The New Desert Dispatch

From the Business Car

By Craig Faris, President ARHS

Hello Guys! As we approach our two-year anniversary in Tempe, I wanted to convey several thoughts I have about our journey. For those that are unaware of our roots, here is a brief history. We started as the West Valley Railroad Historical Society. Our home was the backroom of Jack's Trains, in Glendale. That is where I joined the group. I was warned that there were two major criteria I needed to meet to fit in, a thick skin, and a warped sense of humor. I believe that those are still two traits we need to have. When Jack lost his lease, we were homeless. We met monthly in members' homes on a rotating basis. During that time, we were able to find out our wives' snack specialties. I think those of us from that time frame miss that aspect. Even though we didn't have a layout, we stayed together. My memory is a little unsure, however, I think this went on for just over a year. Then Jess was able to secure us a gig in the City of Tempe Museum, for a summer. We built a modular layout in their lobby. We finally had something to do. after that summer, Jess continued to search for a new location, preferably rent free. He searched for months, and was ready to give up, when Lee Ritterbush (an original member) mentioned, there might be, an opportunity at the Arizona Capitol Museum. They invited us to build an exhibit. About 5 years later, we were informed that our agreement would only be extended another two years. Even though there was a lot of resentment about how we were treated, in hindsight, I would have not had it any other way. It was the experience, and networking during those Capitol years that has placed us in the present. In other words, if it was not for the Capitol, I truly believe this great group of guys would not be together today. We have lost several members along the way, and have picked-up new friends as well. This has been a journey that I have been blessed to make with each of you, some longer than others, but just remember, we are in this together.   Craig

Homespun Humor

DCC   DC   DEE

A Brief History of the Bettendorf Railroad Truck
By John Diezel

A few years ago, David Doiron was at my house for a San Tan Model Railroad Club event. He noticed a small poster on the kitchen wall and asked where I got it. I told him my sister-in-law sent it from a local farmer's market in Bettendorf, Iowa which is where she lives. He then asked where my layout was and asked to see a box car. He took the car and pointed out that the truck was invented in Bettendorf.

Jump to the present. I just returned from a visit to my sister and brother in law in Bettendorf. He was interested in the truck origin and through some web searching we found the original Bettendorf Company building which is still in use today.

The invention of the Bettendorf truck is credited to William Bettendorf.   In 1874 he started work as a machinist's apprentice at the Peru Plow Company in Peru, Illinois. It was during his time at Peru Plow he invented the first power lift sulky plow in 1878.   This device allowed the farmer to remain seated on his horse-drawn plow and press a lever to raise the plow from the earth.   Prior to this the farmer had to manually lift the plow blade at the end of each furrow.   The plow was adopted by most farm implement manufacturers.   Bettendorf went on to work at the Moline Plow Company in Moline, Illinois for 10 months before becoming the foreman in the fitting department of the Parlin & Orendorff Company in Canton, Illinois, which manufactured plows and other agricultural implements.   In 1882 he left Canton and returned to Peru as a supervisor at the Peru Plow Company , where he had been an apprentice.   It was here that he invented the Bettendorf metal wheel.

It was at Peru Plow that Bettendorf set up a shop to manufacture his wheel. As the metal wheel branch of the business increased the name of the company was changed to Peru Plow & Wheel Company.   The company was slow to increase capacity and as a result he moved his business to the Eagle Manufacturing Company of Davenport, Iowa after meeting with its president E. P. Lynch.   William's brother, J. W. Bettendorf joined him and they manufactured metal wheels at Eagle Manufacturing until 1889 when the brothers started the Bettendorf Metal Wheel Company in Davenport.   In 1892 he developed a steel gear for farm wagons which the company manufactured as well.   He split from Bettendorf Metal Wheel and designed the machinery to manufacture the steel gears, which he eventually sold to International Harvester in 1905.

