERA, the Central Electric Railfans' Association. The far northwest-side Chicago residents decided to exercise the new camera on a shared favorite subject: trains.

They set off for **Kiddieland** in nearby Melrose Park. There, on Sundays, the park ran double headers of their Chicago & North Western Railroad Diesels and live-steam trains to handle the large crowds. After getting permission to crawl about in places the public didn't go, they shot up a roll of slide film of their favorite subjects.

Hearing of the recent return of another live steam train in far away Elgin, Illinois, they hopped in their car and rushed off to record the **Hoot, Toot and Whistle**

Railroad. On their way west on U.S. 20, they happened upon the opening of another train, the **Storybook Park Railroad** in Medinah, Illinois, just west of the famous Medinah Country Club Course Number 3. Here they started another roll of slide film. After a visit at the **Hoot, Toot and Whistle**, they returned to **Kiddieland** in the waning light to capture more images of their favorite trains.

Life goes on. Years pass, people move, interests change. Stan's favorite toys become theater organs. An avocation turns to a vocation and Stan moves to Valhalla, New York, and builds and maintains organs throughout New England for 43 years.

In January of 2002, Stan reads and reminisces of his early interests via the *GSQ* and *TCA Quarterly* articles of *Pipedreams and Miniature Trains*. At the April, 2002 Eastern Division TCA Meet at York, Pennsylvania, Stan

meets me, the author of this tale and purveyor of Pipedreams. He knows somewhere there are slides he took, and how happy he was with how they came out. And, as per my request for photos in the articles, he would try finding them in his long lost storage of "stuff".

In May of 2006, Stanley was on his way back to Chicago for a convention of mechanical music aficionados. He had found his pictures along with some of The Hub roller rink. Would I scan the Hub pictures, he asked. Sure, I said, and was blown away with the shots from the train journey on that partly-sunny day in 1958. He has agreed to share them with **GSQ**. All pictures here are Stanley W. Bielski's and are shared with his permission, except the ones of Stanley and his lovely wife Maryellen at **Kiddieland**, taken by the author, when I took them to visit the magnificent Wagner Northern during recent boiler inspection. Stanley still has his Retina IIIC, runs live steam 1 inch scale, a Fairmont speeder (12" to the foot) and still has many Pipedreams to share.



3) Completing far loop, to west was North Avenue Outdoor Theater, on Fritz land leased to theater. Train had 13 cars, carried 110 passengers. Drive-in gone in mid 1980's. Now college parking lot and open land.



1) Wagner Hudson built 1938. Cars built 1938 for **Kiddieland**. Hudson now at **Hesston Indiana Steam Museum**. Wagner Northern built 1950 for Kiddieland. Still running every Sunday. PTC roller coaster, 1949. PTC Carousel, 1908. (Under dome) Hudson engineer this run, Art Fritz.



4) Roller rink in sunset, G-16 "Transcontinental" No. 514 delivered in 1949 and "C" unit No. 704 delivered in 1953. Train consist was 12 cars, carried 144 people. All MTC equipment still running. Roller rink now a car wash.



2) Lake Arthur, with steam train. Ride in 50's was about two miles long. Lake Arthur was named for Arthur Fritz, owner and developer of park, acquired in 1929. This area now a drainage pit for Triton College athletic fields, draining to Des Plaines River about 600 feet east.



5) Diesel approaching primary loop, behind driving range fence. Present trains run on loop just short of a mile on original loop laid in 1930's. Whole railroad is 14 1/8 inch gauge, exact quarter scale. MTC is 1/5 scale while Wagner built trains to no scale, but to "look good". Driving range closed in 1990's. Now a lawn.



6) London Bridge crossing rivulet feeding Lake Arthur. Railroad was blocked for six sections. At times, four trains would run with fully functioning signals. Art Fritz loved his trains.



7) Wagners with head engineer Chris, who was with park for over 40 years, retiring in the early 1990's. In 2005 at age 95, he visited after Northern was rebuilt to run again. He was thrilled.

