

Arizona Railroad  
  
 Historical Society

# The DESERT DISPATCH

## Time Table

### Layout work sessions

Every Wednesday and Saturday beginning at 9am:  
 Arizona Capitol Museum  
 1700 W. Washington St.  
 Phoenix, AZ

## ARHS

### Fall Swap Meet

**Saturday Nov. 16**  
**9:00am-1:00pm**

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

**Trains, Food, Fun!!!**

**Admission Only**  
**\$5.00**

### ARHS Holiday Open House

**Saturday December 7**  
**9am-2pm**  
 Arizona Capitol Museum



Jesse Poole presents a clinic on the ARHS experience with LCC at the 2019 NMRA-PSR convention in Mesa.

## AZ Capitol Railroad, LCC, Featured at PSR Convention

*Story and Photos by Bob Bridges*

The Arizona Capitol Railroad drew plenty of interest from attendees at the Pacific Southwest Region NMRA convention held in the Valley September 25-28th. The layout, with trains running on the SP1 line of the main level was featured during the convention layout tours. Past President Jesse Poole presented a clinic on the club's experience with Layout Command Control, (LCC) technology. President Don Stewart presented several scenery clinics and was a multiple category winner in the convention *continued next page*

## ARHS Officers

**President** - Don Stewart

**Vice President** - Craig Faris

**Secretary** - Dave Brown

**Treasurer** - Dan Kubarych

**Director** - Ken Nelson

**Director** - DeWayne Koltin

**Past President** - Jesse Poole

*The Desert Dispatch* is a publication of the Arizona Railroad Historical Society, a 100 Percent NMRA club.

Editor - Bob Bridges

Associate Editor: Dennis Ranke

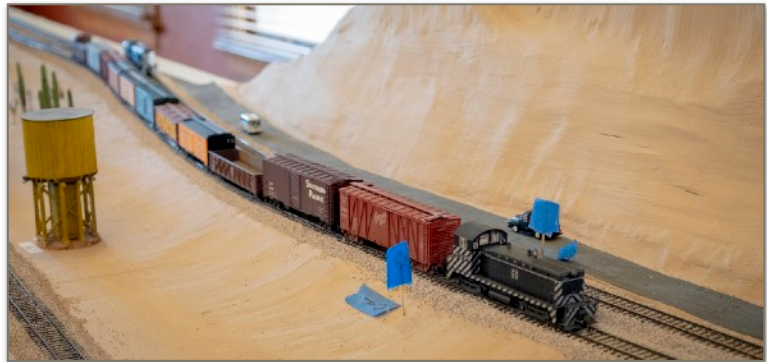
email: [rkbridges611@gmail.com](mailto:rkbridges611@gmail.com)

## 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 that world class railroad experience in the Arizona State Capital Museum in downtown Phoenix.

## PSR Convention Report



modeling contest. Many members attended clinics, volunteered with the convention and put in countless hours preparing the layout for visitors.

Several weeks prior to the convention, club members made an all-out push to prepare the layout for the Saturday Layout Tour open house. Benchwork was completed at the Flagstaff level, track work completed to Tucson, LCC systems wired and configured for turnout operation and scenery was added at the main level approaching Tucson. The mission to get a train running at the main level between Phoenix and Tucson was successful. Open house guests were treated to the sight of an operating layout only 16 months after work began in May of 2018. As of October 4th, club members have contributed over 18,000 volunteer hours at a value of \$400,092 dollars!

At the convention hotel in Mesa, Past President Jesse Poole, assisted by Dan Kubarych, (photo below) and Bob Bridges gave a



highly informative presentation about the club's experience this past year with cutting edge Layout Command Control (LCC) technology for layout

operations. Attendees remarked that the presentation gave a very clear description of how to go about planning and installing a LCC system.

*continued next page*



# The Desert Dispatch

President Don Stewart gave clinics on Timber industries and railroading and how to make pine trees. Don's modeling skills were also on display in the contest room, where he took honors in several categories. (see page 10) Dennis Ranke also was a contest winner, placing 2nd in the traction/self propelled cars category.

In addition to hosting the layout tour at the Capitol on Saturday several members volunteered "behind the scenes" to help make the PSR convention successful: Jesse Poole served as Assistant Registrar, Bob Bridges coordinated Layout Tours, Don Stewart assisted with the contest room and Al Schultz and Dave Irick worked the Hobo Auction. All in all, the PSR convention was a success for the club and all who attended.

