

PHOENIX
Trolley
MUSEUM



THE Trolley QUARTERLY



Our
No. 1
GOAL
#FOR2021

Return the Trolleys
to Public view

page 7



A Sense of Permanence

A brief overview of the past year

January - April: A \$1500 grant from the Arizona Historical Society enabled our team to begin to truly develop our archives. Supplies were purchased and our first comprehensive catalog was created, containing systematic documentation of our objects, photographs and historic records. With this type of organized control we will better be able to preserve items for rotating exhibitions and background material for the archives. In the future we will be employing controlled environments for the most fragile items.

January 21: A legislative reception was held for the trolley exhibit at the Arizona State Capitol. Members and volunteers came together in 2019 to prepare the exhibit and it was complete last November. However, there was no official opening until this year. Unfortunately, the COVID Pandemic closed the State Capitol Museum so visitations have been curtailed, with a planned reopening this coming Spring and early summer.

March 7: At our Annual Meeting, consultant Michelle Reid of Museum Pros facilitated a fantastic session of "scenario planning" and goal setting. This helped us immensely to be able to focus on the most important tasks to move us forward.

April 7: PTM Raised over \$1,000 on "Arizona Gives" day. This is a statewide effort that involved dozens of non-profit organizations of all types.

January - April - First Fridays on Grand Avenue: As an essential part of our public outreach, we participated in the First Friday art walks until they were put on hold for the lockdown.

July-September - Property Purchase Campaign: In the short span of 3 months, PTM raised over \$30,000 through crowdfunding and personal donations in order to raise the down payment to buy the property we have been leasing for the last three years. We will now be making mortgage payments instead of lease payments and have control over our destiny for the first time.



Preliminary Color Sketch

...and all this in a year of pandemic shutdown



The Trolley Quarterly
In May we launched The Trolley Quarterly, a publication on activity at the Museum and the history of Phoenix and its Trolleys. We've gathered together a team of

authors & researchers to document the life and times of Phoenix when the trolley was central to getting around town.

Ongoing efforts



Trolley Riders Oral History Project:

We were awarded a generous grant from the Arizona Humanities Council to underwrite our effort to document the first-hand stories of those who rode on Phoenix's streetcars before the system was decommissioned in 1948. These folks will not be with us forever, and we regard this work to be essential to preserving our history.

Grand Avenue Art Mural:

PTM selected widely regarded muralist Lucretia Torva to create a custom mural to raise our profile on Grand Avenue. Imagine the art in this image blown up to five or six feet tall!

Donation of Car 509: Through an incredible stroke of luck, we received the donation from Mike Bystrom

of one of the "lost trolley cars" that survived the great barn fire of 1947. We acted quickly to prepare for delivery and impromptu placement on the museum site.



Car #509 interior



Telling the stories of the Phoenix Trolley
Volume Two - Number one - 2021
Journal of the Phoenix Trolley Museum

Contributing Authors

- Bob Graham
- William Lindley
- Donna Reiner
- Douglas Towne

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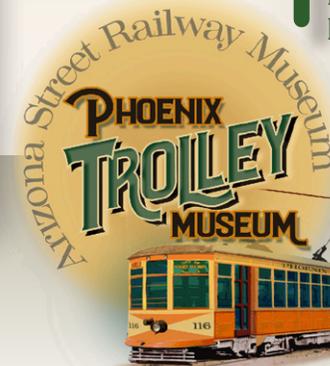
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Phoenix's Big Boondoggle:

A Leaky Redwood Pipeline

By Douglas Towne

Phoenicians who wanted to travel around the city or have a hot bath at the turn of the 20th Century were grateful to one multitalented person: Moses Hazeltine Sherman. Owner of the Phoenix Street Railway, Sherman was instrumental in other developments in the city, including the Phoenix Water Works. In 1890, Sherman became vice-president of the recently created private water company and, by 1896, owned the entity.

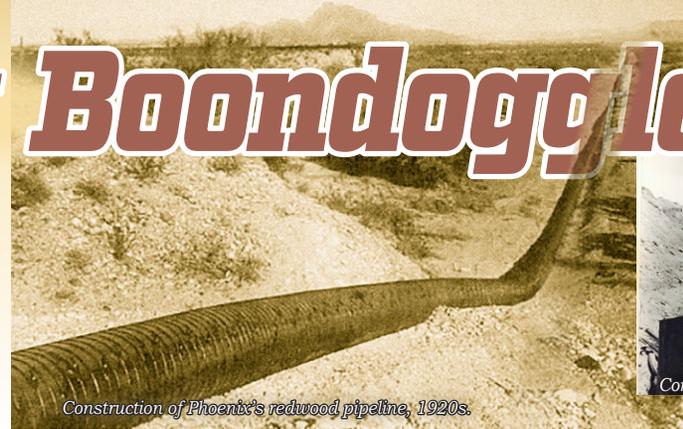
Phoenix made this transaction in hopes of improving water service to its residents, the utility's problems were minor compared to the misguided water decision the city would make in the future.

