



**Phoenix
ELPaso
Streetcar
Connection**



from research by
William Lindley

PHOENIX CARBARN FIRE 1947 *Sept/Oct*

From: The National Electric Railway News Digest
Publisher: Ira Swett



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A spectacular \$70,000 fire late yesterday swept a Phoenix landmark, the municipal streetcar barn at 13th & Washington Sts., and destroyed six cars and damaged a seventh, the seven cars comprising half the remaining cars.

Firemen prevented the conflagration from spreading across a 20-foot alleyway to a highly inflammable paint shop, from which

it could have flashed through the rest of the transportation plant, valued at another \$150,000.

The blaze assertedly started from a short circuit in the motor of one of the cars inside the half-block-long sheet metal barn. Spreading rapidly throughout the grease-laden pits, the fire was out of control when the first firemen arrived.

The fire occurred at the height of the afternoon rush hour, and the dense

clouds of smoke attracted thousands of spectators to the scene. Hundreds of automobiles jammed the street and firemen found difficulty getting equipment to the scene.

The city's eight-month-old automatic bus washer, valued at \$3,800, was destroyed, as was a machine shop, a carpentry shop, about a dozen spare streetcar motors, 12 to 15 generators and many other tools and pieces of equipment.

Jess Hardy, city transportation superintendent, said the remaining cars now on service on the Washington St. line (sole line remaining) will be augmented by buses and schedules will not be interrupted.

No fire insurance was carried on either the destroyed cars or on the barn.

The blaze was first noticed by a worker as he was reporting for work in the barn. He shouted to an official in an office near the barn. The fire was then blazing thru the floor of a car. Fed by inflammable gases from the barn's long grease pits, the fire mushroomed against the high, sheet metal ceiling and spread in all directions. The building was engulfed in an estimated five minutes.

The heat inside the barn was so intense that it twisted heavy steel rails like taffy and melted machinery and some metal parts of the streetcars. Concrete floors cracked and buckled.

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THE TROLLEY QUARTERLY

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PHOENIX
TROLLEY MUSEUM
1117 Grand Avenue, Phx, AZ 85007

By Donna Reiner

From “Professor” Moses to “General” Sherman

Having successfully served as the

Arizona Territorial Superintendent of Instruction, Moses Sherman was appointed by Governor Tittle (originally appointed and later elected) to the position of Adjutant General in March 1883. Sherman served in this position until 1887.

As the 11th Adjutant General of the Arizona Territory, you may wonder what did Sherman do?

4 First thing to understand is that this position had no specific qualifications, and we know that M.H. Sherman had no military experience. Was this a “political” appointment? If so, what was Sherman’s connection to Governor Tittle? Nevertheless, the Adjutant General was considered to be “the commander in chief of the [territorial] militia.” In actuality, the position was answerable to the governor. The office did have “aides” who acted as military advisers which was probably an excellent idea.

It’s the Territorial Militia that is key to Sherman’s job as Adjutant General. Consisting of citizen soldiers, the militia’s charge was to “defend the new settlers” in the area of Arizona Territory which

was essentially controlled by Indians (primarily the Apache). As the Adjutant General, Sherman needed to be concerned that the various militia groups had arms and ammunition, and sometimes horses and other mounts, and were capable of protecting their communities and assisting the U.S. Army, if necessary, during the Arizona Indian Wars. Exactly how this was to be achieved is unclear. Men in various communities that were impacted by Indian raids came together and formed groups to act if called upon. They requested arms and ammunition from the territorial government. And the Adjutant General inspected these groups. A schedule for these inspections was not found.

Presumably there was some “military” training for the militia, but little has been written about

this. From information gleaned from old newspapers, the various groups often drilled on their community streets. In the summer, they marched around in the evening. They did have target practice and often shooting competitions. And ads were found for an occasional ball.