**photos:** (1) Ray Rumble, Jesse Poole and Ken Nelson fine tune a turnout in preparation for the PSR convention Open House. (2) Jesse gives a tour to a visitor. (3) Dan Kubarych and Jesse ponder a wifi panel that is operating the Layout Command Control system. (4) Dee Koltin and Craig Faris clean the wheels on a diesel.



1



2



3



4





# The Desert Dispatch



**Top:** Don Stewart is excited about his first of many winning Hobo tickets.

**Below,** clockwise from left: Jesse Poole with his surprise win of a stunning "Bee Hive" vase; John Clark adds to his collection of Accurail cars and Dave Irick calls out winning numbers.

## Hobo Auction Action

*photos by Bob Bridges*





## **Donations now Accepted via PayPal**

Helping build the Arizona Capitol Railroad is now just a click away. Visitors to the [www.AZRHS.com](http://www.AZRHS.com) website will find a PayPal button at the bottom of the page. Clicking the button will enable PayPal users to make one-time or recurring monthly donations to help the ARHS build the layout.

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The **Arizona Railroad Historical Society** is located on the 2nd floor of the Arizona Capitol Museum, 1700 W Washington St., Phoenix AZ 85007.

Tax-Deductible donations to the ARHS may be made through the **Arizona Capitol Museum Guild**, a 501(c)(3) organization. Please specify that your gift is for the **ARHS**. The ARHS is a 100 percent National Model Railroad Association club.

visit us on the web at:

[www.azrhs.com](http://www.azrhs.com)

## **On Track**

by **Don Stewart** — ARHS President

**T**rains are running on the 40 inch SP1 track. We got trains running for the 2019 PSR Convention on September 25. The track ran well for the Saturday, September 28 open house for the convention. There were only about 8 convention goers in attendance but the layout looked good with the place cleaned up and many buildings in place. On the Wednesday following the convention, we ran large steam, small steam and all kinds of diesels on the line. A trolley also made an appearance. There are still some issues in various places, but these issues are being resolved one or two at a time.

Work is continuing on the 25" level to get it running reliably while planning continues on the upper level. Wires have been run and the lights have been placed (though we discovered two strands run through the access panels). The light strips will need to be relocated. Scenery will need to be put into the Phoenix area under the upper panel area near the Capitol before the center portions of the upper panels are installed. With the trolley line installed, the streets can be laid in and Ken Nelson revised the lower access panel into two separate panels to allow the Capitol building to be moved closer to the entry door. Houses for the Capitol area have been completed so these may be installed.

Changes at the museum involve the departure of Dorie Hanson as the Administrator and the introduction of Murphy Hebert who is the Secretary of State's Director of Communications. Murphy is enthusiastic about the layout and the work we have done. She visited the layout at about 11:30 on Wednesday, October 2 to see the trains run. She was delighted with the smooth running steam locomotive with all the bells and whistles working. She and Stephanie were there for only a few minutes, but expressed their delight with the progress we are making on the layout.

We will hold an open house to kick off the Holiday season on Saturday, December 7. This is the same time as the Museum holds a Pearl Harbor remembrance day. We will advertise the event in conjunction with the museum and have a Polar Express train running. The Hobby Depot has a Lionel Express train that does not work well. Don will install a new decoder and tune up the engine. We will get a good price on the train, which includes 6 cars. A Christmas village will be needed. *continued page 8*



## Origins of Old Arizona Railways

by **Andrea Aker**

First published January 9, 2011

Excerpt from *Arizoniana* by Marshall Trimble

The Southern Pacific railroad stretched its steel ribbons across Arizona in the late 1870s, reaching Tucson in March, 1880. The rail station nearest Phoenix was 35 miles to the south at Maricopa. From the beginning, local citizens began clamoring for a railroad. Despite the fact that thousands of miles of track were being laid across the nation each year, seven railroad companies were organized and went broke in a 10-year period before a line was built from Maricopa to Phoenix.

### Carving a Path Across Arizona

During that time the stage line of Gilmer, Salisbury and Company ran a daily from Maricopa to Prescott, passing through Phoenix. A proposed railroad followed the same route, the old Woolsey Road, north to New River, then up through Black Canyon, hugging the Aqua Fria River most of the way before veering off to the territorial capital, nestled picturesquely in the Bradshaw Mountains. A tri-weekly stage also ran north to Prescott via Wickenburg.

In 1885, the 13th Territorial Legislature, much-maligned as the infamous Thieving Thirteenth for its political shenanigans and free spending, created an act that provided for a railroad line linking Phoenix to the Southern Pacific at Maricopa. The original railroad right-of-way was designed to go west of South Mountain and approach Phoenix from that direction. However, residents of Tempe put on so much pressure the line was

changed. The Maricopa and Phoenix Railroad was chartered and the task of establishing grades and laying down track began in earnest on November 1, 1886. W. J. Murphy, famed as the entrepreneur who brought about the construction of the Arizona Canal, was the construction boss.