Verde Park received its name because it was the end of a pipeline that carried water from the distant Verde River. The water project, built in the early 1920s, was Phoenix's largest public works project at that time and became the city's first financial

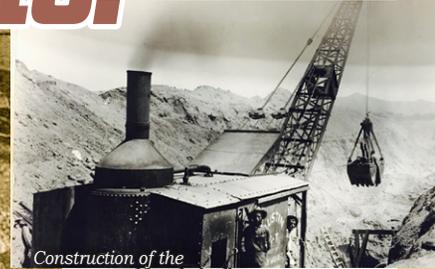
boondoggle. "The resulting scandal rocked a couple of city administrations, and at least one public official wound up in jail," declared a 1954 *Arizona Republic* article. How could transporting the river's fresh water leave such a sour taste in the mouths of residents?

To improve water quality for its residents, Phoenix sought to tap the Verde River 4 ½ miles above its confluence with the Salt River on Fort McDowell tribal lands. Residents loved the idea; a \$1.3 million bond election to construct a delivery system passed by a 25 to 1 vote in 1919. But inflation and a shortage of materials caused by World War I rendered the original budget insufficient, according to Doug Kupel's book, *Fuel for Growth: Water and Arizona's Urban Environment**.

**Doug Kupel is an advisor to the museum and former President.*



Construction of Phoenix's redwood pipeline, 1920s.



Construction of the redwood pipeline

Concrete and metal pipe were too expensive, so another material approved by William L. Church, a noted consulting engineer from New York City, was used for the pipeline. "In my judgment, there is no question as to the desirability of a wooden pipeline...which does not diminish with age," he told Phoenicians. "A pipeline of redwood or cypress, properly selected and carefully built, and kept constantly saturated with water is as permanent as any other material...and may be adopted by you without fear of disappointment."

The resulting Verde River redwood pipeline was 22.6 miles of 36-inch pipe and 6.1 miles of 38-inch pipe. The redwood slats were held in a tube-shape by iron bands a half-inch in diameter. The project materials arrived in Phoenix via 118 railcars hauling redwood, 39 carrying reinforcement materials, and two containing valves and fittings, according to a 1971 *Republic* article.

From the Verde River, the pipeline's route went south to Granite Reef Dam, followed the Arizona Canal bank road to Thomas Road, and continued to Phoenix. Morgan Ford and Company of Phoenix performed the excavations, backfill, and right-of-way for the 36-inch portion of the line but defaulted on the 38-inch section. The city completed the job by "force account," which pays the contractor the actual cost to do the work instead of the city accepting bids. The Pacific Tank Company and the Redwood Manufacturing Company constructed sections of the redwood pipeline.

Verde River water reached Phoenix in late 1921. A chlorination plant was built, and residents could use the water a few months later. Other problems, however, could not be fixed so easily.

"The pipeline wandered over the top of the desert like a snake, sometimes underground, and sometimes on top," according to a 1954 *Republic* article. "When someone wanted water, they just knocked a hole in it. It was just a bunch of boards, with barrel hoops around it, so it didn't last very long."

