



# The Chandler Branch

QUARTERLY NEWSLETTER OF THE ARIZONA RAILWAY MUSEUM

Volume 38 Issue 2

Summer 2023

## Golden Spike Ceremony



The word "DONE" flashed across the telegraph wires 154 years ago on May 10, 1869 when the rails were joined east to west. The museum had its own golden spike ceremony on March 30 when the rails of our parallel ladder track were joined southeast to northwest by Mountain States Contracting, completing the north runaround track.



Jane Barton made two gold spikes. A real track man from Mountain States, Marvin Francis, drove one spike, took two hits. Fake tracklayer Bart Barton drove the other, took five hits. Mission accomplished!

Four switches were included which will lead into storage tracks at the north end, providing greatly increased space for future acquisitions. More photos on page 8.

*text by Bart Barton and Pete Cook, photos by Jane Barton*



## Happy 4th of July!

**NOTE:** The museum's formerly annual 4th of July Potluck will not be held this year.

The 4th of July Potluck began in 2009 when a few members showed up to insure the fireworks display at Tumbleweed Park would not affect museum equipment. It was not held in 2020 due to COVID, nor in 2022 due to a supply chain shortage of fireworks. This year the city will be holding a smaller event at Dr. A. J. Chandler Park downtown instead.

In the past, this mid-summer event was a good time to see fellow members not seen since Railway Day in February, and was a perfect time to try out photo skills. This great shot was taken in 2013. *photo by Jeff Barr*



# Arizona Railway Museum

Physical Address: 330 E. Ryan Road, Chandler Arizona 85286

Mailing Address: P.O. Box 842, Chandler Arizona 85244-0842

Phone: 480 - 821-1108

Website: [www.azrymuseum.org](http://www.azrymuseum.org)

Open to the Public Saturday & Sunday, 10 AM – 4 PM

September through May

## Contact Information

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	Board of Directors (group email)	<a href="mailto:armboard@azrymuseum.org">armboard@azrymuseum.org</a>
	Special/Group Tours	<a href="mailto:tours@azrymuseum.org">tours@azrymuseum.org</a>
Board Meetings	Second Saturday of each Month at 8:30 AM (except July)	Open to All Members

## Upcoming Events

July 4, 2023 (cnx)	Fourth of July Potluck & Fireworks Display (canceled)
September 2, 2023	Opening Day, 2023–2024 Season
November 11, 2023	Fall Rail Festival
December 8–9, 2023	Dinner in the Diner
January 28, 2024	Annual Membership Meeting & Picnic
February 24, 2024	Arizona Railway Day (ARM 40th Anniversary)
May 26, 2024	Last Day of 2023–2024 season

### Articles and photos encouraged. Submission dates (and latest publishing dates):

Spring issue – submit by March 14 (March 31)

Summer issue – submit by June 14 (June 30)

Fall issue – submit by September 14 (Sept 30)

Winter issue – submit by December 14 (Dec 31)

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All text and photos by Pete Cook unless noted.

6/12/23

# Successful 2022–2023 Season

The museum's visitor season closed for the summer on May 28. The outdoor temperature becomes too hot after that, and metal objects can burn to the touch. But hardy volunteers continue to work on projects throughout the summer, and the board of directors meets monthly except during July.

The total visitor count for the September 2022 through May 2023 season was 6,491, broken down as follows:

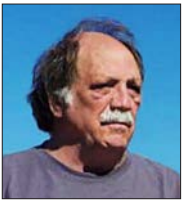
Sep–Dec 2022	1,269
Fall Rail Festival	1,100
Jan–May 2023	2,592
AZ Railway Day	<u>1,530</u>
Total	6,491

This was a slight decrease from last year's 6,731. Visitors came from 41 states and the United Kingdom, Canada, Mexico, Czech Republic, Switzerland, Norway, Germany, Netherlands, France, Argentina, Poland, and Australia. *statistics by Dianne Roberson*

**Left:** Young and old alike enjoyed the wide variety of displays at the Arizona Railway Day open house on February 25. *photo by Andy Szabo*



## From the President

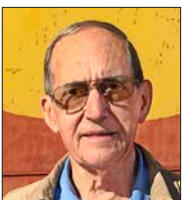


Now that the 2022–2023 season has drawn to a close, I want to thank all of the members for a very successful season. You can be justifiably proud of what you accomplished, with two outstanding open houses, new acquisitions, restorations, and other major improvements. Special thanks are in order for the weekend docents, the project workers, and all the other volunteers who keep the museum functioning. Our museum keeps steadily growing – a tribute to the dedication and interest of you, the membership.

As we continue to grow, we need more volunteers. This issue of the newsletter shows a variety of the skills needed to keep things running smoothly, and hopefully will inspire more members to join in. We especially need additional weekend docents and an executive secretary. All members are invited to attend a board meeting and see how you too can participate in the give-and-take that keeps the museum running.

We look forward to an even more successful season beginning in September — thank you for all you can do to help! – *Larry (photo by Bart Barton)*

## Editor's Note



This is a packed issue for your summertime reading enjoyment. It takes a lot to run a successful museum, and requires almost daily trips to the museum to cover it all. The following pages describe some of the many behind-the-scenes activities that keep the museum humming, and give the reader a front-row seat into how car and locomotive movements are accomplished. Hopefully these will give an example of the many ways you can lend your skills and talents. Some additional project ideas and job openings are presented on page 30.

– *Pete (photo by Marilyn Cook)*

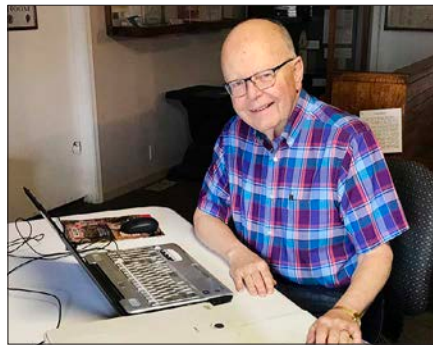


# Project Volunteers

## Old-Timers, New-Timers, & In-Betweens



**Having Fun** – On February 17, Rick Laws and Jeremy Davis exercised the Canadian National speeder to keep it running smoothly. On February 18, Chris Armstrong pointed out the new gauge he installed in the cab of Southern Pacific 2-8-0 No. 2562.



**More Fun** – On March 17, Fred Maul was touching up the interior of the Verde Valley sleeper, while new member Bob Langley scanned artifacts in the display building. Outside, Ron Schofield worked on the motor for the south gate. Ron has been around longer than most of us; he, Bart Barton, and the three other founders began making plans for the future Arizona Railway Museum in 1983!

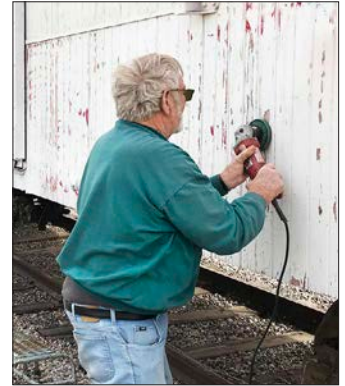


**And Still More** – On March 17, Tom and Ed Jakl were fixing the entry crossing gate signal. In 1985 Tom was working in an art department and designed the museum logo which is still in use today, 38 years later!

On March 21, new member Steve Glischinski and Lori Van Oosbree were entering archival data for artifacts scanned the week prior. Steve is the author of some nine railroad books including *Santa Fe Railway* in the MBI Railroad Color History series. Several of his books are available in the ARM library.



## Project Volunteers, cont'd



**Who Says We're Too Old** – On March 20, a group of seasoned volunteers prepared the white TCG 204 boxcar for a new coat of paint. 82-yr-old Larry Buehler climbed the scaffolding and sanded the side, 83-yr-old Craig Shields readied the paint, 80-yr-old Gil Hendry rolled on the new primer while Larry continued sanding, all while 82-yr-old Pete Cook took pictures. You're only as old as you feel, but younger volunteers, we need you!



**Painting is Rewarding** – Seeing the finished result and saying "I did that" is a great feeling. On March 24 the painting crew put the final coat on TCG boxcar 204 by spraying it with 5 gallons of Dunn Edwards "Barn Red." Craig Shields did the lower half; Kenny Rhoads did the upper half.



