

The Travel Town



A Publication of the Travel Town Museum Foundation

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May 2007

Greetings from Travel Town!

Have you been out to Travel Town to see the “Crane” yet? The World War II era American Locomotive Crane was donated several years ago by the Boeing Corporation and was finally moved to the Museum during the last week of 2006. Its large size and extreme weight made transporting it to Travel Town quite the challenge; in fact, it had to be separated into THREE pieces and required a series of different movements to get it all into the Park. Museum volunteers have been working overtime since mid-November, both to prepare for the “final move” in December and since then to complete the re-assembly. Under the fantastic leadership of Travel Town Volunteer Greg Ramsey, the big girl is nearly back together and ready for a formal dedication! The operational, Diesel-powered crane was built in 1942 for the United States War Department and has a lifting capacity of 50 tons. Mr. Ramsey will share more exciting details with us elsewhere in the *Tender*.

The long-awaited arrival of the Locomotive Crane is just the tip of the iceberg when it comes to exciting projects going on at Travel Town this spring. Since the first-of-the-year, we’ve had TWO more great Boy Scout Eagle Leadership Projects completed at the Museum. Although the two scouts come from different locals, their projects worked in tandem to address a single long-standing display track issue. In December, Eagle candidate Gregory Ramsey, of Oxnard Troup 234, came in with a battalion of his fellow Boy Scouts

to perform a tie replacement and general remediation effort on Museum display Track 8-West – getting the track ready for the off-loading of the arriving Locomotive Crane. Once the Crane was comfortably “on the property,” our next Eagle candidate, Nick Perino, of Burbank Troup 234, mounted an effort with fellow scouts and students from Bellarmine-Jefferson High School to construct a landscape and ballast-retaining wall along side the same Track 8-West. All of us at Travel Town are proud and appreciative of the great job both of these scouts did in leading their respective projects to successful completion!

But wait, I may have saved the most exciting news for last... how about a working steam locomotive at Travel Town? Well, I’m excited to report that we’re on the way towards that goal! Under the leadership of Museum Volunteer Paul Boschan, venerable Southern Pacific locomotive Number 20 is headed for a complete operational rehabilitation. Once completed, the S.P. 20 will be the first steamer to operate at Travel Town since the early 1960s. (I’ll bet there’s not many of our readers who remember the days when old Oahu No. 18 was chugging around the Park.) The S.P. 20 project is just getting started, so keep an eye on future *Tenders* and be sure to stop by the Park often to watch the progress on this great locomotive resurrection!

See you at the Park!

A handwritten signature in black ink, appearing to read 'Greg', written in a cursive style.

Greg Gneier, President
May 2007



☪ Together again! After several decades apart, American Locomotive Crane 1887 was finally reunited with her old companion CS&CV No. 1 at Travel Town on December 29, 2006 (above). The two World War II military units worked together at the Douglas Aircraft plant in Torrance, California, in the 1950s and 60s. Our beloved little red engine eventually left Torrance for an assignment at the McDonnell-Douglas plant in Long Beach and came to the Park in 1989.

☞ A vintage shot from the Travel Town Archives showing the two together at Douglas, around 1960



On the Platform . . . Bob Arbuckle

This issue's *On the Platform* features one of our wonderful docents, *Bob Arbuckle*. And we congratulate Bob on his recent marriage to Linda Lammers!

Bob began volunteering at Travel Town in 1997. Railroads were a family business for Bob; his wonderful dad, the late *Wayne Arbuckle*, had a long career with the Santa Fe Railroad and volunteered with us for several years in the '90s after his retirement. Wayne had a profound effect on our volunteering program, giving first-hand knowledge of working on the railroad, from brakeman to front office to receiving clerk. Wayne received his "Brakeman" card from the Santa Fe railroad back in 1955 and proudly showed it off whenever he volunteered! Wayne knew how to spend his retirement years – he gave back to the community by volunteering not only here at Travel Town but also at the Gene Autry Museum and the Natural History Museum!

We got to know Bob when he accompanied his dad to our Christmas parties and other Travel Town events. Bob now continues his father's tradition by regularly volunteering as a docent for us, with the Pullman car *Hunter's Point* being his favorite.



