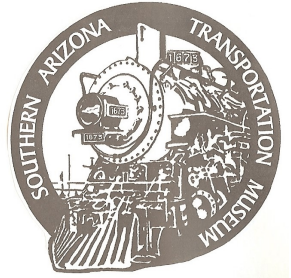




March, 2015

Quarterly News for **Old Pueblo Trolley**

Street Railway, Motor Bus & Museum Divisions



Southern Arizona Transportation Museum, a Division of Old Pueblo Trolley

PRESENTS

THE TENTH ANNIVERSARY OF THE SILVER SPIKE FESTIVAL

135th ANNIVERSARY OF THE RAILROAD TO TUCSON

On March 21st 2015 at 10:00 AM, the celebration and reenactment of the Arrival of the Southern Pacific Railroad to Tucson will begin down at the Historic Railroad Depot, 414 N Toole Ave. This Annual event will take place in front of Locomotive #1673, (featured in the movie Oklahoma).

Master of Ceremonies- Steve Ochoa

**REENACTMENT BY THE TOMBSTONE VIGILANTES AT
HIGH NOON**

1880 Period attire is encouraged

This free family event will include

Soloist: Jodi Darling

Display of the original 1880 Silver Spike

4th U.S. Cavalry Regiment Band

Mayoral Proclamation

Display of historic modes of transportation

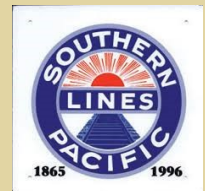
Descendants of: P Tully, E Ochoa, Mayor Leatherwood

Sponsors: UNION PACIFIC RAILROAD / AMTRAK

Free Admission and Nearby Parking

www.TucsonHistoricDepot.org 520-623-2223

414 N TOOLE AVE 85701



What's Happening with the **Streetcar Division**

Volunteers Needed!

Contact Rick Wheeler, phone 818-1547, elisarick@wbhsi.com



Photo on the left shows the mounting system designed by OPT members Chuck Krause and Skip Moen for the Lisbon car's new pantograph which matches those used on Tucson's modern streetcar.

Here is a full view of the car with the pantograph mounted.



The car's bumper was modified with an imposing anti-climber which keeps one car from riding up on another in the case of a collision.

The Passing of OPT Volunteer and Friend Dave Dykstra by Dick Guthrie

After receiving an engineering degree from Iowa State University [Ames, Iowa] Dave went to work at the US Army Aberdeen Proving Grounds [Maryland]. There he worked on development of various electro/mechanical systems and became well known for his extreme patience. He retired from Aberdeen and worked for a private contractor doing similar work for a short time before moving to Tucson with his wife Mary Ann. They purchased a home in the Tucson foothills where Dave began extensive remodeling of the kitchen and other parts of the house. They had a very large garage which allowed the installation of a very complete wood working shop. About the same time Dave discovered Old Pueblo Trolley. He soon completed training as an operator. However, Dave's first 'love' was in restoration and particularly in solving electrical problems found in the historic cars. If you think about it this was not too unlike what he did at the Aberdeen Proving Grounds. Working with Eric Sitiko, Dave was able to adapt Brussels tram 1511 to two way operation albeit somewhat slower when returning downhill from the University Station. Dave also ran down electrical problems that came up with Japanese car 869.

Dave preferred to work alone coming in two or three days a week with Mary Ann to work on the cars and spending most of the remaining time working on their foothills home. Dave did manage to spend time working on Habitat for Humanity projects.

One of their dreams in retirement was to 'fifth wheel' around the country. Dave spent a lot of spare time researching various manufacturers looking for their ideal home on wheels. As they neared completion of the remodeling of the foothills home it was time to buy their new home. Dave already had purchased a 'tug' to pull their new home around the country and they sold their home in the foothills and began their travels after about seven years in Tucson. Dave in his usual manner improved the tandem axle suspension on the trailer to the extent that they took the trailer back to the manufacturer which incorporated these improvements in their product line. When Mary Ann and Dave would stop in mobile home parks the management frequently enticed the Dykstra's to stay on and trouble shoot the parks. Not only were they given free spaces the park management paid them for the work in addition. They had several parks at which they were asked to come back as often as they could! All this time Dave and Mary Ann kept a storage unit in Tucson to keep important personal items that would not fit in their 26 foot trailer. They had a spot in a mobile home park near Orange Grove and La Cholla where they spent three or four months each winter and also some time at the Catalina State Park. We do not know the exact date, but Dave did pass away in late January.

Dave and Mary Ann left their mark on OPT for which we are forever grateful.

BUS DIVISION REPORT

STUDENT INTERNS – 1928 TWIN COACH

The bus division's student intern program, started a couple of years ago, has taken a new direction this semester. We are now receiving referrals from Tucson Youth Development, Inc. They pay students minimum wage to work after school 10 hours a week, and 30 hours a week during the summer.



We currently have 3 students, **Eric Daily** (shown at left working on a card rack), **Nicholas Barraza** and **Abram Ballesteros**, doing a great job while receiving hands on experience helping with the interior work on the 1928 Twin Coach. Current efforts are focused on getting the interior ready to paint. Our winter visitor volunteer from Ohio, **Bill Bownas**, has been completing installation of the floor wood, and adding wood filler where needed.