Bridges for the Gila and Salt Rivers were to be built in San Francisco and shipped to the sites for final assembly.

### Overcoming Construction Challenges and Conflicts

An argument developed between the Pima Indians, who owned part of the right-of-way, and the railroad but there was no stopping the gandy dancers and graders. They trudged into the reservation despite threats from the natives and their agent Elmer Howard.

Meanwhile, in Phoenix, another marvelous marvel had occurred. On December 21, 1887, gas lights were turned on for the first time. Those smoky old coal oil lamps would soon be a thing of the past.

By January 10, the construction crews reached the Gila and work on the bridge had begun. However, the trespassing issue with the Pimas hadn't been resolved and the Secretary of Interior suspended work and ordered the crews off the reservation.

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Negotiations with the natives lasted some six weeks before a settlement was reached. The Pimas were paid \$60 to \$85 per acre totaling \$707 and work on the line was resumed.

By the end of April, the line was extended to nine miles north of the Gila. Rumors spread that the railroad would reach Phoenix by June 1. Railroad stations were being built at Tempe and Phoenix, and a grade was already being cut at the south end of the Papago Buttes. A sense of excitement was sweeping the town. Folks rode out to the banks of the Salt near Hayden's Ferry to watch construction on the bridge. Teamsters were packing their gear and preparing to move their headquarters to some burg that was still without a railroad. Shopkeepers were pondering the cornucopia of new merchandise from eastern suppliers for their customers, and real estate developers (yes, we had 'em then, too) were eagerly getting ready to cash in on the boom.

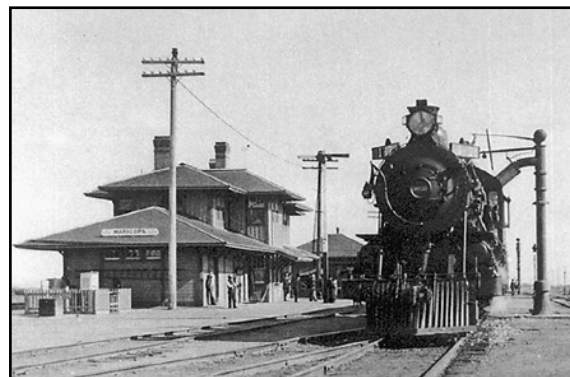
About that time, Murphy's Law revealed itself. The construction crews ran out of track, causing a three-week delay. Finally, on June 19, 1887, a new Baldwin locomotive with "Phoenix" painted on its side chugged into Tempe. Meanwhile, across the river in Phoenix plans were being made to welcome the railroad. Progress slowed as workers donned heavy buckskin mittens. The blazing summer sun made the rails too hot to handle. Work ground to a halt once again as enthusiastic locals held a boisterous, but premature, weekend fiesta.

On Monday, nobody showed up for work and new crews had to be hired. Finally, on July 3 the last of the rails was "laid in and tied down." Captain William Hancock, the man who surveyed the original town site 17 years earlier, drove in the last spike. The long-sought dream had come true—the railroad had, at last, arrived.

The next day, July 4, brass bands played, politicians spoke, an honor guard fired a grand

salute and a gala celebration was enjoyed by the throngs that came out to whoop it up. The tremendous dust storm that swept across the valley that afternoon did little to dim the optimism of the little metropolis that had finally metroped.

After the hoopla died down that day, the engineer threw the little Baldwin into reverse and backed her all the way to Maricopa. Phoenix had joined the civilized world but still lacked a round house. A second-hand turntable was installed several months later.



*Maricopa Depot*

## **Citizens, Criminals Clamor for the Railroad**

With the purchase of a \$3 ticket, same as the stagecoach fare, Phoenicians could now make the 2-hour and 40-minute ride to Maricopa in relative comfort—a far cry from those leather-slung cradles on wheels called stage coaches. For nearly 40 years the Maricopa and Phoenix Railroad performed its mission admirably.

Perhaps the most exciting event occurred in 1910 when the train was held up by the youthful Woodson brothers. Using borrowed pistols and rented horses, they robbed the passengers of some \$300 then rode out into the desert towards the Mexican border. The sheriff of Maricopa County, at the time, was Carl Hayden.

