



Message from the President

Seasons greeting to all of our members, volunteers and supporters of Old Pueblo Trolley and the Southern Arizona Transportation Museum. It has been a while since our last newsletter and there is a lot happening in our organization. There are several articles by Gene Caywood detailing all of the progress we have made on street car and bus restoration. With the help of several local businesses we have made a number of improvements to our 36th Street building. We replaced the worst of our six big roll up doors with a new insulated door back by the machine shop. Thanks to Old Pueblo Garage Doors for donating the labor for the installation. How could they not help with a name like that! Thanks to Bill Nelson for connecting us to Mike Randall aka The Cooler Guy. He very generously donated all of the labor, parts and two good used industrial coolers! We now have six working coolers and the building is now comfortable in the summer. Craig Suter has been busy in the machine shop renovating our giant 23 foot lathe. We also acquired a rather large turret lathe for production work. Pallet racks have been donated and we are using them to organize the shop. Craig has been very productive and the machine shop has been quite busy. Woody Remencus completed the ramp and raised platform project in front of the building which will enable us to drive a bus onto the platform for display during events. Woody has also been keeping the weeds under control around the building. Our next major project that we hope to start soon is to lay tracks through the building and out into the front parking lot so that we can move the street cars under power.

Our biggest challenge is finding new volunteers. We lost a number of our volunteers during the covid shut down and several others sadly passed away. If you have some time come down to the museum and we can put you to work. Restoration has many facets and it is both challenging and rewarding and the camaraderie is great.

I am honored to have been asked to serve as President of our organization along side our CEO Gene Caywood and I look forward to the challenges ahead.

Bob Schlanger President, Old Pueblo Trolley Inc.

REMEMBERING OPT FOUNDER RICHARD G. GUTHRIE – by Gene Caywood

I had the privilege of working with Dick for over 25 years. I met Dick at the first meeting called by **Ruth Cross** to discuss the idea of bringing back the trolley that used to run from downtown to the UA in February 1983. Ruth had been hired by the UA to coordinate a 1985 centennial celebration of the school's founding. She began generating interest and support for the celebration by talking to every possible university organization, and met Dick at a meeting of the College of Engineering and Mines Alumni Council where she asked if anyone was interested in her idea to bring back the trolley. After the meeting Dick expressed interest and agreed to meet with other interested persons.

Dick's enthusiastic support for the idea, encouraged the others at that first meeting to actually pursue it. The adventure began and Old Pueblo Trolley was incorporated in September 1983. From the beginning, Dick assumed a key leadership role. His background and experience as an engineer proved invaluable in every imaginable way over the years. He held a degree in Mechanical Engineering from the UA, and completed an Electrical Engineering program at the University of Colorado qualifying for his Professional Engineering license. Over the years he worked for Mountain Bell, AT&T, several private engineering firms, and the City of Tucson where he was their Electrical Engineer and traffic operations supervisor.

At OPT, Dick held so many positions and assumed responsibility for so many things, that I hesitate trying to mention them. A partial list includes:

- Vice President
- President
- Chief Engineer
- Restoration
 - overseeing volunteer work
 - providing needed parts and supplies
- Track & overhead conductor – overseeing installation and maintenance
- Superintendent of Operations
 - Crew caller
 - Conductor
 - Motorman
 - Keeping records & depositing fares
- Financial responsibilities
 - Budgeting
 - Paying bills
 - Tracking expenditure data
- Special Events Manager
 - Charters
 - Street Fairs
- Merchandise purchase and inventory
- Facilities Maintenance and improvement
- Fund Raising
- Administration
 - Replying to Phone messages
 - Writing grants and reports
- Volunteers
 - Recruitment
 - Training
 - Mentoring



Dick Guthrie in his Motorman uniform

One of the things Dick was the proudest of, was his mentoring young interns at both OPT and the City of Tucson and seeing their success in life. The below comment is from one of them, **Nick Spark**, who volunteered for OPT while at University High School and the UA. Nick helped with restoration, track work, was our newsletter editor, and member of the Board of Directors:

“As a young man working at Old Pueblo Trolley, I had many mentors. Out of all of them Dick stood out. He was incredibly generous, always willing to take time to check in, counsel me and talk about whatever was going on in my life. I cannot even begin to tell you what that friendship meant to me, or tell you how Dick’s diplomatic, wise, and energetic work inspired everyone who had anything to do with OPT. There is simply no way that OPT would have succeeded without him.”