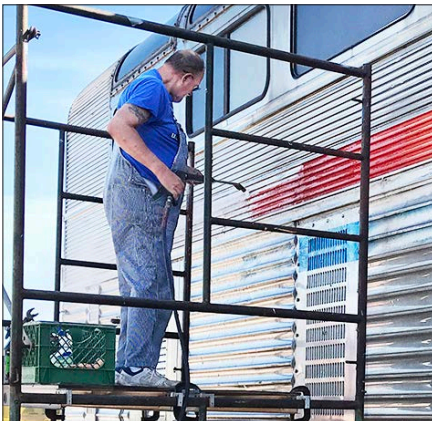
**The Work Never Ends** – On March 27, Dan Sokol worked on the train order signal. Next time you fly American Airlines out of Sky Harbor, check the cockpit – Dan is an Airbus captain! Kenny Rhoads and Bart readied the Silver Star for an Amtrak inspection prior to its departure, and Jim Byrne sawed up old ties for disposal.



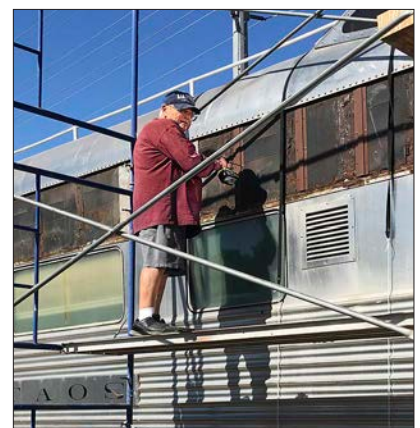
## Project Volunteers, cont'd



On April 4, Joe Schroeder was archiving train orders. On April 14, Craig Eberle was touching up the window frame of ATSF lounge car 576, and on April 21, Mark Bordine was recording more of the audio files which are the voice behind the QR codes found throughout the museum. *selfie by Mark Bordine*



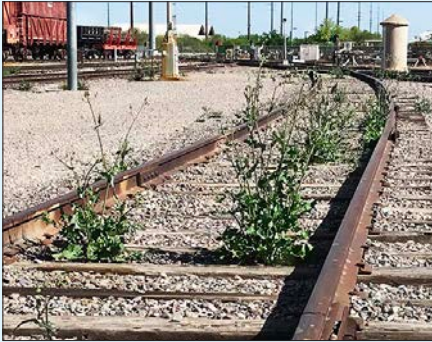
On April 28, Bart Barton was removing the Amtrak striping from hi-level lounge 576 in preparation for its return to Santa Fe appearance. Dianne Roberson was restocking items for sale in the gift shop, and long-time archivist Dale Halsey was cataloging the latest book additions in the library.



On April 29, Cam Murdoch in KCC 801 and Gil Henry in KCC 81 exercised those two locomotives by running them around the yard. On May 8, Kenny Rhoads was pre-drilling the dome car for the installation of its fluted siding. *left 2 photos by Andy Szabo*



## March Showers Brought April Flowers (and Weeds)



In a few short weeks, weeds began taking over track 4, so on April 14 it was time to load the Roundup on the weed spray speeder train and head north to the lead-in track where the wildflowers had really taken over.



But oops, we went a bit too far, and the derail really worked! Fortunately it was easy for Jim Byrne and Rick Laws to get the Fairmont speeder back on the track.



The UP southbound freight passed by, then spraying began. The yellow-flowered globe chamomile, "stinknet," has pretty yellow flowers, but it is an invasive species from Africa and needs to be eradicated.



When the train returned from the runaround track, the spraying was done and the engineer gave a friendly wave.



# Track Expansion

The "golden spike" ceremony on page 1 celebrated an interim goal in the quest for additional storage tracks for the museum. Mountain States Contracting has been donating time to our museum when not doing work for other railroads. From March 20 through March 30, they laid more ties, rail, and ballast.

In this aerial photo, green lines indicate 2021 and 2022 changes; red lines indicate future expansion, and blue lines indicate changes since the last newsletter. The yellow arrow indicates the location of the "gold" spikes driven on March 30.



map data © 2022 Google Earth



Beginning track expansion on March 20.



Installing a switch on March 23.



Adding ballast on March 28.



Finishing a switchstand on March 28.

4 photos above, Bart Barton; 2 below, P.C.



Rails all the way to the north gate on March 30.



"Gold" spikes driven on March 30.



# Railroading at the ARM

Want to be a railroader? Like switching puzzles? Learn the basics while helping out at the museum. Equipment is moved throughout the year for the following reasons:

- (1) Periodic exercises to keep the locomotives running smoothly,
- (2) Receiving acquisitions off the Union Pacific main line and moving them into place,



**Engineer** — Andy Szabo at the throttle of Magma Arizona Baldwin 10 on May 28, 2022.

- (3) Situating cars for Railway Day and the Fall Festival to give visitors maximum access,
- (4) Moving cars to the RIP (Repair in Place) track when needed for maintenance, and
- (5) Placing equipment in new locations as additional tracks are added.



**Coupling** — Gil Hendry signals engineer Bart Barton during a coupling operation on March 20, 2023.



**Inspecting** — Larry Benedict inspects MA No. 10 prior to starting on May 28, 2022.

Few members get to see these activities, so examples of numbers (1) and (2) are presented on the following pages, and an example of number (4) will appear in the Fall issue. Moves are conducted during the week when visitors aren't present, for safety rea-



**Looking** — Brakeman Jeremy Davis on Santa Fe business car 56, and Bart in the Switchmaster, February 27, 2023.

sons. During these moves, standard railroad operating procedures and hand signals are observed.

Want to be part of the action? Join the motive power team and help keep our three operating locomotives running — Magma Arizona No. 10 and the smaller Kennecott Copper locos No. 81 and 801. Contact motive power superintendent Andy Szabo and let him know you're interested.



# Switching Scenario #1 – Motive Power Exercise

Task – Start the Baldwin without spraying adjacent cars with diesel droplets.

Our locomotives are run occasionally to keep them in good condition. On May 28, 2022, it was time for Magma Arizona No. 10 to be exercised. The motive power crew refers to this locomotive as “the Baldwin.” When running, it exhausts tiny oil droplets, so it has to be moved away from the other equipment before starting.

This was done by moving KCC 801 to the north gate to get it out of the way. Then KCC 81 pulled the Baldwin out to the ladder track, and moved itself onto track 4.

The Baldwin was then started and made a number of runs up and down the ladder track with different museum members at the throttle.

The diagrams show how this was done. The steps were followed in reverse to put the Baldwin away.



Andy Szabo and Larry Benedict pre-lubing the Baldwin.



Jim Byrne and Cam Murdoch with KCC 801 near the north gate.



Gil Hendry in KCC 801 getting ready to move the Baldwin.



Jim Byrne coupling KCC 801 to the Baldwin.



Gil in KCC 801 towing the Baldwin out to the ladder track.



Larry Benedict at the throttle while Andy looks on.



Cam Murdoch taking his turn at the throttle.



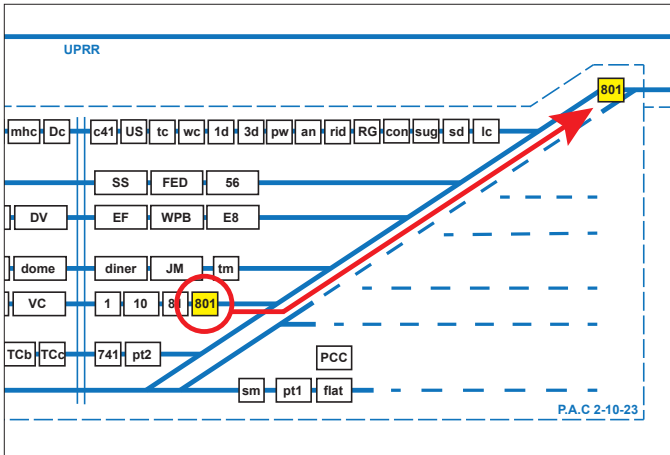
Gil's granddaughter Eve Taylor got a chance to run it also.