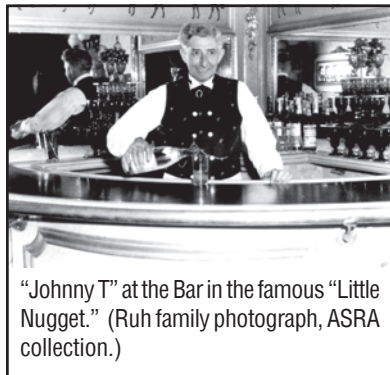
⇒ Congratulations to the newlyweds!



⇒ Bob shows off the interior of the Pullman car *Rose Bowl*.

"The Little Nugget" Guest Book Comes Home!

Earlier this year, the Travel Town Museum Foundation received a very wonderful donation from Rich Ruh, Grandson of Johnny T. Ruh, the bartender of the Little Nugget. The entire Ruh family has been very supportive in our restoration of



"Johnny T" at the Bar in the famous "Little Nugget." (Ruh family photograph, ASRA collection.)

"The Little Nugget" and this contribution is a fantastic artifact! This book has original signatures, poems, and traveling notes from riders of "The City of Los Angeles" dating from 1942 through 1945 — attesting to the fact

that "the Little Nugget" was one of the few lounge cars that operated during World War II, a period when troop movements took precedence and the government forbid the operation of "non-revenue" cars in the train. This book appears to be the sequel to the original signature book that is currently at the Union Pacific Museum in Omaha, Nebraska. The last entry in the first book was dated December 6, 1941 (for you younger folks, that was the day BEFORE the Japanese attacked Pearl Harbor). One of the famous signatures we recognized was from Tommy Dorsey, a band leader known for such songs as "I'm getting Sentimental Over You" and "I'll Never Smile Again." Another famous band leader who signed the book was Benny Goodman, famous clarinetist.

Looking at the signatures and the comments in this book is like looking into the past. Imagine traveling across the country in opulent style – maybe this is your first trip across our great nation, maybe you've made the trip several times for business. You decide to go into the bar car for a drink and sign your name to a book on the counter. Many folks are very appreciative of the great service from Johnny; one complains about the food that has been rationed (instead of steak in the dining car, he could only have hamburger or

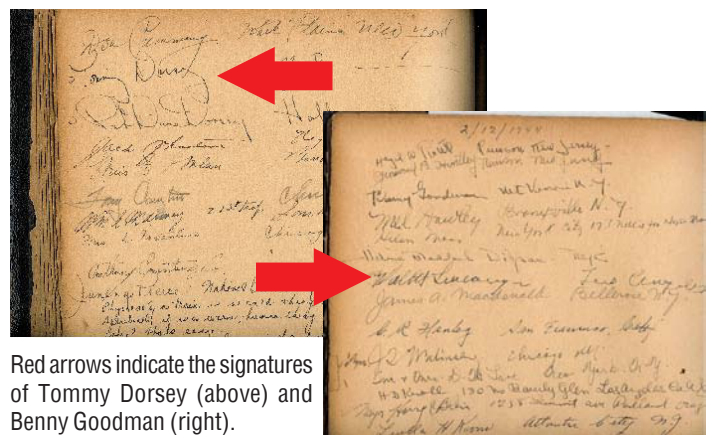
chicken). Maybe some time 50 years in the future someone will pull up a blog from 2007 on Myspace.com, but I rather doubt it. This book is a wonderful time capsule of comments and public opinion about traveling in the 1940s.

Here's a poem from someone who signed the same page as Tommy Dorsey:

*Physically a train is a cold thing of steel,
Spiritually it is a warm human thing you can feel-
Why?
That's easy-
It's the engineer, the fireman, the conductor, the steward,
Gentleman all, prime hosts of the land
Three cheers for them all – long may they stand!*

Another poem:

*We rode in this car but not very far
The girls who were with us were "movie stars"
The roadbed is excellent and we're not kidding,
But believe it or not our cocktails went skidding!
A.B. Malouf and Sperry Lawson from Los Angeles*



Red arrows indicate the signatures of Tommy Dorsey (above) and Benny Goodman (right).