I could say much more about Dick’s labor on behalf of the trolley project, but instead let me share a message from **John Jones**, one of our founding board members, that succinctly summarizes Dick’s contribution:

“Dick’s knowledge about everything electrical and his passion for anything with steel wheels, drove OPT construction from start to completion. He was remarkable force in all of OPT’s success. I look back at a time when we shared a dream and brought it to reality, succeeding by friendship, heavy work, political persuasion and miracles.”

DAVE STERLE

A memorial gathering, attended by several OPT Volunteers, was held for **Dave Sterle** in May 2022. Dave worked mainly on bus restoration for approximately 20 years, faithfully putting in time twice a week. Prior to retirement he and a partner operated a business fabricating and installing stainless steel sinks, counters, etc. primarily for restaurants. With that experience he was willing to tackle any metal fabrication or welding job needed. He was thus an essential part of the team that restored the 1938 Yellow Coach Bisbee bus number 8. Following that he was instrumental in replacing rusted items on the frame and body structure of the 1928 Twin Coach Bisbee bus number 1. His efforts were not limited to welding and metal work. He willingly assisted **Dan Caywood**, **Roger Hobbie**, **Bob Gosnell** and others restoring and reinstalling mechanical parts, fabricating and installing wall and ceiling panels and flooring in bus 8. His assistance was invaluable in the installation of a new center roof section on bus 1.



Dave welding new strip on rear of the 1928 Twin Coach replacing a badly rusted section on 12/20/10

MOTOR BUS DIVISION

1928 TWIN COACH PROGRESS

In September, after a couple of months work, we completed the exterior painting (except for a little touch up needed here and there) on our 1928 Twin Coach that was used in Bisbee. Next the lights, fenders, bumpers, signs, etc will be attached. Following that the window frames will be refurbished, glass installed and windows mounted in the bus, completing work on the exterior.



Thanks to new volunteer, **Tyler Johnson**, for doing a lot of the masking and painting, and **Taylor McCready** for helping paint the roof, and to **Dan Yokota** and **Alan Walker** for assistance with masking and other tasks. Thanks also to **Steve Farley** for doing the graphics for the lettering many years ago, and to **Jude Cook** of **Cook Signs** for cutting the stencils to paint the lettering.

Bill Taylor has completed installing and connecting the instruments and switches on the dash. Now that the exterior is painted he will be working on installing and connecting the wiring to the exterior lights. Once the ceiling panels are installed, he will be able to install and connect up all the dome lights.



GREYHOUND 5425 SCENICRUISER

As mentioned briefly in the last newsletter, a year ago we discovered a GM Scenicruiser in storage locally which turned out to be in amazing condition for its age (1954). Thanks to the generosity of **Andy and Robin Goddard** from Utah, we were able to acquire the bus and, after about 6 months of getting it ready to move, it arrived at our museum in April. Many thanks to **Ed Sosta, Bill Nelson, Bob Moulton** and **Gene Caywood** for many hours of work in the dirt getting it ready to go, and to **Joe Mooney** of **Frontier Towing** for towing it

To date, the following work has been done on the bus:

1. **Mark Hart** has been working inside to remove all the trash, clean everywhere including the restroom and vacuuming the seats.
2. Mark has made a full size drawing of the Greyhound dog so once the white on the bus is repainted he can paint it on the sides. He has also determined the size of the lettering used for the word GREYHOUND, and made full size letter templates for painting it.
3. **Bill Nelson** has all the corroded cooling system pipes at his shop and is preparing to replicate them.
4. **Andy Goddard** has supplied the small chrome dog that mounts on the front.
5. **Tyler Johnson** is in the process of sanding the roof, **Alan Walker** has sanded the sides, and **Gene Caywood** is treating aluminum corrosion and rust in preparation for repainting into Greyhound colors.
6. **Ron Bloom** donated the destination sign crank off his GM PD4106 motor home conversion to replace the one missing on the Scenicruiser.
7. **Dennis Gibbs** has removed a replacement right side mirror off his GM PD4104 to replace our broken one.

