

RIDING RAILWAYS NEWSLETTER



Grand Scales
Quarterly

APRIL 2008

Greetings from sunny California! Spring has certainly sprung! Flowers are in bloom, birds are singing, and allergies are raging!

This month we have a new article on the Denver Zoo. Join Skip Turner as he takes you for a ride on the Pioneer Train. Also, check out photos showing how Rod Plaisted builds his electric cars. His photos show how you can economically build to any scale. And finally, we have some news items for you.

We are still working on publishing both magazines. As mentioned before, we are working hard and have not forgotten our responsibility to you, or our love for the hobby. Thank you for your continued patience.

Warm Regards,

DENVER ZOO PIONEER RR

BY SKIP TURNER

In April of 1994, a new rail-roading tradition was begun at the Pioneer Train Ride at the Denver Zoo. For many years the Denver Zoo Pioneer Railroad had been located at the west end of the zoo. But with the construction of the Primate Panorama, the train ride had to be moved to a new area.

After a year of construction, the new Pioneer ride opened on April 14, 1994. The 1/8th mile perimeter of an existing park/picnic area was chosen as the layout for the train excursion. Upon leaving the depot, the train passes in front of the Primate Panorama exhibit. It then crosses a single span bridge where riders can observe many free flying waterfowl and our flock of American and Chilean flamingos. The train passes the aviary that houses two bald eagles and the Andean Condors. After the pedestrian path, the train proceeds up a 3% grade that reaches a 60-foot radius curve in front of the Pachyderm Habitat. This tight radius curves necessitated a special locomotive and our articulated 5/12th



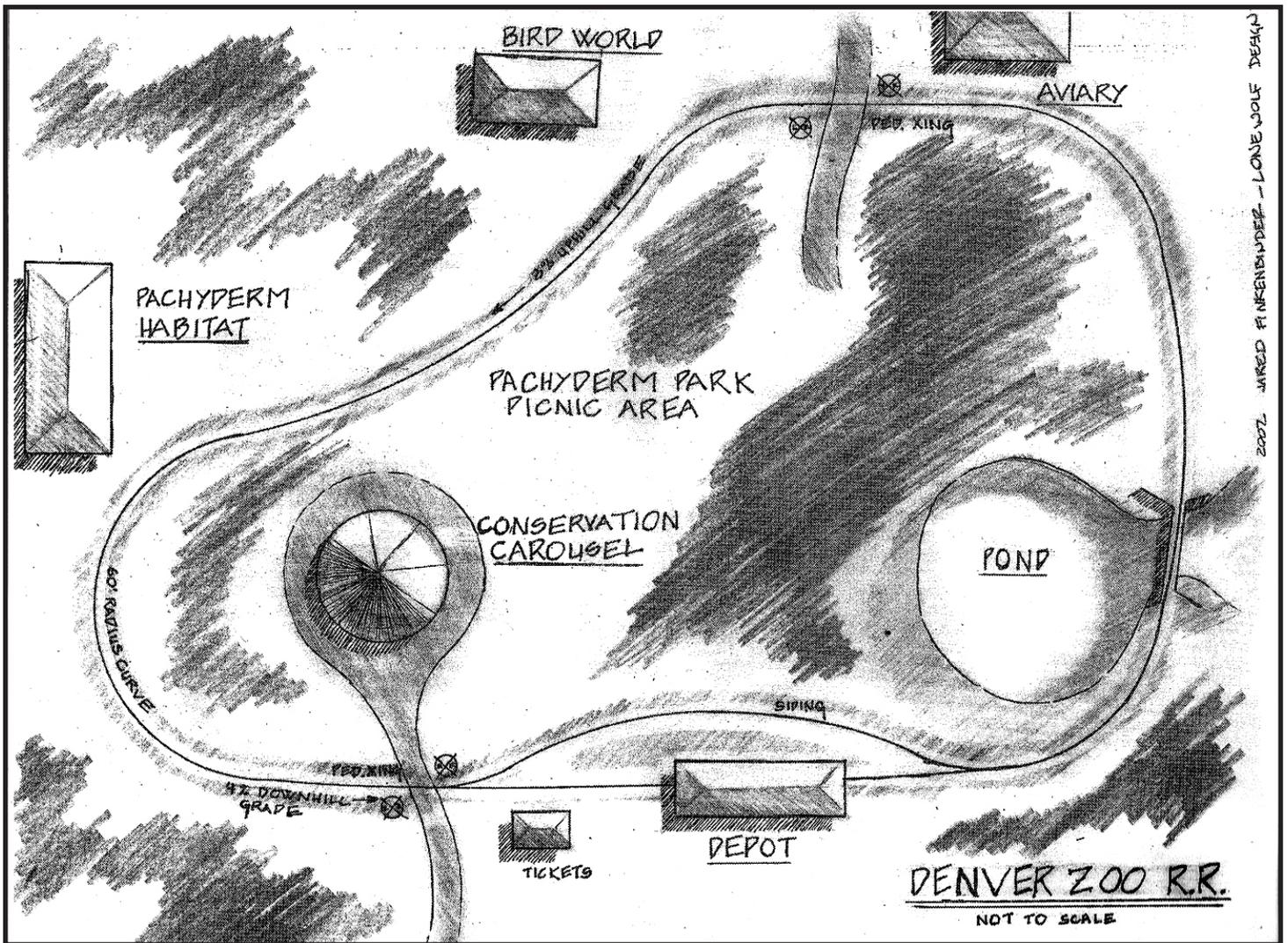
scale model of an 1878 Mason-Bogie 2-6-6 steam locomotive fills the bill perfectly. Let's finish the ride and then I'll tell you more technical facts about our train.

