

Arizona Railroad



Historical Society

The Desert DISPATCH

President's Message

Timetable

ARHS

Arizona Capitol Museum
1700 W. Washington St.
Phoenix, AZ

The AZ Capitol Museum is
open **Monday -- Friday**,
9:00am 4:00pm
Saturday 10am-2pm

Events 2023

ARHS Swap Meet

Everything Trains
Saturday Nov 11, 2023,
9am-1pm

Glendale Christian Church
9661 N 59th Ave.
Glendale, AZ 85302

Adobe Mountain

Model Train Show

Saturday Oct. 28, 2023, 9am
Adobe Mtn. Railroad Park
22822 N. 43rd.Ave
Phoenix, AZ

The Turducken Meet

Saturday Nov. 4th, 2023, 9am
El Zaibah Shriners Aud.
552 N. 40th Street
Phoenix, AZ



ARHS President Craig Faris (3rd from right) educates visitors on the geology of the Grand Canyon.

Bob Bridges photo

This is my first message as your president. I want to start by thanking Don for all his leadership during the past 4 years. And, of course, Jess for his as well. We would be nowhere if it were not for their contributions. I also wanted to tell all of you that I am humbled by your decision to put your faith in me to lead this fantastic organization for the next two years. We will have a lot to do during that time.

As everyone already knows, our time at the Capitol Museum is coming to a close. At this time, we do not know exactly when we will start to dismantle the exhibit, but we believe it will be mid 2025. That is, if the current discussions with the Arizona Historical Society Museum result in an agreement. The early conversations with them have been very promising. Jesse is already hard at work in creating concept plans that would maximize the space under consideration. Jesse and I want to hear everyone's ideas regarding track plans, and areas to be represented on the new layout.

continued next page



The Desert Dispatch

ARHS Officers 2023-2024

- President** - Craig Faris
- Vice President** - Ken Nelson
- Secretary** - Dave Brown
- Treasurer** - Dan Kubarych
- Director** - Dennis Ranke
- Director** - Dewayne Koltin
- Past President** - Don Stewart

The Desert Dispatch is a publication of the Arizona Railroad Historical Society. Views expressed by guest authors are their own and do not reflect the opinions or positions of the ARHS.

Editor - Bob Bridges
rbridges611@gmail.com

Mission Statement

The Arizona **Railroad Historical Society** strives to create a world class railroad experience which includes history, education and railroad operations centered around the state of Arizona.

We are honored and excited by the opportunity to create an exciting experience in the Arizona State Capitol Museum in downtown Phoenix.

09/12/23

President's Message

continued from page 1

Please keep in mind that we have promised to keep the AHS very involved with the design.

We will be incorporating many elements that support the themes of the museum. In my view, the most exciting part of our discussions is that they *WANT* to be involved. In other words, we are striving to have a two-way partnership. Meanwhile, at the Capitol, let's keep showing our friends that we appreciate their support.

I know that as we inch closer to ending our time at the Capitol, lack of enthusiasm may kick in. We need to continue to honor our commitment to staff the current layout. Remember these two museums are connected. I know that our current discussions with AHS have been partially driven by the reputation we have garnered at the Capitol. I know that Don has said this repeatedly, I will say it again: We have the most dedicated and involved group in Arizona Model Railroading. I am so thankful to be a small part of this group.

For those of you that are not able to be at the Capitol during the weekdays, starting in September, the museum will be open one Saturday a month: September 16th, October 21st, and November 18th. We will need to staff the exhibit on those days. We probably would not need more than two guys. Please let me know who wants to cover that shift.