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

Joseph W. Bettendorf   The building today.   William P. Bettendorf

(CONTINUED FROM PAGE 2) He started the Bettendorf Axle Company with his brother J.W. which was incorporated in 1895 with W. P. Bettendorf as the first president and J. W. Bettendorf as secretary.   Two fires in 1902, one in January and the other in May destroyed the plant.   Residents of the town of Gilbert, which was about 3 miles east of Davenport at the time, raised $15,000 to buy the old Gilbert farm between the Mississippi river and the Davenport, Rock Island and North Western Railway tracks.   The brothers built a new plant in Gilbert and a year later the citizens of the town of Gilbert elected to change its name to Bettendorf.

The factory was built on a 70 acre plot of land.   The company originally was a manufacturer of agricultural implements.   Its rapid growth was spurred by Bettendorf's design of a one-piece railroad truck frame that eliminated bolts.   Bolts could loosen as the train moved and cause delays or derailments.   The new frame was cast as a single piece of steel and revolutionized the railroad industry.   The company added the manufacture of water pumps, ice crushers, oil burners and other products.

By 1909 the building had grown to three times its original size and the workforce grew from 300 to 800 employees. It contained two regenerative open-hearth basic steel furnaces, with the capacity to heat 25 short tons. The plant was able to produce about 100 tons of finished steel castings daily.   These were used to construct boxcars.   A complete railroad car was built from raw materials in the east end of the plant to the finished product out the west end.   In the early 20th century the company expanded its divisions to make 29 different machines or tools.

By 1920 the plant was the largest railroad car manufacturing plant west of the Mississippi river and employed 3000 workers.   The Great Depression severely impacted the company and the plant was closed in 1932.   At the start of World War II the plant was used by the United States Army to produce protective devices for ships.   The truck plant was bought by the United States Army in 1942 to produce tanks. It was sold to J. J. Case in 1946.   Today it is the site of the Isle of Capri Casino.

A Members Guide to Navigating the NMRA website

Here's an easy guide for locating useful information on the *nmra.org.* website. These are some of the helpful topics available to all NMRA members. MEMBERSHIP: Benefits, Discounts. EDUCATION: Beginners Guide, Achievement Program, Data Sheets. STANDARDS: Recommended Practices, Modules. EVENTS: National & Regional Conventions. And so much more.