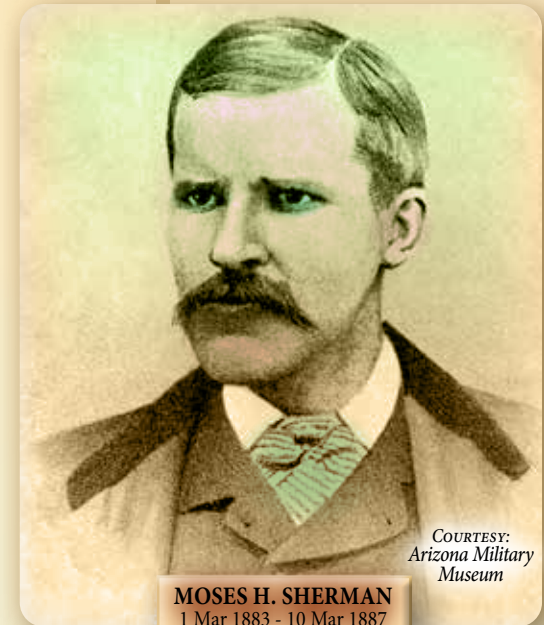
Based on the conditions of the charge for the individual militia groups, the militia had to stay within their respective county lines and send periodic reports to both the governor and the adjutant general. These reports primarily consisted of information related to the militia’s engagement with Indians and were often printed in the local papers.

The known groups that were active were the Clifton Guards, the Milligan Guards (Prescott), the Galeyville Militia (a mining camp on the north slope of the Chiricahua Mountains), the Phoenix Rangers, the Prescott Grays which evolved from the Milligan Guards and a few other groups that were mentioned, but with no formal name in print.

While Sherman appeared to be well liked as the Superintendent of Instruction, people apparently

had issues with him as the Adjutant General. Shortly after his appointment in 1883, Sherman was in Washington, DC lobbying for the Prescott postmastership. Was this for himself?

By 1884, Sherman had moved to Phoenix and was president of Valley National Bank (not the Valley National Bank of more modern times). He was also an investor and



MOSES H. SHERMAN
1 Mar 1883 - 10 Mar 1887

COURTESY:
Arizona Military
Museum

member of the board of directors of the Arizona Canal project. Sherman was definitely a busy man who was involved in these entities that were not militia related plus purchasing parcels of land.

By 1885, editorials in several newspapers across the territory felt Sherman was neglecting his official duties as Adjutant General. In fact,

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The *Weekly Arizona Miner* wrote, "At the best his appointment was but a burlesque on the militia, and that his incumbency of an office for which he is totally unfitted is very distasteful by our Territorial guardsmen." The *Arizona Daily Star* went so far as to suggest that Sherman "should be court martialed and immediately dismissed the service for not being in the territory to command the militia in its recent campaign against the Apaches." No newspaper accounts ever mentioned that Sherman was actively involved in any of the campaigns.

Sherman continued in the Adjutant General position, but the Indian Wars ended by 1887 reducing the need for the Arizona militia groups. Then Governor Zwlick **6** reorganized the militia at that time, moving some of the units into the Arizona National Guard and appointed a new Territorial Adjutant General.

Thus, Moses Sherman's formal life as a "general" ended and he moved on to other projects such as the trolley line in Phoenix and his various real estate ventures. However, most people continued to refer to him as General Sherman which apparently

he never discouraged.

Donna Reiner, is co-author of three books on Phoenix history and often writes for the *Arizona Republic* on history related topics.

Capt. Ford's Report.
HEADQUARTERS CLIFTON GUARDS. }
CLIFTON, June 8, 1885.
M. H. Sherman, Adjutant-General:

In compliance with General Order No. 1, dated Executive Department of Arizona, Office of the Governor, Prescott, A. T., May 30th, 1885, I have the honor to report: That, hearing of Indians in the direction of Morenci and Eagle creek on the 1st inst., I left for those places with twenty-seven men; struck no trail and remained at Eagle creek all night, and returned to Clifton the next day.

On the morning of the 3d received a telegram from Capt. Fisher that Indians were in the vicinity of Duncan, and I immediately took a train for that place with thirteen men. I mounted my men on arriving at Duncan and started on Indian trail, and arrived at Carlisle at 6 p. m. Left there at 7 p. m.; traveled fifteen miles due east; met party on the trail and returned to Carlisle by 12 p. m., and fed my stock.