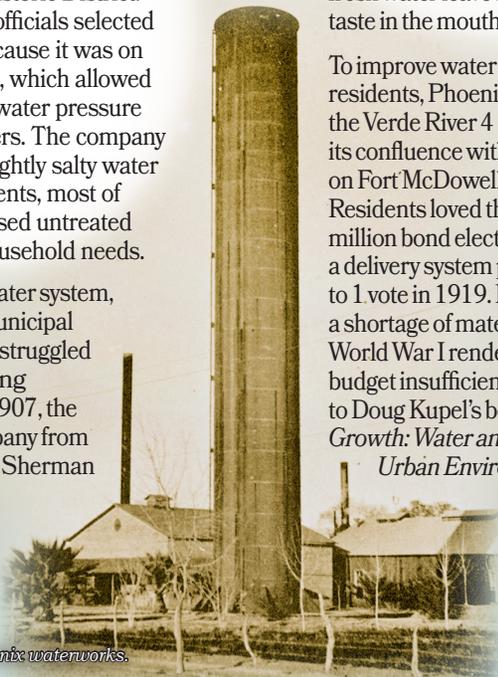
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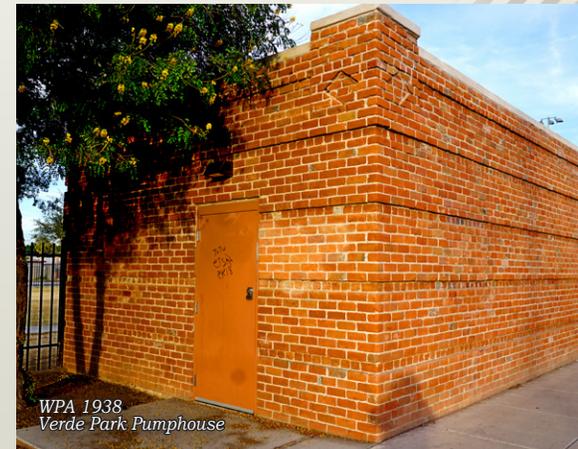
Phoenix Water Works had begun the city's water system in 1889 by having shallow wells drilled at what is now Verde Park, located just east of downtown in the Garfield Historic District. Company officials selected the site because it was on a small hill, which allowed increased water pressure to customers. The company

distributed the wells' slightly salty water to the city's 3,000 residents, most of whom had previously used untreated canal water for their household needs.

Despite the improved water system, residents pressed for municipal control of the utility as it struggled to keep up with growing consumer demand. In 1907, the city purchased the company from Sherman for \$150,000. Sherman had moved to Los Angeles in 1890 and became a significant land and transportation developer. While



Phoenix waterworks.



WPA 1938 Verde Park Pumphouse

Within four years, the redwood pipeline was leaking severely, due to low-grade redwood and the pipeline running only half full. The dry upper slats separated and the iron bands rotted, according to a 1971 *Republic* article. The project's proposed 25-million-gallon reservoir, canceled in a cost-cutting measure, contributed to the city's water

supply problems, which occurred primarily during the heavy-demand summer months. Without available storage, the water system couldn't provide constant pressure.

Leakage in one 5-mile section was so significant that the Western Concrete Pipe Company won a city bid to replace the segment with a precast reinforced concrete pipe in 1927. Despite the redwood pipeline's continued deterioration, Phoenix voters rejected a \$2.7 million bond proposal for a new concrete pipeline and a 20-million-gallon reservoir in both 1929 and 1930.

The pipeline suffered more problems, according to Kupel's book. "On February 14, 1930, a section [of pipeline] four miles east of Scottsdale blew out and sent a geyser of water 100 feet in the air, wasting millions of gallons of water and creating a vast sea of mud. Several days later, sections eight miles below the infiltration gallery broke, discovered when workmen observed water bubbling out of the ground and forming a large lake."

The accompanying water shortages influenced voters to approve a concrete pipeline eventually. American Concrete Pipe Company

and Schmidt-Hitchcock Contractors completed the entire length of the pipeline in 1931. The new conveyance not only provided Phoenix with a reliable water source, but it also allowed the city to market the resource to other users outside city limits.

The abandoned redwood pipeline then found a more successful second life.

"The pipeline was a board-foot bonanza," wrote *Republic* columnist Don Deder in 1956. "A trail of building material can be traced from downtown Phoenix northeast to the Verde River, from modest city porches, through luxurious resort bars, along with pasture fences. Pictures in the Hotel Westward Ho are framed in it. There must be 15 barns made of it. Yavapai Apaches have built many wagons from it. Troughs made of it have watered generations of horses, and the stuff forms the doors of some of the finest



Phoenix's redwood pipeline east of the city, 1920s.

homes in Phoenix." Salvaged redwood was also used for the construction of Phoenix's Pueblo Grande Archeological Park buildings. The iron straps were salvaged and reused during World War II.

The redwood pipeline was an engineering failure, which may have been precipitated by graft associated with public officials. "A lot of money was supposed to have been diverted by very intricate means, and a lot of people left town in a hurry,"

one resident told the *Republic*. "But there was little prosecution. Just stink."

And sink... More than two decades after the pipeline was decommissioned, the abandoned conveyance created unexpected problems for the city. During excavation along Thomas Road by 44th Street in 1954, a paving contractor drove his truck over an underground portion of the conduit, which collapsed. He needed to be towed out of the hole. The city's miscue, it seems, refused to be buried.

Construction of Phoenix's redwood pipeline, 1920s.