Polar Express Pajama Party

This past Christmas season we had a wonderful holiday celebration with our Polar Express Pajama Party! Over 130 people enjoyed hot chocolate and cookies while watching our favorite holiday movie, starring Tom Hanks. This year the festivities were even better thanks to the Los Angeles Best Buy store, located on Los Feliz next to Toys-R-Us and Costco. They allowed us to borrow four "big screen" television sets to view the movie, and we were able to have our patrons spread out through Holden's Corner and the Butler Building to enjoy the movie. Santa was also welcoming visitors that evening!

If you or your business would like to sponsor this event for this upcoming year, please contact Nancy Gneier for information. We love bringing special events like this to our patron families, but we also need help like the generous donation from Best Buy.



☞ Thanks to Best Buy on Los Feliz for these great TV's! Shop at Best Buy!



☞ Our Executive Director stirs up some hot chocolate for patrons in her snappy pajamas and festive hat!



☞ One of our patrons comes dressed appropriately in his Thomas pajamas!



☞ The crowds gathering!



☞ Volunteer Manager Paulette Westphal and a caring patron address holiday wishes to troops overseas. These cards and letters to Santa were worked on while waiting for the movie to start.



☞ And another contemplates how many marshmallows to put in that hot chocolate...

All Aboard!

A warm welcome to the newest members and renewing supporters of the Travel Town Museum Foundation.

STREAMLINERS

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Henry Lewin
Linda Vertrees
Chris Yoon Kim

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Rachel Park
Jamieson & Bethany Price
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For membership information, call 323-668-0104

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We've Been Working...

The first few months of 2007 have been very busy ones for Travel Town's hard-working volunteer team. At the forefront of these efforts has been reassembly



Greg Ramsey meshes with the gears inside the American Locomotive Crane.

and rehabilitation work on the newly-arrived American Locomotive Crane. Our volunteers have logged in over 700 greasy hours on this big piece of equipment - before, during and after its Herculean move to the Museum in late December. Thus far, most of the work has been "mechanical" - realignment and lubrication of gears, rebuilding of air-operated control systems, and trial movements of the trucks and machinery house. In the coming weeks, the efforts will culminate in the "stepping" of the boom, rigging of lifting cables, and then a much-needed repainting. We're planning a formal dedication ceremony later this year, so watch for updates!



Always with a smile, Kirk Reinholtz tightens the gib ring bolts on the American Locomotive Crane.



An unusually somber moment for Steve Devorkin; removing old glass from the crane window sash.

Over on Track 8-West, we've had more than fifty teens and adults taking part in TWO Boy Scout Eagle Leadership Projects - performing upgrades and rehabilitation work on this display track area. Eagle Scout candidates Gregory Ramsey and Nick Perino each lead a task force; one group removing and replacing worn out track ties and the second group erecting a landscape retaining wall alongside the track. Three cheers for both of these fine young men!

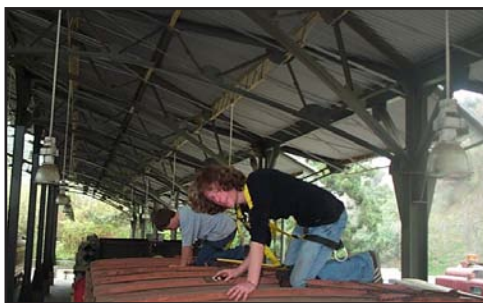


Eagle Scout candidate Nick Perino and crew shovel ballast to finish their landscape wall project along Track 8-West.

Eagle Scout candidate Gregory Ramsey leads his task force on a big tie-replacement effort on Track 8-West.



Just down the track from the American Crane... Round two in the repainting of the Museum's wood-sided Southern Pacific Box Car is in full swing. We're pleased and fortunate to have another great group of high school students from the nearby Zoo Magnet High School working with us on this refurbishment project. Under the leadership of Museum Staffer John Coghlan and Foundation Director Nancy Gneier, two groups of students are working alternate weekdays on the Box Car as part of their high school class curriculum. The students learn a myriad of both skills and history while they are working at the Museum!



Arthur Mesa (left) and Aaron Snyder remove loose paint from the top of the boxcar - the roof has also been prepped and corrosealed, a process which prevents rust from spreading.

Valerie Watson (left) and Allison Senac put a last coat of paint on the south side of the car.