At 5 a. m. left Carlisle and struck a trail fifteen miles north of that place, and then turned in a westerly direction toward Duncan. Capt. Fisher mounted twenty-eight men, all that he could provide stock for, and followed the trail on the 4th. On the evening of the 5th started with seventeen men eastward toward Doubtful Canon, and struck trail on morning of the 7th on the west side of canon. Saw where Capt. Fisher had a fight. Followed on to San Simon valley, and informed Capt. Thompson, of the Fourth cavalry, where the trail was. Capt. Thompson followed with his command, and struck us in the San Simon valley with our horses played out. Above Merchants' ranch four men of my party volunteered to go with Capt. Thompson into Cave Creek canon, where the Indians were supposed to be. Being sick, I returned to the ranch and remained all night. Ignacio Campbell, Charles E. Stevens and P. M. McCrellis proposed to guide Capt. Thompson into the canon, but, for reasons best known to himself, he declined to accept their proposition.

I arrived in Clifton by rail, with a portion of my command, on the 8th. T. S. FORD,
Captain Clifton Guards.

Fire chief Barnum sounded a second alarm after reaching the scene and fire-main laid almost a mile of hose from five hydrants close to the barn. The work lay in confining the fire to the barn structure.

The barn was built in 1913 and was the nucleus of the "U"-shaped transportation plant. Had the fire caught in the paint shop which for a time was lapped by flames, it probably would have spread through the bus machine shop, electrical shop, bus repair pits and body and tire shops. They constitute the bottom (south) and east sides of the plant.

Superintendent Hardy claimed the cars cost \$10,000 each when they were purchased early in the '20s, but probably would not bring more than \$500 each

as scrap at the present time. Much-maligned because of their noise, the few which remain have been kept in service only because buses were unavailable. They served the city will before the intracity buses were born and before Phoenix's tremendous growth made their exclusive use impossible. In good mechanical shape, they were more economical to operate than buses.

The early demise of the Washington line is now considered inevitable.

William Lindley, is a voracious researcher & passionate about history, he is also a longtime friend of the museum and a former Board member.

MASQUERADE
FANCY DRESS BALL!
GIVEN BY THE
Milligan Guards!!
NEW YEARS EVE,
THEIR ARMORY, HOWEY'S HALL,
TICKETS, \$2.50.
JOHN ROSS,
WM. KRAUSE,
GEO. EMERSON,
Committee of Arrangements.



Streetcars showing trailer cars including one flat-car - near the Arizona State Capitol

February 1895 *Street Railway Journal*

Phoenix & El Paso:

By Douglas Towne

Double-Track Street Railway Evolutions

Phoenix is the nation's fifth-largest city and its seemingly never-ending expansion continues. But Arizona's capital city wasn't always a metropolitan juggernaut. Phoenix didn't surpass Tucson in population until 1920, and it was the 1950s before it exceeded El Paso to become the Southwest's biggest city. As such, it's not surprising that the West Texas city played an essential role in the early development of Phoenix.

Famed El Paso architect and engineer Henry C. Trost designed many of

8 Phoenix's most important buildings during the early part of the 20th century, including the Luhrs Building, Luhrs Tower, the Education Building at Phoenix Union HS, Salt River Valley Water Users Building, YMCA, and Korrick's department store. On a more effervescent side, after Prohibition ended in 1933, the beer of choice in many Phoenix taverns, including Pierce's at 12th Avenue and Van Buren, was Henry Mitchell Quality Lager, brewed in El Paso.

Given the early connections between the two Southwestern cities, it follows that both had streetcar systems with similar histories. Each started with

animal-powered cars followed by electrical power upgrades, with each streetcar service ending in 1948. But the international border with Mexico, and its sister city of Juarez, played an outsized role in the El Paso system. This connection influenced one of the streetcar lines to continue operating for another 26 years, until 1974. Eventually, both Phoenix and El Paso would launch new street railway systems in the 21st century. In this first of a three-part series, we'll examine El Paso's first mule-

powered system.

Unlike Phoenix, the first European settlement in the El Paso area occurred



El Paso postcard - author

long ago, in 1659, on the banks of the Rio Grande. Most residents lived south of the river in what is today Ciudad Juarez. Using the Rio Grande's water for irrigation, the Spanish colonial population remained small, its growth hindered by Apache raids and flooding. Texas became a state in 1845, and by 1873, El Paso was incorporated. By 1880, the population was only about 3,800 residents.

The city would finally boom with the arrival of three railroads in 1881. Among the newcomers were farmers, merchants, and health seekers, who hoped the dry climate would aid their respiratory ailments. A rough Wild

West element also came to El Paso, which had a lawless reputation with its many saloons, dance halls, gambling halls, and brothels. Whether on business or to roll the dice, residents walked El Paso's dusty streets unless they were fortunate enough to own a horse and buggy.