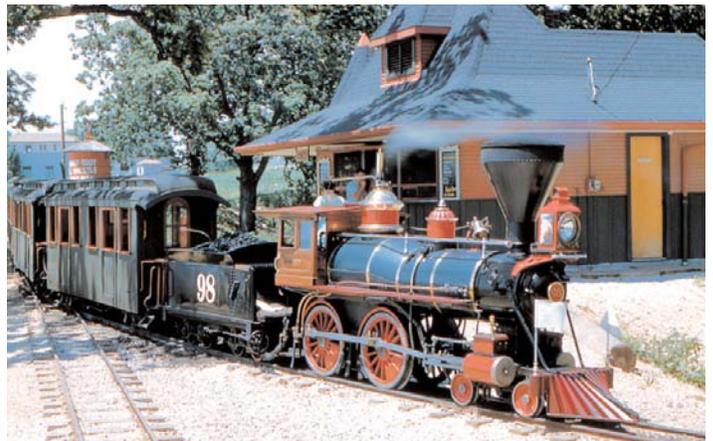


8) No. 9 Arrow at **Storybook Park**, Medinah, Illinois. This is believed to be first No.9 Arrow built after supplying **Disneyland** with their *Casey Jr. Circus Train* based on *Ward Kimball* design. This was their only Candy Cane train built. 30 inch gauge. Park became **Adventureland** in 1962 and train was eventually operated by author in late 1960's.

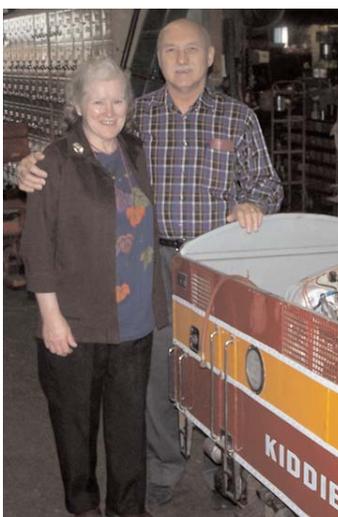
Park gone 1977. Train sold in Texas on eBay in 2003. Whereabouts now, unknown.



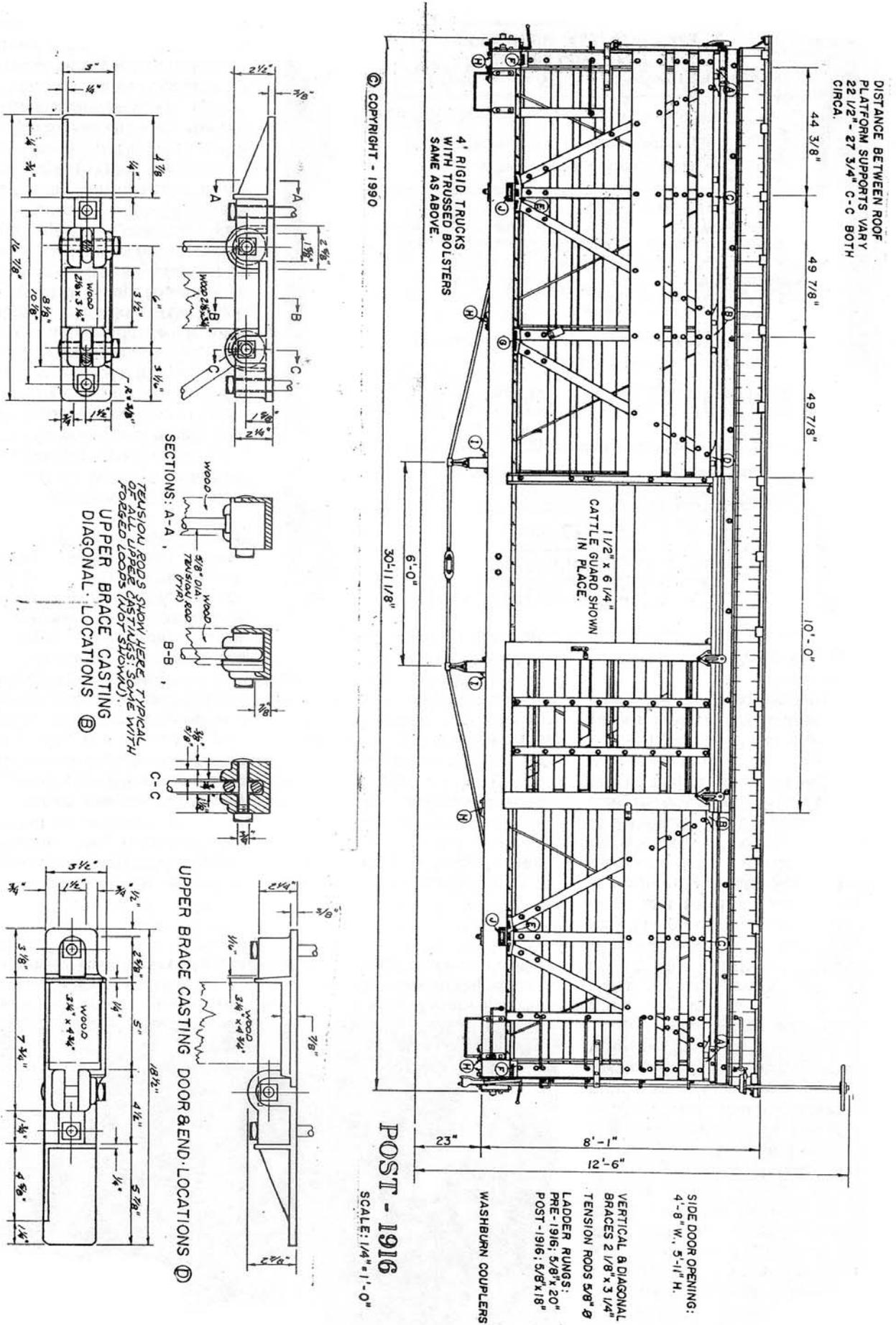
9) Robert Buchmann was a hardware store owner in Elmhurst, Illinois. He retired to his hobby/business the **Hoot, Toot and Whistle Railroad** in August, 1957, after commissioning No. 98 to be built by the Norman Sandley Works in The Dells, Wisconsin. It was operational on July 4th, 1958.