- Open *nmra.org* . Go to the upper right hand corner and open Member Log-in | Registration and Log - in.
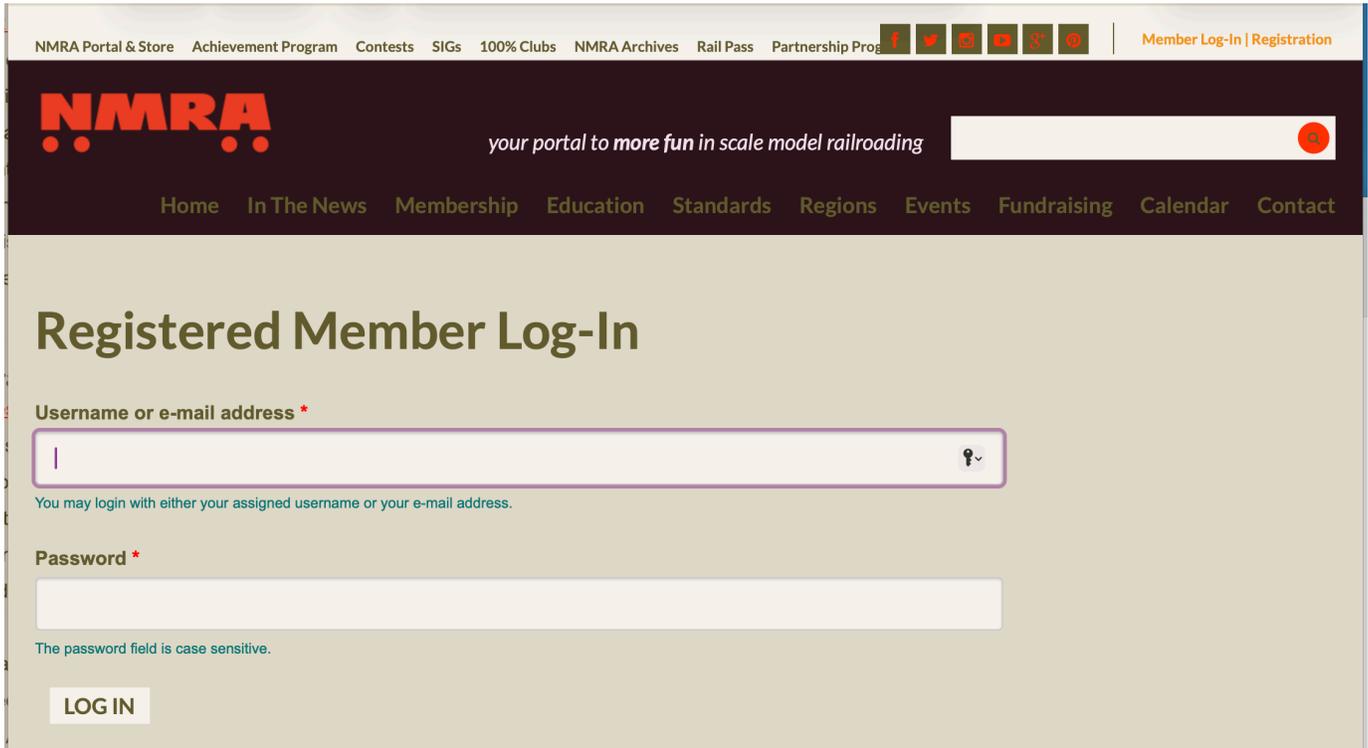
- Go to the *Membership* tab under the NMRA logo. Tap to see drop down menu. Open the Membership Benefits tab. Here you'll find a complete list of information available through out the site. Tap on any of the red subjects. This will take you directly to the information you're looking for.
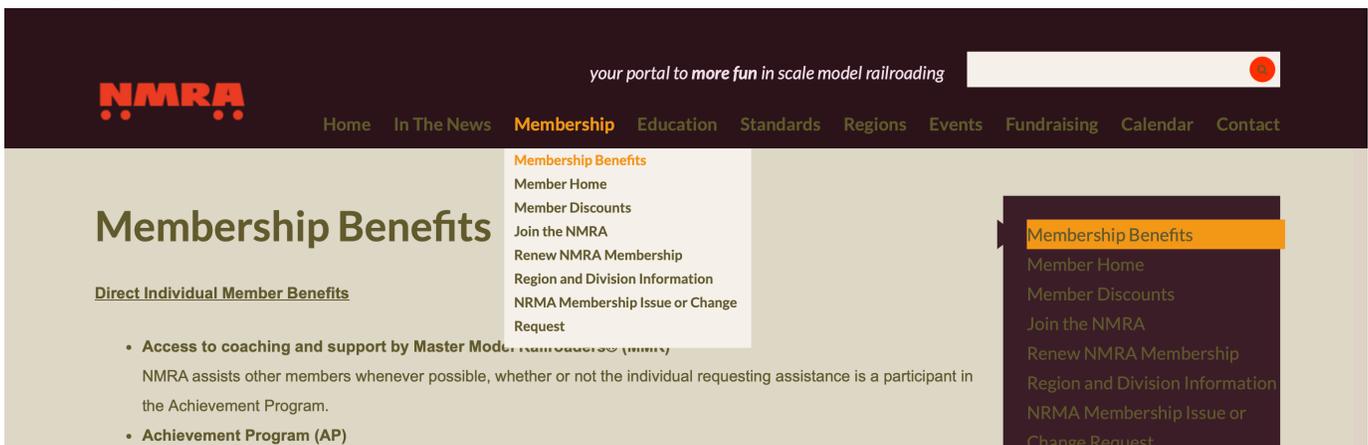
- Take some time to open all the tabs and explore the programs, history and standards created by the National Model Railroad Association.

TIPS ON CLEANING TRACK

✦ Dust: Use a soft, dry cloth or a track eraser to remove loose dirt and dust.

