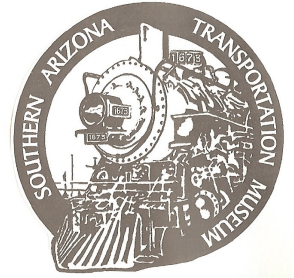




September, 2014

# Quarterly News for Old Pueblo Trolley

## Street Railway, Motor Bus & Museum Divisions



### Motor Bus Division

#### INSURANCE FOR 1938 YELLOW COACH

At long last, thanks to the persistence of **Bob Schlanger**, we have secured the insurance at a reasonable cost that will enable us to use our completely restored bus #8 for more events. Now we have to pay for it – about \$800 per year. Donations for that purpose are welcome. Designate “#8 insurance” on your check and mail it to the address on the last page of this newsletter. Unfortunately, several weeks ago we had to cancel using the bus for an event due to mechanical problems (broken starter) in #8. That led to a decision to accelerate work on a backup (see next article below).

#### LARGE DONATION FOR 1960 GM – NEEDS MATCH



1938 Yellow Coach, Warren Bisbee Bus Line #8, on display in November 2011 for the Union Pacific steam train.



1960 GM, Old Pueblo Transit #135 picks up passengers on 4<sup>th</sup> Avenue at 8<sup>th</sup> Street while providing shuttle service for Sun Tran’s 25<sup>th</sup> anniversary event in 2000.

Prior to the starter failure on bus #8, **Alan Walker**, one of our board members and long-time street railway division volunteer, had taken an interest in returning our 1960 GM coach, former Old Pueblo Transit Company #135, to presentable and operable condition. Given the need for a backup for #8, that effort has been given a high priority. In order to move it along, Alan was instrumental in securing a donation of \$3000 that will be sufficient to correct all #135’s safety and mechanical problems, including 4 new tires. However, the donation was given with the understanding that we would find additional donations to cover the interior and exterior rehabilitation, including a new paint job. Donations to that end will be gratefully received. Note “#135” on your check and mail it to the address on the last page of this newsletter.

#### SUMMER INTERN WORK ON 1928 TWIN COACH & 1946 FORD TRANSIT BUS

Thanks to a generous donation by one of our board members, we were able to pay Flowing Wells senior **Eric Daily** for a couple of months this summer. In addition a small stipend was provided to Rincon High School student **Kyle Hetherington** who worked a portion of the summer, and Flowing Wells senior **Dallas Zamorano** volunteered his time for most of the summer. Significant progress was made on the body work on the '28 Twin Coach, and expert body worker **Wade Musil** donated a large amount of time sharing his 40 plus years of experience with the students, mostly on the '46 Ford bus. Many thanks Wade!



**Wade Musil** teaches **Eric Daily** the fine points of metal shrinking on a badly dented panel on our 1946 Ford Transit Bus, Tucson Rapid Transit Co. #50.

## Tucson's 239th Birthday Celebrated at SATM

### Tucson turns 239 years old

By Kevin Reagan | The Daily Wildcat

There was still plenty of love for the railroad to be seen at the birthday celebration. Volunteers of the museum handed out paper train-conductor hats and Amtrak-themed coloring books to the cavalcade of young families present at the event.

"The train helped bring new residents to the town," said Stephen Hackney, a museum volunteer. "It's a nice, tangible connection to the city's past."

Tucson was first founded by Hugh O'Connor in 1775 but would not become a part of United States territory until 1854. When O'Connor first founded the city as a military post in the 18th century, he named it the Presidio Royale San Augustine de Tucson. After the introduction of the railroad in 1880, Tucson's population had reached 8,000 residents. By 1950, it had expanded to 120,000 residents.

"The enormity of [Tucson] is almost staggering," said John Champney, a guest at the birthday celebration. Champney is a resident of Detroit and first came to Tucson in the late 1950s when he was stationed at Davis-Monthan Air Force Base.

Champney said that he tries to venture back to the Old Pueblo as often as possible since he really enjoys the Spanish motifs of the city.

"I come to Tucson as often as I can to vacation," Champney said. "The weather [and] the culture [are] just great."



By Kyle Hansen / The Daily Wildcat  
Mayor Jonathan Rothschild cuts the cake during Tucson's 239th birthday celebration.