10) After 20 years in Elgin, No. 98 went to the 1988 HemisFair in Knoxville, Tennessee, to a zoo, then to **Old Wakarusa** in Indiana. It is now running as the *Delton Schrock* at the **R&GN** in The Dells, Wisconsin, back home again. This station still stands. This train has a long story in itself.



11) Stanley and Maryellen with G-16 No. 514, in for 2006 tune-up and replacement of cracked axle. This train entering 57th year of operation. Park is scheduled to close in 2010. The land is too valuable. The family ownership is in third generation. Kiddieland is the last of more than 40 Chicago area amusement parks that have vanished since WWII. Railroad to be sold at auction.



DISTANCE BETWEEN ROOF
 PLATFORM SUPPORTS VARY
 22 1/2" - 27 3/4" C-C BOTH
 CIRCA.

4' RIGID TRUCKS
 WITH TRUSS BOLSTERS
 SAME AS ABOVE.

1 1/2" x 6 1/4"
 CATTLE GUARD SHOWN
 IN PLACE.

© COPYRIGHT - 1990

POST - 1916
 SCALE: 1/4" = 1'-0"

SIDE DOOR OPENING:
 4'-8" W., 5'-11" H.

VERTICAL & DIAGONAL
 BRACES 2 1/8" x 3 1/4"
 TENSION RODS 5/8" Ø
 LADDER RUNGS:
 PRE - 1916; 3/8" x 20"
 POST - 1916; 5/8" x 18"

WASHBURN COUPLERS

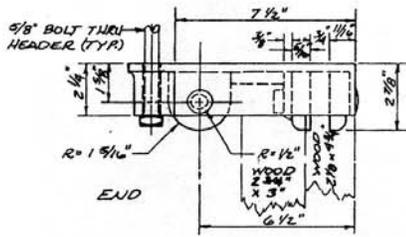
SECTIONS: A-A,

B-B,

C-C

TENSION RODS SHOW HERE TYPICAL
 FORGED LOOPS (NOT SHOWN)
 UPPER BRACE CASTING
 DIAGONAL LOCATIONS

UPPER BRACE CASTING DOOR BEND LOCATIONS

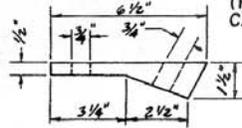
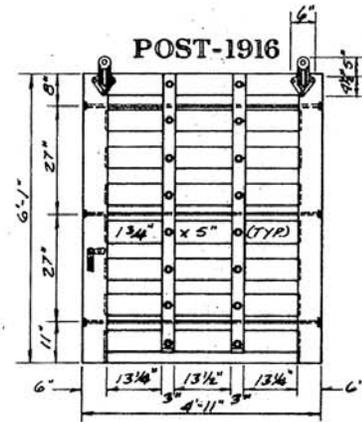