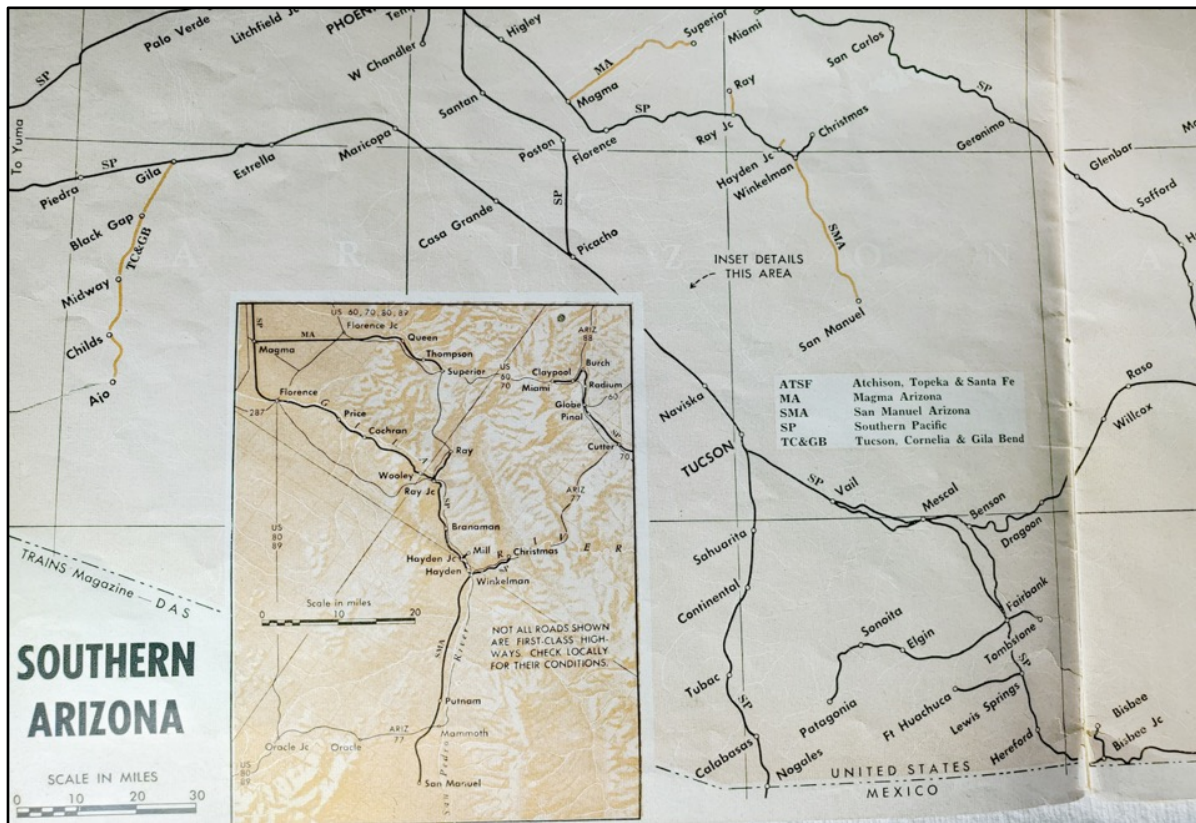
To close, the next two years will be bittersweet. The dismantling of a layout that we have given our all to create, and the building of an even better one.

Exciting Times,
Craig



The Desert Dispatch

Arizona Copper Haulers



Southern Arizona rail lines in the 1950s

By Bill Chamberlain

In the mid 1950s about 50% of all copper mined in the United States was found within a 130 mile radius of Tucson Arizona, making Arizona the leading copper producer in the US at that time. Southern Pacific Railroad provided service to the majority of these copper mines, along with a few Arizona short lines. There was a line from Phoenix to Winkelman Arizona which was originally owned by the Phoenix and Eastern Railroad. (see map, above)

This was taken over by the Southern Pacific Railroad and extended to Christmas Arizona which SP called the Christmas Branch. Every day the Southern Pacific Railroad picked up 38 loaded cars at Ray Junction and hauled them to Hayden Junction, and then proceeded up a two mile spur line to a concentrator, then returned to Ray Junction with 38 empties. Kennecott Mining brought the 38 loaded cars down to Ray Junction

continued next page



The Desert Dispatch

Copper Haulers *continued*

every morning (6 miles) and then picked up the empty cars left by the SP back up to Ray to their mine in the afternoon. Kennecott Railroad had two hood units they used for their 12 mile trip each day. Southern Pacific had 6 crews based in Hayden Junction to handle the copper ore movements in that area.

One short line which hauled copper ore was the Magma Arizona railroad which ran from Superior Arizona to Magma Junction on the SP Christmas branch. The Magma Arizona was 28 miles long, opened in 1915 as a narrow gauge line and was changed to standard gauge in 1923. The Magma was a common carrier which hauled timber and mining equipment from the SP junction to Superior as well as a few passengers, and hauled the ore from the mine back down to the SP tracks along with some perlite, which was mined near Superior. The Magma had three steam engines which they ran into the 1960s, one of which is now preserved at the Scottsdale Railroad park on Indian Bend Road (#6). Later in the 1960s they acquired three Baldwin Diesels, #8, #9, and #10.