The curve straightens out into a 4% downhill grade that brings us across the walkway that leads to our Conservation Carousel and into the depot. Approximately

250,000 riders enjoy the pioneer train each year. Tickets are \$2.

Uhrich Locomotive Company, located in Strasberg, Colorado, built our 2-6-6 Mason-Bogie locomotive. This particular engine, being both historical and practical, took one year to construct. A Ford four-cylinder motor that is fueled by natural gas powers the locomotive. The gas tanks, cleverly mounted in the front boiler area, holds 2,500 pounds of natural gas that will fuel the train for up to five days.

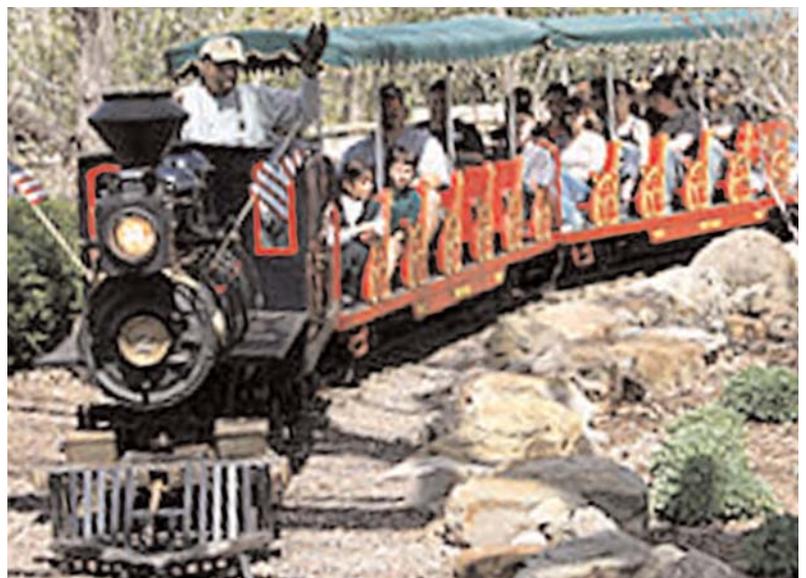
The mechanical drive provides power to the rear axle. Side rods provide power to the other two sets of wheels. The four Allen Herschel passenger cars



were converted to 15" gauge with independent air brakes to each truck. They also have automatic couplers. Urich Locomotive Company did all the work on the engine and cars. The combined weight of the unloaded train is approximately 10,800 pounds. The locomotive is 6,000 pounds and the six seat passenger cars are 1,200 pounds each.

The train travels over a track consisting of 3/4" crushed granite ballast, with treated 30x4x4 inch ties. The 12lb rails are secured with 3 inch spikes. The switch stands are #6s at each end of the siding track that runs next to the depot.