✦ Isopropyl alcohol: Apply a small amount of 91% or 99% isopropyl alcohol to a clean cloth and wipe down the rails. This is effective for general cleaning and grease.

✦ Commercial track cleaning fluids: Use alcohol-based fluids designed for model railroad track for effective removal of dirt, paint, and oily deposits.

✦ Deeper cleaning for tough grime

Baking soda paste: Mix baking soda with a small amount of water to create a paste. Apply it to the tracks and rub gently with a soft, microfiber cloth, following the grain of the metal.

✦ Metal polish: Apply a small amount of metal polish, such as Mothers Mag & Aluminum Polish or a similar brand, to a cloth and rub it on the rails.

✦ Vinegar and salt: For more stubborn dirt, create a solution with vinegar, salt, and a few drops of lemon. Apply with a cloth and scrub gently.

✦ <u>What to avoid</u>

Abrasive cleaners: Avoid or use abrasive cleaners like "Bright Boy" track erasers only as a last resort, as they can create micro-scratches that trap dirt and oil.

✦ Strong chemicals: Do not use harsh chemicals or solvents that could damage plastic components or paintwork.

✦ Washing directly: Do not soak the track in water or cleaning solutions. Apply cleaners to cleaners to a cloth and wipe the tracks instead.
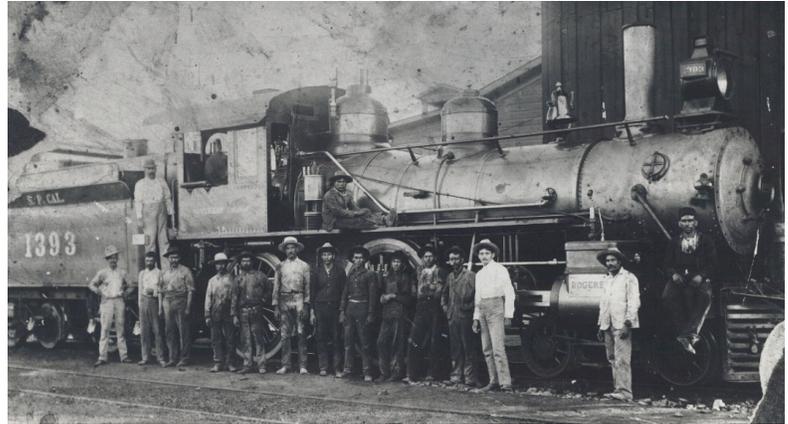
Arizona railroad laws

By Bill Chamberlain

The year is 1912.   Arizona passed a law restricting passenger trains to 14 cars and freight trains to 70 cars max. Not a real problem for passenger trains, but a huge problem for freight trains. On the Santa Fe, trains moving west had to be broken down to 70 cars at Gallup New Mexico, and then upon reaching Needles California, the train could be adjusted to a normal freight, say 100 cars.   So, in effect two west bound trains of 100 cars each had to be split up to three 65-70 car trains when they reached Arizona. Same for eastbound trains in northern Arizona. Same for Southern Pacific Railroad in southern Arizona between Yuma and Lordsburg, New Mexico. Imagine the added cost to these two railroads, extra engines, added cabooses, added crews, and added yard time for switchers and yard crews.The law was set aside by the US government in 1942 as a war time expedient, a decision which was much favored by Santa Fe and the Southern Pacific. In 1945 the law was found to be unconstitutional, after the Southern Pacific took the case to the highest authority, the US Supreme Court, and won.

The Brain Trust (above, from left to right, John Diezel, Craig Faris and Brian Schnackel)

"There's a giant in the village!"
(below, Ray Rumble)

Don Stewart (above) Staying in gauge.

Downtown Tempe (below) looking good!

THE B🍔G BOY IS BACK !!

By Dennis Ranke

No! Not that Big Boy! I'm talking about Union Pacific steam powered locomotive #4014. This beast will be touring the USA in 2026. The first leg starts on March 29, in the west. Followed by a tour in the east later this summer.