Douglas Towne, writer, historian, hydrologist, artist and editor of *Arizona Contractor & Community Magazine*

Our Number One Goal for 2021 Return the Trolleys to Public view

Many of our members and supporters wonder what has become of Car 116, the centerpiece of the Phoenix Trolley Museum. Fortunately, Porter Barn Wood offered space in their warehouse near 7th St., and Buckeye Rd. Another long-time friend S & L Contracting, a railroad construction company has donated many hours and heavy equipment, to move the car from the old museum yard to the Porter Warehouse.

Of course, we don't want to leave Cars 116 and 504 there at the warehouse any longer than we have to. Now that we have secured the land for the museum, as a next step we plan on erecting a shelter and doing some building modifications so that we can move Car 116 over to be put on display. This will take even more effort and funding than the property purchase did, but it is essential for PTM to

finally be able to have a full streetcar to show off. You can imagine how hard it is to run a trolley museum with no trolleys!

So in 2021, we will be taking exciting next steps to move forward. As a working budget, we think we can get it done for about \$60,000. But we stretch a little more with each step in our journey to create one of the best little historical museums in Phoenix. We hope you will come on board for the ride, and think of the Phoenix Trolley Museum at we progress through 2021.



OUR
NO. 1
GOAL
FOR 2021

Get on Board the Brill Line

By Donna Reiner

I became fascinated with learning more about the Brill Line after moving into the Coronado Historic District in 2002 after discovering that the terminus of the line was only three blocks from my house. I figured that it must have been convenient for the original owners of my house and all the other residents of the surrounding area. It certainly was one of the selling points for lots.

A month or so ago, I decided to walk the line just to see what it looked like from street level and how the surroundings have changed over time. An early morning walk with minimal car traffic provided enlightening views. But before we take that journey together, you should know some history about the route.

Moses Sherman's fledgling streetcar line was extended to the Brill and Churchill additions rather soon after the initial routes were established. In part, F.L. Brill and Clark Churchill were both involved in the franchise to build that line which was completed in 1895. The original terminus was on the south side of McDowell Road right by what was the site of the future Deaconess Hospital on 10th Street and McDowell Road now Banner-University Medical Center. By 1913, the Brill Line came to its final end at 10th Street and Sheridan.

The single-track route crossed the Little Maricopa Canal (Oak Street and 10th Street), so a "small trestle-like bridge was constructed." Still in order to run more than one car at a time on the track, it became necessary to construct a passing switch. There was one of these installed at 9th Street and Pierce.

Start

The former New Deal/OD Market opened in 1928 (two artists now use this building). When newcomers have seen the arched openings on this building, they have assumed that this was a streetcar barn. Those in the know laugh because none of our streetcars were that small.



The church on the southeast corner of 10th St and Pam Lane. Look carefully to see the original shape of the building behind that contemporary front.



A typical well-preserved brick bungalow.

End

We're at the end of the line. Time to get out and stretch your legs before heading back.

Having just crossed the former Canal Street now Oak Street (the name came from the Little Maricopa Canal), you can see a former store, now art studio on the east side and another former store on the west side which has been converted into a residence.



When the city moved away from streetcars and onto buses, this line became the Brill Bus Line.

Unfortunately today, no bus runs along this route, but I can find ones on 7th, 12th, and 16th streets to accommodate me when I want to travel north or south. Have a safe trip home!

A LATER BRILL LINE SERVICE— Announcement was made yesterday by the Phoenix Street Car company that it would hereafter, on nights an attraction is at either of the theaters, hold the Brill line last car to accommodate any residents of Brill addition that may desire to attend the theater.

The Brill Line route was altered slightly from its initial route. In

1916, instead of starting on 1st Street and Washington, it did what was known as the Monroe loop and actually began at 4th Street and Washington. On special occasions, the line ran additional cars later than normal much like we have seen done on the current Light Rail system.

I can remember the days when I could not see the final act at the theater because I would miss the last bus home. Thus, I generally went to matinees.

I-10 Freeway

Heading north on 10th Street. The tall building in the background is the newest wing of the Banner-University Medical Center.



At 10th Street and Roosevelt the line again takes a slight jog. After checking various maps, I can say that it has always been that way.



10th Street



Moreland is the northern boundary of Garfield Historic District and just south of the I-10.

I-10 Freeway

Looking south on 10th Street from Moreland. Notice how wide the street is, room for a trolley.



The city had recently repaved these two streets so you can no longer see evidence of the former tracks. But also note that the building in the background has been brought back to its original splendor.