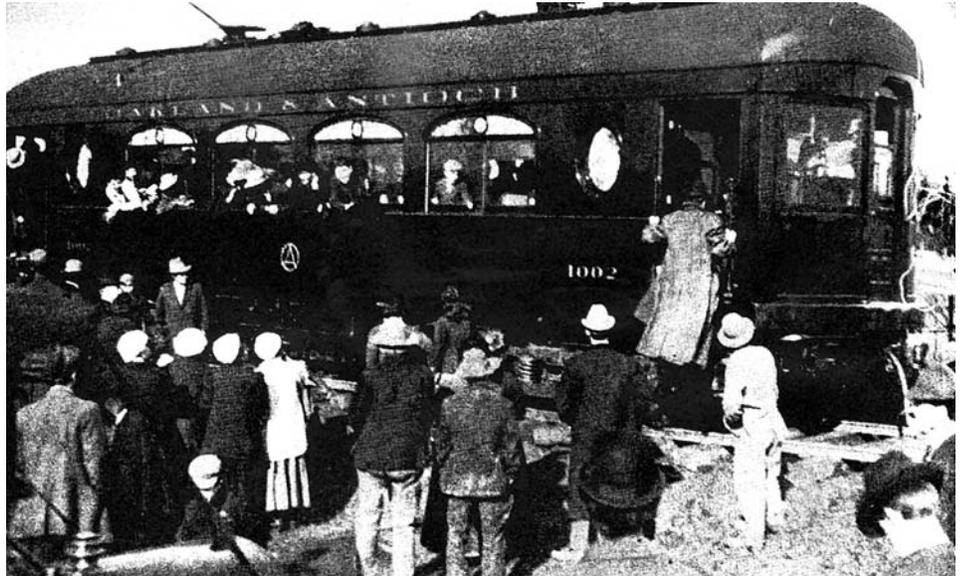
Many families, with many generations, young and old, have enjoyed a railroading experience at the Denver Zoo. The ride is open all year long, weather permitting.



