
THE DESERT WIND

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JT&S Narrow Gauge Meet

- from Rudy van Wingen with help from Allan Ratliff

The "Second Annual" Narrow Gauge Meet was held the weekend of 13th and 14th, 2004 (the first meet was part of the Train Mountain Ramble in June of 2003), and was a great success. The turnout was as good as or better than our best Fall Meet, the weather was sublime, and the range of equipment was breathtaking!

Allan Ratliff compiled a list of the attendees that brought equipment. With guests attending from as far east as the State of Georgia, it was really surprising that so many pieces of rolling stock showed up.

Carl Ulrich and his wife Barbara showed up with the Everett Lyman built C&S #9 2-6-0 (which Carl made further improvements to) and a string of cars, all the way from Wisconsin.

Kevin Doe and his wife Mageda drove the furthest, coming from Georgia with his D&RG C-19 #340 and another string of cars including a long caboose.

Also from Wisconsin came Tom Artzberger, who had his flatcar and RGS short caboose, hauled out by Carl Ulrich.

Terry Rider of Rio Grande Associates delivered two Gramps frameless tank cars from Kansas.

Bill Laird, accompanied by Nick Edwards, made the trek from Texas and brought along his WB&S Mack Rail Bus and trailer. Great sound effects, too.

Peter Moseley, helped by Ron Schmidt and Bill Boller, coasted

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Skoglund Cars Coming to the JT&S

Operated at JT&S in the 70's and 80's

-from Rudy Van Wingen

Gene Skoglund, who some of you will remember (he and his wife Irene used to "snow bird" at the Museum from their home in Colorado), has decided to sell the collection of D&RGW freight cars to the Museum. Gene feels that his health is failing to the point that he will no longer be able to make use of the cars and he wanted the Museum to have "the right of first refusal" on the cars before he sold them to some other person or organization.

These are the cars that used to be hauled behind C&S #10 when she operated at JT&S in the 70's and 80's.

Gene made it clear that he would have preferred to donate the cars to the Museum but that his financial state simply does not allow for that. He made me a very good offer on the cars and I agreed to purchase the ones he was willing to sell (he withheld his D&RGW Box Car and Coach for family members).

Sometime in June, the following cars will be returning to JT&S:

1 each – D&RGW Stock Car, Refrigerator Car, and MOW Work Car (similar to the Sleeper Car that Peter Moseley brought to the Narrow Gauge Meet this month), and 2 each Flat Cars. All cars are complete with trucks and couplers, but the Flat Cars lack brake wheels and related hardware as Gene was using them as work flats and left those details off.

In addition, Gene is donating his "Sargents Station" building. Gene says it has deteriorated in the Colorado weather and needs some restoration. This is a project we need a volunteer for.

Bill Shepherd has agreed to pick up the cars and station on his return from his next east coast delivery trip for Roll Models, which Bill is expecting

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JT&SRR Museum President's Message

for April 5, 2004

Late last year I wrote about the need to develop our organizational values. In February, the Board of Directors approved these values and we have included them with this newsletter. I am very proud to be associated with such a wonderful group of people and the adoption of these values only formalizes what I believe we already practice. It is now available for all to see and recognize.

Once again I am excited about the many development projects that are in the works. Trestles are being built for the continuation of the high line, Plans for the car barn are done, plans for the roundhouse are being developed, the bridge at the 15" gauge is starting to take shape and track is being laid. The car barn is the next project in the sequence so anyone wanting work on the construction needs to call Rudy van Wingen.

I hope most of you have had an opportunity to meet our new caretaker Tim Poppell. He has been a wonderful addition to the group. Tim has demonstrated his culinary skills on several occasions now and treated us to some fine meals in the dining car. It's great to have him. Welcome aboard Tim!

And finally, the narrow gauge meet in March was a huge success. There were visitors from all over the country. Many thanks to all those who helped put it together with a special thanks to Rudy van Wingen and Al Ratliff for their extraordinary efforts to organize and coordinate the event. Once again, our visitors could not say enough about the graciousness and spirit of our group.

Tom Arnold

President

Visit our online gift shop at:

www.cafepress.com/jtsdiningcar

Proceeds go to worthy Museum projects!

The Upper Opheirish Trestle Over Hangover Gulch Slide

-from Brian Ratliff

The New Years Weekend saw the completion of the upper trestle of two planned to span the slide area known as Hangover gulch. The gulch was named on New Years day, what else would you call it? The upper span was built first as it was figured that it would be easier to work on before the loose material was removed for the lower span.

The concrete part of the project was done over the Thanksgiving weekend of 2003. Allan, Brian and Greg Ratliff with the help of Rich Balagad made the forms and poured the concrete. The cement was hand mixed up on the hill, as it was easier to haul supplies up to the site than to hoist mixed concrete and balance yourself at the same time. Before the work party left, all measurements were made for the steelwork. Over the next month the bents and beam were fabricated and set aside.