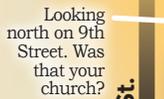


Originally called Baltimore Street in 1904

Looking west on Pierce. Not many of the original homes remain.



Looking north on 9th Street. Was that your church?



Looking west on Pierce.



At 9th St. & Pierce we're in what is now known as the Garfield Historic District.



Pierce St.

At 7th Street, the route "jogged" as Pierce Street on the east side of 7th does not align with the section on the west side of 7th.

Start Here

7th Street

Yes, the streetcar is going to cross the intersection of 7th Street and then turn back onto Pierce; it was not as busy then as it is today. We're heading to 10th Street!



McKinley School on 5th Street and Pierce. You might have watched the construction of this elementary school as it did not open until 1919. It is now the Phoenix Union Bioscience High School.



Michael Cady took this picture in 2016. You can see the impressions of the old track (the city just poured asphalt over them). Now compare to the picture that was taken of this same intersection in December 2020.



Phoenix Railway Co.

announces late service from Eastlake Park on Indian School line and Grand Avenue and Brill line on evening of July 4th, so that all may see the grand display of fireworks. Departure time will be announced at park.

Come to Matinée at 2 p.m., Baseball at 4 p.m., Dancing at 5 p.m. The coming opera, "The Mascoot" rendered by the Morton Stock Co., at 8 p.m. Secure your tickets early at the Bear Drug Store. Grand Display of Fireworks. Eastlake Park is the place to enjoy the day. Cool breezes from Lake, Eh Come early, bring your knitting and stay late.

What a service! Spend the day at the park with the family, see the fireworks, and then head home. Such consideration for the user. Besides your knitting, you might want to bring a book!

Now for our modern-day venture along the Brill Line. Since the downtown area bears no resemblance to downtown Phoenix at the beginning of the previous century, we will begin our tour at 4th Street and Pierce where the Brill Line separated from the Indian School line.

Donna Reiner, is co-author of three books on Phoenix history

Go to Start

When “Phoenix Park” *By William Lindley*

Some of the earliest photos of streetcars on the Washington Street line display the sign, “To The Natatorium” as in this photo, courtesy the Arizona Pioneer Historical Society and also seen on page 4 of Larry Fleming’s book *Ride A Mile and Smile the While*.

Became “East Lake Park”

We have this description from the February 9, 1902 *Republican*:

Natatorium being a rather fancy word for an indoor swimming pool. We do have an illustration of the facility, used in advertisements in the *Arizona Republican* through the 1890s: In those days, the property of the Sherman’s street railway was known as Phoenix Park. We have this from the May 20, 1892 newspaper:

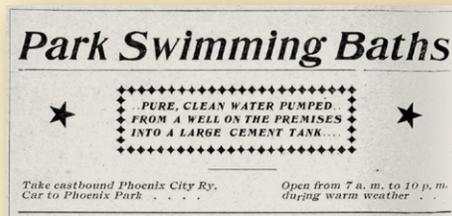


Phoenix Park Destined to Become A Popular Pleasure

Resort Natatorium, Theater, Gymnasium and Refreshments will Make the Summer Months Pleasant. A reporter for *The Republican* visited Phoenix Park yesterday for the purpose of inspecting the natatorium, theater and other attractions calculated to aid our people in passing pleasantly the summer months. The natatorium is completed and is being flushed and filled with water. It is at the eastern side of the park, a large, roomy building covering a pool or plunge bath 100 feet long by thirty feet wide and six-and-a-half feet deep at the lower end. The pool has a waste pipe, which will carry off all surplus water that constantly pours in at the upper end, and is also supplied with a gate at the lowest point, which will be used to completely drain the bath twice a week. [This being two years before the addition of chlorine to water for purification purposes was proposed, in 1894.] The building has twenty bath rooms [the doors in the illustration], [and] electric lights... No improper characters will be admitted...

On July 30, 1895, the *Republican* proudly reported that “The natatorium has become the Mecca of all who would seek refuge from the sweltering heat of summer. The City Electric railway aids and abets the flight of the refugees and makes the return to the city so inviting that past tortures are forgotten.”