Locomotive #10 is now preserved at the Chandler Railroad Museum.

The San Manuel Arizona was another copper hauling railroad built in 1955. This Railroad hauled ore from its mine in San Manuel, south of Winkelman, to the connection with the SP at Winkelman, also on the Christmas Branch. The San Manuel Railroad only had one hood unit so the grade to Winkelman (20 miles) must have been relatively flat.

Southwest of Phoenix was another copper

hauling railroad. The Tucson, Cornelia, & Gila Bend Railroad hauled ore from the concentrator at Ajo the 48 miles to Gila Bend.

The TC&GB was also a common carrier hauling a few passengers and train crews also in a home-made caboose. The copper ore hauled to Gila Bend from the Ajo concentrator was turned over to The Southern Pacific at Gila Bend and then transported to Douglass Arizona for final processing. The TC&GB had only one hood diesel for the run from Ajo to Gila Bend.

At the open pit mine at Ajo there was another Phelps Dodge Railroad, the Cornelia Branch, which ran from the pit to the concentrator. There were 34 miles of track in the pit at Ajo in the middle 1950s. The pit railroad used modified diesel engines which could get power from “overhead” when under the wires and could convert to normal diesel power when not. The Cornelia branch had several of these modified diesels based on one overhead photo in a train magazine article.

Two other copper hauling lines should be mentioned. Southern Pacific serviced a line from Bowie Arizona to the Miami / Globe area and also a line from Lordsburg New Mexico to Clifton Arizona. These two lines were connected to the Southern Pacific east to west main line. These two lines were originally owned by the Arizona Eastern RR and were served by Southern Pacific or leased for many years. Eastern Arizona RR reorganized in the 1980s and took back control of of these lines and got trackage rights from SP from Bowie to Lordsburg NM.

Next issue: SP piggyback champs of the 1950s



The Desert Dispatch

Don Passes the Baton

Well, after four years, I am hanging up my President's hat and passing the Presidential honors to Craig Faris.

It has been an unusual 4 years with:

- The COVID lockout (twice!)
- New room agreement (for only two more years)
- Upper-level work (track, electrical scenery, Route 66)
- A lot of electrical innovation and programming to get the trains to run well
- Scenery has been added to the entire layout

We have been running trains reliably for about a year now. Many members are giving tours, pointing out the details of the layout and explaining the history of the area.



The Layout in August 2019 is rather barren, but there was great potential as realized in the next 4 years.

The early years, under Jess' capable leadership, brought an excellent design into the room. ARHS members have excelled in carpentry, trackwork and electrical work, and the construction followed the blueprints (even through revision AD).

This occurred with a TON of work to get into the Capitol building, 6 months of planning, and a little over a year of construction. This all made a great foundation for the current layout.

In August 2019, when I became president, there was no scenery, the benchwork and track work were underway. The lower level had been completed and the 40" level was being worked. We were just getting to the upper level. The Grand Canyon upper level was not yet installed.

While kept from the Capitol building during COVID, we worked at Jess's house to build an electrical cabinet, storage drawers, and windows for the lower level. This kept us busy while staying safe. Thanks Jess! We also had a vacation in late 2020 with all the demonstrations around the Capitol.

continued next page

ARHS Volunteer Milestone

*60,071 volunteer hours as of
September 16, 2023*

*At \$22.00 per hour that is
\$1,321,560 in value!*



The Desert Dispatch



By October 2022, the upper area has been largely completed and the Grand Canyon north and south rims were completed. The Grand Canyon floor was painted in June and July 2023.



As the ARHS presidency changes hands, we will continue to improve the current layout with a look towards the future. This will entail the completion of items that can be used on the new layout under Craig’s guidance. These include buildings in Phoenix, Flagstaff, Yuma, Tucson and Prescott, which are to be featured on the new layout. We will also bring the 5 Cs of Arizona with us. With the talents and determination of the ARHS, we will succeed wherever we go.