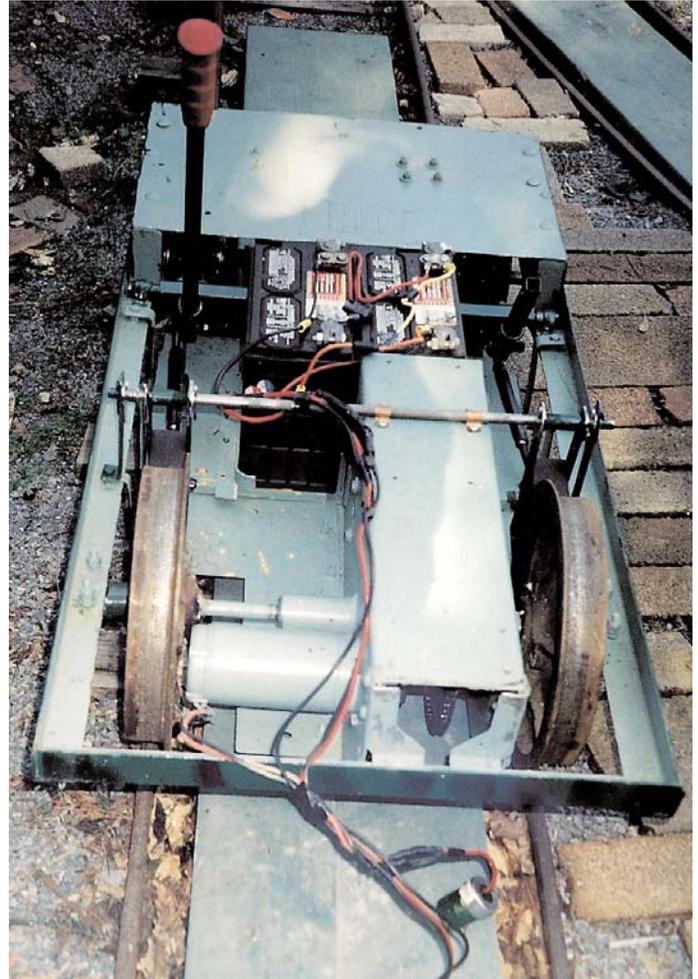
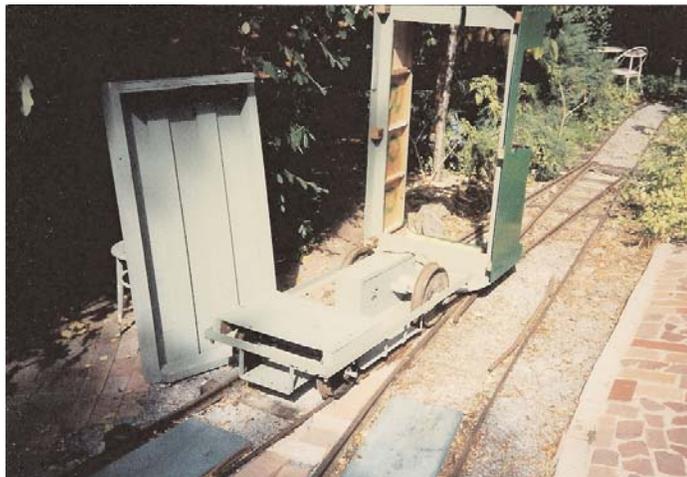
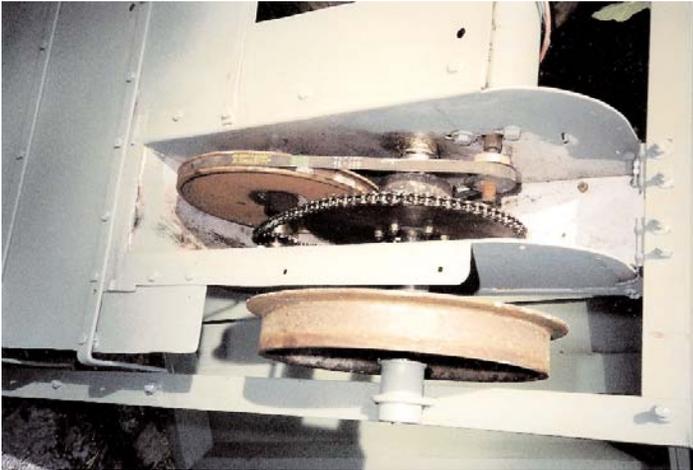
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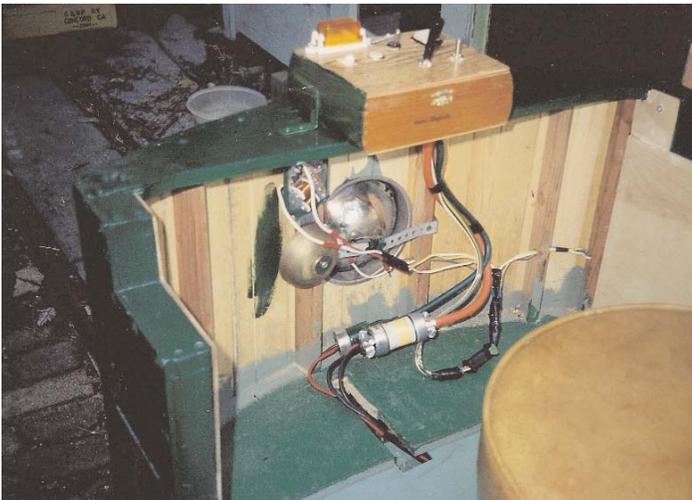
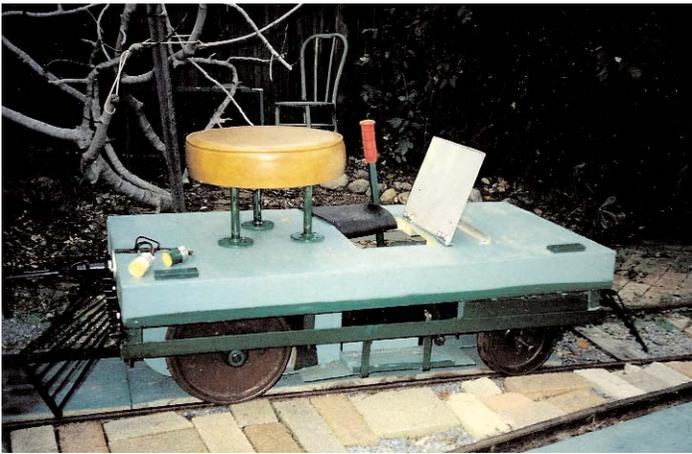
Rod Plaisted's Creative Car Building