The 4-8-8-4 was built in 1941 by ALCO (American Locomotive Company) at their Schenectady, NY, foundry. This engine class was acquired to handle freight over the Wasatch Mt. range with grades of 1.14%. The locomotive maintained stability at 80 mph. Weighing in at over 1.2 million tons, it is heavier than a Boeing 747. At 133 ft., it is longer than 2 city buses. Today #4014, is the world's largest operating steam locomotive. Originally retired from revenue service in 1961. The UP re-acquired the steamer in 2013. The engine was moved to the UP steam shop in Cheyenne, Wy. Fully restored by 2019, it moved under its own power for the first time in six decades! The Big Boy originally cost $265,174 (almost 6 million dollars in 2026). #4014 is one 8 surviving Big Boys around the USA, from the 20 that were built by ALCO as class 4884-1. #4014 will depart on March 29, from the Union Pacific shop in Cheyenne, Wy. It will travel west through Wyoming, Utah, Nevada, and California, returning on April 24. See the route and complete schedule below.

Location	Action	Time
Cheyenne, WY NO PUBLIC ACCESS	Depart	8:00 a.m. MDT
Laramie, WY Laramie Railroad Depot 1st St & East Kearney St.	Arrive Depart	11:15 a.m. MDT 11:45 a.m. MDT
Medicine Bow, WY McFadden Road Crossing	Arrive Depart	1:30 p.m. MDT 2:00 p.m. MDT
Monday, March 30		
Rawlins, WY NO PUBLIC ACCESS	Depart	9:00 a.m. MDT
Wamsutter, WY Broadway & Boyd St.	Arrive Depart	10:30 a.m. MDT 11:00 a.m. MDT
Tuesday, March 31		
Rock Springs, WY Elk St. & N. Front St.	Public Viewing	10:00 a.m. - 2:00 p.m. MDT
Wednesday, April 1		
Rock Springs, WY NO PUBLIC ACCESS	Depart	9:00 a.m. MDT
Green River, WY 300 E. Railroad Ave.	Arrive Depart	10:00 a.m. MDT 10:30 a.m. MDT
Thursday, April 2		
Evanston, WY NO PUBLIC ACCESS	Depart	9:00 a.m. MDT
Morgan, UT Morgan Depot 98 Commercial St.	Arrive Depart	11:45 a.m. MDT 12:15 p.m. MDT
Salt Lake City, UT TBD	Arrive Depart	More to follow More to follow
Saturday, April 4		
Salt Lake City, UT NO PUBLIC ACCESS	Depart	9:00 a.m. MDT
Wells, NV Pacific Ave. Crossing	Arrive Depart	4:15 p.m. PDT 4:45 p.m. PDT
Monday, April 6		
Elko, NV NO PUBLIC ACCESS	Depart	9:00 a.m. PDT
Carlin, NV B Street Crossing	Arrive Depart	10:00 a.m. PDT 10:30 a.m. PDT
Battle Mountain, NV N. Reese Road Crossing	Arrive Depart	12:30 p.m. PDT 1:00 p.m. PDT

Tuesday April 7		
Winnemucca, NV NO PUBLIC ACCESS	Depart	9:00 a.m. PDT
Gerlach, NV Main St. & Beechnut Court	Arrive Depart	12:30 p.m. PDT 12:45 p.m. PDT
Wednesday, April 8		
Portola, CA Western Pacific Railroad Museum 600 Western Pacific Way	Ticketed Fundraiser	9:00 a.m. - 5:30 p.m. PDT More information will be available from wplives.org.
Thursday, April 9		
Portola, CA NO PUBLIC ACCESS	Depart	8:00 a.m. PDT
Oroville, CA Old Depot 2181 High St.	Arrive Depart	2:00 p.m. PDT 2:30 p.m. PDT
Marysville, CA 7th Street Crossing	Arrive Depart	3:30 p.m. PDT 3:45 p.m. PDT
Lincoln, CA 7th Street Crossing	Arrive Depart	4:30 p.m. PDT 4:45 p.m. PDT
Roseville, CA NO PUBLIC ACCESS	Private Union Pacific Employee Event	
Friday, April 10		
Roseville, CA 375 Atlantic St.	Public Display	1:00 p.m. - 5:00 p.m. PDT NO PUBLIC ACCESS outside of these hours
Saturday, April 11		
Roseville, CA 375 Atlantic St.	Public Display	9:00 a.m. - 3:00 p.m. PDT NO PUBLIC ACCESS outside of these hours
Sunday, April 12		
Roseville, CA NO PUBLIC ACCESS	Depart	9:30 a.m. PDT
Colfax, CA Amtrak Depot 99 Railroad St.	Arrive Depart	12:00 Noon PDT 12:45 p.m. PDT

