
THE DESERT WIND

Volume 10, Issue 2

A Publication of the Joshua Tree and Southern Railroad Museum

Spring 2006

We Say Goodbye to Rudy.



Photo by Peter Moseley

Rudy van Wingen passed away on April 4, 2006.

Born November 10, 1938. Rudy is survived by his wife Esther, daughter Lissa Humphreys, his extended family and treasured friends.

A memorial service was held at Descanso Gardens in La Canada on Friday, April 14th. In lieu of flowers, the family requests donations sent to, J.T.S.R.R. Museum, P.O. Box 475, Joshua Tree, California, 92252, in order to carry out Rudys dreams. ☼

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Rudy van Wingen was born on November 10, 1938. Even as a young child he was well traveled, spending his time in Oklahoma, Oregon and California. In Oregon he came to know and love his father Rudy's new wife, Marylou and his new sisters, Susie and Sally.

Rudy graduated from San Marino High School and entered the navy. After his discharge he attended USC where he met his fraternity brothers and life-long friends as well as the love of his life, Esther.

Rudy and Esther married in 1963 and settled in Pasadena. Rudy worked for Connor Spring Manufacturing. In 1965 the arrival of their daughter Lissa marked a new direction in the couple's life.

Rudy's interest in model railroading began in his teens. His Uncle Gill was an HO scale enthusiast and Rudy's love of science and engineering seemed a perfect match for his new-found hobby. Rudy soon discovered the beauty of narrow gauge. He along with Loren Brown, Ron Baisley, Tom Pollock and Bill Plunkett were the original founders to make the Slim Gauge Guild a reality. Later Rudy became an active member of Los Angeles Live Steamers and Riverside Live Steamers, but in later life his heart was always in Joshua Tree. Nothing could lift his spirits like an upcoming weekend with "the boys."

Through a long chain of events Rudy ended up in the small niche of live steam modelers and built several 1 ½ inch scale, 4 ¾ gauge locomotives.

Rudy's love of railroading was such that it was no surprise when he left Connor to start his own business utilizing his expertise in spring manufacturing and locomotive design. Through his long time association with Francis Moseley, Rudy learned a great deal about the various steam appliances that are used on model locomotives and in time came to form Como Roundhouse Products. Como Roundhouse specialized in furnishing 2 ½ scale car and locomotive hardware to modelers in the growing field of the live steam hobby. The success of the business allowed Rudy and Esther to travel quite a bit and believe it or not, every trip did not revolve around trains.

Rudy will be remembered as a wonderful husband, loving father and a source of wisdom and strength to all who knew him. He will be dearly missed but we are fortunate to have known him in our own way.

Thank you to the Van Wingen family for this wonderful biography. Our heartfelt condolences and thoughts go out to Esther, Lissa and all of Rudy's family and friends. -ed. ☼

The Real Narrow Gauge Meet 2006

- from Brian Ratliff

The 2006 Narrow Gauge Meet at JT&S was huge success. Maybe not in engine count or trains operated, but in tasks accomplished.

Upon arrival Friday the Bay area contention was chomping at the bit to help out in the area of getting the Wye project off of center. When I arrived midday Peter Moseley cornered me and asked what could be done. As Tom Arnold had finished repainting the iron work of the Palmer bridge the re-decking could commence. Being a tad short on lumber for the project Peter took off for a 90 mile round trip to secure the needed materials.

Allan Ratliff and I after unloading the Heisler from the trusty, rusty truck hauled the treated bridge ties to the bridge site. As this was going on Ken and Chris Burns and Kim Beard had successfully steamed up RGS #41 for its maiden desert run. As Friday wound down the alignment of the bridge ties was verified and enough drill motors were acquired for the Saturday morning project.

After a great evening and even an early morning steam up of the Heisler the great project commenced. By 3:00 Saturday afternoon all the anchor ties were set on the bridge and the north rail was aliened and screwed down to those ties. Peter Moseley, Greg Ratliff, Mike Thompson and I with the help of 'Salsa' Dick manned screw guns. (Every fifth tie is bolted to the bridge and every tie is screwed to the rail.) Half of the other ties were spaced and screwed to the rail



Peter Moseley and Brian Ratliff decking the Wye Bridge.

by quitting time. On the tail of the Wye dirt was a flying as the construction gang was finalizing the grade for re installation of the track. Bill Shepherd, Paul Lavacot, Ken Burns, Chris Burns, Ken Beard and others I have lost the names to all had shovels in action.

Progress was halted for the day as all wanted to get cleaned up for the 'Dinner in the Desert' put together by Allan Ratliff, catered by the Rib Co. and enjoyed by 44 hungry people.