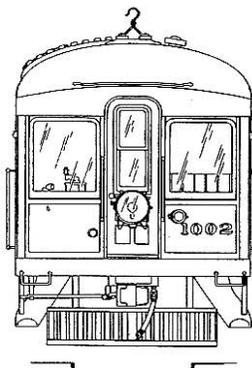
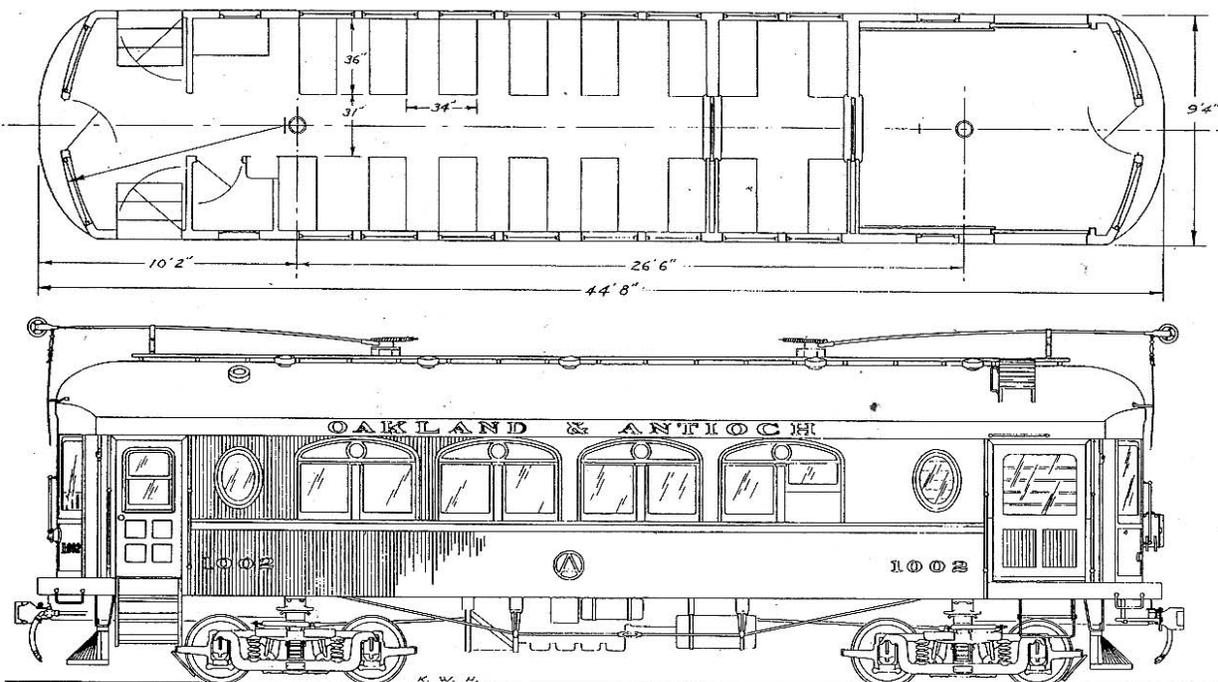
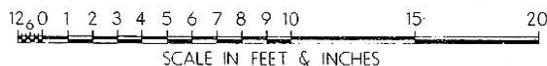
Many of you have seen Rod Plaisted's railroad cars in person at the Hillcrest & Wahtoke RR where we have hosted past conventions. While Rod's equipment may not be exact models, they do offer an economical example for people to get into the live steam / Grand Scale hobby. Following is a pictorial montage showing how Rod built his electric car. Hope you enjoy it.



The model for Rod's Electric.







