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 disaddition. 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!

Greg Gneier, President
May 2007

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A vintage shot from the Travel Town Archives showing the two together at Douglas, circa 1936-1971.

Together again! After several decades apart, American Locomotive Crane 1887 was finally reunited with her old companion CS&C 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.

The Travel Town Tender is a publication of the Travel Town Museum Foundation, a d/b/a of the American Southwestern Railway Association, Inc. The Association is a 501(c)(3) non-profit educational corporation, dedicated to the preservation and interpretive presentation of railroad history. We work in partnership with the Los Angeles City Department of Recreation & Parks, helping to support their operation of the Travel Town Museum. Contents © A.S.R.A., Inc., 2007, unless under other copyright.
On the Platform . . . Bob Arbuckle

This issue’s On the Platform features one of our wonderful donors, 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 brakemen 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.

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

I contacted American 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 if the crane 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 at 11:00 a.m. they were on their way and we were about to hit the open road outside 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-axis truck carrying the cab body couldn’t truck with a load. It had to pull straight in the gate and up and over Track 8-West 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 to lift the house wasn’t much easier. Since one crane had set up with its outriggers fouling the truck, 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 resets 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 cab body had the vertical drive line 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 swelling gear had to mesh exactly with the bull gear and the girg ring had to align perfectly around the circumference of it. Needless to say, that in itself took an hour or more to accomplish. But I do really tip my hat to the crew from Smith Brothers Crane. Little of the unloading had gone according to plan, largely due to 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.

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 “The Little Nugget” and this contribution is a fantastic artifice! 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 forbade 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 first entry in the front 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.” Tommy Dorsey and his band are featured in this book.

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

Physically it is a cold thing of steel, Spiritually it is a warm human thing you can feel.

Physically it is a cold thing of steel, Spiritually it is a warm human thing you can feel-

That’s easy—

We rode in this car but not very far

That’s easy—

Gentleman all, prime hosts of the land

That’s easy—

The City was going to process the purchase

That’s easy—

3rd November.

That’s easy—

A.B. Malouf and Sperry Lawson from Los Angeles.

Other poem:

The girls who were with us were “movie stars”

The girls who were with us were “movie stars”

The road is excellent and we’re not kidding.

The road is excellent and we’re not kidding.

But believe it or not our cocktails went skidding!

But believe it or not our cocktails went skidding!

We rode in this car but not very far

We rode in this car but not very far

That’s easy—

That’s easy—

But believe it or not our cocktails went skidding!

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The City was going to process the purchase

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A.B. Malouf and Sperry Lawson from Los Angeles.

4:50 p.m.: Now at Travel Town, after a lot of site preparation (and lunch), the crane body has been lifted off the truck and held in the air while the 9-axis truck has been lowered onto the Moulton Rails.

5:55 p.m.: The car body is on the rails and has been moved out of the way by a Swan crane. The second 9-axis truck has pulled in across the track and Smith Bros. cranes have lifted the machinery house into position under the machinery house. Now comes the delicate operation of aligning the three parts: “Threading a needle to get the center drive shaft perfectly lined up.”

The crane, the truck, the machinery house, the track cleaned up, and Smith Bros. have picked up their cranes and gone on to their next job...at another location. Greg Ramsey can finally take a breath.

“On the Platform . . . Bob Arbuckle”
might be willing to donate it as well as some other equipment. I contacted Boeing and sub- sequently sent a letter in December 1997 re- questing 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 Dou- glas plant had access to both Southern Pacific tracks as well as the Alcoa spur off the Santa Fe’s Harbor Sub, but by this time the connec- tion 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 con- nected 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 Pa- vilion 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 personnel reported to me, the letter was sent back down the chain of com- mand 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 Somerly 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 permis- sion to not only make another move over the BNSF, we had permission to move over Metrolink tracks to a new storage location on the Levitt spur off of West San Fernando just below the 134 freeway. Unfortunately, it would sit there for the next six years, a vic- tim of further delays with construction of the Pavillon building and the SCSSRA leaving the Travel Town Museum.