Sunday dawned without the wind and warmed up quickly. The rest of the ties were screwed down to the north rail and the south rail could be gauged and secured. With plenty of visitors and workers amassed I got to run RGS #41 over the newly relaid rails over the bridge. After all the pictures were taken the switch for the Wye was located and cut into the bridge and the second leg of the Wye was set down gauged and ballasted, including the tail of the Wye. By late afternoon Sunday over 250 feet of track and four switches were back in service.

Plans are in the works to spend the Easter Weekend at the track and between egg hunts complete the remaining leg as to have the Wye in service for the ramble to Train Mountain in June. ☼



Ray Bjerrum & Greg Ratliff lay track for the new wye.

Grand Scale Division Report.

Foreman John Zitrick led his tireless crew on a quest to shore up the West Abutment fill with 60# rail and standard gauge ties, forming a wall at the base, adjacent to the reefer car. Although this was a one day work weekend, a great deal was accomplished. Assisting John was Mike, Joseph and Joshua Brehm, "Ole" Olson, Lars Tenpas, and Dick Pantoja. Dick spent some time prepping and welding more span I-beams. These will fill in another gap in the bridge once completed. Thanks again for the delicious salsa, Dick & Shirley!

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Calendar of Events

•*Workday Schedule:*

May 13-14, 2006

•*Train Mountain Triennial Ramble:*

June 15, 2006

•*Fall Meet Spectacular:*

November 10-12, 2006

Dinner in the Diner - Saturday night.

Email tomamailbox-jts@yahoo.com for more info and member camping reservations.

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



First train across the re-decked Wye Bridge - Brian and the RGS #41.

- Board of Directors and Officers for 2006 -

Tom Arnold - President, Director
Paul Lavacot - Vice President, Director
Chris Allan - Treasurer, Director
Cherie Palmer - Secretary
Allan Ratliff - Director
Bill Shepherd - Director

Congratulations to our newest Regular Member:

Ron Schmidt

GSD Report - *from page 2*

Tom Arnold led the charge to get the power cut over from the new pole to the standard gauge cars. This has been a big project, involving the pulling of new larger wire to all of the cars, and a significant bit of digging to get from the new pole to the breaker box at the Pullman Car. Helping Tom was Rita Allan, along with Carl Vanderspek & Maggie Hope, our helpful members down for the winter from British Columbia. The old pole line from the picnic shelter to the cabooses is now down, thanks to Rita's insistence that the hillside would look better without it. Carl helped us mount a new mercury vapor light on the pole adjacent to the Pullman, which should help prevent a good deal of tripping in the middle of the night.

Glenn "Ole" Olson of JT has the Roundhouse Loop Cut about half dug out, and the material has been placed to fill in the front of the Roundhouse area. Lots is left to do, and it is slow going through the rock, but Ole is persistent. We are grateful to him for his diligence, and the loan of his backhoe and loader!

Rick Mugele spent several days in early April cutting steel for the center bent of the Jack's Gap Bridge and surveying for grading on the loop. During the May work weekend we will weld the last bent and get the final stringers laid out. Bill Shepherd was back for the Meet and made more progress on the



Joshua and Joseph Brehm cut timbers for the abutment wall.

Roundhouse walls with Tom Arnold and Ken Eells assisting.

Roger Stabler is providing us with his Miller Bobcat gas-driven Welder which will aid us in the construction of the Jack's Gap Bridge as well as many other GSD steel projects. Roger and Gloria also donated \$500.00 toward purchase of materials for the bridge decking.

John Zitrick has secured the donation of two safety harnesses and safety cable for use on the bridge, these are valued at \$500.00 Thanks to Searles Valley Minerals of Trona, CA.

Ken Kukuk has donated a set of car trucks formerly used on the Paradise & Pacific Railroad in Scottsdale, AZ. These will most likely be used in the construction of a bottom-dump ballast car.

Paul Boschan of Boschan Boiler has donated a large quantity of heavy wall steel tubing for bridge construction as well as a generous gift of two 55-gallon drums of liquid gold - Journaltec lubrication oil and Chevron steam oil.

Thanks again to everyone who came out and to our generous donors, little by little we are getting closer to our goal!

- *Chris Allan, GSD Coordinator* ☼



Tom Arnold cuts in the new power line to the Standard Gauge Cars. The old pole line up the hill was then removed.



Dick Pantoja, welder extraordinaire, preps beams for the GSD bridge.



Paul Lavacot screws down the Car barn lead track.



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ADDRESS CORRECTION REQUESTED

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