

RIDING RAILWAYS

NEWSLETTER



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Welcome to our first edition of the Riding Railways Newsletter. As mentioned, this newsletter is provided as a special bonus to the paid subscribers of the **Grand Scales Quarterly** and **7+RAILROADER** magazines. Just as with the magazines, this newsletter will rely on submissions from our readers. PLEASE feel free to send in photos, news, press releases, stories, and what ever else you might find of interest. If possible, we will include it in one of our publications. So, sit back and enjoy this first edition. Drop us a line to let us know what you think of it.

Sincerely,
Susan

THE PACIFIC COAST RR ROUNDUP

This past weekend we had the opportunity to visit the **Pacific Coast Railroad** during their annual fund raiser for the **San Luis Obispo RR Museum** (<http://www.slorm.com/>). Over 1500 people were expected to attend this popular event.

The crew of the 7 1/2" **Bitter Creek Western RR** in Arroyo Grande were actively involved in the event. To see photos of the event, visit the BCWRR

website at <http://www.bittercreek-westernrr.org/060506.html>.

Greg Robinson was very pleased to be able to work on an engine crew most of the weekend. If you visit the Bitter Creek site above you will see a couple of photos of Greg in his engineer outfit along with other subscribers such as Jeff Badger, Jack Bodenmann, Ed Kelley and others.

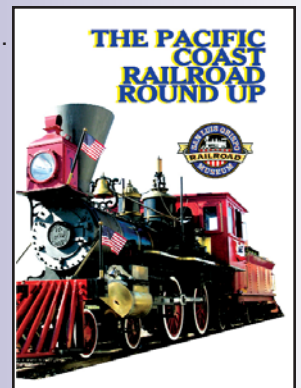
(Article continues on page 2.)

NEW DVD AVAILABLE

Enjoy this two-day fund raising event for the **San Luis Obispo Railroad Museum** held at the Santa Margarita Ranch.

This new program features the private three-foot gauge **Pacific Coast Railroad**. The featured locomotives are an 1897 Vulcan and a 1921 Porter. The passenger cars are original equipment from Disneyland, one of the best known theme parks in America. The memories are priceless!

Come enjoy a ride through the wind swept grasslands of this historic ranch. Listen for the whistle echoing off the hillside. Picturesque scenery is enriched by the attractive trains as they meander through the property. Plenty of run-by shots provide an up-close look at these beautiful steam engines.



\$20 plus \$4.50 s/h. Please call **530-527-0141** to order. In the future this DVD will also be available at www.grandscales.com.



The photo above features the newest locomotive of the Pacific Coast Railway's collection. It is engine No. 1, a 4-4-0 built by Harpur in the 1960s for amusement park service. Formerly called "Cannonball", she ran on the

610 Limited Railroad at Six Flags Astroworld. For more information on the PCRR, read Ed Kelley's article at <http://www.bjwrr.com/ontrack/pacificcoast.htm> (Photo: Ed Kelley)

RAILROADS OF LOS GATOS

Ed Kelley, mentioned above, also has some other exciting news. His new book, *Railroads of Los Gatos*, will be published by Arcadia Publishing. The expected release date is November of this year.

Ed writes: Arcadia Publishing, as with anyone trying to sell something, begins publicity for upcoming releases very early on. As a result, I just received the final draft of our *Railroads of Los Gatos* cover from my editor. While the publisher had the final say, I'm pleased with their choice in photograph and am confident it will attract attention on the shelves.