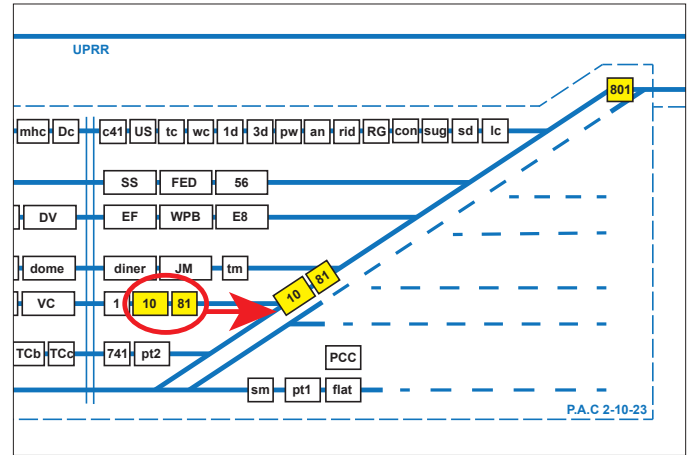
Even the editor took a turn between taking photos.



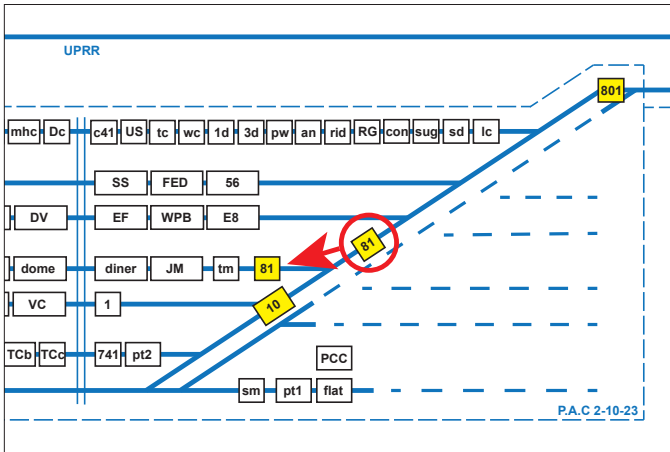
## Motive Power Exercise, cont'd



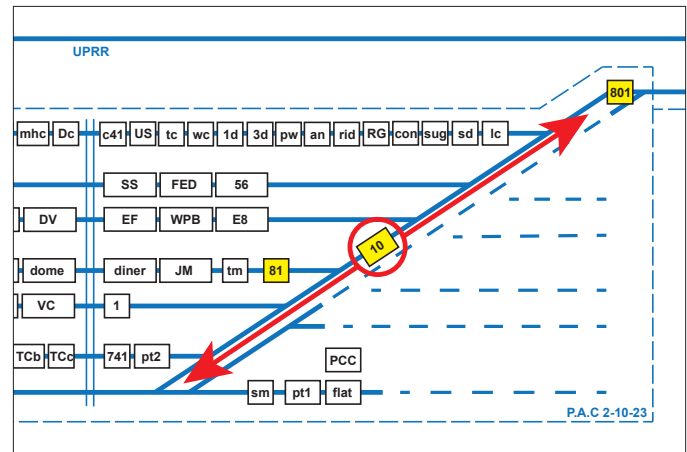
**Step 1** – KCC 801 moves to the north gate.



**Step 2** – KCC 81 pulls MA 10 out to the ladder track.



**Step 3** – KCC 81 moves out of the way onto track 4.



**Step 4** – MA 10 starts up and makes numerous passes back and forth on the ladder track.

**Step 5** – Everything is put back in reverse order.

## Switching Scenario #2 – Lounge Car Delivery

Task – Retrieve a new acquisition from the middle of a Union Pacific freight train.

In a light rain on February 21, Santa Fe hi-level lounge No. 576 came down the Chandler branch on a UP train from Mesa for delivery to the ARM. It had an idler car attached for manual braking, because the upper-level brake handle couldn't be reached from the ground.

The train proceeded south to the runaround track at Serape, the engines moved to the other end of the

train, then it came north to the museum and stopped short of the lead-in track. The engines pulled the front half of the train beyond the lead-in switch. Bart took our trackmobile out onto the main line, coupled it to the idler and lounge cars which were then uncoupled from the train, and brought the cars onto the museum trackage. The UP train then re-coupled and went on its way.

The diagrams on the following pages show how this was done. It took approximately 1 hour.



## Lounge Car Delivery, cont'd



Train heading south passing switch by north gate.



Bart in trackmobile (Marmon Switchmaster) awaiting arrival of UP train.



Train coming back north after engine runaround.



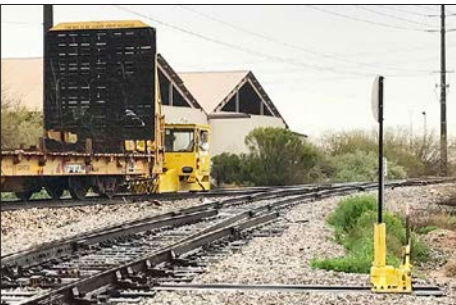
Watching the lounge car passing by as it heads north. *photo by Dan Sokol*



Bart and UP crew deciding who would bring the cars into the museum. *photo by Dan Sokol*



Releasing air from the idler car.



Northbound cars approaching lead-in switch.



Cars backing south through the lead-in switch. *photo by Dan Sokol*



UP train re-connecting, to continue journey north. *photo by Dan Sokol*



Brakeman resetting the derailed car so museum cars can't accidentally foul the main line.



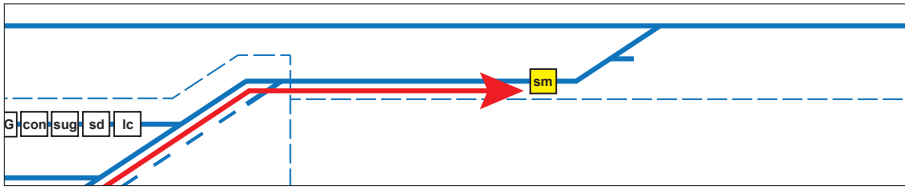
Trackmobile and cars passing through north gate. *photo by Dan Sokol*



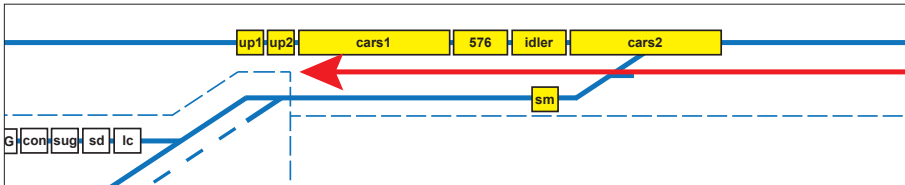
Cars placed on track 2, rails wet.



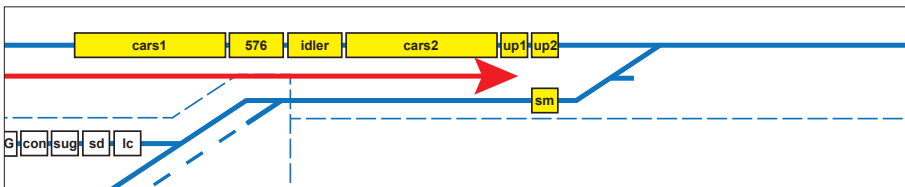
## Lounge Car Delivery, cont'd



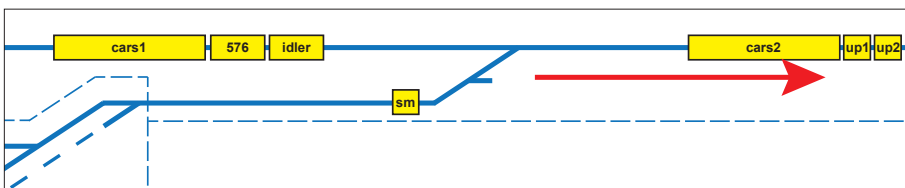
**Step 1** – Bart moves trackmobile from Track 4 to lead-in track, awaits train.