The 1899 *Phoenix City Directory* contains this invitation:



In addition to bathing, there was baseball, football, plays, picnics, fireworks, and a whole host of diversions to enjoy. Phoenix Park was well-patronized and one of the main reasons the Washington Street line was always the Street Railway’s most profitable. By 1902, the Park was becoming too small for the growing city. In February, Sherman’s company nearly doubled the size of the Park,

with the final large event at the “old” park being a football game between the Indian School team and the Phoenix school team:

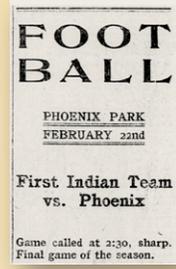


Illustration 1: Football at Phoenix Park. *Arizona Republican*, 12 February 1902

Football fans may note that this match presaged the first interscholastic league in Arizona which was proposed for the 1904 season, including the Phoenix Union High School the Phoenix Indian School, the Tempe Normal College (later ASU), and Tucson’s University of Arizona. Smaller events such as picnics continued during construction of the Park in March and April in preparation for the summer season.

From this we know that any photo with a streetcar reading “East Lake Park” cannot be earlier than February 1902, as there was no lake before that!

The New Phoenix Park. A Place That Will Shortly Be a Real Pleasure Resort.

The management of Phoenix park is spending some thousands of dollars in improving that property and making it what its name signifies. By the time warm weather comes again it will be a pleasure resort in reality and one that will certainly be appreciated by every resident of the city. The work has been quietly going on for a month or two and is now so far advanced that the visitor can form a fair idea of what it will be a little later. As mentioned some time ago in these columns, a new athletic field has been added on the south, and the grand stand moved and repaired. Where the old ball ground was there is now a beautiful lake a quarter of a mile in circumference with an island in the center thirty-five feet high. That is, it is a lake all but the water, and the water will be turned on in a few days when there will be excellent opportunity for boating... A boat house will be erected near the west end of the lake, and eight rowboats have been ordered... On the highest point of the island there will be erected an observatory twenty-five feet high, making a total height above the surrounding country of sixty or seventy feet and from it a good view of the city may be obtained... But the greatest convenience of all is the new loop in the street car track. From the former end of track it turns south to Jefferson street, then west by the swimming bath and along the north line of the park and then north to Washington street, so the trip to the east end of the line and back will be made without stopping to turn the seats around, and passengers will be taken directly to the door of the bath house and to the new park entrance but a feet from the door of the theater. The track is all laid except the switch and will be entirely completed at an early day.

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

The name "Phoenix Park" continued through May 1902, though the instant popularity of the lake seems to have led to a nearly immediate renaming of the entire park, with the newspaper referring to the "Lake park" in June; by August, the streetcar company itself was calling it East Lake Park, as seen in this advert:

Stay at Home and Enjoy Yourself
Now Open for the Summer Season.

East Lake Park Natatorium
Fresh Water Tank 30 by 100 feet, 1 to 6 feet deep. 40—Dressing Rooms—40. Spring Board. Roman Rings. Slide Trapeze.

Artificial Lake Boating
PROMENADE CONCERTS EVERY EVENING from 7:30 to 8:30.

Park Theater
Open Every Evening (Sunday Excepted). Grand Open-Air Lawn Concert Every Sunday Evening, 7:30 to 10.

Admission to the Park Free to Patrons of the Street Cars
Save 10 cents by procuring admission slips from conductors free before arrival at Park.

Illustration 2: From the Arizona Republican, 9 August 1902

Re-published from the Arizona Republic - Sept. 30, 1929

Street Cars of Ancient Vintage Converted into Tourist Cabins

Pullman Auto Camp was at 1930 E. Van Buren

Last April the city wanted to get rid of its old street cars. An auction was held and a man bid in 16 of them, stripped of their trucks, motive power and control, for \$25 each. Many wondered what W. J. Schuette would do with that many car bodies. He was not wondering. He knew before he bought them.

However, due to illness it has just been within the last week that he has really started on his big idea. He is now establishing the "Pullman" auto camp on East Van Buren street (at 1930 E Van Buren on the north side of the street - a vacant lot now). The 16 cars that served the public with their best in jars and jolts for so many years, now lie peacefully established on concrete foundations. Their ancient yellow sides still blazon forth the municipality! slogan for safety and pleased to patronize the lines.

Old No. 13 stands next to No. 32 and mulls over the mornings when it used to jump the frog front of the library switch on West Washington with that 8:35 load of stenographers. And 32, bigger than

the others, harkens back to the days when it was the crowning glory of all cars on the line - bigger hand brake, fancier seats and everything.

Schuette hates to think of painting over those historic sides. But he knows it will have to be done in line with the improvements he is making. Within the cars he has shown considerable ingenuity in accommodating his plans to existing conditions. As a matter fact each car has almost twice the floor space of the average tourist camp cabin.