#### SAVE THE DATE:

The 10th Annual Holiday Express

Santa is coming down to the Museum on Dec 20th from 1 till 4PM

Operating Model n gauge trains in the Depot Lobby

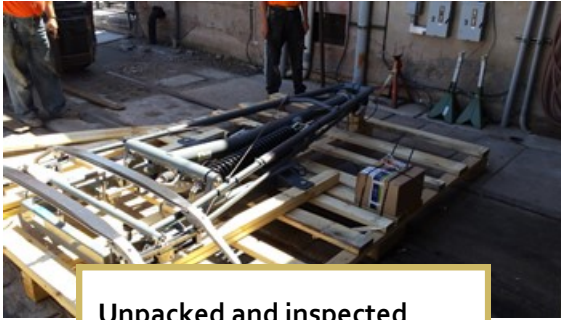
Write a letter to Santa and enjoy

**Southern Arizona Transportation Museum** at 414 N. Toole at the Historic Depot



### The Lisbon Car's Pantograph Arrives!

One of the requirements to be able to operate our car on the modern streetcar line was to have a compatible pantograph ("pan" for short) to access overhead power. This one is the same as is used on the modern cars.



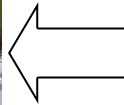
Unpacked and inspected



Chuck Krause supervises mounting the pan on the roof.



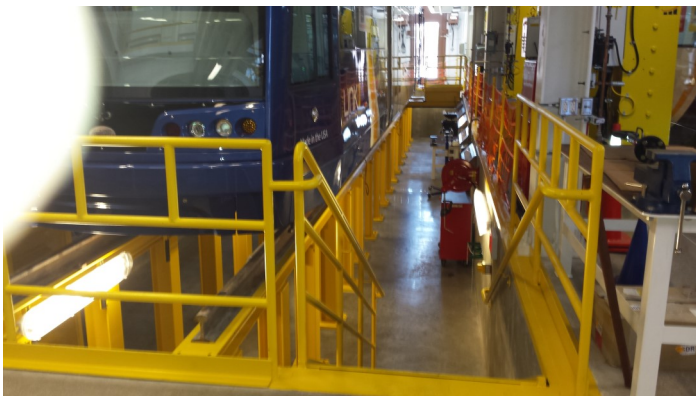
Two days before the grand opening in July, OPT members were treated to a special ride on the new cars and a tour of the new maintenance facility



### Update on the Progress with Car 524, the Lisbon Car, which historically will represent Prescott & Mt. Union Railway No.1

Work is almost complete on roof trim, another coat of sealer has been applied. Side panels are done. Brake valve hardware is being rebuilt elsewhere; updated wiring is progressing nicely. Bells are finished and will soon be installed. We are in the process of securing a volunteer painter to do the body paint after we do the prep work. That needs to be done before windows and seats can be installed. Work is progressing on the seat upholstery. Chuck Krause and Skip Moen have built a support system for the pantograph. Resistors still need to be installed to protect the traction motors, the smaller electrical motors, and the controllers. An Amtrak-style wheelchair lift appears to be the choice for ADA compatibility.

Target for testing and roll out is early 2015. We hope we are not too optimistic. This project has required a significant amount of rebuilding and re-imagining of all the systems needed to run the car efficiently and safely.



One of the maintenance pits in the new facility, allowing workers to get under the car to access motors and components.

### Volunteers Needed!

Contact Rick Wheeler, phone 818-1547, [elisarick@wbhsi.com](mailto:elisarick@wbhsi.com)



TO:

P.O. Box 1373, Tucson, AZ  
85702

Newsletter Editor: Ron Dawson  
upper14@aol.com

Website

www.aldpueblotrolley.org

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**THIS AND THAT...**

Volunteers are always needed for all 3 divisions, but people to do sanding and body preparation for painting are particularly needed for both the Lisbon car and the Twin Coach bus.

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Museum Coordinator Tom McComb is moving to Michigan to be closer to family. We wish him the best. Kristen Hobbie has taken over as coordinator and is doing a great job. Welcome Kristen!

\*\*\*\*

We need you to pass the word to your friends about our vehicle donation program that benefits all 3 divisions. Any vehicle of any type in any condition can net us some much needed income. Call Bob Schlanger at 419-7410.

- ◇ Old Pueblo Trolley is a not-for-profit operating transportation museum consisting of three divisions;
- ◇ Tom Gorman, Vice President, Street Railway Div.
- ◇ Roger Hobbie, Vice President, Motor Bus Div.
- ◇ Ken Karrels, Vice President, Museum Div.
- ◇ CEO: W. Eugene Caywood email: caywoodgm@juno.com

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 \_\_\_

Benefactor \$1000 \_\_\_ Life \$2500 \_\_\_

Division interest: Streetcar \_\_\_ Bus \_\_\_ Museum \_\_\_ All \_\_\_