In 1882, a business group felt the city had reached a transportation tipping point and started the El Paso and Juarez Street Railway.

The company's first move was to connect to its sister city across the Rio Grande by building a bridge that extended from Stanton

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Henry C. Trost
Wikipedia



Luhrs Lobby



Luhrs Building & Tower
1930 - Lincoln Properties

Continued from page nine

Street to Ciudad Juarez. Until then, the communities were connected only by a ferry and a footbridge.

The mule-powered streetcars carried passengers back and forth across the border. Car No. 1 was a novelty as it was pulled by the town pet Mandy the Mule. Amazingly, Car No. 1 still survives after being long retired. For a while, it was reused as a children's playhouse and is now displayed in El Paso's San Jacinto Plaza.

The Stanton Street Bridge had to be partially rebuilt in 1884, according to a notice in the *El Paso Times*. During the interim, "When the flood injured their bridge so as to prevent crossing, the Street Railway Company had a large boat built, which is able to carry everything that is to be crossed." By 1889, the newly constructed Santa Fe Street Bridge allowed the Juarez line to make a loop, entering Juarez on the Stanton Bridge and returning to El Paso via the new bridge.

A bi-national trip was quite the experience, as noted in an article entitled "Across the River" in the *Times* in 1885. "The streetcars on El Paso Street will take you to the old and curious town of Paso del Norte [Juarez]. There are many interesting sights on the other side and to avail yourselves of the proper

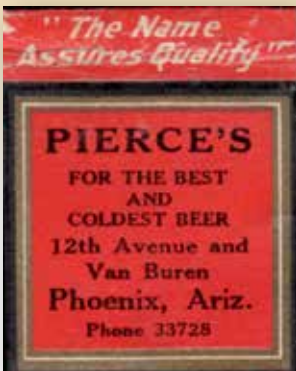
information stop at the switch on the Main Street of the old town and you will find a latticed porch on the left and a cozy waiting room inside, where Messrs. Lane & White will season their advice with the choicest Mexican cigars, wines and liquors, also with French brandies and bonded whiskeys." The article

concluded with the admonition: "Don't forget this."

Streetcar fever soon gripped El Paso, with other companies launching transportation services. At one time, 13 cars and more than 40 mules moved passengers on tracks laid on unpaved streets, according to Ronald E. Dawson's book, *Street Railways of El Paso*. The El Paso and Juarez Street Railway, City Street Railway Co., and Santa Fe Street Railway were eventually consolidated to create a more comprehensive system, called the El Paso Electric Railway Company.

short

Pierce's Tavern, Phoenix - author



Henry Mitchell's Quality Lager - author



El Paso Times ad, 1884 - author



Douglas Towne, writer, historian, artist hydrologist, and editor of *Arizona Contractor & Community* magazine. He also is a *Phoenix Magazine* & *Arizona Republic* contributor.

The city's full name, El Paso del Norte or Pass of the North, influenced the layout of the streetcar lines. The pass is a narrow land area located between the southern tip of the Franklin Mountains and the Rio Grande. This locale, where the city was founded, later became Downtown El Paso. All streetcar lines radiated from the city's commercial and business district to outlying residential neighborhoods or industrial sites.



El Paso Company Mule Car No. 1
1900

In 1902, the El Paso Electric Railway Company began using electrical power, almost an entire decade after Phoenix's streetcar system had been converted. El Paso's changeover required new rails, as the old mule car tracks could not handle the heavier electric cars.

This new power source spawned several unique streetcar lines, including

an interurban line and a suburban line powered by a steam engine. The streetcar system would run at least one line until 1974.

We'll explore El Paso's streetcar expansion in future columns.



El Paso Mule Car No. 5

According to *Street Railways*, the streetcar system was powered by mules for two decades. By the system's final years, the mules were described as "slow and cantankerous," hauling rolling stock labeled as "relatively dilapidated." But El Paso was growing, heralded by a smelter opening west of the city in 1887, which processed ore from both domestic and Mexican sources.



El Paso Mule Car display
in San Jacinto Park Plaza
Author

A Day in the life of a Grand Avenue Trolley

With the Museum's *By William Lindley* purchase of the museums Grand Avenue property, every opportunity now exists for some kind of heritage streetcar line, perhaps mixed with modern trolleys as on the new Tempe Streetcar line. What would a day in the life of the original Grand Avenue line have been?