NOTES:

ALL PIECES OF CAST IRON.
LOCATION · QUANTITY PER CAR

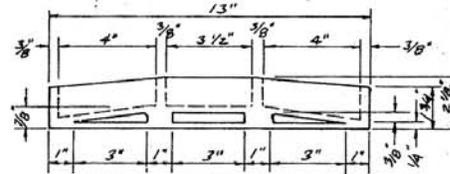
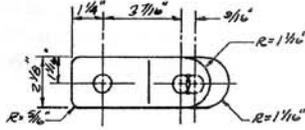
A	2 RIGHT, 2 LEFT
B	2 RIGHT, 2 LEFT
C	4
D	4 RIGHT 4 LEFT
E	4
F	2 RIGHT 2 LEFT
G	4
H	12
I	4
J	4

ALL BOLT 5/8" · VERTICAL; THRU HEADERS · LENGTH VARIES · SEE DETAIL SHT. 3 of 4 · HORIZONTAL (FASTENING TENSION RODS) CARRAGE TYPE · LENGTH 3 1/2" ·

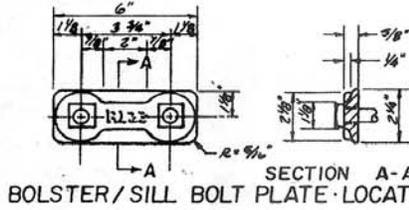


TENSION ROD WASHER DOUBLE · LOCATIONS (H)

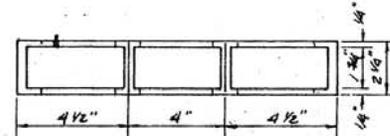
TENSION ROD WASHER SINGLE · LOCATIONS (I)



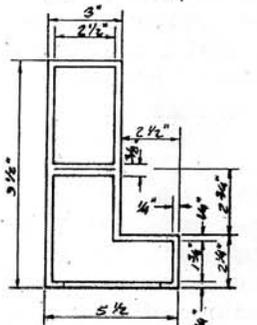
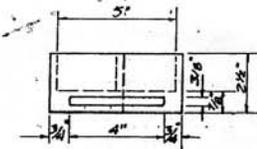
LOWER BRACE CASTING 3-WAY · LOCATIONS (E)



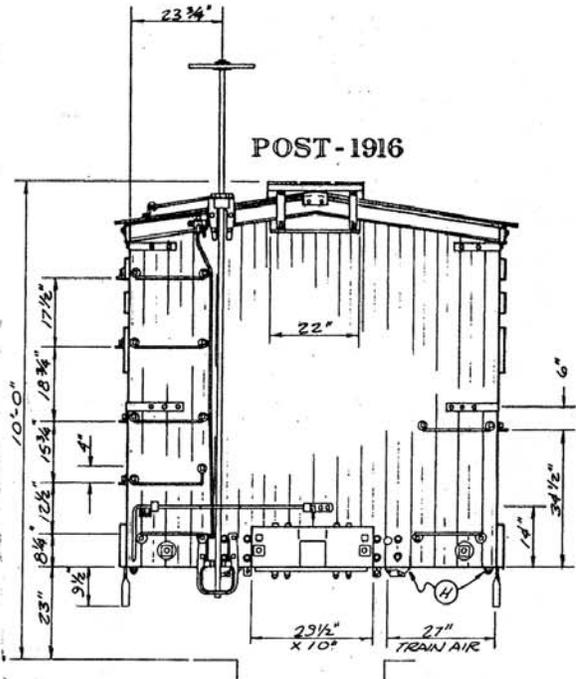
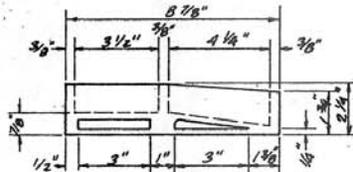
SECTION A-A BOLSTER/SILL BOLT PLATE · LOCATIONS (J)



LOWER BRACE CASTING 2-WAY · LOCATIONS (C)