Don Stewart, ARHS Past President

The Grand Canyon, September 2023 *Photos by Don Stewart*



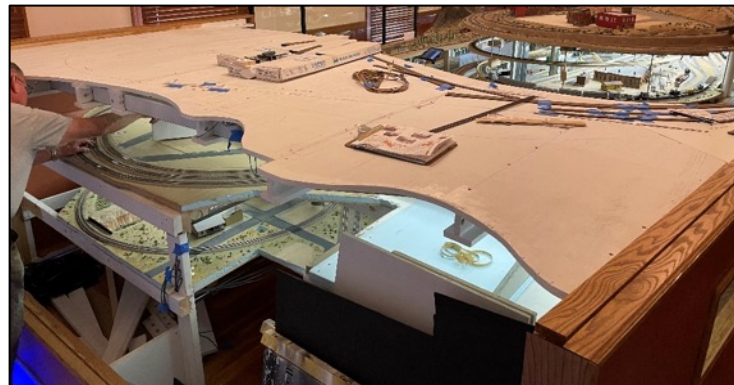
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Creating the Grand Canyon in Miniature

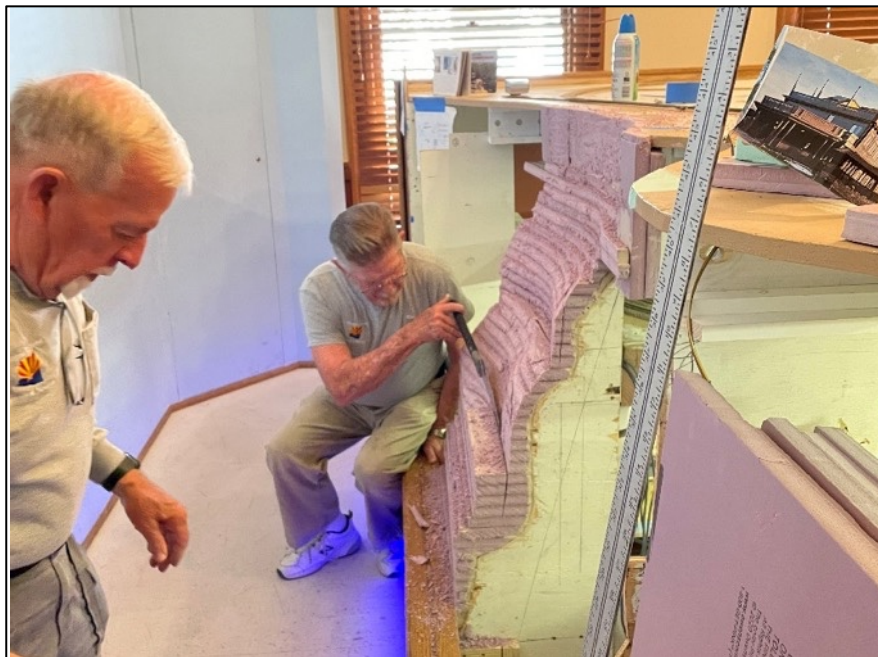
By Don Stewart

One of the goals of the Arizona Railroad Historical Society was to build a large model of the Grand Canyon. It was intended for people to walk through it as they exited the exhibit. This is one of the last major areas to be constructed on the exhibit.

After the basic height was established by the benchwork, Ken Nelson and Ray Rumble began building up the top contour and vertical supports in late May 2022. The top contour of the rim was cut into the upper plywood. Plywood vertical pieces were cut to help guide the sides of the South Rim. The next step was to build up the canyon contours using 1" thick insulation boards cut to shape.



Ken adjusts a support prior to installing the vertical patterns for the South Rim. Note that the top contour has been cut.