Truckee, CA Old Depot 10065 Donner Pass Road	Arrive Depart	4:45 p.m. PDT 5:00 p.m. PDT
Monday, April 13		
Sparks, NV NO PUBLIC ACCESS	Private Union Pacific Employee Event	
Tuesday, April 14		
Sparks, NV NO PUBLIC ACCESS	Depart	9:00 a.m. PDT
Lovelock, NV 8th Street Crossing	Arrive Depart	1:00 p.m. PDT 1:30 p.m. PDT
Wednesday, April 15		
Winnemucca, NV NO PUBLIC ACCESS	Depart	9:00 a.m. PDT
Carlin, NV B Street Crossing.	Arrive Depart	1:15 p.m. PDT 1:45 p.m. PDT
Elko, NV Manzanita Dr and Zagaway	Public Viewing	3:00 p.m - 5:00 p.m. PDT NO PUBLIC ACCESS after 5 p.m.
Thursday, April 16		
Elko, NV NO PUBLIC ACCESS	Private Union Pacific Employee Event	
Friday, April 17		
Elko, NV NO PUBLIC ACCESS	Depart	8:00 a.m. PDT
Wells, NV 7th St. between Wells and Humboldt	Arrive Depart	9:45 a.m. PDT 10:15 a.m. PDT
Montello, NV	Arrive Depart	12:00 Noon PDT 12:30 p.m. PDT
The Union Pacific Museum will be auctioning off two cab rides on April 17 in the locomotive, with proceeds going to the nonprofit museum.		
Saturday, April 18		
Ogden, UT Ogden Union Station	Public Display	10:00 a.m. - 5:00 p.m. MDT Ride UTA

Sunday, April 19		
Ogden, UT Ogden Union Station	Public Display	11:00 a.m. - 3:00 p.m. MDT No UTA Light Rail Service on Sunday
Monday, April 20		
Ogden, UT NO PUBLIC ACCESS	Depart	8:00 a.m. MDT
Morgan, UT Morgan Depot 98 Commercial St.	Arrive Depart	9:30 a.m. MDT 10:00 a.m. MDT
Evanston, WY 14th St. and Main St.	Public Viewing	12:00 Noon - 3:00 p.m. MDT NO PUBLIC ACCESS after 3 p.m.
Tuesday, April 21		
Evanston, WY NO PUBLIC ACCESS	Depart	9:00 a.m. MDT
Green River, WY 300 E. Railroad Ave.	Arrive Depart	12:45 p.m. MDT 1:30 p.m. MDT
Thursday, April 23		
Rock Springs, WY NO PUBLIC ACCESS	Depart	9:00 a.m. MDT
Point of Rocks, WY Black Buttes Road Crossing.	Arrive Depart	10:00 a.m. MDT 10:15 a.m. MDT
Wamsutter, WY Broadway & Boyd St.	Arrive Depart	12:00 Noon 12:30 p.m. MDT
Friday, April 24		
Rawlins, WY NO PUBLIC ACCESS	Depart	9:00 a.m. MDT
Medicine Bow, WY McFadden Road Crossing	Arrive Depart	11:00 a.m. MDT 11:30 a.m. MDT
Laramie, WY Laramie Railroad Depot 1st St & East Kearney St.	Arrive Depart	1:15 p.m. MDT 1:45 p.m. MDT
Cheyenne, WY NO PUBLIC ACCESS	Arrive	