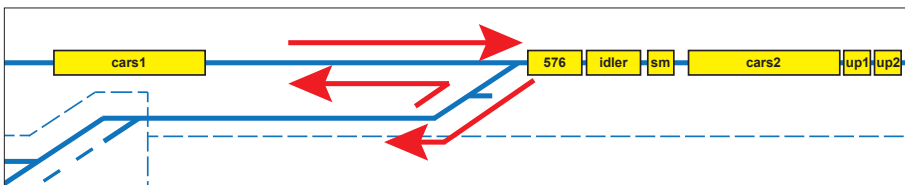
**Step 2** – UP train passes, goes to runaround track, engines swap ends.



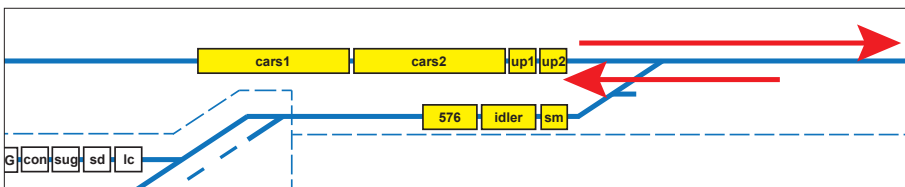
**Step 3** – Train returns, Bart and crew confer. UP brakeman closes the derail.



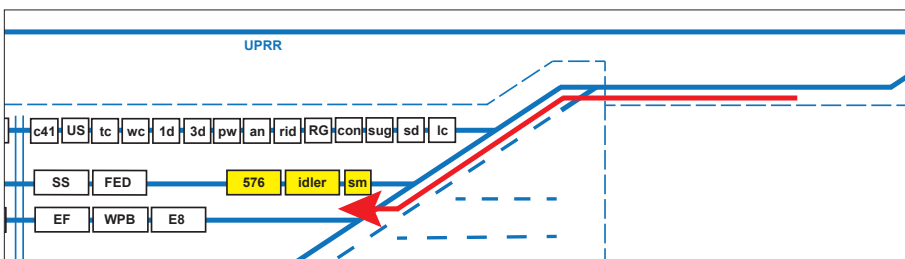
**Step 4** – UP uncouples front half of train, moves forward beyond switch leaving enough room for Bart to bring cars forward.



**Step 5** – Bart couples trackmobile to idler car, moves cars forward past lead-in switch, then backs them onto the lead-in track.



**Step 6** – UP brakeman opens the derail. UP train backs up and re-couples to rest of train, continues on its way.



**Step 7** – Bart moves cars to Track 2, returns trackmobile to Track 4. Idler car will be picked up later by UP.

*Ed. Note – Scenario #3 will be presented in the Fall issue.*



## Good Things Come, Good Things Go *the Silver Star has departed*



Fred & Mozelle Stout

Ten years ago the *Silver Star*, one of the prettiest cars in the yard, arrived at the ARM on June 25, 2013, privately owned by Fred and Mozelle Stout. On March 28, 2023, it was sold to a new owner in New Jersey.

The car was built in 1950 by the Budd Company for the Union Pacific Railroad. It was originally named *Pacific Scene* and served on the City series of UP streamliners. In 1969 it acquired UP No. 1438.

Originally configured as a 10 roomette, 6 double bedroom sleeping car (a "10-6" car), this 85-foot car was delivered in UP's two-tone gray paint scheme, and in 1952 was converted to UP's standard yellow and gray scheme (like our *City of Chandler* diner).

In 1971 it became Amtrak No. 2631, and its paint scheme changed to stainless steel with Amtrak's red, white, and blue striping along the windows. After

conversion to a HEP electrical system in 1979 it was renumbered No. 2886, then in 1997 was retired and listed for sale.

In 2001 it was purchased by the Stouts. By 2012 they had totally rebuilt it and named it *Silver Star*, a fitting name for its highly polished exterior. The interior configuration was changed into a 2-roomette, 4 double bedroom private car. It is still Amtrak certified and can be attached to scheduled passenger trains.

Over the years, Fred and Mozelle have been active members of the museum, serving often as weekend docents. Fred was a board member, 2015–2016, and started the ARM's Boy Scout Railroading Merit Badge program in 2016 (now handled by Bart Barton). We are grateful their magnificent car was available for public viewing during all of our open houses, and we wish it well in its new home.



On May 8, Gil Hendry in KCC 81 and Bart in the trackmobile moved the *Silver Star* out from behind the *Federal* and ATSF 576 to a spot where it could be picked up by the Union Pacific.



## Silver Star, cont'd



**Departing** — On May 10, Bart used the trackmobile to move the car to the lead-in track where it was picked up by the Union Pacific. *photo by Bart Barton*

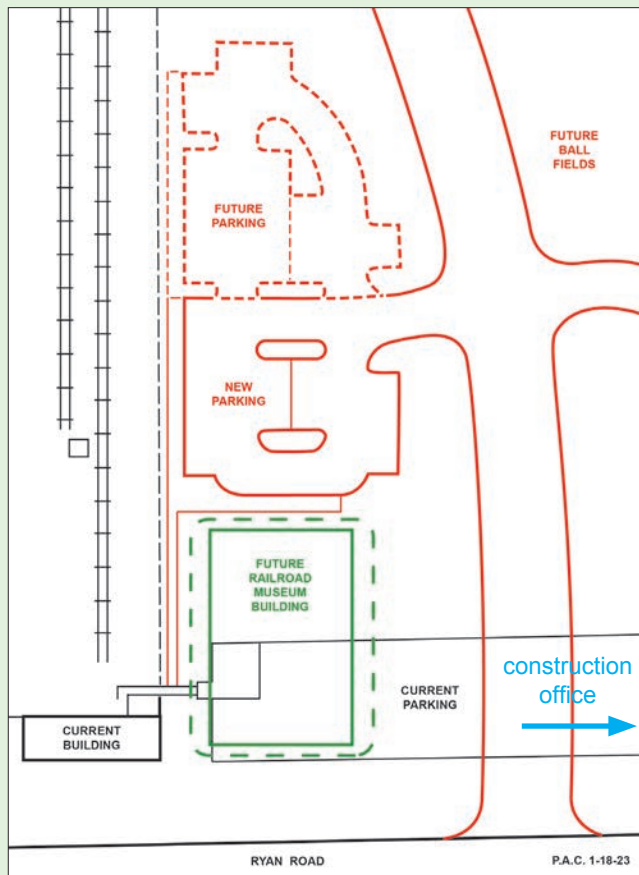


**On Its Way** — Farewell, Silver Star! *photo by Bart Barton*

## Tumbleweed Park Paving

City of Chandler engineers have begun preparations for expansion of the ball fields and paving new road segments at Tumbleweed Park. Work has begun. An equipment area was graded just

east of the museum driveway on April 12, and a construction office was installed shortly thereafter. By June 2, piles of asphalt began appearing.





# New Building?

The city has given us space for a 10,000 square foot building. We need to evaluate features/cost tradeoffs to determine how to proceed.

An elegant modern structure could cost over \$5 million, and take years. The 10,000 sq ft Chandler Museum which opened in 2018, took 10 years from inception to completion and cost \$4.2 million. We don't need a building that sophisticated.

A fund drive would be hard pressed to raise the needed amount, because even if 1,000 people gave \$1,000, that would only bring in \$1 million. Mortgage payments would probably be unacceptable.

Grants and bequeathments might be our only hope, and that could take years.

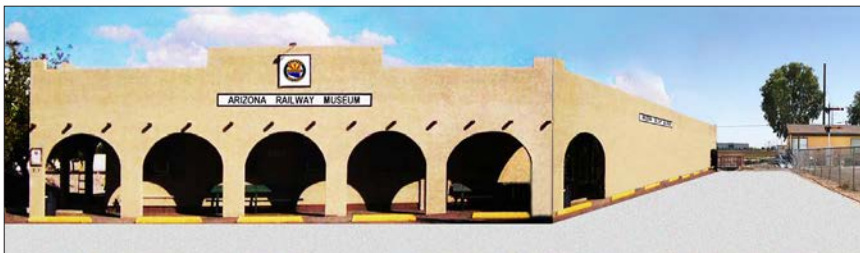
Do we need to think smaller? Could we build a portion of a building, and add more later? Could we have a building moved from somewhere else? Could we purchase or bring in one or two double-wides like our current building? And maybe do much of the interior work ourselves?