The challenge for continuation of the project is that we have now spent the full \$120,000 allocated under the Transportation Enhancement program. Fortunately we were able to stockpile needed items before the money ran out, so work will continue for a few months while we seek the estimated \$40,000 to finish the project. That amount can, of course be raised over time as work progresses, so regular monthly or quarterly contributions are encouraged. Just mail your check to Old Pueblo Trolley, P. O. Box 1373, Tucson, Arizona 85702, and note Bus Program in the memo line.

1960 GM COACH – SAFETY & MECHANICAL WORK

The mechanical and safety work on bus #135 has been completed under the guidance of project manager **Alan Walker**. It was a true team effort with many volunteers helping. **Bob Schlanger**, owner of British Auto Service, and **Bill Nelson**, owner of Bill Nelson Automotive, and **Lou Smiley** were involved with removing, steam cleaning and reinstalling the gas tank. Bob and Lou also worked on changing the oil and spark plugs and checking the compression in the cylinders and installing a new large fuel filter donated by Bill. Bill also arranged for the purchase and installation of new tires, and while the bus was at his shop, replaced two fuel lines. **Dennis Gibbs** troubleshooted air system problems and removed and reinstalled one windshield wiper motor after it was rebuilt. **Jim Trabulsi** replaced all the wiring in the engine compartment. Other work included checking break lines, suspension, brake pads and drums, purchase of a new battery and making new battery cables. Funding is still needed to complete interior refurbishment, and do minor body work and give the bus a new paint job. Your contributions toward that would be much appreciated.



Remembering Bob Gosnell by Gene Caywood

It is with great sadness and sorrow that I write you about the sudden passing Feb. 9th of long-time bus volunteer, **Bob Gosnell**.

Since January 2006 Bob has been a fixture at our restoration shop. He was always willing to take on the most mundane task and quietly work on it to the best of his ability. He sanded thousands of rivets, many of them two or more times, on our 1938 Yellow Coach bus #8. He restored the farebox for it, which, when the bus is displayed, brings almost as many comments as the bus. He became knowledgeable about buses and corresponded on our behalf, and just out of his own interest, with many people around the country. He was responsible for getting us national publicity with an article on bus 8 in *Wheels of Time*, the publication of the American Truck Historical Society. He searched on-line for parts needed for restoration, and collected information on buses and bus manufacturers. He took photos for us and collected photos of buses, and gathered histories and facts about buses he thought might someday be helpful to us. On annual trips to visit family in Pennsylvania and New England, he and Shirley often picked up or dropped off parts for us at other museums.

And he regaled us with more e-mails than we ever wanted to see on a variety of subjects. His correspondence with his good friend and former boss (and bus fan), Bob Heglund in the Boston area, always elicited stimulating thoughts and often fascinating stories.

Bob's career was in risk management with Liberty Mutual Insurance Company, from which he retired as Assistant Vice President. His job took him places many could only dream of seeing – the inside workings of a wide variety of business, manufacturing and industrial facilities. This background made him very knowledgeable of a variety of subjects and resulted in many informative conversations. He had a special interest in all forms of transportation, and proudly served in motor pool with the U. S. Army in Korea.

But most of all Bob was our friend, especially to Roger Hobbie, Dave Sterle and me, as well as to other less frequent volunteers at the bus shop. He will be greatly missed.



TO:

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March, 2015

Website
www.oldpueblotrolley.org

- ◇ Old Pueblo Trolley is a not-for-profit operating transportation museum consisting of three divisions;
- ◇ Street Railway Division: V.P. Tom Gorman tgorman@oldpueblotrolley.org
- ◇ Motor Bus Division: V.P. Roger Hobbie rhobbie@oldpueblotrolley.org
- ◇ Museum Division: V.P. Ken Karrels ken@oldpueblotrolley.org

PROPERTY ACQUISITION UPDATE

In our last newsletter we announced the effort to purchase property in South Tucson as a permanent home for our restoration and student intern program, and to provide museum and preservation space. Since then we have been focusing on finding the additional money needed beyond the extremely generous commitment from two of our long-time supporters, with the following results to date:

We have obtained approximately \$110,000 additional in commitments (donations or loans) from our members and friends. We are in the process of setting up an LLC that we hope will encourage some more sizable loans from those who need a guarantee that their money will be repaid within a stated time frame.

We met with a foundation that has been one of our strongest supporters in the past, and have applied for a grant from them focused on our efforts to give hands on experience to students.

We met with the South Tucson Interim City Manager and found him very supportive of what we want to. He recommended a potential source for economic development money that can be loaned to non-profit museums.

We have been informed about a local foundation that in the past has donated or loaned money to non-profits to purchase property. We will be contacting them.

We will continue to contact other people on our list who might be able to help, or steer us in the right direction. Initially we felt we needed to move on the property quickly lest someone else come along and purchase it, but now it is obvious that obtaining the funding needed to

Become a member of Old Pueblo Trolley

Mail form and payment to PO Box 1373, Tucson, AZ 85702

NAME _____ PHONE _____

EMAIL _____

ADDRESS _____

ZIP _____

New Member ____ Renewal ____ DATE _____

Please check the appropriate membership donation category:

Student/Senior \$15 ____ Regular \$25 ____

Honorary Motorman \$50 ____ Contributor \$100 ____

Donor \$250 ____ Sponsor \$500 ____

make a firm offer on the property will take more time. So as we pursue the additional contacts on our list, please consider how you might help. Either loans or outright donations are needed. Contact Gene Caywood at caywoodgm@juno.com or 360-0268, or send contributions to Old Pueblo Trolley, P. O. Box 1373, Tucson, Arizona 85702, and note Building Fund in the memo line.