One of the obstacles that needed to be overcome was the need of a portable welder to reach the site. Two strikes were against using the welder at the club. One was it is very top heavy when put on a flatcar for transportation, and the other was that with the tractor being broken there is no way to get the welder out of the reefer car where it is stored.

The problem was solved very nicely with the construction of CMS 6011. A frame was built around the portable welder belonging to the machine shop where Greg works, and bolsters were welded to the ends of the frame. The welder car rides very low to the track and tracks well. The Heisler had no problem pushing it and the car for the welding leads up the Highline grade.

Before the welder was run up the grade the Trestle kit was delivered to the construction site. Getting it up the side of the hill to set on the foundations was accomplished and Tom Wilson performed the welding, along with his sidekick Dave Evans. The measuring and re-measuring paid off as the puzzle pieces all fit and looked great.

After the welding was complete the newly soaked bridge ties were placed on the structure and rail was fastened to the ties. Two sections of track were made for each end of the trestle to help in eyeballing the curve on each end and through the trestle itself. After alignment was agreed upon the bridge ties could be bolted to the span. Paul Lavacot spent most of one day grading

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2004 JT&S Narrow Gauge Meet...*from page 1*

down from Portola Valley with his brand new out of the box D&RGW C-16 "Durango Switcher" #268, and his D&RGW MOW bunk car and flat.

We had so many Geese there we lost count. They were all #6 work Geese from the Sessums shops. Jack brought two and Paul Lavacot brought his.

Kim Beard brought his 0-4-4-0 pedal speeder which gave several of us a good workout. It even had a gearshift, but in typical speeder fashion, no reverse!

And, the Ron Schmidt donated, Jack Sessums re-engineered D&RGW #50 0-4-0 switcher made a few laps around the track with Chuck Francis' donated idler flat in tow. She runs very well now, thanks to Jack, but there is still a lot of work to be done.

From the Salinas Valley were Ken and Chris Burns and their beautiful RGS gondola and box car that are slated to run behind the RGS #41 they hope to have done in another year or so.



Kevin Doe's D&RGW C19 posing with Peter Moseley's D&RGW C16 "Durango Switcher".



A "GRAMPS" frameless tank car sitting on a D&RGW flat car of Kevin Doe. The cars were so called because the company owner wanted his Grandkids to know which cars were his.



Carl Ulrich from Wisconsin servicing his Colorado & Southern Mogul.

On the not narrow gauge side we also had:

Brian Ratliff and his PSR&E Heisler, which probably ran as much as all the other locomotives combined during the meet.

Allan Ratliff brought his P&LE #3 Plymouth and string of cars; Allan kept the track in good working order and compiled this list. **Thanks, Allan!**

Jack Sessums brought the Corwin/Moseley FGE Shay and put on a good show for everyone, aided by his sidekick Lars. Even the lovely Beverly showed up for *Dinner in the Diner* after she and Holly Boller had chance to hit the shops on their way up the hill.

We also had a nice running Alco, AT&SF #2099 and it's string of nice cars and riders. Allan put down "Gill" but I don't have the full name; woe is me...

The meet got off to an early start with some of the guests from the farthest away arriving the earliest. Of course, it is hard to beat the Ratliffs, but Kevin & Mageda Doe arrived early on Thursday, and others drifted in later that day and on Friday. Some of them got to have the rails to themselves for a while.

At the peak of activity on Saturday, we had to do some dispatching to hold down the possibility of a cornfield meet. We had more than one double header featuring the #340 and #9, and the train was so long they decided to put #9 on the back end pushing so that the train could be doubled on the Station Wye.

Engine 268 was having teething troubles. When able to, she ran very well indeed, but a few minor glitches kept her in the steaming bays a good part of the time. This was the first time she had been off her "home turf" and had some room to open up, which showed up some water and blower problems. We were hoping to see a train with #268 and #340 on the point and #9 pushing, but it was not to be this meet. But there is always next year....

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Around the property.



Rudy takes a "pedal" around the track at the Narrow Gauge Meet.



We are grateful to Nick Waite for his services prior to the Spring Meet. His tractor work helped us toward the achievement of several goals, including grading of the Grand Scale Division, setting power poles, campground improvements, and repairs to drainage systems damaged during the Fall floods. The Museum owes him a huge debt of gratitude for his nonstop week of earthmoving.

Thanks Nick!



Tom Arnold is dumping the last load of concrete for the day, at the GSD January workday. Paul Lavacot and Jack Sessum are finishing, while Chris and Emily Allan, Lars, Ken and Don admire their work. This leaves only one more footing to pour for Bridge 1.