Planned work soon includes:

1. Paint the exterior.
2. Replicate and install the corroded cooling system piping.
3. Remove and service the radiator, and flush the entire cooling system.
4. Replace fluids (oil, transmission, etc.), and rubber hoses as needed.
5. Start the engine and test drive the bus just long enough to determine other things needing attention.
6. Once the bus is running, and the air compressor is creating full air pressure, air leaks will be traced/fixed, and it can be determined whether the air suspension bags have to be replaced.



Tyler Johnson sanding the roof for painting
Andy Goddard photo

STREET RAILWAY DIVISION

CAR 869

The Street Railway Division has been hard at work restoring the car from Japan, car 869. The exterior



looks great with its new bright new paint job, thanks to the hard work of **Dan Yokota** with assistance from **Gene Caywood** and **Tyler Johnson**. When the body work was completed Tyler and Gene painted the entire car.

Chuck Krause has rebuilt the bumper/towing bars from both ends. They are now ready for paint and installation.

Work is continuing on the roof walk way and once that is completed the poles will be installed. It will look like a Trolley again. We need to find, possibly white oak, for the ribs to support the walk and for the walk itself. If the car is to be used on a track the white oak seems to be the best suited for outside and will last the longest.

Dan Yokota remounting numbers after painting.

Andy Goddard photo





News from the Southern Arizona Transportation Museum

Improving the new HO Layout

Earlier this year, a generous donation gave the Museum a five by eight-foot HO-scale model train layout which has been placed in the outdoor shelter near locomotive 1673. The layout has added interest for visitors to 1673. Several volunteers have participated in maintaining the layout's electrical and control system; and have enjoyed running their own HO trains on the layout. In addition, a building has been added to the shelter which provided storage and work space for both the HO layout and the Garden scale layout which runs around the base of 1673.

Steps are underway to improve the durability of the HO layout in its new outdoor environment. This includes painting the understructure, improving wiring for power delivery and remote switches, and adding some signals, and adding an interurban trolley to the layout.

We are moving to make the layout fit in with the Museum's representation of transportation in the history of Southern Arizona. Therefore we also plan to modify the scenery on the layout to be representative of Southern Arizona, including the desert and buildings more representative of life this region.

If you would like to be part of this effort and participate in the improvement of the HO layout, Paul Waugaman would like to hear from you. "HO Paul" is responsible for making this donation to the Museum, and has continued to help make it a part of the Museum's collection. You can reach him at 520-673-9928 or pwaugaman@earthlink.net .

BOSTON TYPE 5 VW TROLLEY

Our September 2020 newsletter briefly mentioned the donation by **Art Jones** of a reduced-scale replica trolley built on a 1972 VW chassis. The trolley was built here in Tucson in 1983 by **Bob Publicover**, a good friend and supporter of OPT, and former motorman. He built it to transport his children to soccer games and other activities. When OPT was formed in the fall of 1983, Bob displayed the trolley at our first press conference introducing the idea of bringing back trolleys to Tucson's streets.

Bob was originally from Boston and modeled the trolley after a Boston Type 5 streetcar, and numbered it 5227. The body structure is mostly wood and fiberglass, and it is built on a 1972 VW "bus" chassis which Bob lengthened. It is powered by the original VW gasoline engine.



Bob Publicover's trolley on display at on University Blvd. at 2nd Ave. for OPT's first press conference.

After his children grew up the trolley passed through multiple hands:

- Bob sold it in 1987
- It was resold to James Hall of Bisbee.
- It went to an amusement park in Iowa c.1990.
- In 1995 it was displayed next to a flower shop in Iowa.
- In 2002 it was sold to a winery in Minnesota.
- In 2004 it went to the San Diego Electric Railway Assoc., was renumbered 1031 and used for PR.
- It was then acquired by Art Jones in 2019.
- Donated to OPT by Art Jones in 2020.