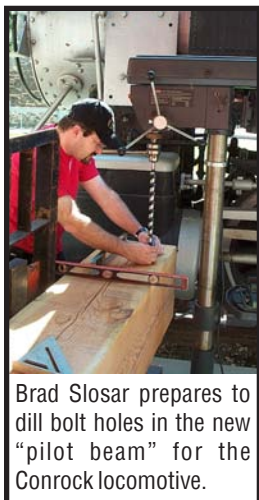


Come Join the Fun!

Visit www.traveltown.org and click on "Volunteer at Travel Town" to learn more!

On the Railroad!

Somehow, in the midst of everything else, our volunteers also found time to put a new pilot beam on the “Conrock” steam locomotive.



Brad Slosar prepares to drill bolt holes in the new “pilot beam” for the Conrock locomotive.

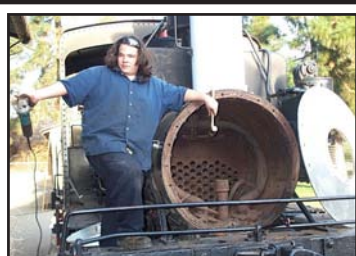
The front beams on many of the Museum locomotives have virtually disintegrated over the 50+ years they have been outdoors in the Park. For the Conrock, a new Douglas fir timber was purchased, drilled, treated with wood preservative, painted and then mounted on the front of the locomotive. We have a number of other engines at



Greg Gneier and Brad Slosar installing the last few bolts on the the Conrock's new pilot beam.

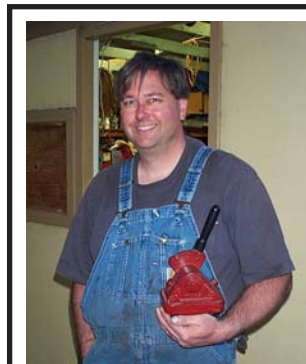
Travel Town that desperately need this same operation. We can certainly use a few more good volunteers to help with this – no special skills needed.

We're very excited to report that rehabilitation work has begun on the venerable *Southern Pacific* steam locomotive No. 20! Under the leadership of Museum Volunteer Paul Boschan, the little 1890's locomotive is on its way towards a return to STEAM operation! The locomotive will be disassembled and rebuilt from the rails up, receiving a new boiler in the process. Paul is proprietor of Boschan Boiler & Restorations, Inc. of Carson, California – you can see some of his firm's fine work chugging around on the Disneyland Railroad! We're excited to have Paul volunteering with us at Travel Town and look forward to seeing the *S.P. 20* under steam again!



John Stumreiter begins work on the S.P. 20's smoke box.

When not at Travel Town, John works with Operation Lifesaver. Here we see him with the famous Santa Fe 3751, portraying *Travis the Safety Owl* at a recent OLS safety presentation at Los Angeles Union Station.



Steam restorationist, Paul Boschan - delighted to be working on the “SP 20.”



Southern Pacific locomotive No. 20 - as she looked at the start of the rehabilitation project.

In addition to Paul Boschan, we're also very pleased to welcome several other new volunteers to our Travel Town family! John Evans, a native of the United Kingdom, has joined our Docent Team and our Board of Trustees. John has a longtime interest in trains and was actively involved in the successful restoration of a big 2-10-0 steam locomotive in Great Britain.

We also want to welcome and congratulate sisters *Samantha and Sabrina Desjardins*, two high school volunteers who have each recently completed 50 volunteer hours! Great work, girls!

Making Travel Town a true “family affair” we also welcome *Kirk Reinholz*, his wife *Virginia Choate*, and their son *Derek* to our volunteer team. Derek came out one Saturday to serve a few hours as part of our High School Service Learning Program; mom and dad asked if they could hang around for the orientation... by the end of the day, all three were covered with grease from an exciting day's



The Desjardins sisters, Samantha and Sabrina, are regular features on the Holden's Corner circuit!

work

on the Locomotive Crane! Since then, Derek has made time between mountain biking and high school swim meets to log in over 50 hours at the Museum; Virginia joined in with our Docent Tours and Kirk immediately become a key part of our Crane restoration effort. Special congratulations go to Kirk who has already surpassed the 100-hour mark as a Travel Town Volunteer!