At one end of the cars he is building in a double bed, somewhat on the Pullman style. The central portion, enclosed with windows, will be the living room, while the other end is being rebuilt into a kitchenette.

Some of the old side seats are being saved, so that one may be placed in front of each cabin, and another in between them. Some of the larger cars are being arranged so that toilets and showed bath features will be included.

While Schuette plans to refurbish and paint from one end to the other, he is

So now you know the rest of the story about the time when Phoenix Park became East Lake!

Editor's Note:
From the mid 1800s, there were many Trolley Parks around the country, Coney Island (began in 1864 in Brooklyn N.Y.) being one of the most prominent. Palisades Park, N.J. was another (1898-1971). As the trolley declined in use, these parks became known strictly as amusement parks. Today there are around 13 "trolley parks" left. The oldest in continuous operation is Lake Compounce in Bristol Conn. (established in 1846)



It happened in Arizona History

We are now looking toward spring, when days begin to warm and the rains come, maybe? The West, of late has tended to defy this norm.

Feb. 24, 1863

President Abraham Lincoln signed the Territorial Act, creating the Territory of Arizona.

Feb. 25, 1881

The city of Phoenix was incorporated with a population of 1,780.

Feb. 15, 1908

Maricopa County Sheriff Carl Hayden was married in Los Angeles to Miss Nan Downing

Feb. 2 1901

The Arizona Capitol Building Fund paid to the Consolidated Telephone Company the sum total of \$32.40, for three telephones: in the Governor's office, the Auditor's office, and the office of Surveyor General.

Feb. 4, 1903

the Salt River Valley Water Users Association was organized.

Feb. 11, 1922

The Maricopa County Chamber of Commerce met for the first time in Phoenix.

Feb. 20, 1925

The construction of Mormon Flat Dam was completed and Saguaro Lake began to fill. | Aerial view of Mormon Flat Dam

Feb. 9, 1953

Arizona ends school segregation, before "Brown v Board of Ed" in 1954.

Mar. 24, 1856

Sonora Exploring and Mining Co. was organized to develop silver mines in southern Arizona.

Mar. 19, 1882

Morgan Earp was killed from an ambush in Hatch's Billiard Parlor in Tombstone.

Mar. 8, 1899

The town of Jerome was incorporated.

Mar. 27, 1906

It was announced that an increase in the price of beer to 10 cents a glass would take effect March 31, due to increased liquor license costs in Pima County.

Mar. 18, 1911

Theodore Roosevelt dedicated Roosevelt Dam by starting machinery that opened three gates to allow water to fill Roosevelt Lake.

Mar. 30, 1921

Engineers reported that the Lyman Dam on the Little Colorado River was sinking into the mud, even as construction was under way.

Mar. 23, 2003

Lori Piestewa, a Tuba City native and member of the Hopi tribe, and the first to die in Iraq War

Apr. 20, 1825

Charles Poston, "Father of Arizona," was born.

Apr. 24, 1854

Gadsden Purchase was ratified and signed by President Franklin Pierce.

Apr. 19, 1859

Fort Mojave was established.

Apr. 24, 1909

Wickenburg is incorporated

Apr. 5, 1910

the Territorial Board of Control accepted bids and ordered construction of the Pioneers' Home in Prescott.

Apr. 3, 1919

Maricopa County, but not the city of Phoenix, stood alone in the rejection of Daylight Savings Time.

Apr. 7, 1913

The State Board of Control ordered that Gov. George W.P. Hunt's official car be taken from him and announced that he could pay his own transportation or walk just like everyone else.

Apr. 30, 1920

Grand Canyon National Park was dedicated.

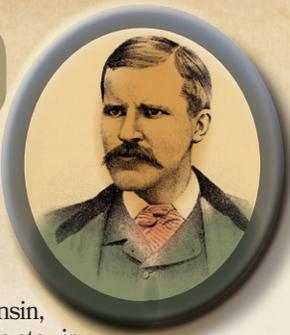
Apr. 18, 1924

The Chiricahua National Monument was established.

"History is a mighty drama, enacted upon the theatre of times, with suns for lamps and eternity for a background."

Thomas Carlyle

Editor's Discovery **Who was Moses Hazeltine Sherman?**



When M.H. Sherman moved to Phoenix from Prescott in 1883 he started thinking, "What this town needs is a good mass transit system." As was his practice, he began purchasing property for development. He observed that people were tired of the negative effects of horses and their excrement everywhere and a trolley might be an attractive incentive to buyers of the property he had acquired for sale.

mothers death he leaves to teach in Wisconsin, via Chicago. His stay in Chicago is interrupted, as he needs to flee the "Great Chicago Fire." Later he resumes his education back at Oswego State Normal, graduating in July of 1873. He is then appointed Principal at Hamiton (NY) Union Grade School in 1873. This appointment is interrupted by ill health, thought to be Tuberculosis or "Consumption". As a cure, he accepts a teaching position in the warmer climes of Prescott in the Arizona Territory in 1874.



