

# The New Desert Dispatch

## Timetable

ARHS

Tempe Museum  
Work Sessions

Monday & Wednesday

9:00am 4:00pm

Tempe Museum

2530 S. Rural Rd.

Tempe, AZ

## Events 2025

The Hobbyist

Model Train Show

First Saturdays 7am

1764 W. Broadway Rd.

Mesa, AZ

Grand Canyon

Mini-Swap Meet

Saturday July 19, 9am

Our Savior's

Lutheran Church

1212 E. Glendale Ave

Phoenix, AZ

Prescott Swap Meet

Saturday July 26, 2025,

9am-1pm

Embry-Riddle University

3700 Willow Creek Rd

Prescott, AZ 86301

Fall Cactus Swap Meet

Saturday, September 27

9am to 1pm

North Phoenix

Baptist Church

5757 N. Central

Phoenix, AZ



First train cuts ribbon running through Tempe. April 5, 2025

## From the President's Business Car

By Craig Faris, President ARHS

Hello again ARHS!

I want to, once again, thank everyone that is participating in the building of our new Museum layout! I look forward to the day when we have enough of it up and running to be able to show off our hard work to the public. We have had quite a few local model railroaders visit and after seeing what we are doing, some are interested in joining the group. That is a testament to your dedication to our mission.

Per our new Constitution, our next elections will be held during the September meeting. If you recall, the change was made to make it easier to obtain a quorum. Look for emails from Dave Brown in the weeks prior, and if you are unable to attend, please forward your proxy to either a member you know will be in attendance, or to Dave. Proxies must be in writing, not verbal.

Dennis will be looking for a different venue for our annual banquet which will be taking place in either late September or early October. If you have suggestions, please let Dennis know!

We have a new tenant! It's nice to have the building fully occupied. Members will no longer be able to access the patio through the offices. Please use the outdoor gate. <sup>1</sup>

Continued on page 2

*ARHS Officers*

2023-2025

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

*The New 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 - Dennis Ranke  
Dranke@aol.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.*

Arizona Railroad Historical Society



Continued from page 1

For those of you that are unable to get down to the Museum on Monday or Wednesday, I would be willing to be there on a Saturday to get you up to speed on what we are doing. Please let me know if there is any interest. I would love to see the guys that we haven't seen in a while!!

We have several members that are on extended trips, please keep them in your thoughts and prayers. Safe travels to everyone that is traveling. Have fun and we will see you when you return.

Again, Thanks to everyone for all that you do!

Craig

## **The ARHS maybe, not quite sure, Semi-Annual Family Picnic** April 5, 2025



Our first family picnic was held at the new museum location on Rural Rd. Kicking off at noon on Saturday April 5, we shared lunch with all the fixings. A delicious BBQ was prepared by Grill Master, Don Stewart, and his wife Jill. Jesse Poole gave us an update on the layout, and the new members were introduced by Craig Faris. Cake, ice cream and other deserts were served afterwards. The afternoon finished off by running the first ARHS train, on the new layout, Al Schultz at the throttle. (See photo top of page 1)

# A Brief History of the Clark Produce Building

By John Clark



Clark's Produce on Madison St. in the 1950's, Phoenix, AZ. As modeled by John Clark

J. H. Clark & Sons Produce was founded by my Grandfather John H. Clark in the early 1950's. He and his youngest son located the business in the Central Wholesale Terminal (CWT) located in downtown Phoenix between 3rd and 4th Streets with Madison St. on the north and Jackson St. on the south. The building was erected by the Southern Pacific Railroad in the late 1920's. This was in an area that became known as the Duce, a shortened form of produce. In early 1952 my mother and father moved to Phoenix to help the business get going. I had just turned 4. My grandfather, uncle and father began buying, processing, and selling fresh citrus. There were many opportunities to choose from as there were a vast number of citrus groves of all types.

The buying consisted of my grandfather or my uncle contacting the owner of the grove, negotiating an agreeable price, and arranging for a time for my father to bring a picking crew to the grove. My father was the boss of the crew which consisted mainly of seasonal workers with the knowhow to do the job. Many times a crew might be made up of a few reasonably sober pickers and some more or less regulars and one or two sub bosses/ drivers. The drivers operated the two flatbed trucks that were used to haul the fruit back to what we referred to as the "plant" for processing.

The processing was a simple cleaning and inspection for damaged or unusable fruit. The cleaning was to wash off any dirt or debris. The culls (damaged or unusable fruit) were kept separate and later (several times in a year) sold to the Squirt Co. as the juice to make the citrus soft drink.

The fruit was then sorted by size on long moving belt tables. It was then packed in boxes (loose) or bags. Most of the fruit was sold locally. There were very few times that there was a large enough order to warrant a request for a refrigerator car for shipment elsewhere.

Unfortunately, in January of 1963 there was a fire at the business to the east of the plant. The damage to the building put my grandfather and uncle temporarily out of business. My father had been selling real estate/life insurance prior to the fire as our family had grown to six by then and seasonal work wasn't enough to keep us all fed and clothed. It took several months to find a new location. My grandfather at that time decided to retire leaving my uncle to run things.