We're always looking for new volunteers – and, as you can see, we have a myriad of projects and jobs going on – something for nearly every talent or interest, whether

you like to get greasy or stay clean. Please stop by the Museum or give our volunteer coordinator *Paulette* a call or email if you would like more information on joining our great Travel Town Volunteer Team! 323-668-0104 or volunteers.tt@traveltown.org. You can even register on-line at www.traveltown.org!



Volunteer leader Greg Gneier shows son, Tim, the finer points of rebuilding a 1937 Pullman door lock. (Greg has never actually been to Martha's Vineyard, only heard about it.)

American Locomotive Crane 1887 by Greg Ramsey



1998: American Locomotive Crane 1887 during its last days at the Boeing (McDonnell-Douglas) plant in Torrance. The boom was removed and transported to the Museum a few days after Greg Ramsey took this photo.

American Hoist and Derrick locomotive crane serial number 1887 was built for the U.S. War Department and delivered to Madison, Indiana, in 1943. It is a Model 508CD of a nominal 40-ton capacity, the CD standing for Caterpillar Diesel, the engine manufacturer. Its service history hasn't been completely researched yet, but we do know by the 1960s it had made its way west and was working at the Douglas Aircraft Plant in Torrance, California, along with an EMC Model 40 and a former Navy flatcar – both of which would eventually be donated to the Travel Town Museum.

I first became aware of the crane sometime in 1997, when a Travel Town volunteer approached me as President of the SCSRA and suggested that Boeing Aircraft (which had merged and absorbed McDonnell Douglas)

might be willing to donate it as well as some other equipment. I contacted Boeing and subsequently sent a letter in December 1997 requesting donation of the crane and a flatcar, as well as other material. It turned out our request was a bit premature, but in January 1999 Boeing called and asked if we were still interested. I replied with another letter indicating our intent to go forward with the acquisition while I worked to get approval from the City of Los Angeles, as well as figure out how we would ever get it to Travel Town. Originally, the Douglas plant had access to both Southern Pacific tracks as well as the Alcoa Spur off of the Santa Fe's Harbor Sub, but by this time the connection to the SP was long gone, and though the Alcoa spur still reached the edge of the Boeing property, the plant railroad was no longer connected to it. To further complicate things, even though the City readily agreed to accept the crane, what we thought was going to be the imminent start of construction of our new Pavilion building at Travel Town prevented our trucking the crane directly to Travel Town. So we were going to have to figure out someplace to store it for a few years.

By March 1999, Boeing had formally donated the crane and flatcar. We used the crane to load the flatcar and a couple of leftover track panels on a semi and sent them to Travel Town. By the time the truck returned, we had removed the crane's hook and prepared the boom to come off, and we lowered it directly onto the truck. After the semi left, we moved the rest of the crane off Boeing property and surrounded it with rent-a-fence. This was at best a temporary situation so in October of 1999, I sent a letter to the BNSF, this time writing directly to Robert Krebs, President of the BNSF, asking for a waiver of the friction bearing rule so we could move the crane north.

This time, our request was approved, and as the local BNSF people reported to me,

the letter was sent back down the chain of command with a note on it from Mr. Krebs to "make it happen." But we were still having trouble locating a place to store it. Finally we found another spur in Hawthorne, and I was able to get permission from Somerville Plywood to store it next to their warehouse, and on November 29, 1999, we made our first move on the mainline.

Development soon threatened our new spur, and by the fall of 2000 I had obtained permission to not only make another move over the BNSF, we had permission to move over Metrolink tracks to a new storage location on the Levitz spur off of West San Fernando just below the 134 freeway. Unfortunately, it would sit there for the next six years, a victim of further delays with construction of the Pavilion building and the SCSRA leaving the Travel Town Museum.

I have had a number of informal discussions with trucking firms over the years to determine what it was going to take to truck the crane to the Museum. In 2006, I started getting serious. Contractors Cargo examined the crane, the route and the Museum, and gave us an estimate of over \$68,000 to move the crane in one piece. That was way beyond any kind of budget we could justify for the crane, and clearly we had to find another way. It was suggested early on we would have to separate the crane into at least two pieces for the move, and I began to seriously study how this could be done. Unlike a modern crane with hydraulics or diesel electric drive, our crane is a diesel direct drive, with a vertical drive shaft connecting the machinery house and the car body. *(Note from editor: The "car body" is the deck part with the wheels attached. The "Machinery house" is the cab part that is the big blue box in all the pictures.)* It wasn't clear how things came apart.