Hopefully we have members in the construction business who can provide suggestions. We need to do something with the space the city provided, lest they take it away.

**NOTE:** Plans are not underway yet for any such building. The following views are merely an author's concept meant only to generate interest among the membership as to how we might proceed.



**Pie in the Sky?** – Here is your editor's dream of how a future museum building might look. It has an arched facade on two sides with benches, and could even have a view deck on the roof! A more modest proposal might have an arched facade on the front face only. A really minimal version could be another double-wide like our current building.



**Modest** – Arched facade on entrance end only.



**Affordable** – Another double-wide like the present?



## More Photos from Arizona Railway Day



Dianne Roberson and Jill Pavlovsky were the gift shop docents during Arizona Railway Day on February 25. Dianne took these photos during a lull in the action around 10:00 am. The parking lot had already spilled over onto the adjoining field. Visitors by the hundreds toured the open cars and locomotives, and the raffle booth provided winners with trips on the Grand Canyon and Verde Canyon Railways. *photos by Dianne Roberson*

## ATSF Hi-Level Lounge No. 576 Update



**A lounge car is for lounging** — And that's what this group did on April 27. Craig Eberle organized an event for 10 members of the Weezers cycle club of Trilogy at Power Ranch. The group rode 10 miles to the museum and were treated to snacks on the upper level. Craig (yellow shirt) provided coffee and donuts, and Jane Barton brewed the coffee.

*photo by Bart Barton*



**Goodbye Amtrak** — On April 27, paint stripping was underway to remove the Amtrak striping. Bart Barton was power washing the paint remover off of the red and blue stripes. The Amtrak letterboard above the Pacific Parlour logo had already been removed. The car is being returned to its Santa Fe heritage. On May 15, metalwork expert Kenny Rhoades removed the Pacific Parlour sign. *center photo by Bart Barton*



## Acquired: Hi-Rail Truck



Driver Radeul unloaded the truck on Ryan Road and drove it into the museum.

2 photos (right) by Bart Barton



**Arrived** – We have acquired a Chevy hi-rail truck donated by Stacy & Witbeck Inc., general engineering contractors who worked on the Phoenix light rail system. The transportation cost to bring it from Salt Lake City was paid by an anonymous donor, and the truck arrived on April 12.

Hi-rail trucks began replacing “speeders” for maintenance use in the 1990s. This truck was converted to hi-rail configuration by moving the wheels closer

together to fit the track gauge, and adding a steering wheel lock. (The narrower front wheel movement makes it harder to steer on paved surfaces, such as during parking.) Small hydraulically activated steel wheels fore and aft keep the vehicle on the rails, and are raised when running on pavement. All four wheels are insulated to prevent them from closing track circuits which would activate block signals and crossing gates.

## TCG Boxcar No. 204 Refurbished



**FASTSIGNS | CHANDLER**  
Make Your Statement 480-782-8800

Our Tucson, Cornelia & Gila Bend boxcar No. 204 is home to the museum’s O, HO, and N scale model railroad layouts. These needed a more dust-free environment, so last August the car was re-sealed and re-primed, then it remained white until repainting

began on March 20. On April 10, Cal of FastSigns Chandler finished the job by stenciling and reapplying the lettering.

3 photos by Bart Barton

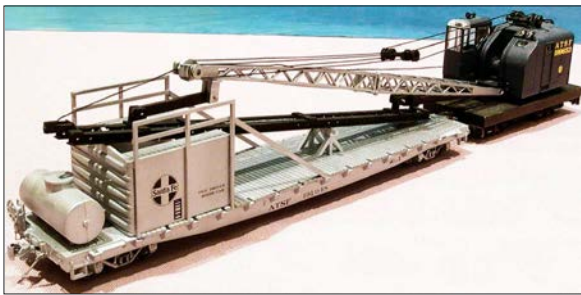
## TCG Boxcar, cont'd



**Before, Between, After** – On March 20, TCG boxcar 204 was spotted over the crosswalk so scaffolding could be set up around it, then the car was prepared for repainting by sanding, touching up primer, and hammering loose nails. On March 24, a final coat of paint was applied, then the car was moved to its normal location. (center, Craig Shields spraying; right, Larry Buehler inspecting, Kenny Rhoads on scaffolding, Bart Barton in trackmobile).

## Museum Model Railroaders

Besides the layouts in the boxcar, a number of museum members have model railroads at home, and some have won awards for their modeling. Here is one example:



**Santa Fe Pile Driver** – Kenny Rhoads entered this model in a Pacific Southwest Region NMRA contest in 2003, and won 1st place in the non-revenue car category!

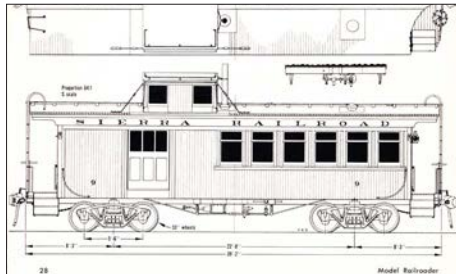
*photo by PSR editor Dorr Altizer. Dorr was editor of the Arizona Chapter NRHS newsletter Desert Rails, 1991–1994, and taught your current editor (me) how to do a rail-oriented newsletter. – Pete*

## Editor, Too

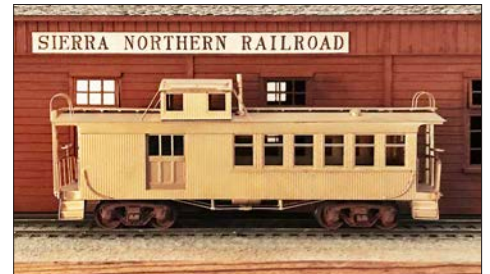
Your editor's modeling days go way back. A shelf railroad at home has models of Sierra RR and West Side Lumber Co. locomotives. These locomotives were discovered during weekend drives from Merced to Sacramento in 1964 while dating Marilyn. After moving to Maine, his first published article, "Aroostook Valley RR, the potato pike," appeared in *Model Railroader* magazine in July 1966. More articles followed through March 1980. A favorite was his 1966 drawing of Sierra RR combine caboose No. 9, done in pre-computer days using a Keuffel & Esser drafting kit and a Leroy lettering set, published in May 1968. It is not known whether Lambert Associates used this drawing for their 1970s model.



**Sierra RR caboose No. 9**



**Pete's 1966 drawing**



**Lambert 1970s model**



# A Freight Brakeman in the Northeast Corridor – Part 2

by Pete Russo

*Ed. Note – This is a continuation of the story written by museum director Pete Russo about his job on the Penn Central in 1969. This is the second of three parts – New Hire, The GG-1, and Caboose Tales.*

*Part 1 described the new-guy white armband, riding a switcher around Meadows Yard delivering structural components to the car ferries for the World Trade Center across the Hudson, and bidding for a road trip.*

## Part 2 – The GG-1

My first road trip, still as a trainee, was as front brakeman on train MD-13, with two GG-1 electrics hauling many cars from Meadows Yard in South Kearney NJ down to Potomac Yard in Virginia. My conductor was a young guy who was amazed to learn this was my first road trip. I looked like a 13-year old street kid with that dreaded white armband. He proceeded to spend the next two days teaching me as much as I could absorb about the route, the



**Penn Central GG-1** – Not many places for a brakeman to hang onto. *photo by Bob Kise, 1976*

yards along the way where we were stopping to pick up and drop off cars, and the hazards of hauling long freight trains on the busiest rail corridor in the country.

We made it through that summer day passing through Newark, Trenton, Philly, Baltimore, and DC, and roared across the Potomac River in about 12 hours. My only problem was taking notes on the various yards we visited, and figuring out how to hop on and off the moving GG-1s while maneuvering into yards, always watching for the end of the electrified line so as not to overrun the wire and become the butt of railyard jokes.