OPT's Street Railway Division, under the leadership of **Skip Moen**, plans to eventually rehabilitate the trolley. It can then be used to promote our trolley efforts out in the community. As a first step we are creating a work list and determining a timeline for the work.



The San Diego Electric Railway Association rehabbed, and repainted it in the last San Diego Electric Railway paint scheme, and took it around San Diego promoting their museum efforts. The photo was taken after arrival at OPT in 2020.

SATM SPRING 2023 LECTURE SERIES SCHEDULE

Every spring we have a series of very informative history lectures. They take place at the Southern Arizona Transportation Museum on Toole Avenue at

3:00PM

Feb. 5: Gene Caywood – “Streetcars of Arizona”

Feb. 12: Richard Dick – “The Arizona and New Mexico Railroad”

Feb 19: David Quakenbush – “Railroad Watches and Railroad Time”

Feb. 26: Chris Enss – “Iron Women – The Ladies Who Helped Build the Railroad”

Mar. 5: NO LECTURE, Tucson Festival of Books

Mar. 12: Paul Chandler – “Icons of the Southern Pacific”



**IDENTIFYING FORD BUS IN PHOTO OF MONTGOMERY WARD STORE
ON STONE AVENUE AT PENNINGTON STREET**

Arizona Historical Society Photo #90477, filed under Photos, Tucson, Stone Avenue 1940's
Reginald Russell Photo for Roy Drachman Realty Co., Donor: Lori Cross

Conclusion that the bus is probably #38, by Gene Caywood, 10/20

Introduction: As a historian of transit in Arizona, I find myself excited when a new photo comes to light, then studying it wanting to mine every little detail from it. This always includes wanting to date the photo, and determine which specific bus or streetcar is in the picture, if the fleet number isn't visible. The following then is a bit of historic trivia chronicling my quest to determine the number of the bus in the above photo, primarily using a variety of Tucson Rapid Transit records in the OPT Library.

License Plate: Normally the license plate number provides positive identification of a bus number. Looking at the original print of the photo at the Arizona Historical Society, the license number seemed to Caywood to read 7-1313A – but with the last digit being unclear – it could be X or 1 or A. So in 2002 Caywood consulted with Tom Peterson, historian and Exec. Director of AHS at the time, along with one of their librarians, both of whom agreed they thought the number was 7-1313A.

Tucson Rapid Transit Co. files listing plates for 1945 (which were the same for 1946 with a window sticker – a sticker appears to be in the lower right hand corner of the right front window, **thus dating the photo to 1946**) contains a plate with the number 7-1313A. However, this plate was for bus 19, a Yellow Coach not a Ford Transit Bus. Furthermore, the 1945 plates

for the Ford buses began with the number 9, not 7 (9-1000A and up). Searching deeper, bus 19 was retired in 11-46, so could its plate have been temporarily used (until 1947 plates were issued) on a Ford that lost its plate???

Destination Sign: 6-AMPHITHEATRE. Destination signs can of course be switched to a different bus, but that is pretty infrequent, and assuming signs haven't been switched note:

- The "RE" spelling of AMPHITHEATRE was only used on #25-39, 43 and 44.
- However, #25 and 26 are eliminated because their signs had black route numbers on a white on background with the remainder of the sign white on black, while #27-39, 43 and 44 had the entire sign white on black.

Body Characteristics: Three features which the bus in the photo does not have eliminate all Fords with numbers higher than 43 – (1) air vents beside the destination sign, (2) emergency doors and (3) an air intake vent below the driver's window.

No air vents forward of emergency door location: Eliminates #27-28 which had them.

THIS LEAVES #29-39 as possibilities.

Windshield Wipers: Photo shows a *Visional* wiper on the left side only. #29-37 had this arrangement, and we have no photos of #38 or 39 (except possibly this one). This does not eliminate any further buses.



Bumpers: Photo shows a single bumper with vertical guards. #29-31 had double bumpers, #32-33 had single bumpers with vertical guards, and #34-37 had single bumpers without vertical guards. We have no photos of #38 or 39 (except possibly this one). So this eliminates #29-31 and #34-37.