The Duce had been changing for some time and my uncle found a place about a block north. The competition had become less favorable to small businesses and more for large companies. My uncle had to rely on smaller and smaller private groves and residential areas to stay in business. That meant going to homeowners of large lots, that had been carved out of a very large grove for harvesting. This made staying in business harder and harder. After I left the Navy in 1968, I would stop and occasionally see my uncle at work. My grandfather had passed away in 1966 and sometime in the early 70's my uncle decided to retire and close the company.

I have many fond memories of that time. I will share two. My grandpa would take me next door to United Produce and we would say hello to someone in the office and then walk into a cooler full of bananas hanging by their stalks. I would just pulled one off and wave to the man in the office. A real treat! I still like my bananas on the green side. Another time when I was a bit older I got to go very early on a Saturday morning to pick oranges with the crew. I hauled, what was for me, a heavy canvas bag over my shoulder up a ladder and picked that tree clean. Then one of the experienced men came by and showed me what I had missed. He proceeded to fill another two whole bags. What a lesson!

Now the entire CWT has been torn down, and turned into a parking garage between the Diamondbacks stadium and the Suns arena (See photo below) It's now on Jefferson St. not Madison. Due to the expansion of the Civic Plaza, Madison St. for several blocks disappeared and is now Jefferson St. If you look carefully at the front of the parking garage, you can tell where all the little offices were that served the wholesale produce brokers. In that area at 4th St. and Madison was a small cafe called the Gold Spot Cafe. It served the many truck drivers and businessmen from the produce houses nearby. When my dad, uncle, or grandpa would take me there it was a big treat. I would eat and admire the metal toy trucks on the shelves. Many times the drivers and businessmen would stop by to say "Hi" and chat. Looking West, across 3rd St. there was a small warehouse that now looks a bit odd because the back doors are about 3 or 4 ft. up from the sidewalk. That happened when the city paved Jackson St. and added sidewalks. In the old days, there were railroad tracks along Jackson that were right behind the buildings, so these doors were the right height for railcars.



The former Clark Produce Building, Now a row of outdoor restaurants between the Ballpark and Suns Arena on Jefferson St.

## News from the NMRA PSR Arizona Division Spring Meet

The Pacific Southwest Region, Arizona Division Meet was held on Saturday June 21, at the Quad City Christian Church in Prescott, AZ. The business meeting started at 10. Chief Clerk and Paymaster, John Mick, Gave the Treasurer's Report. Director, Chris Thompson finished up the session with New Business. There were 3 informative workshops and a lunch break that followed.

The first workshop, was about photo backdrops and blending them into vertical and horizontal landscapes. It's a great way to hide the horizontal seams. We will be incorporating these techniques in our museum layout. The next clinic covered some unique Southern Pacific narrow-gauge cars. Railroads always like to re-purpose cars for special situations, and there were some interesting examples shared. We finished the afternoon with a clinic on building S gauge turnouts by hand, without jigs. These techniques can be incorporated into to any scale to fit wherever standard pieces won't fit.

The afternoon was rounded out with awards, for achievement and contests.



ARHS brought home 2 first place, & one 2nd place ribbon

## Here's Your Chance!

Let's get those contest entries ready for the NMRA PSR Regional Meet in Irvine, CA, Sept. 3-6. We have many fine modelers and photographers in our group. Bring your models or photos and show the other clubs what we are doing. You might even take home a prize!

# The Beginning of the End for Steam Powered Locomotives

by Bill Chamberlain



Note the added fifth porthole on the B unit. This was on one side only to allow the hostler better vision while moving a B unit under its own power.

During 1939 -1945, FTs and FSs from GMs EMDs were the first diesel road locomotives. They were the beginning of the end for steam powered freight engines. Most called them the FTs. F For fourteen hundred horsepower (rounded up from thirteen hundred and fifty horsepower) T for twin or tandem. The new diesels came from the EMD factory in La Grange, Illinois as four powered units, two cab units and two booster units (cab-less). Total Horsepower, 5400. The majority of these came with factory knuckle couplers between the two booster units and with drawbars between the cab units ( A units) and the boosters (B units). However four railroads wanted more flexibility. The Denver and Rio Grande; Atchison, Topeka, and Santa Fe; Southern; and Missouri Pacific, ordered special F units from the factory with knuckle couplers at both ends of all four units. Missouri Pacific and the Rio Grande called their diesel locomotives FSs. I'm not sure if this designation was also used by the factory (F For 1400 HP, S for single) The factory installed grab bars and foot irons on both ends FS unit boosters and on the non cab end of the A units. This made coupling or uncoupling of the A and B units easier and safer.

Continued on page 7

Continued from page 6

The factory installed hostler controls on these FS B units so the engines could be moved to a staging track or a maintenance/service shed under it's own power and a fifth port hole was added on one side only, to allow the hostler better vision while moving a B unit under its own power. Some railroads added knuckle couplers in the field between their A/B units, but that was expensive. The factory drawbar were at a different height than normal couplers. Structural modifications had to be made when removing the drawbars and adding knuckle couplers. These special factory FS units could be used as a single A unit or any combination of AA, AB, ABB, ABA , or all 4 units as ABBA.



The Men behind the curtain. Our Wizards of Rural Rd. Jesse Poole & John Mick. (above)



New member Richard Lee building turnouts for the ARHS layout. (above)

The turntable and roundhouse designed and built by Dick Wolfkeil is now in place. (below)



Don Stewart spray painting track. (above)