These motors were built long ago in the 1930s. They were beautiful and streamlined, but horrendous for crews to hang on to. It was raining at one yard,

and my engineer wanted to get us quickly off the 4-track main line and into the yard. So when he got the clear signal, he popped the throttle, and the two light motors sporting 10,000 horsepower, launched into the interlocking switches and coasted into the yard at a high rate of speed. Clutching my signal lamp, with the wind and rain blowing down my neck on the front of the lead motor, was a real thrill.

When we got to “Pot yard” in the wee hours, we got burgers and went to our cubicles in the bunk building located in the hump yard, where I fell asleep to the crashing noises from freight cars rolling off the hump. When I was alerted in the morning for my return run, I went out with the crew to pick up the NE-2 train, with three howling E-44 motors. These were modern versions of the GG-1, built in the 1950s, and built for freight with good visibility, walkways down both sides, and step ladders at all the corners. I loved it.

As we retraced our route in the daylight, I noticed many more details along the mainline. I waved back to kids through the open sliding window. Signals were harder to see, but I got the hang of locating and relaying the reading to the engineer, who couldn’t see around the front hood when we were curving left. We shared the four tracks with slow commuter trains in various cities, conventional passenger trains pulled



**Penn Central E-44** – Much more convenient for a brakeman. *photo by Rob Sarberenyi, 1977*

## A Freight Brakeman in the Northeast Corridor, cont'd

by GG-1s, and the dreaded high-speed Metroliners that blasted by at 120 mph, where you would best have your window closed to lessen the hurricane force wind.

Normally the lead brakeman would sit on the left side of the engine, and the conductor would retire to the next motor to work on the papers that went with the train. I felt proud that my conductor left me up front to help with signals and track observations. I had overcome my white armband status in his eyes. Later that evening we settled the NE-2 into Meadows Yard in NJ, took our trusty chain of E-44 horses to the motor pit, and called it a very successful round trip.

Next day I was back on the floats with my "little" diesel switch engine, with lots of stories for my fellow trainees!



**Pennsy GG-1** — In the Washington Terminal yard in 1967, a year before Penn Central took over. Your editor attended high school near here in DC.

*(Part 3 – Caboose Tales will appear in the next issue)*

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## Around Arizona

Have an unusual photo of Arizona railroading? Submit it for publication. Here's an example.



**Busy Train-Watching Site** — Some 80 trains a day pass through Flagstaff. During a visit on Tuesday, August 30, 2022, five trains passed between 11:00 a.m. and noon, three eastbound and two westbound. I had wanted to take a picture of a west-

bound freight approaching the depot, but a passing eastbound container train blocked the view. Then this westbound piggyback train led by BNSF GE ES44C4 No. 6603 came by consisting mostly of Amazon Prime trailers (in blue)!



## "Rattlesnake" Update

The last pieces of baby-gauge Arizona Copper Company 0-4-0T No. 7 "Rattlesnake" were picked up from Arizona Eastern College in Safford on February 18, 2021. Since then, volunteers have been busy sanding, scraping, painting, and doing what it takes to restore this relic from the Coronado mine near Clifton. Some parts were missing, so replacements have either been located elsewhere or fabricated.



On May 14, Gil Hendry (white hat) showed Cam Murdoch the work completed the previous week, and at right, Larry Benedict adjusted the position of the valve gear linkage so a pin could be installed.  
*photos and captions by Andy Szabo*



At left, Gil Hendry, Larry Benedict, and Jim Byrne adjust rigging before lifting the frame to assist in installing the rear springs, and at right, Gil Hendry, Jim Byrne, Larry Benedict, and Cam Murdoch observe the slow lifting of the frame. *photos and captions by Andy Szabo*



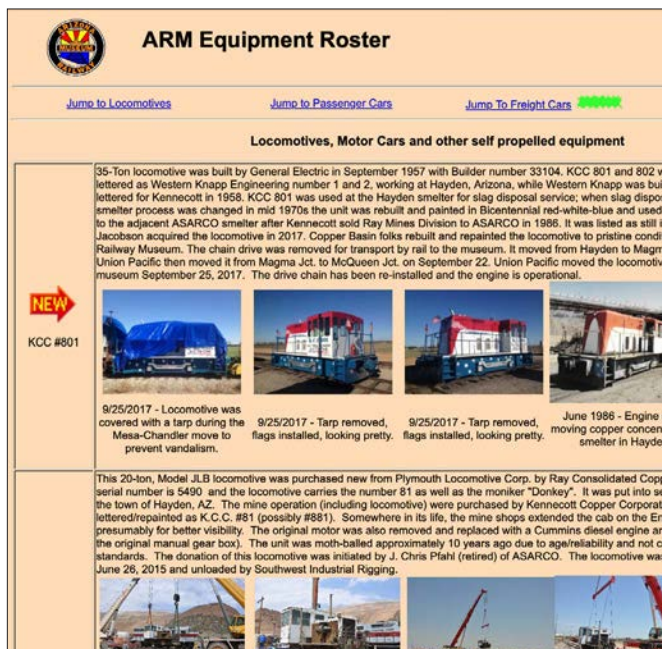
Much work remains to be done. The saddle tank and boiler will require a major effort. Restoration is a long, slow process. Contact motive power superintendant Andy Szabo if you can help.



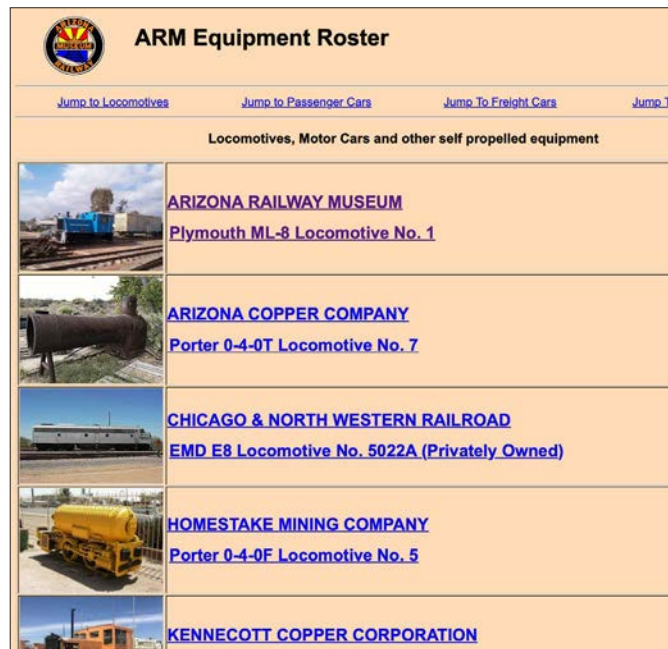
# ARM Website Updates



**Equipment Roster** — Now that all car placards have QR codes (some are still being installed), the website's Equipment Roster has been converted to a new format accessible by these codes. Instead of listing items in order of acquisition, they are now listed alphabetically by railroad name/number.



Equipment Roster page – former



Equipment Roster page – now

**Newsletter Back Issues** — For many years, the only newsletters available on the website were the 20-year period from 2003 to 2023. To get ready for our upcoming 40th anniversary, the earlier issues from 1984 to 2002 are being digitized and added. This will make all 40 years available for viewing.