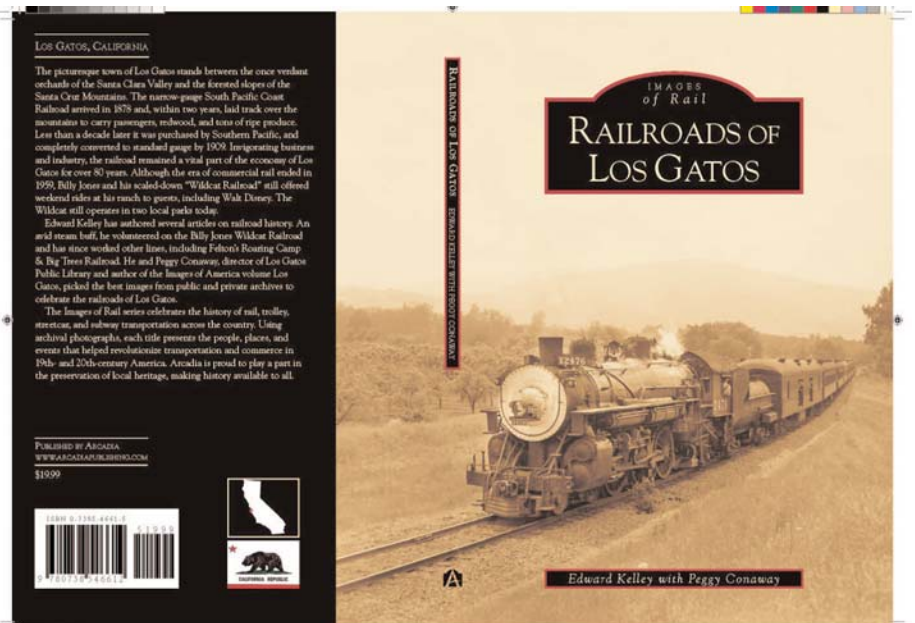
After scanning more than 400 photos, slides, postcards, maps, and newspaper clippings over the past four months, the final cut of about 220 images has been

completed. It wasn't easy, but the end result shall prove good. I hope to complete the manuscript within the next month or two, with a brief period to allow proofreading/commentary before anything goes to print (after all, we do

only have one chance...)

Enjoy this sneak peek and thanks again for your contributions and/or support of my project.

Congratulations Ed!





Hi-Desert Star

Your Community Newspaper, Working to Serve You Better Since 1957

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WEDNESDAY MAY 10, 2006

The secret railroad station

By Jutta Biggerstaff / Hi-Desert Star

JOSHUA TREE - The Joshua Tree and Southern Railroad Museum is a surprising, well-hidden treat, and the train cars are an extraordinary sight, curling along a rugged hillside near Joshua Tree National Park. The museum's exhibits include a train depot and full-sized cars, among them a Pullman car, a dining car, a mail car and a caboose.

Gary Conley, JT and S Railroad Museum member, said the rustic and dusty cars all date back from the 1930s.

Someone wandering about the area near the entrance to Joshua Tree National Park might be surprised to come upon the old train cars.

"Most people don't even know the museum exists, even longtime Joshua Tree residents," Conley said.

The museum features a library, model trains and other railroad artifacts, and the spacious grounds are criss-crossed with train tracks of varying sizes. During certain member-sponsored events, museum-goers are treated to rides along the hillside in a miniature train. The site is not open daily, but tours are conducted by appointment.

The Joshua Tree Chaparral Artists toured the grounds Monday, and wind and cool temperatures could not dissuade at least one member to put brush to paper at the group's first "paint-out."

President Virginia Neal said she'd hoped for a warm, sunny day so the artists could practice and paint "plein air," a style of painting produced

outdoors in natural light. But Neal was determined, despite the weather, to paint a quick sketch of the caboose. Working outdoors is a good learning technique for artists, she said.

"It teaches you to how to capture the changing light and shadows," she said, while quickly painting an outline of the peeling red caboose.

Because the weather did not cooperate, most of the artists simply took photographs of the train and surrounding area. They slowly examined the cars inside and out, marveling at the historic details.



Photo: G. Robinson

The mail car was full of old, interesting items like rusted wood-burning stoves and heavily weathered trunks. The only anachronisms were a TV and a Willy Wonka video. Both sides of one section were covered with cubby holes for mail sorting, which was done while the train was moving. Each town along the route, from Abilene to Winnemucca, had a cubby hole. Conley, who was conducting the tour, said the trains didn't stop at the towns, just heaved the huge mail bags off the train as they were passing.

According to the museum's Web site the museum is a nonprofit educational organization dedicated to the preservation of historic railroad-themed exhibits, "focusing on the railroad's influence particular to the history

and development of the western United States."