I have had a number of informal discussions with trucking firms over the years to deter- mine what it was going to take to truck the crane to the Museum. In 2006, I started get- ting serious. Contractors Cargo examined the crane, the route and the Museum, and gave us an estimate of over 568,000 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.

By 9:10 a.m., with the machinery house off, volunteers took quick advantage of the singular opportunity to inspect and lubricate the turret rollers. This is likely the first time these rollers had been examined in fifty years and probably the last time for another 500 miles. The crew was mopping up the deck and preparing the truck for the move, and I was working on the details of what needed to happen next, namely the move to the Park.

The crowds gathering!

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

All Aboard!

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

**Streamliners**

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**Yardmasters**

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**Express Agents**

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**For membership information, call 323-668-0104**

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8:45 a.m. Two hours after 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 examined in fifty years - and probably the last time for another 500 miles.

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

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 Holder’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!

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

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

* The crowds gathering!
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 of the American Locomotive Crane, 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!

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 Greg Gneier 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!

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 reassembled in the process, receiving a new boiler in the front of the engine. 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!

Greg Ramsey meshes with the gears inside the American Locomotive Crane. Three cheers for both of these fine young men!

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

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

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 late 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 Choute, 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 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 became 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@traveltown.org. You can even register on-line at www.traveltown.org!
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 the refurbishment project led by Nancy Gneier, the Museum’s Director of Volunteer Services. The volunteer team, under the leadership of Virginia Choate, has virtually disintegrated over the 50+ years they have been out of service. The front beams on many of the Museum’s locomotives have been “mechanical” – realignment and lubrication of control systems, and trial movement of the trucks and machinery house. In the coming weeks, the efforts will culminate in the “stepping” of the ore-house, rigging of lifting cables, and then a much-needed repainting. We’re planning a formal dedication ceremony later this year, so watch for updates!

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vilion building at Travel Town prevented our
tracking 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 truck panels on a 9-axle truck for the drive to the Park.
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 ap-
proached me as President of the SCSRA and
suggested that Boeing Aircraft (which had
merged and absorbed McDonnell Douglas)

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 locomotive Crane 1887 by Greg Ramsey

1908: American Locomotive 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.
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.

Earlier this year, the Travel Town Museum Foundation received a wonderful donation from Rich Ruh, Grandson of Johnny T. Ruh, the builder of the Little Nugget. The entire Ruh family has been very supportive in our restoration of “The Little Nugget” and this contribution is a fantastic artifact! This book has original signatures, poems, and travel notes from riders of “The City of Los Angeles” dating from 1942 through 1945—at testifying 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 famous poem about traveling in the 1940s.

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

Physically it 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 Thrice for them all—they always stand! Another poem:

We rode in this car but not very far That’s easy—
It’s the engineer, the fireman, the conductor, the steward, Gentleman all, prime hosts of the land Thrice for them all—they always stand!

The roadbed is excellent and we’re not kidding, We rode in this car but not very far

The Little Nugget

Guest Book Comes Home!

I contacted American Locomotive Cranes of Bayview, 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. That his decision was correct is evident in the pictures below. Greg Gniezir and I met with a number of crane and heavy truck contracting brokers, 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 start this task so we could make our deadline of craning the crane by the end of 2006. We set a date for December 28th—because it was between the holidays, I had a large 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 few 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 crowd of Travel Town volunteers gathered next to Levie and began removing fencing and barricades. On cue, the two Smith Brothers cranes and support trucks rolled in at 7:00 a.m. 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-secured 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.

At 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 picked up by the second truck at the northeast 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 truck 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. We had to lift the house wasn’t much easier. Since one crane had set up with its outriggers fouling the truck, 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 and stecking 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 ball gear and the gin ring had to align perfectly around the circumference of it. 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 weight in the car body, and the fact that the truck couldn’t 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 this year, 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 house will be painted, and as far as we know, we may have even done a small lift or two.

10:20 p.m.: Both halves of the crane are in Travel Town, the site cleaned up, and Smith Bros. have picked up their cranes and gone on to their next job. At another time and place, Greg Ramsey can finally take a breath.
Greetings from Travel Town!

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The Travel Town Tender

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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.