Chicago Fire

He elects to sail from New York, through the Isthmus of Panama, up the west coast to San Francisco. Why is not clear, going though Panama would have taken two week to get there, 4 hours by train across to the Pacific and another week or two to San Francisco. If he had chosen to go by Train across the Trans Continental route, it would have only taken 4 days, but the price would have been \$150.00 (equivalent to \$2900 today) and around Cape Horn to San Francisco would have been considerably longer (3 months or so).



Typical 1870s Steamer

Then from San Francisco he backtracks to Los Angeles and across the desert to Prescott by buckboard.



Now this, to my mind, would have been quite a wild adventure for a lone 19 year-old kid coming to what could be considered one of the most remot places on earth. While Prescott at the time was the Territorial Capitol of Arizona, it could be characterized as little more than a robust village (population less than 800). But, hey it was a different time and he was having the time of his life. Then my thoughts turn to him coming across the California/Arizona desert alone in a horse & buckboard. I've driven that desert, bunches of times and there would have been "nothing" (or nearly nothing) between here and there in the 1870s.

Once in Prescott he becomes the only teacher in a one room schoolhouse, but with skills and student enrollment growing, he soon convinces the city fathers to build a new two-story brick school house. Coincidentally



Prescott Free Academy

(or because of) our first Governor of the Territory, A.P.K. Safford (historically known as the Father of Arizona Education) appoints him principal of the first graded

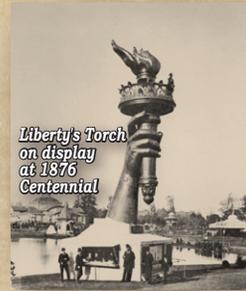
While teaching, he invested in property, cattle, grazing land and mining claims. He also builds and owns the Sherman House Hotel in Prescott.

School in Arizona. Now, there is no known connection, but some thought is given to the Governor having paid his way to Arizona - they were both from Vermont. However

the fact of that connection is lost to history. Nevertheless, the custom at the time was that Sherman would have paid back any advance. (He is latter appointed Arizona's first Superintendent of Public Instruction in 1879 by Gov. John C. Fremont - (he also selected the location of the UofA).



In October of 1876 he is appointed Arizona's representative to the United States Centennial Exposition in Philadelphia. I have not discovered what we, as a State, displayed there or what his role was while there, but he must have preferred his previous voyage to Arizona to the trans-continental rail trip he took to Philly, because on the way back (with his older sister, Lucy accompanying him), he repeats the Isthmus of Panama route, including a stop in San Francisco. On this trip there was an incident near the Isthmus of Cuba where the steamer suffers an explosion and was adrift 400 miles from shore and was towed into port, so the trip may have taken a little bit longer.



Liberty's Torch on display at 1876 Centennial

His next appointment is as Arizona's first Adjutant General of the State, where he establishes the Arizona Militia. There after known as General Sherman.

In 1883 Moses moves to Phoenix, invests in land and starts the Valley Bank of Phoenix (early 1884) and becomes its President.

He has just turned 30, Phoenix has experienced a decade of enormous growth (600%+) and Moses is here to make the most of it.

And this was just his first 10 years in Arizona. . .

As we work on our research into Moses Sherman we will continue the story of this remarkably energetic man and his effect on Phoenix and its Trolleys.

Love Phoenix? history?

Tune in to the Trolley museum annual meeting!

Saturday
March 6th

Phoenix
ANNUAL Trolley
Membership
Meeting
Museum

The meeting starts with introductions and a warm-up Arizona/Phoenix/Trolley Trivia Questions Social Ice Breaker

Official Meeting begins at 10:00 a.m.

This years annual meeting will be held via video-conference (Zoom).

Starting at 9:35am



Register in advance for this meeting:

Simply go to the website phxtrolley.org/annual-meeting and use the link to register for the meeting

To vote, renew your membership at phxtrolley.org/membership

Agenda:

- * Review of 2020's accomplishments
- * Goals for 2021
- * Election of Board of Directors (two terms expiring, and two open positions)

If you are interested in a Board position, email us prior to the meeting to: johnm@phoenixtrolley.com