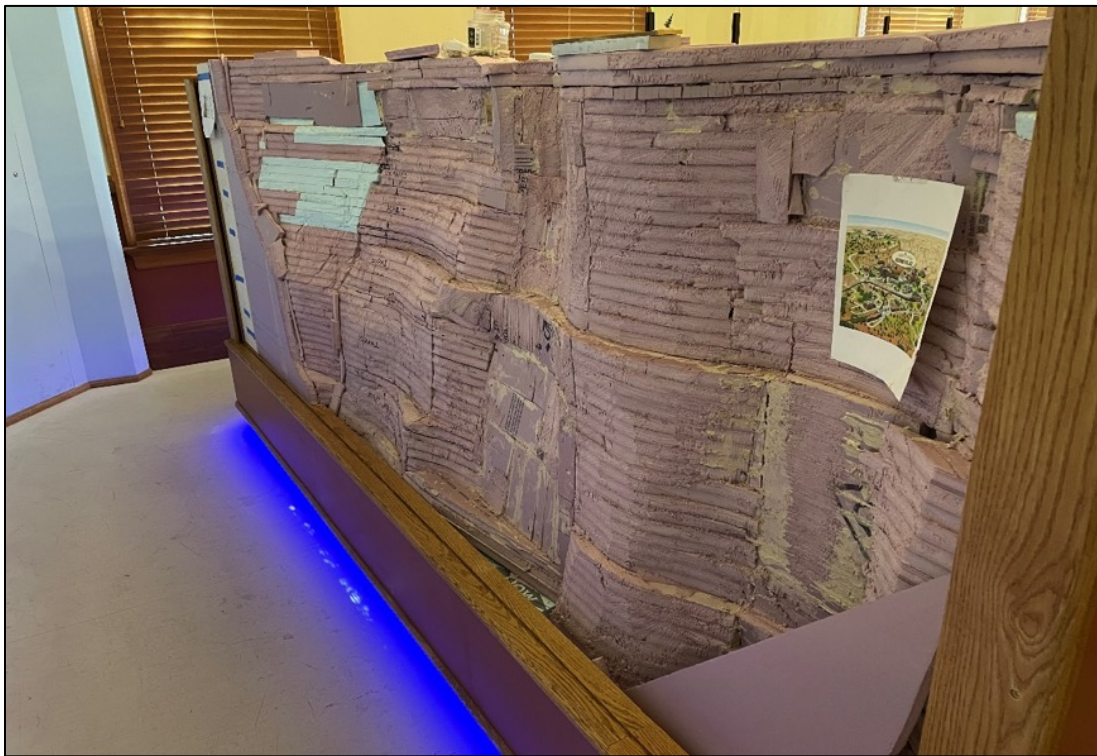
The plywood contour guide is shown in white here with the pink insulation pieces added between the plywood pieces. Here Ken carves the foam while Ray gathers more foam.



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This view is the other side of the previous picture, showing the eastern end of the South Rim showing the carved foam. Both pictures were taken on May 5, 2022.



Finished foam construction of the South Rim on May 19, 2022.



The Desert Dispatch

Creating the Grand Canyon



By July 14, Ken had covered the foam with plaster and was carving the rockwork and the Bright Angel Trail into the wall of the canyon.

A photograph of the North Rim taken from the South Rim, by Arizona photographer Dianne Dietrich-Leis was enlarged to 27 feet by 9 feet high and installed on framework built by Ken Nelson Jesse Poole, Ray Rumble, and Al Shultz . Note the light blue wall to the right in the picture below.

The North Rim mural of the Grand Canyon was installed by a worker on July 27, 2022. It is 9 feet high and 27 feet long.



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The Desert Dispatch



The same day the mural was installed, Ken began painting the South Rim. Dennis Ranke is installing some narrow-gauge track on the upper level just shy of the canyon

On August 2, 2022, Ken is refining the rockwork to match photos of the canyon walls.



After completion of the painting, Don Stewart added foliage in September 2022.