GENERAL INFORMATION: CAR 1002

Builder: Holman Car Company, 1911
 Type: Wood & steel combo
 Length over bumpers: 44'8"
 Length over vestibules: 43'0"
 Length over corner posts: 32'3"
 Length between bolsters: 26'6"
 Length between queen posts: 9'0"
 Length LC front bolster over bumper: 8'0"
 Length LC rear bolster over bumper: 10'2"
 Width over all: 10'0"
 Width over sheathing: 9'4"
 Width train door opening: 2'1"
 Width passenger door opening: 2'7-1/2"
 Width baggage door opening: 3'8-1/2"
 Width window openings: 4'9"
 Height rail over roof: 13'0"
 Height rail to sill: 3'6"
 Height sill over roof: 9'6"
 Height sill to eaves: 7'3"
 Seats: 34
 Smoking compartment: 8
 Passenger section: 26
 Trucks: Brill 27 MCB-1
 Truck Wheelbase: 6'0"
 Wheels: 33"

Data from Insley J. Brain, Sr.

Drawing by K. W. Hamilton

9, 1914, and was rebuilt into an inspection car, receiving a kitchen, dining section and sleeping quarters, plus space for offices. In 1915 this car was again rebuilt---this time becoming a passenger-baggage combo.

Both cars remained until the end, being scrapped at Chico in 1941.



NEWS

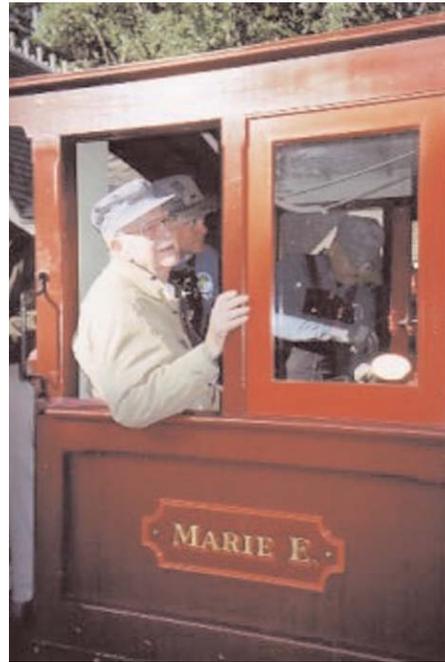


Steve Reedy of **Reedyville Railroad Products** (<http://www.reedyville.com>) has two new signs to add to their growing sales collection. Both signs sell for \$21.95 each. Contact Steve at 650-343-5629



Disney Animator and well-known railfan, Ollie Johnston, died in April. His obituary in the LA Times mentioned: "Johnston was a lifelong railroad enthusiast, a passion he shared with Disney; Ward Kimball, another of the Nine Old Men; and "Toy Story" director Lasseter. In 1946, he built a 1-inch scale steam-driven train and a track that ran around his yard in Flintridge. Twenty-two years later, he bought a seven-ton 1901 H.K. Porter steam locomotive, which he lovingly restored and christened the **Marie E.**, after his wife. The full-sized train ran on a half-mile of track at the vacation property the Johnston and Thomas families shared in the hills near Julian, California."

The **Marie E** was lovingly restored by John Lasseter in recent years. One reason that he wanted to



restore the Marie was so that Johnston could have one last turn at the throttle, which you can see in the photo to the left. Here is was privileged to not only run the Marie E again but to do so on the rails in Disneyland! Mr. Johnston will be missed by many in the rail and animation communi-

ties. Out thoughts are with his family and friends. 

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ENGINE: 22 ft. long, 60 inches wide, 318 Dodge engine, airbrakes, air horns, 2 axle chain driven.

FLAT CAR: 22 ft. long, 60 inches wide, treated lumber deck.

CABOOSE: 22 ft. long, 60 inches wide, interior not completed.

TANK CAR: 22 ft. long, 66 inches wide, top hatch opens.

TRACK: 145 pieces of track (Believe these are 40 lb. rails)

MISC. ITEMS: Spikes, ties, tie plates (homemade), spike hammer, spike puller, bars, wrenches, track carriers, track turners.



LITTLE TRAIN

Tank car, flat car, log car, crane car, and an additional 8 chassis. These cars are 7 ft. long, 3 ft. wide.

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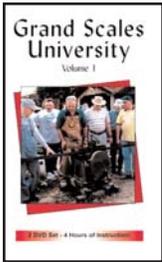
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- 7.5” or 7.25” gauge models available
- Proudly made in the U.S.A.