ARM Membership Only Reference Info	
<a href="#">Artifacts</a>	Digital scans of items donated to ARM
<a href="#">Newsletter</a>	Current and old.
<a href="#">Member Offerings</a>	Advance sales, trip offerings, etc.
<a href="#">Reference Library</a>	Index of ARM Reference Book Collection
<a href="#">Technical Library</a>	Electronic documents for ARM equipment
<a href="#">Tumbleweed Park</a>	Ongoing information and progress photos

Earliest available issues – former

2007		2006		2005		2004		2003		2002	
<a href="#">V22-I1</a>	July	<a href="#">V21-I1</a>	January	<a href="#">V20-I1</a>	January	<a href="#">V19-I1</a>	January	<a href="#">V18-I1</a>	January		
		<a href="#">V21-I2</a>	September	<a href="#">V20-I2</a>	May	<a href="#">V19-I2</a>	September	<a href="#">V18-I2</a>	April		
<a href="#">V22-I2</a>	December	<a href="#">V21-I3</a>	December	<a href="#">V20-I3</a>	October	<a href="#">V19-I3</a>	December	<a href="#">V18-I3</a>	October		

Earliest available issues – now

1984		1985		1986		1987		1988	
<a href="#">1st Meeting &amp; Ballot</a>	August 21, 1984	<a href="#">V1-I2</a>	January	<a href="#">V2-I2</a>	February	<a href="#">V3-I1</a>	April	<a href="#">V4-I1</a>	March
		<a href="#">1985 Ballot</a>		<a href="#">V2-I3</a>	May	<a href="#">V3-I2</a>	June	<a href="#">V4-I2</a>	June
		<a href="#">V1-I3</a>	April	<a href="#">V2-I3SE</a>	November	<a href="#">V3-I3</a>	August	<a href="#">V4-I3</a>	September
		<a href="#">V1-I4</a>	July	<a href="#">V2-I4</a>	December	<a href="#">V3-I4</a>	September	<a href="#">V4-I4</a>	October
<a href="#">V1-I1</a>	October	<a href="#">V2-I1</a>	October			<a href="#">V3-I5</a>	November	<a href="#">V4-I5</a>	December



## Curator's Corner — by Steve Whisel

Well, the hot days of summer are fast approaching. The curatorial crew continues to process the never-ending backlog of donations. Going through a "raw" donation is laborious. The items need to be sorted (I often refer to this as "triage"). Reference books go to the Librarian, who further sorts them into "Duplicate," "Upgrade" (a book in better condition), or "New" (to the collection). Magazines get a similar treatment. The museum maintains collections of several magazines relevant to railroad history. The remaining artifacts are further processed and entered into the artifact collection.

A recent donation contained a small leather covered notebook. Nothing particularly remarkable was noted on any of the pages (mostly blank). The notebook appeared to have no intrinsic "railroad" significance (just someone's pocket notebook). However, tucked into the flap inside the front cover was a multi-folded piece of paper, which outwardly appeared to be just another meaningless piece of scrap paper.

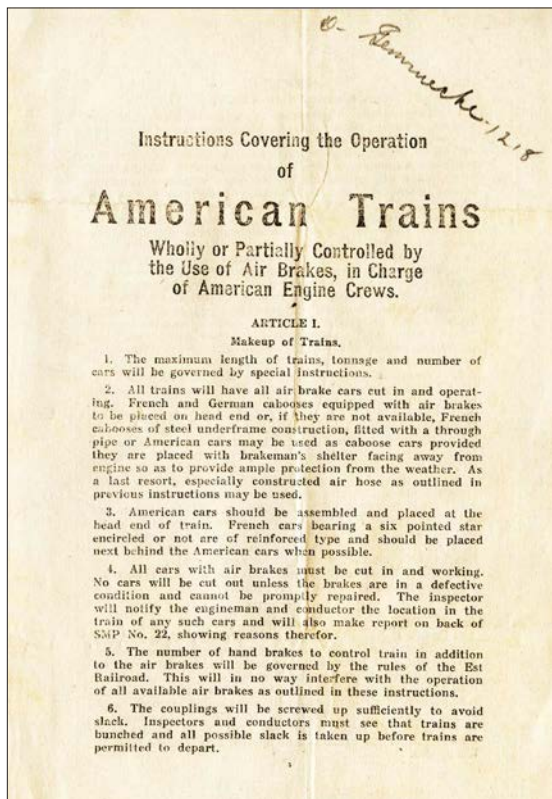
Careful unfolding revealed the piece of paper was in fact the "Instructions Covering the Operation of American Trains Wholly or Partially Controlled by

the Use of Air Brakes, in charge of American Engine Crews." Thinking to myself "American crews ... aren't all trains in the U.S. operated by American crews?"

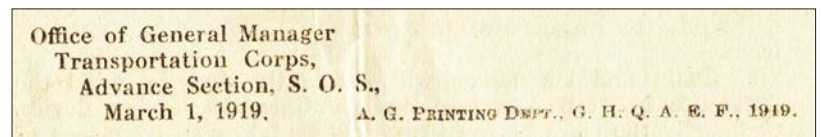
Further inspection revealed the double-sided sheet of rules was in fact printed by the "Office of General Manager, Transportation Corps, Advance Section, S.O.S., March 1, 1919." The notation "G.H.Q.A.E.F., 1919" further answered the puzzle. It is an abbreviation for "General Headquarters, American Expeditionary Forces." The "S.O.S." is an abbreviation for "Services of Supply" and the Advance Section was stationed in Neufchâteau, France and was responsible for distributing supplies by railroad to other regional divisions within France.

By the end of WW1 on November 11, 1918, the Advance Section, S.O.S. was under the command of Major General James G. Harbord. After the war's end, the American troops were rapidly demobilized worldwide, reducing the ranks from 4.7 million down to less than 750,000 at the end of 1919. These rules were written for American servicemen handling freight trains as part of the rebuilding of France during the post-WW1 year of 1919.

*photos provided by Steve Whisel*



**Front side — The 1919 "scrap of paper."**



**Rear — Published by General Headquarters, American Expeditionary Forces, located in Chaumont, France.**



Major General James G. Harbord (4th from right) posing with Newton D. Baker, Secretary of War at Tours, France in October 1918. *National Archives*

# American Railway Operations in France During WW1

To support American military operations during World War 1, the Army sent nine railway regiments to France, filled with volunteers from U.S. railways.

Broad gauge track in France was 4 feet 8.7 inches. Standard gauge in the United States was 4 feet 8.5 inches. The difference between the two was negligible, and the wheels did not have to be modified.

After two test runs proved the feasibility of air brakes, the French agreed to allow American cars to be equipped with those brakes, while the French rolling stock was not.

Instead of American knuckle couplers, U.S. trains were equipped with the couplers and buffers used in

France.

American trains were limited to 1,600 ft; a limit imposed by the length of French passing sidings.

The standard American locomotive in use was the 2-8-0 Consolidation. More than 1,600 were assembled in France by U.S. mechanics; most were allocated to the AEF.

Almost 20,000 American-made railway cars were received in France during the war and after the armistice. Car types included box, flat, gondola, tank, refrigerator, ballast, and dump cars.

Source: Wikipedia

## Have You Visited the ARM's Facebook Page?



Not all info is presented in *The Chandler Branch* newsletter. Steve Whisel occasionally posts interesting items on the museum's Facebook page at <https://www.facebook.com/ArizonaRailwayMuseum/>.

You don't need an account to view the content. Here are two photos from last October's Halloween season, posted October 17, 2022, which never appeared in the newsletter. photos provided by Steve Whisel



On Saturday, October 15, 2022, seven ghosts visited the museum. You can read their story on the ARM Facebook page.



# Tracking Down Train Orders — by Joe Schroeder

*Ed. Note — Joe has been helping catalog the many donations of artifacts received by the museum.*

One of the recent donations to the museum included 5 file boxes of "Train Orders," dutifully labelled Train Orders I, II, III, IV, and V (see photo). It seemed that a collector of train orders assembled these documents in the 1970s. They came from mighty and familiar roads like Pennsylvania, Union Pacific, and Southern Pacific, and others like the Rutland, the Durham and Southern, or the Kansas, Oklahoma and Gulf that are now lost to history.



Collectors bought and sold these, as some of the correspondence suggests. Repeated purchases were made from individuals around the country (many of whom had mimeographed listings of available train orders). However, they came to the museum in random order chronologically ranging from 1912 through the 1970s with no effort to separate them into bundles from the various railroads.

Now that they've been donated to the ARM, we become the caretakers. Sorting through these has so far taken many hours to sort and identify the railroads represented. Many of them are generic Form 19s. Other railroads had similar forms for clearance and instruction. So far there are 88 railroads iden-

tified. Some forms might not have a railroad listed so one has to resort to looking up station names in the *Official Guide*. The flimsies (called that because they were produced in multiple copies on onionskin) tell a story of how your favorite railroad may have operated. These train orders have disappeared with today's schemes of track warrants and CTC.