(continued)



8:45 a.m.: After two hours of set-up, the first lift was to pick the "machinery house" up off the car body.



8:54 a.m.: Now separated from the car body, the machinery house is turned 90-degrees and loaded onto a waiting 9-axle truck.



9:10 a.m.: With the machinery house off, volunteers took quick advantage of this singular opportunity to inspect and lubricate the turret rollers. This is likely the first time these rollers had been exposed in fifty years - and probably the last time for another 50!



9:30 a.m.: The car body, with trucks attached, is lowered onto the second 9-axle truck for the drive to the Park.

I contacted American Ohio Locomotive Cranes of Bucyrus, Ohio, and they supplied us with lots of technical advice, new operators' manuals, and component weights. Their sales manager, Craig Goodenough, even offered to come look at our crane on his next trip to the West Coast. He supplied us with a wealth of knowledge of how it could be disassembled, and he left me with the confidence I could safely take it apart, and even more importantly, that I could put it back together.

Greg Gneier and I met with a number of crane and heavy trucking contractors, but the best offer came from a combination of Smith Brothers Crane services and Homer Mann Trucking. The City was going to process the purchase orders, so we submitted the quotes to the Travel Town staff, and waited for City purchasing system to run its course. My job makes me travel extensively and often, but the end of the year is generally a slow time for me, so we were trying to fast-track this so we could make our deadline of trucking the crane by the end of 2006. We set a date for December 28th – because it was between the holidays, I had a larger crew to work with.

During the fall, several of us started disassembling parts of the crane, at least those parts we could without taking away its ability to move on its own. Finally on December 23rd, we moved the crane from its parking location for the last six years and moved it to the west end where the cranes would have room to lift it onto trucks. We begin to take the drive mechanism apart, and after taking a break for Christmas, we got serious on the 26th. By the afternoon of the 27th the two sections were ready to separate. Early the next morning, a large crew of Travel Town volunteers gathered next to Levitz and began removing fencing and barricades. On cue, the two Smith Brothers cranes and support trucks rolled in at 7:00 a.m. Over the next hour, the crane crews “built” their cranes, preparing

them to share the two expected 115,000 pound lifts. By 8:00 a.m., the first of the nine-axle trucks had arrived and we were soon lifting the house off the car body. Adding the loads from the two cranes, the house was weighing in almost 12,000 pounds less than we expected. It was quickly swung over the street and onto the first truck. As soon as the house was centered and cribbed, the truck pulled forward and the second pulled into place. Once the riggers had re-rigged for the car body, it too went into the air. Unfortunately we then found out where the missing 12,000 pounds was. The load was still within the capacities of the combined cranes, but as they were swinging it out over the street, there were a few tense moments as the load meter slowly crept up near the limit as it boomed out to reach the truck.

By 10:00 a.m. the trucks were loaded, and we took off for Travel Town via the 134 freeway and the Zoo Drive exit, and then parked along Zoo Drive while we waited for the crane. The cranes still had to break down to be street legal again and took another hour to hit the road but by 11:00 a.m. they were on their way and then were quickly re-rigged to lift again inside the northwest corner of the Park along Track 8-West. Unloading was much more complicated due to the access and clearance issues. And it was compounded by the fact that the nine-axle truck carrying the car body can't back with a load. It had to pull straight in the gate and up and over Track 8 between the two cranes, and then with the load up in the air, back out from under the load, with me towing the back end with Travel Town's loader. And lifting the house wasn't much easier. Since one crane had set up with its outriggers fouling the track, and the second truck also had to pull up and over the track, we had to move the car body out of the way. That meant the smaller crane had to retract its outriggers, we pulled the car body to the east with Charley, the crane reset its