*continued next page*



Hayden quickly organized a posse and went in pursuit. He knew they wouldn't get far in the desert on horseback, so he commandeered a large touring car at Maricopa and continued the chase. Hayden and his posse caught up with the desperados near Cucklebur where the pair meekly surrendered. It was the first time in history a posse had pursued outlaws in an automobile.

Sheriff Hayden's fame spread far and wide after the capture, enhancing his political fortunes. The next year he ran successfully for the single congressional seat in the new state of Arizona and the rest is, as we say, history.

## End of an Era



*Phoenix Union Station (McCulloch Br/ ASU Archives)*

The era of the Maricopa-Phoenix Railroad ended in 1926 when a new Southern Pacific mainline reached the capital. The event was the culmination of a long campaign. "Phoenix Must and Will Have a Mainline Railroad" was even a part of the masthead on the Arizona Gazette (later Phoenix Gazette, and now The Arizona Republic.)

Another major event in Phoenix rail history occurred in 1895 when the Santa Fe completed its line from Ashfork, Prescott to Phoenix. Historians generally regard this as the end of the frontier period in Arizona.

When Arizona became a state in 1912 the only viable means of hauling goods and people was by rail. When the horseless carriage arrived on the scene folks began clamoring for better roads. Road races between Los Angeles and Phoenix featuring such famous drivers as cigar-chomping Barney Oldfield and Louis Chevrolet were staged to promote road construction. Despite these efforts the state had less than 300 miles of paved highway in the late 1920s. In 1944, the Federal Highway Act provided funds for an interstate highway system.

## President's Column

*continued from page 5*

Cleaning up after work sessions is becoming more important as we are being visited more often. The museum also likes the look we have now so they have also requested we keep the place clean with buildings in place. As we work on the upper levels, please cover the lower levels with plastic sheets and vacuum before you leave. When taking the insulation off the ends of wires, watch where they end up and clean any off the layout. We will also be running trains a lot with the increase in visitors, so please do not lay anything, especially metal, across the tracks. Note that school children will start coming through the room on Wednesdays as well.

The milestone for getting trains running on the Santa Fe line is coming up on December 7, 2019, so we will need to prioritize getting the SF mainline completed. Remember that we also need to get the scenery in Phoenix before the upper panels are installed.

I have been impressed with the ARHS members pitching in for work and other projects (such as the swap meets) over the last years. We have worked well together. I am really proud of all the members and their work ethic. Thanks!

**Don**



# Model Train Swap Meet Save this Date

**Saturday November 16th.**

**All Scales**

Arizona Railroad



Historical Society



**9:00am - 1:00pm**  
Glendale Christian Church  
**9661 N. 59th Ave.**  
**Glendale, AZ 85302**

**Sponsored By the  
Arizona Railroad  
Historical Society**  
Everything Trains, Food, Fun!!  
Admission Only \$5.00

Vendor Tables \$25.00 each  
To sign up, send stamped  
envelope and check or  
money order to:

ARHS, P.O. Box 5816,  
Glendale, Az. 85312-5816



For More Info, Call:

**Craig Faris**  
**623-340-3529**

**OR**

**DeWayne Koltin**  
**623-308-1574**

**Follow Us For Arizona Train Shows**

[AZRHS.com](http://AZRHS.com)



## ARHS Members Win in PSR Model Contest



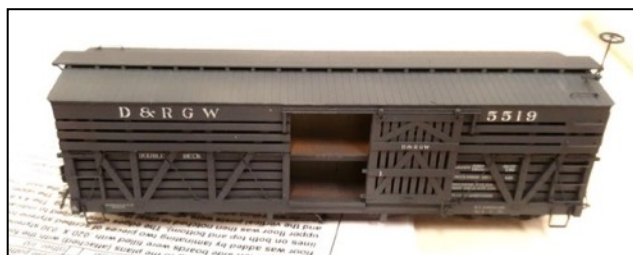
**First Place**—Favorite Model and Traction/Self Propelled Cars  
D&RGW Motor Car 592 by Don Stewart



**Second Place**— Traction/Self Propelled Cars  
Low Cost Transportation by Denis Ranke



**Second Place**—Freight Cars—D&RGW Short Refrigerator Car 55 by Don Stewart



**First Place**—Freight Cars—D&RGW Stock Car  
by Don Stewart



**Third Place**—Freight Cars—D&RGW High Side Gondola 1456 by Don Stewart



## ARHS Contest Winners

*continued from page 10*



**Third Place**—Cabooes—D&RGW Caboose 0540  
by Don Stewart

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## 2019 PSR Convention



**ARHS** members Ray Rumble, above, John Clarke above right and Denis Ranke, photo at right enjoy a freight car weathering clinic at the PSR convention in Mesa.