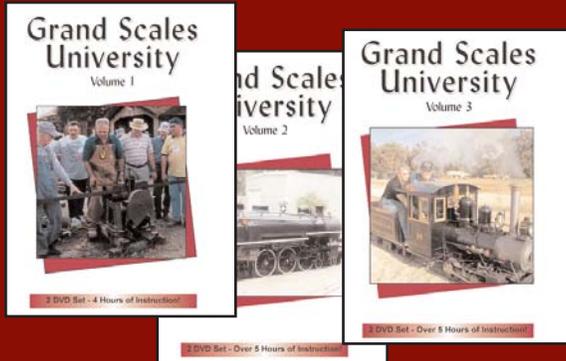
LOWER BRACE CASTING CORNER · LOCATIONS (F)



SCALE 1 1/2" = 1'

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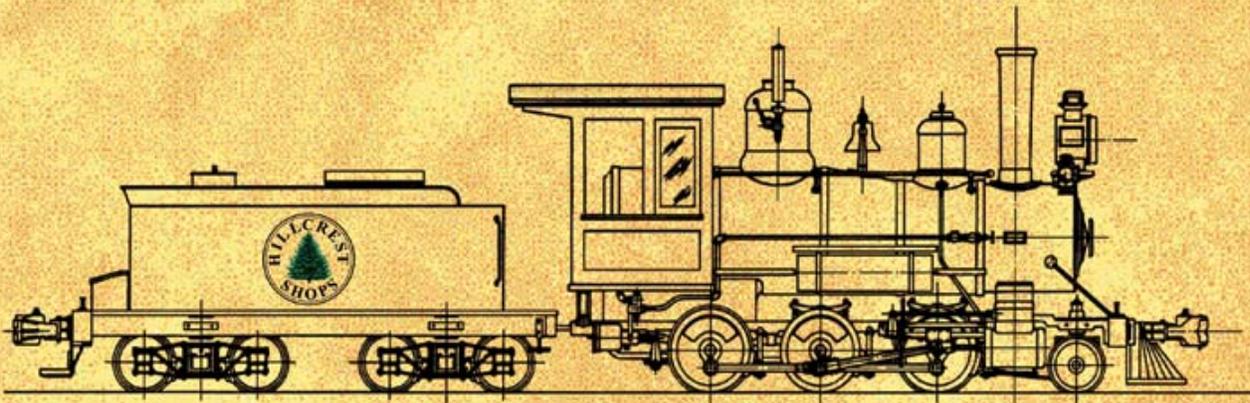
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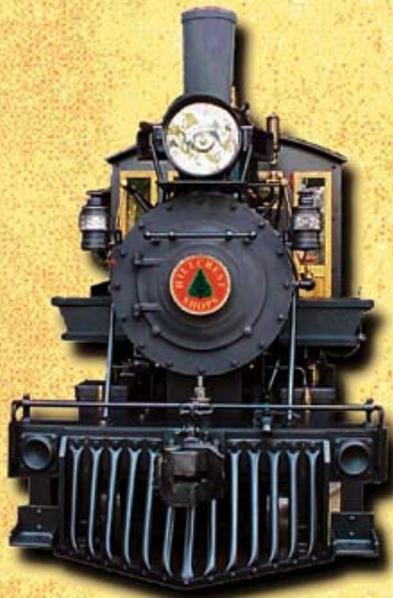
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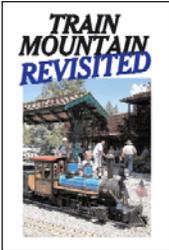
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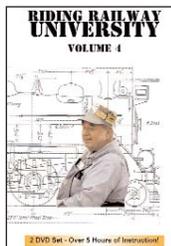
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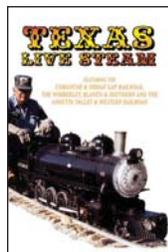
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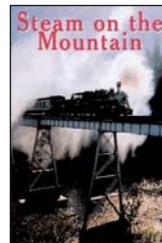
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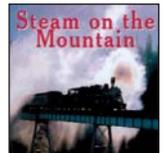
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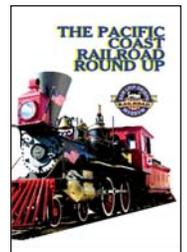


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