THIS LEAVES #32-33 or #38-39 as possibilities.

Paint Schemes: TRT records show tan & green paint purchased in 3/44 for painting buses 31-33 (we have a photo of #33 taken right after the repainting was complete). Prior to that they were in the solid yellow scheme shown on the bus in the photo. Since they very likely wouldn't have been repainted in the solid yellow scheme after receiving the tan & green scheme, this eliminates #32 and 33 as possibilities

THIS LEAVES ONLY #38 and 39!

The WAVE Bus: During WWII several buses were painted for the war effort. #44 was the Bond Bus (introduced 9/43). The WAVE bus was launched in 2/27/44. Unfortunately we have no good photos of it which could identify with certainty which bus it was, and several have been suggested. However, compiling records of paint schemes by individual bus, 2 gallons of Lustral Dark Blue paint was acquired for bus 39 on 1/28/44, from which I conclude the WAVE bus was most likely #39. If #39 was the WAVE bus, that paint scheme was likely very short-lived, as records show 5 gal. of tan paint was charged to bus #39 on 3/30/44, a month after the WAVE bus was launched. This would imply it was repainted into the tan and green scheme soon thereafter. If that is the case, it likely wouldn't have ever displayed the solid yellow scheme, and thus would not be the bus in the photo. Furthermore paint records indicate that #38 was still in the all yellow paint scheme in early 1946, and not repainted into the tan and green scheme until September 1946, which would more exactly date the photo to the first half of 1946.

Thus it can be concluded that the bus in this photo IS MOST LIKELY #38.

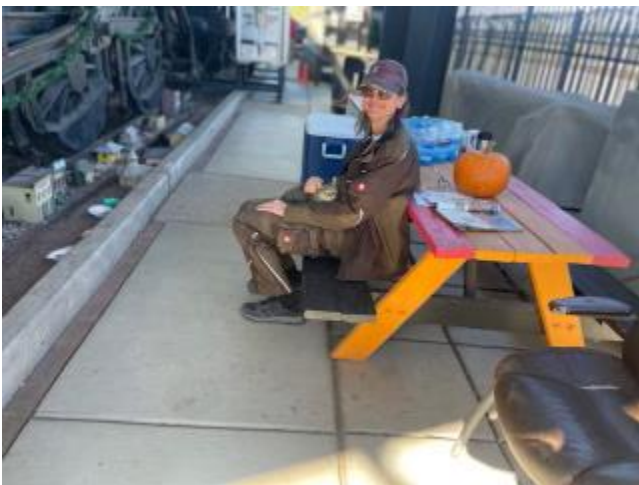
Old Pueblo Trolley Inc. is a 501C3 non profit corporation. We need your help to keep our organization on track! It takes quite a bit of money to keep the bills paid and the building maintained and to make improvements. In addition our mission to preserve Tucson's transportation history and to provide youth training requires substantial support. Restoration and preservation of our collection is expensive even with volunteers providing the labor. A one time donation or a monthly ongoing donation will help us tremendously. All donations are tax deductible. Please mail donations to:

Old Pueblo Trolley

P.O. Box 1373

Tucson Arizona 85702

We will send a receipt for tax purposes. Thank you for your support!



If you check out Virtualrailfan-Tucson you will be able to see train traffic through the station and you will also see our steam locomotive and our five feral guard cats! Cinda, Limpy, Blackie, Torty and Tuxedo all looked after by our locomotive and operations docent Gerald Lachenschmid aka "The Cat Whisperer"!



Old Pueblo Trolley and the Southern Arizona Transportation Museum had a booth at the Fourth Avenue street fair. Gene Caywood brought bus #8 and Steve Anderson and Joanna Zappia had a booth selling gift shop merchandise. Gabby Giffords stopped by to say hi to Ken Karrels and she bought a gift for husband Mark Kelly! Thanks to Judy Dare, Jon and Cathy Hurst and Randy Hill for helping with the event.

You can contact us at oldpueblotrolleynews@gmail.com

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