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# THE DESERT WIND

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## HAPPY NEW YEAR!

- JT&S President's Message for January 2008

There's a lot to look forward to in 2008. Plenty of projects and events will keep us busy this year and no doubt leave us with a great sense of satisfaction.

At the November Board of Director's meeting, the regular members elected the following to the board: Tom Arnold, President; Paul Lavacot, Vice President; Chris Allan, Treasurer; Brian Ratliff; and Bill Shepherd.

While the regular members elect the board, the board itself appoints the president, vice president, and treasurer. Thanks to all who volunteered to serve in these positions.

While not a member of the Board of Directors, Cherie Palmer has once again volunteered to serve as our secretary. Of all the positions that serve the administrative aspects of this organization, the secretary's job is the most work by far. Cherie has done this extremely well for many years and I'm sure we don't thank her enough. Please, next time you see Cherie, tell her how much you appreciate what she does for us.

Congratulations to our new regular members. Lars Tenpas, Mike Brehm, Brendon Hilton, and Ken Burns are our latest additions. They were selected for their

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## New Years 2008 at JT.

- From Brian Ratliff

As New Year Eve was on Monday this year it made for a great four day weekend. And Three Companies took full advantage of the situation with four days of work and play too. Mom and dad showed up Wednesday afternoon to enjoy the piece and quiet that JT offers when you're the only one there.

New member Paul Westover showed up Friday for his busmen's holiday; he works on the track crew for UP as an equipment operator. His home address is Tehachapi, but he lays his hat where ever Uncle Pete has a track project going in the west. Friday afternoon I tripped into town, had a small gig in Banning to take care of so, I was out about dark. Greg and family arrived about 8:00 pm, and Mikey Polinsky came in from Holbrook, AZ to round out the arrivals for the night.

Saturday Bruce Thompson came in for a couple of days too. Said he was up a few bucks when he left the casino at Cabazon. Saturday's early morning project was a Better Homes and Gardens project for camp space C-10, that would be mine, an extension of the clean out so that a camper could drain when parked as I do. Sand, after a good rain or snowfall as we had, sure makes it easy to dig a trench. Then I leveled the trailer for the weekend. Off to Barr Lumber yard for a pallet of concrete, for the planned pouring of the new bay supports. The truck was spotted at the team track and soon a string of flats was delivered to haul the bags up to the steaming area, as well as setting up the batch plant too. Two bay supports were formed Saturday afternoon while the Heisler was steamed up by Mikey before the sun dipped below the hill and things got chilly.

Sunday early, another BH&G project got underway as four full size railroad ties were placed to terrace and level out the C-10 camp space. And a trail for Bruce to reach his abode too. After the sun finally reached the steaming area, the remaining form work was completed and mixing of concrete commenced.

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## *President's Message, continued from page 1..*

continued and significant contributions to the Museum. They are all very deserving and we are very pleased to recognize their efforts.

Brian Ratliff stepped up to serve as the 7 ½ Narrow Gauge Coordinator. It was a natural choice since he's been a driving force for the group that has been making a lot of progress. Thanks to Brian, a schedule of events and workdays has been published on the website. So if you want to participate, check it out and put it on your calendar.

Once again, Bill Shepherd has created shock and awe as he spent many days working on the Narrow Gauge engine house. The block work and steps are finished and ready for framing. This project got a shot in the arm from Ron Schmidt and Peter Moseley who funded the materials. Bill will be returning in the spring for another round of construction on a variety of projects so look for more improvements after his visit.

A special thanks to Ray and Becky Bjerrum. For years they have quietly been making significant donations to the Museum. They have never sought any recognition and I hope this doesn't embarrass them but I just had to let them know how much we appreciate their contributions. It has really helped.

As I celebrate 20 years as a member of JT&S I reflect on what I have experienced during that time and it puts a smile on my face. It's the continued progress, the great times and the wonderful people that keep me involved. Thank you all for being a part of that. ☀  
- Tom Arnold



*Steaming bay construction crew New Years 2008.*

## *Lift for 7 1/2" Gauge Acquired.*

### *Help!*

My good friends' radiator shop in Norco is closing its doors after 33 years in the same place and its liquidation time.

Amongst the items in the 'to go' pile is a 12,000 pound four post free standing vehicle hoist. This is the hoist that is bolted to the ground that you drive up on and raises on four legs to over eight feet off the ground. This is exactly what we can use in our new engine and rolling stock off loading area that has been kicked around for quite a while. And as we all know, we do need to improve our unloading facilities and its location.

I have been keeping an eye out for one of these lifts because they are sold new in the \$2500 for a cheapie to \$5000 for an overkill model. We can and I'll admit we committed to this one for just \$1200- cash. It's a steal, close by, great shape and we've got a few weeks to take it apart.

With this deal, we can probably put in the concrete pad for it to set on, the concrete pad that the trailer and or tow vehicle can back up on and the retaining wall to the new three track unloading facility that would line up to the north road of the camp ground and join the upper loop just north of the big rock on the outside, for a good guess, of about the same price as a new hoist, if we were to have to buy a new one.