The train order below, on a C.S. 2600 form dated October 2, 1957, does not list a railroad, so how could we identify it? It says Extra 6153 West meet No. 844 at Stoval. It also mentions Sentinel and Aztec. A little research placed these locations in Arizona on a Southern Pacific main line, identifying it as an SP train order. Mystery solved!

This Midwesterner found this investigation interesting ... I relish these little diversions as I experience railroading of half a century (or more) ago through the documents saved by railfans from those days!

*photos by Joe Schroeder*

*Ed. Note — Train No. 844 was a scheduled freight running from Yuma to Tucson along the then Southern Pacific (now Union Pacific) single-track southern transcon. Not all locations are shown; those mentioned in the article are in red.*



# Pacific Railroad Survey – maps analyzed

In the last issue, Curator's Corner displayed two maps from the 1855 Pacific Railroad Survey where it crossed Arizona. Below, the maps have been overlaid onto current imagery showing present-day rail lines. Those early surveys with their crude measuring equipment were fairly close to today's terrain features, but the mountains and rivers are a bit off in southeast Arizona where the survey ended. Yellow lines indicate the original Pacific Railroad survey, blue lines indicate rivers, and red lines indicate current railroads.

- original Pacific Railroad survey
- rivers
- present day railroads

survey maps from P.R.S. Volume 11,  
underlying map data © 2023 Google



The survey followed the Gila River through Maricopa Wells (near the current town of Maricopa).



The alignment passed through the narrow Gila River canyon (at top).

## Attend a Board Meeting



Your friendly board of directors invite you to sit in on a board meeting to see how museum business is conducted.

Shown here are Steve Whisel, Andy Szabo, Dianne Roberson, Larry Benedict, Craig Shields, Bart Barton, and Pete Russo at the June 10 meeting.

Any member can attend these meetings which are held at 8:30 AM on the second Saturday of each month except July, in the Denehotso lounge car.

All present are asked for their comments. Have something to say to the board? This is your best opportunity to tell them directly.



## Weekend Heroes, Apr–May

Super congratulations are in order for the docents who served during April and May, especially appreciated since we were four short and some had to do double and triple duty. We need 16 docents per month so no one has to pull more than one shift. If you can help for the upcoming season, contact docent coordinator Pete Russo at [prusso456@gmail.com](mailto:prusso456@gmail.com). photos by Andy Szabo & Pete Cook



Chris  
Armstrong



Lisa  
Bartlemay



Tim  
Bartlemay



Lynda  
Broky



Wayne  
Broky



Karen  
Chmiel



Jim  
Delton



Ted  
Konfederak



Bob  
Langley



Dianne  
Roberson



Pete  
Russo



Craig  
Shields



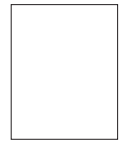
your name  
here



your name  
here



your name  
here



your name  
here



## Telegrams (letters to the editor)

Have something to say? Send your two cents worth to the editor at:  
[pete.cook@azrymuseum.org](mailto:pete.cook@azrymuseum.org), or 2207 E. Nicolet Ave., Phoenix AZ 85020

Shortly after the Spring newsletter was published, Jim Delton sent the following. "Subj: Newsletter complaint. Msg: Oops, I miss-spelled complement." Compliment appreciated, thanks Jim!

And Andy Szabo pointed out that I had mislabeled the bottom left photo on page 4. It should have said Marmon Switchmaster instead of Whiting Trackmobile. Thanks, Andy!

## Switchmaster and Trackmobile

These car movers are described on page 17 of the book *Arizona Railway Museum Equipment and Displays*. Marmon acquired Trackmobile in 1987, kept the name; both units are commonly called "trackmobiles."



**Switchmaster** – This model 9000 was built by Marmon Transmotive Co. around 1970. ARM archives



**Trackmobile** – This model 2TMA was made by Whiting Corp. around 1950. ARM archives

## Party in the Caboose

Our party caboose is a great place for a party! On May 13, Lili Williams celebrated her 11th birthday with 33 people in attendance. Guests included classmates from her Cactus Wren classroom at Meyer Montessori school in Tempe. "Dragon eggs" were on the menu in the Harry Potter-themed Hogwarts Express. To book your own event, see the ARM website for rental fees for the caboose and the dining car.



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### Welcome New Member

Hugh Henretta

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### Member's Last Run

Longtime member Janet Dittmer passed away on June 8, 2023 in Rochester, New York. She was co-owner of the private car *Federal*, which arrived at the museum in 2005. Condolences to the family.



# Looking for Something to Do this Summer?

Interested in doing a project for the museum or volunteering to help, but don't know where to begin? Projects continue throughout the summer. Here are some ideas. Contact any board member to get started.

## For the Newsletter:

Like railroad photography? Like messing around with graphics and print projects? Want to try your hand at becoming a newsletter editor? Put together a Word doc with a photo or two for *The Chandler Branch* and send it in. Some possible subjects:

- A work project at the museum.
- A description of your current RR job.
- A story from a past RR job.
- Your ride on the Verde Canyon or Grand Canyon Railways.
- Other RR visits from around Arizona.
- A photo of one of our cab interiors. Match controls with their names, answers below.
- Chandler Branch industries, how long will the branch be around?
- Modeling the Chandler Branch.
- Member-owned RR hobby shops in Phoenix.

## For a Yard Project:

Do a simple project for the yard displays like the following:

- Make half a dozen plywood "anodes" for the anode car.
- Provide a short stack of pulpwood logs for one end of the pulpwood car.

- Create descriptive placards for items that don't have them, like the train-order pole and switchstands.
- Help out with any of the restoration projects. Something is always being worked on, usually on Monday, Wednesday, and Friday mornings.

## For Job Satisfaction:

Retired recently from a clerical or service position, and want to keep your skills sharp? Try these:

- Executive Secretary – We need someone to take monthly board meeting minutes and file paperwork.
- Board Member – We will have an opening in January. Come sit in on a board meeting, 8:30 am, 2nd Saturday each month except July in ATSF lounge car *Denehotso*, to see how the museum is run.
- Docent – Learn more about the museum, and keep your meet-and-greet skills up. This usually requires one weekend day a month.
- Archival Documentation – We are constantly receiving artifacts and publications which need recording and entering into databases. Work sessions are usually held on Tuesday and Friday.
- Fundraising Manager – We will need major donations to finance a new display building.
- 40th Anniversary Coordinator – We need to begin planning our February 24th anniversary celebration. Let's make this a memorable occasion!



Our Arizona Eastern anode car could use some anodes, like these. photo by Larry Platt



Our Santa Fe pulpwood car could use some logs, like these. photo by Kenneth L. Anthony



Our switchstands could use some descriptive placards.

# MUSEUM DONATION FORM



## Tombstone Caboose

We have an opportunity to acquire another caboose, but it will require a major expenditure, and time is of the essence.

If you have visited Tombstone, Arizona, you may have seen this Southern Pacific bay window caboose there. A new property owner has offered to donate it to the museum, but we must pay for moving expenses, and that is where you can help.

We can use this car for additional event-hosting for celebrations, and as an uncluttered space for exhibitors at major events such as our semi-annual open houses. All caboose features have been removed from the interior, making it ideal for these purposes.

The target goal is \$12,000 to cover the cost of preparation, crane, truck transportation, and needed improvements. If you can give at the Conductor, Brakeman, or Repairman levels, that would help insure our acquisition of this caboose, but any amount will be appreciated.

Here are some recent photos provided by the owner.



In support of the Arizona Railway Museum, a non-profit 501(c)(3) organization, I have enclosed the following tax-deductible donation.

\$ _____	\$1000-Up	Conductor
\$ _____	\$750	Brakeman
\$ _____	\$500	Car Repairman
\$ _____	Any \$\$	Railfan

Donation made in the name of: \_\_\_\_\_ (optional)

Please make checks payable to "Arizona Railway Museum" and mail with this form to the address below.

# Thank You!

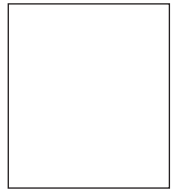


Arizona Railway Museum  
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