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Building a Grand Scale railroad requires a great deal of time and effort. And it requires a great deal of knowledge. Wouldn't it be great if there was an affordable way to learn from the professionals to, in effect, have your own private education? And what if you could receive this education in your own home? NOW YOU CAN! Starting now you will learn:



Why and how you should pre-bend rail before laying it
The tools that are most useful for bending rail
When are plastic ties most useful?
How to lay rail quickly
Tips on rebuilding locomotives and machining new parts

You will learn the ins and outs of laying track the way the professionals at the **Hillcrest Shops** do it. **Ed Youngling** will share thoughts on **rebuilding locomotives and many of the shop tips** he has learned through years of experience and hard work. All delivered directly to you.

Why is it harder to insure your railroad than your home?
Does your club insurance cover you?
What questions do you NEED to ask your agent?

Mike Deeble can and does answer these tough questions in his information packed seminar! Plus Mike shares many more points of vital interest to railroad owners and operators.

Paul Garin of Roll Models steps up to share with you knowledge that he uses in his business every day when he teaches you about **Fluid Drive Systems**. Watch and listen as Paul teaches

How to plumb hydraulic systems
How hydraulics work
How to run a locomotive with a fixed displacement pump system
What formulas you can use when designing your system

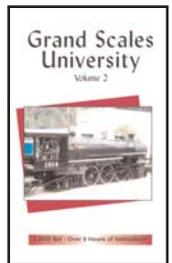
Another person who you will learn a great deal from is **Cagney historian and mechanical engineer, Don Micheletti**. Don shares some of his vast knowledge on the history and operation of Cagney locomotives. For instance,

When did Cagney begin production?
What is the difference between a class D and E engine?
What gauges did they build?
What makes a Cagney unique?

Grand Scales University Vol 2 features Paul Boschan, owner of Boschan Boilers and Restorations, holds a question and answer discussion on **boilers and boiler safety**.

The ASME stamp - what does it mean?
What steps are involved in building a boiler to code?
Should the tubes be welded or rolled in?
What is the best way to maintain your boiler?
What water elements can damage a boiler?

Robert Frank, owner of the world-famous **Sonoma Traintown**, shares his ideas on **making your commercial operations profitable**.



How to drastically cut track maintenance needs
What materials work best for wheels?
Do you need to pre-bend rail?
How can amusement rides complement a railroad?
How do structures add to the experience?
How can animals add to your bottom line?

Sean Bautista of the **Hillcrest Shops** teaches you **how to build a switch from the ground up**.

How much room do you need to leave on either end of the switch?
What can you do to prevent your pointes from rolling?
Why don't you want to put heat in the rail?
Why would you want your rail to be able to move?
Should you gauge the switch wider in a curve?
How do you build a switch? Where do you begin?

Plus **Ed Carnegie** gives a humorous pictorial history of the **Swanton Pacific Railroad** and the **Overfair RR** equipment. The late **Fred Kiesel**, a founding member of the **Wabash Frisco & Pacific**, also gives a brief history of that historic railway.

Grand Scales University Vol 3 features even more great railroad information.

Join **Ellen Thomsen** as she shares with us the history of the famous 15" gauge **Redwood Valley Rwy** in

Berkeley, CA. Ellen's pictorial history sheds light on how to build a first class public railway.

- Why did Eric Thomsen choose to build his railway in such a remote location?**
- What has the railway learned over the years that can save you many hours of frustration and help you build a successful railroad of your own?**
- Why is water quality important?**
- What makes record keeping essential in this business?**

Next, **Sean Bautista of Hillcrest Shops** joins us again with a brief seminar on building **air brakes**.

- What makes automatic breaks truly automatic?**
- Why are glad hands important?**
- What is an effective way to build an air brake system?**
- What formula can you use to determine proper PSI and cylinder bore?**

Ever dreamed of building your own steam engine? **Chris Allan**, owner of Historic Railway Consultants, thought that there should be a basic locomotive for people to build on a budget and designed "Eric's Basic 0-4-0". Listen in as **Chris and his pal Sean Bautista share the story and photos of the design and construction of the No. 18.**

Diesel fans will enjoy **Andrew Juggle's photo essay on the history of the Miniature Train & Railroad Company**. The MT&RC (MTC) built some of the most durable and good looking railway equipment. Andrew shares the following and much more.