Future plans for the museum include restoring the cars, but according to Cherie Palmer, the group's secretary, funds for the operation are lacking.

"We would love to restore the cars," she said. "But it takes manpower and money."

The museum is run by members and operated on membership fees and donations. Conley said members are railroad aficionados and people who love trains.

"And some of us are fanatics," he said.

Train and railroad lovers can purchase a membership in the museum that includes full access to the museum, a subscription to the newsletter,

reduced rates for camping on the museum grounds, dry storage and space rent privileges and a membership card. Annual dues, which are tax deductible, are \$60 per year. Suggested donation for a group tour is \$2 per person.

Chaparral artist Julia Terpening said she was surprised at the museum's existence and amazed at the exhibits. "The museum is

one of Joshua Tree's best-kept secrets," she said.

<http://www.jtsrr.org/browsers/home.html>

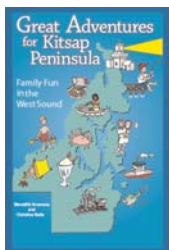
Been in the news?

If you or your railroad / club have been mentioned in the news media, please send a note to us. Much of the time you can send a link directly from the media's web site.

When these articles appear, we encourage you to take a moment to write the editor and thank them for writing about the hobby. It lets others know that this is a strong, growing hobby and can help bring others in.

Kitsap Live Steamers Mentioned in New Book

Christina Rude and Meredith Arseneau have revised their popular guide book titled *Great Adventures for Kitsap Peninsula*. One of the highlights included in the book is the *Kitsap Live Steamers* found in the South Kitsap Community Park. (<http://www.kitsaplivesteamers.org/>)



"Great Adventures" features 180 pages worth of fun, covering parks, museums, festivals, regional attractions and more. Great literature it's not, nor does it pretend to be. Each entry is concise and practical. The book is available for \$15.95. For more information on the book, visit their web site at <http://www.kitsapkids.com/index.htm>.

HERMANN PARK HISTORY

For an interesting look at the history of Hermann Park (home to the Hermann Park RR), visit http://www.houstontx.gov/hr/savvypages/archives/fall04/fall04_HermannPark.htm

E.P. RIPLEY VISITS FULLERTON

(From the Orange County Register)

Friday, May 5, 2006

Next stop: Fullerton

Disneyland's first locomotive engine will be hauled from park for weekend's Railroad Days.

By BARBARA GIASONE

FULLERTON – For the first time in Disneyland's 50-year history, the inaugural locomotive engine that Walt Disney navigated around the park is headed into the neighboring community.

The E.P. Ripley engine and a tender will be transported from Anaheim to

the Fullerton Transportation Center for Railroad Days on Saturday and Sunday.

The four-mile journey marks the first time the Ripley will have an out-of-park experience.

"I'm thrilled to be able to bring one of the most popular attractions we've had in our eight-year history," said Fred Canfield, event chairman.

Disneyland workers will help load the 11-ton engine, a 4-ton tender and 30 feet of track onto a flatbed truck for the trek. The equipment will be on display from 9 a.m. to 5 p.m. Saturday and Sunday at 120 E. Santa Fe Ave. Admission is free.

Dale Tetley, who works in the park's roundhouse, said bringing the engine to the community has been his dream for years. The decision to "share the magic and excitement" of having the engine as part of the Fullerton event tied in with the park's golden anniversary, said Rich Langhorst, Disneyland Resort senior vice president.

Yet, no one is more excited to visit the Fullerton celebration and tell the Ripley story than Michael Broggie, 63, who was Disney's choice to help take the throttle for the initial excursion.

"It was the day before my 13th birthday in June 1955 when my dad took

him and Mickey Mouse in the cab.

"That ranks at the top of the list for the best birthday ever," Broggie added.

Broggie's father, Roger, was the first "imagineer," equivalent to today's "inventors" for park attractions. He would often take his family to Disney's home on Carolwood Drive in Holmby Hills to ride the miniature train Roger built in 1949. "Walt was like an apprentice to my father, and learned to work with machine tools in a little red barn in the back yard," Broggie said. "Sometime as many as 75 people would arrive for a ride aboard the little train, and Walt didn't know any of them."