The End of an Era.

The JT&S RR Museum lost a good friend and avid fan on December 30th, 2003. "Uncle Bert" will no longer be found under the picnic shelter or standing around wherever the "action" is telling his tales of how things were when he was our age. I for one will miss him greatly.

Many of you may have thought that Bert was a spinner of tall tales, but in reality the stories he told of his experiences in the military, in education, and in life in general were all true. If you were around him long enough, you found that he was telling the same story almost word for word a year or two later...no one has a good enough memory to remember that well! He was indeed an educator, a military veteran (enlisted and commissioned), a pilot, an accomplished sailor, and also found time to have a wife and daughter, and a grandson.

His family has decided to save Bert's "Mexican Marvels" for his grandson Tom, who is too busy getting an education and then probably a career launched and perhaps a family of his own. But sometime, soon it is to be hoped, Bert's trains will again polish the rails at the Museum. In the meantime, Bert's wife Irene has offered us the opportunity to partake of Bert's collection of machine tools and supplies, and she has donated \$500.00 toward the Car Barn, which will have stall named after "Uncle Bert" when it is completed.

So, it is with two toots of the whistle that we release brakes and wish Uncle Bert Godspeed and a happy afterlife sailing the seas of heaven.

Rudy van Wingen

Calendar of Events

•*Fall Meet Spectacular*

Nov. 11th - 14th, 2004

Dinner in the Diner Saturday night

Email Rudy van Wingen for more info:
dmmcomo@sprintmail.com

•*Upcoming Grand Scale Division Workdays:*

April 10th, 2004

April 24th - 25th, 2004 (Grand Scale Division Annual Meet)

May 8th, 2004 (Last workday until Fall)

Logon at www.jtsrr.org for all the latest!

Grand Scale Division Update

-from Chris Allan

Saturday, January 10th saw the pouring of three more footings for the "big" bridge thanks to the Live Oak Canyon Bridge & Building crew- Jack, Lars, and Don. Thanks also to Paul Lavacot, Ken Eells, Brett Minor (our newest member), Kevin Kane-who graciously donated 600# of Portland® Cement, Richard Pantoja, Ron Bastrup, Ken Johnson, and Tom Arnold. With these footings now in place there remains only one more footing on the east side, as well as the east abutment. The bents cannot be too far off! A BBQ followed at the Picnic Shelter and we were treated to a brisk but windless starry nite around the stove. Thanks again for your support of the JT&S and the GSD! ☀



First span of Bridge #1 erected by Rick Mugele!

Cars coming...from page 1

to make in late May, hence the June arrival. Since it is unlikely that the Car Barn will be complete by then, we need a place to store the cars until they can be installed in the Car Barn. I have approached a number of people for help in this, but so far have received no volunteers. We could build a temporary rack in the Reefer Car for storage but that would really stuff it full and I would need someone to volunteer to build the rack.

If anyone would like to make a tax deductible donation toward the purchase of the cars or Bill Shepherd's delivery charges please send them to Cherie earmarked for the "Car Fund".☀

Narrow Gauge Meet...*from page 3*

Conspicuously missing was Ron Schmidt's K-27 which we had all hoped to see run, but considering the crowd it was just as well she stayed in the engine house up north this time...maybe next year?

The Dinner in the Diner on Saturday night was a sellout; we even had an overflow. Preceded by a no host cocktail party in the lounge of the Red Oak, Chef Tim served a sumptuous meal to 28 starving people. His two charming servers, Lisa & Sarah, did a smashing job of serving 'finger food' in the lounge and then the full meal in the diner. The diner was "decorated" in a St. Patrick's Day theme including live centerpieces at each table donated by Yucca Valley Florist & Gifts. That was the finishing touch that really set off the dinner. Tim and his able assistants have agreed to do it again next year!

The meet was such a big success that it was decided at the BOD meeting on Sunday to change the usual Spring Meet in February to a work weekend for the narrow gauge meet, and to make the N.G. Meet the big Spring event to be held annually on the weekend nearest St. Patrick's Day.

The BOD also voted a big **THANK YOU** to everyone that helped to make the meet such a success. Most of our east coast guests indicated that they would be back in 2005- so start planning now!☀

Upper Opheirish...*from page 2*

the approaches so that the grade was achieved throughout the project area.

By the end of the second day of construction all had been accomplished and had gone better than planned. Pictures were again taken of the completed task and all felt the pride of accomplishment. Thanks goes out to Rich Balagad, Dave Evans, Paul Lavacot, Allan Ratliff, Brian Ratliff, Greg Ratliff and Tom Wilson job well done. ☀



Greg Ratliff takes a break during bridge construction.



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ADDRESS CORRECTION REQUESTED

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