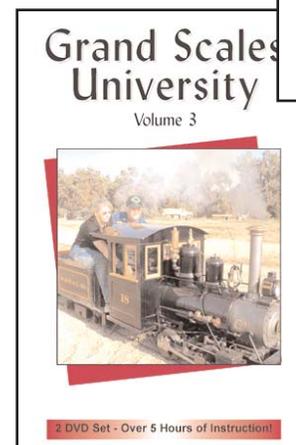
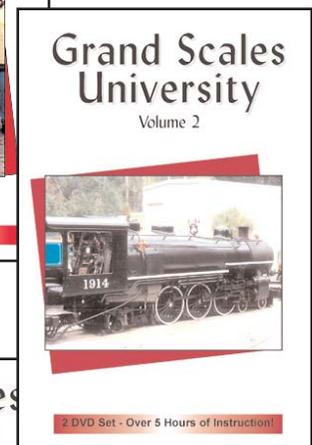
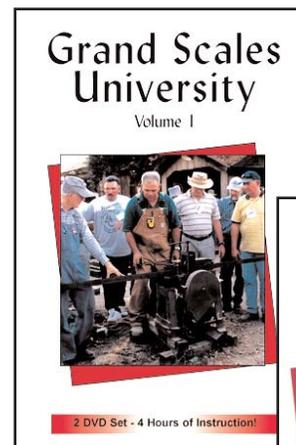
- What was the first engine built by the company?**
- Why were the trains modeled after the E series locomotives?**
- Why did the company build diesels instead of steam?**
- Who was MT&RC's biggest competitor?**
- What gauges were the trains built in?**
- When was the S-16 released?**

And finally, an interesting look into making movies and **special effects with the late Jack Sessums, founder of Sessums' Engineering**. See footage of Jack Destroying Trains and **learn how he designed locomotives for use in the movies** and various tricks of the trade. **Plus, you get to see cool things EXPLODE!!!**

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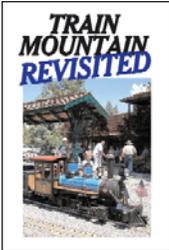


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The 2006 TM Triennial was even larger and more spectacular than in years past. This program takes us back to Train Mountain to enjoy this world class event. Surprise footage features the world record setting operations! **\$29.95**



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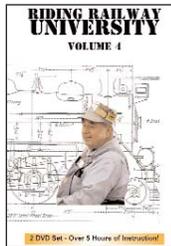
The Fine Art of Laying Track –Mark Flitton
ABC's of Tender Building –Don Orr
Proposed North American Safety Standards –Quentin Breen
Stability Problems &



Solutions –Bill Donovan
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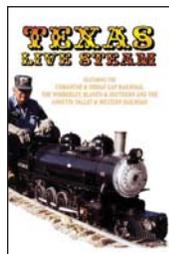
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Steel Car Construction –Paul Vernon
Machine Shop Tips –Jim Boyer
Updated Operations at TM –Russ Wood



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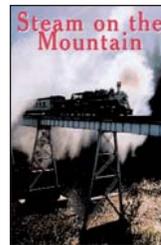


Come on y'all and visit three of the nicest 7.5" gauge railroads in the glorious state of Texas! You'll be impressed with the size and quality of Nick Edward's newly built **Wimberley**

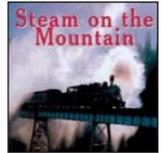
Blanco & Southern. You'll learn about large scale Operations at Roy Pickard's down-home **Comanche & Indian Gap.** And you'll really enjoy the welcoming atmosphere at Terry McGrath's **Annetta Valley & Western.** A must for Texans and for anyone interested in seeing how live steam railroading should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



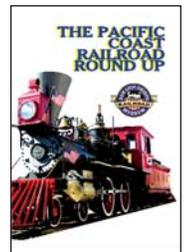
ful drive rods and steel wheels. You'll enjoy the dramatic scenery and hearing the engineer describe what it's like to run a steam engine over a railroad he has worked on for decades. And there is no sound in the world like a lonesome steam whistle echoing through the pine trees.



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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