(circa 1932)

12 Let us return to Thursday, the 7th of July 1932. The Museum has in its collection an employee timetable for the Grand Avenue Line from that date. The first car of the morning, having left the car barn at 13th Street and Washington a few minutes earlier, would have departed from 4th Street and Washington at 6:00am. Today, the Convention Center occupies that location, with the modern LRT station just a block to the west at Symphony Hall. The trolley would leave 2nd Avenue and Washington at 6:03, turning north at 7th Avenue, heading northwest at Five Points (Van Buren St), running past the passing siding just northwest of 9th Avenue and Polk (permitting two cars to run during Fair times) and terminating north of McDowell Road on the north-facing track adjacent to the Fair Grounds on the east curb of 19th Avenue.

The streetcar would have made the first return trip from there at 6:12am. At the corner of 7th Avenue and Washington, it would have rounded the curve, facing eastward on the northernmost of the double

main track (the westward track), taken the crossover track to the southern (eastward) track, and proceeded to 4th Street on that eastward track.

Having completed one "round trip," the motorman would remove his "key" (the operating lever) from the motor control box, and walk to the other end of the car. The trolley poles also had to be reversed, either by lowering it and swinging it around (on a single-pole car), or by raising the one and lowering the other. Then, the car could proceed westward through the crossover (just west of 4th Street) onto the northern (westward) track, heading back to Grand Avenue.

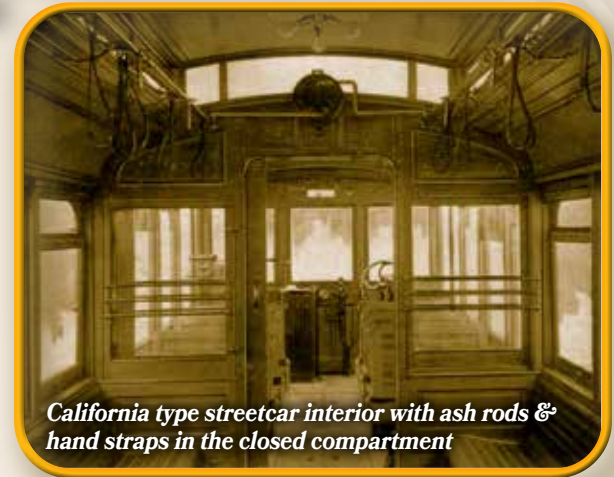
That second westward trip was scheduled to depart at 6:24am, and a car every 24 minutes thereafter until the final run departed 19th and McDowell at 11:36pm. At that time the car would roll back to the 13th Street barn. Either two or three shifts of motormen (and conductors, in the earlier years of two-man operation, and possibly even in

California-type streetcars used on the Grand Avenue line after 1914 were fully enclosed by the 1920s



later years when the Fair was on) would cover that full day of operation.

Even after the City took over the Street Railway in 1925, the older streetcars served Grand Avenue. We have not yet found any record of one of the 100-series cars of 1928 ever running on Grand Avenue before service was discontinued in 1934; but there are several letters and articles in the Republic newspaper complaining about Grand Avenue getting only the old trams. It is known that some of the 30-, 40- and 50-class cars remained on the Street Railway property; so far only one photo is known to exist of a streetcar actually operating on Grand, this one of a 50-class car (purchased from San Diego after 1918) in a tragic accident in December 1925. Any other photos along Grand would be appreciated.



California type streetcar interior with ash rods & hand straps in the closed compartment

As one of the original horse (or mule) drawn lines in the 1870s, Grand Avenue was an on-again, off-again route for the Street Railway. It retained horse-cars after the 1893 electrification, and seems to have been removed with the 1900 bankruptcy.

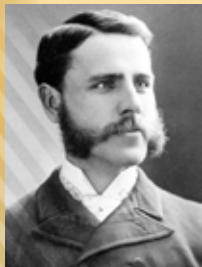
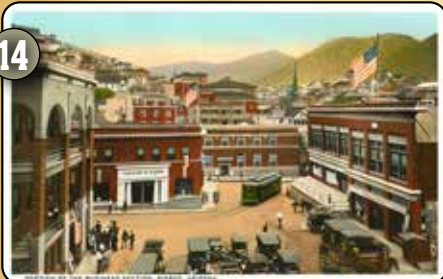
However, it got a reprieve and a return of streetcars when the State Fair moved to its present location in 1905. From then until its final days, the Grand Avenue line did most of its business at Fair time in the Fall.