Broggie said his father helped build the Ripley on the Walt Disney Studios lot in Burbank. The engine was named for Edward Payson Ripley, who was the first president of the Atchison, Topeka and Santa Fe Railway.

"Now, the engines at Walt Disney World are named for Walt and Dad," Broggie said.

Other stories of Disney's love affair with the rails are chronicled in Broggie's books, "Walt Disney's Railroad Story: The Small-Scale Fascination That Led to a Full-Scale Kingdom" and "Walt Disney's Happy Place," which he will bring to this



me to a preview party at the park," Broggie recalled. "I didn't know it was pre-arranged, but when the shiny brass engine came out from the train shed into the sunlight, Walt looked out at the crowd and picked me to ride with

weekend's events.

Railroad Days, which drew more than 30,000 last year, is designed to raise awareness for the Fullerton Railway Plaza Association's proposed Southern California rail attraction.

Riding the Ripley

The E.P. Ripley engine, the patriarch of five engines that now circle Disneyland, will be trucked to Fullerton for the weekend's Railroad Days. Here are some fun facts about the locomotive:

Built: By Roger Broggie and his crew on the Walt Disney Studios lot in Burbank in 1955.

Operation: Diesel-driven steam-engine operation. The accompanying tender contains a combination of water and diesel.

Weight: 11 tons.

Scale: -5/8-inch scale with a 36-inch gauge - half the size of a standard train engine.

Schedule: About 15,000 round trips a year on the Disneyland Railroad.

In an upcoming issue of the *Grand Scales Quarterly* we will be publishing an in-depth article on the E.P. Ripley and its history.

NEW WATER TOWER

We received the following press release from Dennis Evers:



Scale Products Company, a leader in scale signaling for over eighteen years is pleased to announce the addition of a new large scale commercial and estate railroad water towers, depots, pump cars and baggage wagons. In addition to its new large scale structures, Scale Products has also expanded its line of working drop arms, blocks, and crossbucks by adding large

scale depot size semaphores. For more info please contact Scale Products at www.trainsignals.com or evers@frontier.net or contact Dennis at (970) 946-4180

HESSTON MUSEUM

Elmer Mauger writes (on the Hesston Steam Museum list): We've been working on the Railroad! The curve by the 'Yellow Cement Outhouse' is finished except for ballast, and the annoying jog at Wagner Junction has been eased.

Hudson #2 will be ready for Memorial Day (hopefully) and the #3 American might be in steam also. We have a lot of small project trackwork jobs that can be done all summer before operations begin. Nick, Mike & Carey began building a woodshed. Come & help !

To join their list group, visit:

<http://groups.yahoo.com/group/HesstonSteamMuseum/>

RR FOR SALE

Received a notice about the following railroad for sale. Click here.



NEW ISSUE OF GSQ

Many of you have received your newest issue of *GSQ*. Renewal notices will be sent out this week for those whose subscriptions are expiring. We appreciate your continued support.

The next issue of the *7+RAILROAD-ER* will be going to press shortly. We have a great cover article by Jack Bodenmann on building his new narrow gauge steamer, plus another drawing and other interesting articles. 

Internet Discussion Groups

Many of you probably already know about these discussion groups. Just in case you don't, here are a few groups that may be of interest to you:

<http://groups.yahoo.com/group/oneinchscaleandhigherrring/>

<http://groups.yahoo.com/group/Narrowgaugebuilders/>

<http://groups.yahoo.com/group/UKminiaturerailways/>

<http://groups.yahoo.com/group/TrainRides/>

http://groups.yahoo.com/group/SteamEra_Model_Trains/

<http://groups.yahoo.com/group/livediesel/>

<http://groups.yahoo.com/group/live-steam/>

http://groups.yahoo.com/group/MTC_Trains/

http://groups.yahoo.com/group/MTC_G12/

<http://groups.yahoo.com/group/livediesel/>

<http://groups.yahoo.com/group/live-steam/>

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