outriggers, the truck pulled in, the cranes lifted the house, the truck backed out, the cranes set the house on the ground adjacent to the track on blocks, the crane again pulled its outriggers in, we pushed the car body back into place, Charley escaped to the East, the crane reset its outriggers, and they again picked the house up and finally placed it on the car body. But that simple description was in reality a major chore. The car body had the vertical drive shaft sticking straight up in the air, and that had to be plumbed perfectly into the bearing in the center of the house. In addition, the slewing gear had to mesh exactly with the bull gear and the gib ring had to align perfectly around the circumference of it all. Needless to say, that in itself took an hour or more to accomplish. But I have to really tip my hat to the crew from Smith Brothers Crane. Little of the unloading had gone according to plan, largely due to more weight in the car body, and the fact that the trucks could not back in. But the crane operators and riggers never complained. We just put our heads together, and figured out how to make it work. And work it did. We were still on time compared to the estimate, and not a single injury.

Since January, we've spent almost every Saturday and a few Sundays putting the drive train back together, repairing air leaks and replacing rubber diaphragms in all the operators. But we've operated it twice under its own power now. And have even used it to switch once. We have a lot of mechanical work to do, and still more painting and other cosmetic work, but by the time you read this, the boom should be reinstalled, and who knows, we may have even done a small lift or two.



4:50 p.m.: Now at Travel Town, after a lot of site preparation (and lunch), the car body has been lifted off the truck and held in the air while the 9-axle truck backed out from underneath. Soon the car body will be lowered onto the Museum rails.



5:55 p.m.: The car body is on the rails and has been moved out of the way by our locomotive “Charley.” The second 9-axle truck has pulled in across the track and Smith Bros. cranes have lifted the machinery house off the truck. The 9-axle will now back out of the way.



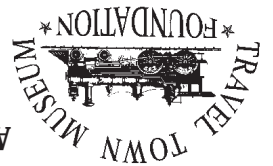
6:27 p.m.: The 9-axle truck out of the way, Charley pushed the car body back into position under the machinery house. Now comes the delicate operation of realigning the two pieces: “threading a needle” to get the center drive shaft perfectly lined up.



10:20 p.m.: Both halves of the crane are back together at Travel Town, the site cleaned up, and Smith Bros. have packed up their cranes and gone on to their next job ... an exhausted, filthy and delighted Greg Ramsey can finally take a breath.

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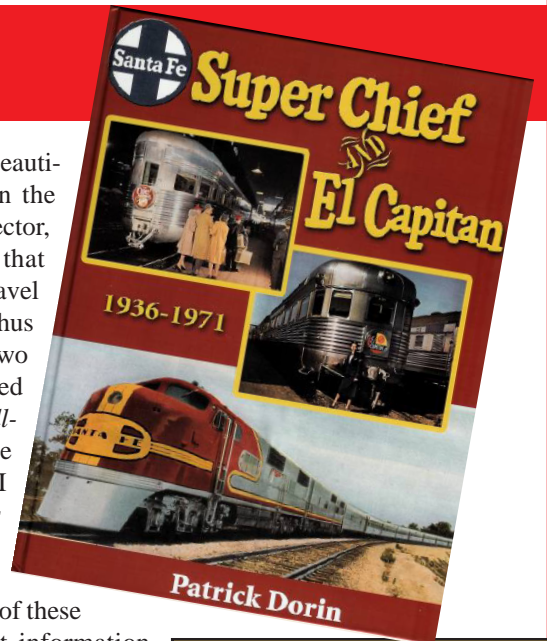


NEW AT THE GIFT SHOP!



Fun reading and education in two beautiful color books about traveling in the "good old days." As volunteer director, I am always looking for books that present the history of railroad travel that our docents can read and thus interpret our passenger cars. Two fantastic books recently published fill this bill nicely: *Travel by Pullman, a Century of Service* by Joe Welsh and Bill Howes (MBI Publishing Co.) and *Santa Fe's Super Chief and El Capitan, 1936-1971* by Patrick Dorin (TLC Publishing Co.) Both of these books really provide great information about traveling on the trains, and golly, we sell them both in our gift shop! Come in and pick up a copy and learn about customer service aboard the trains.

— Nancy G.



A color copy of this newsletter is available on our website at www.traveltown.org -- click the "Hours & Activities" button. If you would like to sponsor the *Travel Town Tender* being printed in color, please contact Nancy Gneier at 323-668-0104. Thanks!