ARIZONA STREETCAR HISTORY

MESA, TEMPE & PHOENIX
RAILROAD



14



Dr. A.J. Chandler

1893 • July 1 • The Goodwin Brothers of Tempe file articles of incorporation for the Mesa, Tempe and Phoenix Railroad, part of whose right-of-way now forms the Valley Metro line.

1899 • July 28th • Wells Fargo & Co. Express is handling iced carloads of grapes fresh from the vineyards along the Glendale lines to eastern markets.

1903 • August 27th • The worst streetcar accident in Arizona history occurs at Bisbee when car #60 lost its brakes on a steep hill and crashed into #103. Two passengers died and almost a dozen injured. As a result, new safety standards came into effect.

1907 • July 8 • The El Paso Herald reports that construction of Bisbee's street railway is "well under way" and "will put Bisbee in the same class with Tucson,

Douglas, Phoenix and Prescott in this respect."

1910 • August 10th • Electric Railway Journal reports that Dr. A.J. Chandler is surveying an electric railway line from Mesa to Chandler Ranch, as an extension of a trolley from Phoenix to Mesa.

1912 • July 24th • Street Railway Manager, Sam Mitchell travels to St. Louis to purchase four streetcars; these are the "40-class" cars, one of which is preserved today at Old Pueblo Trolley in Tucson.

1921 • July 4 • Streetcar service from Phoenix to Orangewood, on the Glendale Interurban Line, is increased from nine to twelve cars per day, with the last returning to Phoenix at 11pm.

1925 • September 11 •

Phoenix City Manager Hitchcock says that only buses, not streetcars, will be the "modern" solution to transportation in the Valley. Yet four years later the streetcar system would see its highest passenger usage in its history at 6.6 million riders.

IN
1929
6.6
Million
PASSENGERS
RODE THE
STREETCARS
IN PHOENIX
THIS
amounts
to over
A HALF A
million
riders
each month
or more than
18,000 every day

Every Man,
Woman & Child
living in Phoenix
at the time could
have ridden the
Trolleys almost
three times a
week

1929 • August 14th • A stray horse delayed Brill cars at Sixth and Pierce for several minutes until motormen could persuade it to stand clear of the tracks.

1930 • July 17th • Phoenix, Mayor Frank Lane presiding, seeks to raise streetcar fare from 5¢ to 7¢.

1930 • August 30th • The City of Phoenix has finished removing streetcar tracks within Glendale city limits.

1948 • September 3 • The City of Phoenix auctions the remaining streetcars, wires, poles, and electrical equipment after scrapping the original trolley line.

1993 • September 1st • The high-speed ICE train from Germany makes a tour stop at Phoenix Union Station. Over thirty thousand Arizonans tour the train, which adds to the desire to build a modern transit system in the Valley. On the third attempt, a half-cent sales tax is approved by voters in 2000 to build the Valley Metro trolley line from Chris-Town to Dobson Road in Mesa for around \$1 billion.



~~5¢~~ 7¢

15

Streetcars were a big deal back then!

...and your support of the Phoenix Trolley Museum will keep this history alive.

OUR NEXT BIG MOVE BRING CAR 116 OUT OF STORAGE

We are entering the next phase of operations to bring our protected trolleys out of storage and shelter them for display in the Museum yard.



Streetcars began serving Phoenix in 1887.



- ❶ Car 116 in a secured weather enclosure
- ❷ Car 509, unrestored
- ❸ Phelps Dodge Calcine Locomotive
- ❹ Interpretive Exhibits: "History in Plain Sight"
- ❺ Paving Rehabilitation
- ❻ Event Space
- ❼ Landscaping

The project is only partially funded. We are now working to raise the approximately \$200,000 it will take to fully realize this goal.

go to:

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WITH YOUR HELP AND GENEROSITY, YOU WILL BE ADDING TO THE CULTURAL DIVERSITY OF YOUR COMMUNITY, LEAVING A LEGACY OF HISTORY KNOWLEDGE TO THOSE CURIOUS ABOUT HOW FAR WE'VE PROGRESSED OVER THE LAST 135 YEARS.

PhxTrolley.org

Telling the story of Phoenix and its Trolleys