I realize that the infrastructure has to be improved before we can continue up the hill and this is something that we can all use and it would make loading and unloading down right enjoyable compared to what we have now. This is one of those 'when it rains it pours' kind of deals and this is something that we should not pass up. Those that I have given a personal call to have pledged to look at the piggy bank and give me a call back. I supposedly have a check or two in the mail. What do you think? Give me a call or e-mail and send that check to JT and ear mark it 7 ½" gauge fund. Thanks and I don't think we can go wrong with this, let me know. ☀ - Brian Ratliff



*The hoist before disassembly.*



## Calendar of Events 2008

*February 9 - 15" Workday*

*February 15, 16, 17 - 7 1/2" Presidents Day Run*

*March 7, 8, 9 - 7 1/2" Narrow Gauge Meet*

*March 8 - 15" Workday*

*March 21 & 22 - 7 1/2" Easter Work Weekend*

*April 12 - 15" Workday*

*May 3rd & 4th - 15" Spring Meet*

*May 31st - 15" Workday (Season Wrap)*

*November 6, 7, 8, 9 - Fall Meet*

Email [tomamailbox-jts@yahoo.com](mailto:tomamailbox-jts@yahoo.com) for more info and member camping reservations.

**Logon at [www.jtsrr.org](http://www.jtsrr.org) for all the latest!**

### ***New Years 2008, continued from page 1...***

With Allan, Brian, Bruce, Greg, Mikey and Paul's efforts, by one o'clock we were admiring the accomplishments of the day and steam-up time commenced. While trains ran around, I cleaned up the right of way into the steaming area. Cleaning up along the road bed making it a bit easier, to traverse the area, by rail or by foot. Also I removed dead vegetation from the area that was near the railroad.

Monday morning was by far the frostiest of the mornings; a rime of frost coated all but the driest of areas. The forms were removed from yesterdays mud work and the monoliths of four new steaming bays emerged. Forms were made for the steps that will be between the new bays, making it easier to climb up to track level than in the past. The upper step and the middle step are complete; the lower step will be finalized on the next trip out. The rock faced wall that will support the last bay was begun and when the steps were poured, some concrete was placed in areas of the wall to strengthen it as well.

Fill dirt was needed for the rock wall project at the bay and soon the Heisler was fired up and buckets were being shuffled back and forth till no more dirt was needed there.

But the work crew had gotten into the swing of things so the dirt haulers were transferred to the far end of the Wye Bridge and twenty feet of wall was started, as well as fifteen feet of fill to give the ten feet of rail after the bridge something to rest upon. Greg placed ties under the section of rail and ballasted the result. After the barbed-wire fence gets moved north, an illusion of a continuing railroad can be obtained. As well as the simple fact that you will be able to wye a much longer train as well. The sun soon dropped below the hill and the temperature dropped as well.

Monday of the New Year saw putting away of equipment, and a little running as well, and by noon trucks were loaded and secured for the trip back home. There were over twenty people that had stopped by to visit over the weekend, including Ken, from Canada, that was staying in Sky Valley for the winter and had seen our web-site. ☀

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## **Grand Scale Railway Update.**

**W**e continue to make a great deal of progress on the yard area, although it may not be immediately apparent. Ole, Brendon Hilton and Bill Hilton have run air, water and power underground to several spots around the yard, which helps greatly now that we don't have to have long runs of extension cords or hoses to wherever the work is going on. Thanks to them for spearheading this effort.

At our last workday our centerpiece, the joshua tree adjacent to the roundhouse, was ringed with the old ties from the original loop track, creating a nice bit of landscaping begun by Ken Eells. Bill Souder has taken on the challenge of transplanting a number of additional cactus and succulents from his property in Yucca Valley into this "Zen garden". During the week of New Year's he started placing rocks and placed a few of the plantings. This small area adds a great amount to our newly flattened yard area desert-scape. Thanks to Bill for taking this on!

Rita Allan is designing the new picnic area on the west end of the Pullman car, and as of January 4th, the footings are now poured for the shelter structure donated by Ole. Thanks again to Bill Souder for lending a hand in this marathon concrete session. The new picnic area will feature a full-length rock bar and a vintage wood cookstove to be provided by David Brewer, who has been quietly and steadily pressing on

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## *Grand Scale Update, continued...*

with the SP caboose restoration project.

This year promises to be another great one. Bill Shepherd will be back in February to begin forming the turntable ring, and we are hoping to begin framing on the first two stalls of the roundhouse. Brendon and his track crew are making a lot of progress on the switch ladder at the throat of the yard, which will yield a good deal of trackage by the summer. And of course we will continue to open up the Rock Cut as time allows.

Keep checking back for more progress info. Have a happy and safe 2008! - *Chris Allan*



*Artist's rendering of the new Grand Scale roundhouse by Steve Abernathy.*



*Bill Souder working in the "Zen" garden adjacent to the Grand Scale roundhouse site.*



P.O. Box 475  
Joshua Tree, CA 92252

ADDRESS CORRECTION REQUESTED

Phone (760) 366-8503  
Email: tomamailbox-jts@yahoo.com  
Website: www.jtsrr.org  
Editor: Chris Allan