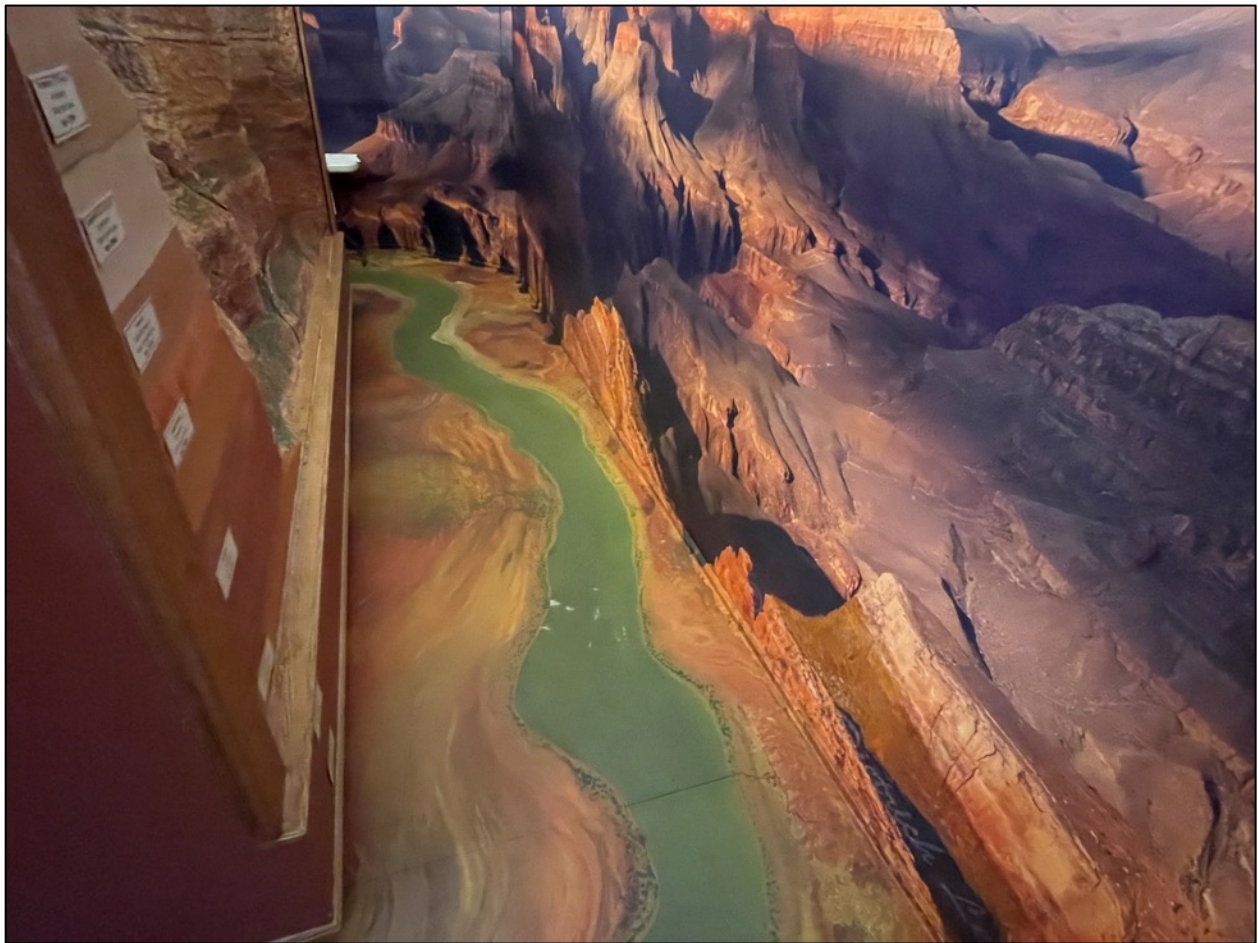




The Desert Dispatch

Creating the Grand Canyon

Moving forward almost a year, Ken again attacks the Grand Canyon. This time it is the floor and the Colorado River. He paints the landforms on the elevated floor and paints the Colorado River on the floor as well. Ken also blends the North Rim photograph into the floor, including shadows and highlights. He has included the Bright Angel Trail to Phantom Ranch.



The Grand Canyon portion of the exhibit on July 13, 2023. It is spectacular!

Model Railroad Swap Meet

Arizona Railroad



November 11th, 2023
09:00AM-1:00PM
Glendale Christian Church
9661 N 59th Ave.
Glendale, AZ. 85302

Historical Society

Everything Trains—Food—Fun

Vendor Tables \$25.00ea.
To Sign Up Send Check to:
ARHS
PO Box 5816
Glendale, AZ. 85302-5816

Admission \$5.00 At the door.

Coffee and Donuts will be available for
purchase, so come hungry!!

**BE SURE TO VISIT OUR LAYOUT AT THE
ARIZONA STATE CAPITOL MUSEUM
17TH AVE AND WASHINGTON
MON-FRI 9:00AM-4:00PM**

For More Info: Craig Faris 623-340-3529 Dewayne Koltin 623-308-1574

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AZRHS.com**



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Around the Layout *Photos by Craig Faris*



Prescott Depot



Trackside in the high country



Tovrea Castle