



REMEMBERING THE LAST MOTORMAN



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Looking
Out*

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By William Lindley

Nearly twenty years ago



(June 6th 2003), former Phoenix Street Railways motorman Norman Shelton marked his 88th birthday with a visit to the Phoenix Trolley Museum. Mr. Shelton had been on duty the day of the October 1947 fire that destroyed the car-barn; the *Arizona Republic* reported that the fire was so hot it peeled the paint off Shelton's automobile which was in the Street Railway parking lot. In his visit to our Museum, Founder Larry Fleming welcomed Norm, gave him a tour of our barn — much smaller than the original — and showed him our progress at restoring car #116. Mr. Shelton took the motorman's position (*photo: Inside Looking Out*), for a short run in our Hance Park location east to Central Avenue.

THE LAST MOTORMAN REMEMBERED

Five years later, at Valley Metro's grand opening of the new trolley line, Mr. Shelton again joined us with #116, this time in front of the downtown Civic Center, just feet away

from where it had once operated on Washington Street. Later that day, he took a ride on the new "light-rail" vehicles and noted "they sure start and stop a lot smoother than ours did!" and predicted the new LRT line would be "a hit" — which it has been, carrying twice the projected number of passengers daily, and almost five times more than the "Red Line" buses that ran the route before trains returned to Washington Street and Central Avenue.

The Museum's then president Ernie Workman presented Mr. Shelton with an original watercolor of the old-and-new trolleys, both numbered 116. As the Museum continues to grow, perhaps one day one of the original Phoenix cars will operate again somewhere on the streets of Phoenix!



Rick Shelton
Norm Shelton
Ernie Workman



The Oral History Project

Telling the Story of Phoenix's Trolleys... and What's Next

THE TROLLEY QUARTERLY

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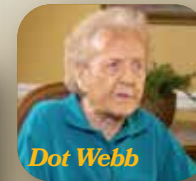
SAVE THE DATE

GUEST PANELISTS:
Terry Goddard, Scott Smith, & Betsey Bayless

FRIDAY, MAY 6
6:30-8:30 P.M.

PHOENIX TROLLEY MUSEUM
1117 Grand Avenue, Phx, AZ 85007

Join us for this FREE debut of a new short documentary featuring riders of Phoenix's original streetcars, the ones that ran before 1948!



...In their own words

* A reaction panel of community leaders will talk about how Phoenix's current transit system compares and what is next for our city.

Presented with generous support from



Questions?
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Electrified Then Unplugged:

By Douglas Towne

Douglas was recently ranked the poorest city in Arizona, with a 30 percent poverty rate still reflective of the closing of its smelter back in 1987.

But there are clues throughout the city as to its once-wealthy status as a model industrial town processing ore from copper mines in the region. Most prominent are the impressive historic buildings along G Avenue in the city's downtown, especially the Spanish Colonial Revival-style Gadsden Hotel, completed in 1929. Further north is the Beaux-Arts influenced El Paso and Southwestern Railroad Passenger Depot, finished in 1913. However, the biggest hint of the city's former affluence may be hidden underneath its asphalt streets.

Streetcar tracks likely survive underneath some stretches of roadway in Douglas. *The Bisbee Daily Review* once described this transportation system as "an electric streetcar system second to none in the country." Railway service lasted less than two decades in the city yet proved vital during its formative period. Why the streetcar system ceased operation in Douglas is an intriguing story. But perhaps a better tale is what factors allowed this city along the Mexican border in southeastern Arizona to operate streetcars for as long as it did.

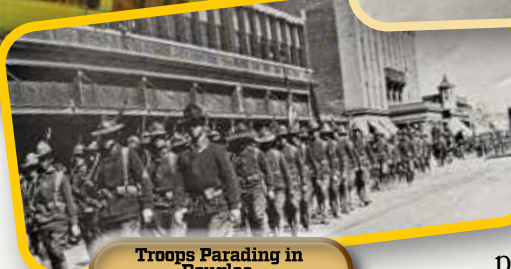
The genesis of the city of Douglas and, a few years later, its streetcar system, was detailed in the previous issue of the *Phoenix Trolley Museum Quarterly* (Vol 2, No 4). Briefly, two Bisbee mining companies, the Copper Queen



Copper Queen Smelter outside Douglas
1940 - Library of Congress



Douglas roadside welcome sign.
1930s - Author



Troops Parading in Douglas.
1917 - Images of America: Douglas

Consolidated, owned by Phelps Dodge, and the Calumet and Arizona, purchased by Phelps Dodge in 1931, planned the industrial community of Douglas in 1901. The city would be the site for their new smelters, replacing outdated operations in Bisbee. Within a decade, Douglas would produce 7 percent of the world's copper.

Mining company officials arranged the planned community along a rectangular street grid on which the future Douglas Street Railway Company would set up its transportation system. The initial mission of the streetcars was to ferry workers back and forth from Douglas to the two smelters, which were constructed west of town because of harmful emissions emanating from their tall smokestacks.

The Demise of the Douglas Street Railway

Streetcars were the best commuting option at the time as horse-drawn wagons outnumbered autos, which were still rare and expensive. Cars wouldn't become

more available until 1908 when the Model - T debuted, and, 1913, when this Ford vehicle was first manufactured on moving assembly lines.

By early 1903, workers at the smelters rode the streetcars that were powered by what locals called the "Peanut Roaster," which was a "balky little steam

Electric locomotives were part of the original design of the Douglas trolley system but weren't initially used for unknown reasons, according to a 1902 article in *The Arizona Republican*.

Upgrading the streetcar system to electric power rather than gasoline motors was discussed in the local newspaper, the *Daily Dispatch*, in 1904. The following fall, Douglas voters barely approved the franchise of an electrical line, with only 53 percent in favor.

The Douglas Street Railway ordered three new electric cars and installed the wooden poles that held the overhead electric



Trolley Tracks at G Ave & 6th St
1920 - Images of America: Douglas



Douglas Street Railway near Sportsman's Park in Douglas.
Bisbee Mining and Historical Museum

engine." Frequent breakdowns of these types of locomotives encouraged the company to upgrade to electrical power in 1906.

trolley wires. The cars' trolley poles reached upward to tap the electrical current from these wires. However, in downtown Douglas, the electric cables were suspended from brackets attached to buildings instead of from poles, according to Richard V. Francaviglia's article, "Streetcars to the



Gadsden Hotel, Douglas,
1995 - Author

Continued page six



Battle of Agua Prieta
1917 - Wikipedia

unconnected to its Mexican sister city of Agua Prieta, although it came within four blocks of the international border.

In 1912, the company was reorganized into the Douglas Traction and Light Company, and the peak years of the streetcar system were just around the corner. World War I ignited in 1914, resulting in four-years of warfare that dramatically increased the demand for copper, allowing the smelters to operate at full production.

Although the U.S. didn't enter the war until 1917, the Mexican Revolution (1910-1920) influenced the creation of a U.S. Army base,



Pancho Villa
at the Battle of Agua Prieta
1917 - Wikipedia

Camp Douglas, just east of the city. The base housed troops that patrolled the international boundary. It was later renamed Camp Harry J. Jones, after a soldier who was accidentally killed during the Second Battle of Agua Prieta in 1915. This engagement took place across the border from Douglas when revolutionaries led by Pancho Villa attacked Mexican government forces. Villa's defeat, which he blamed on his enemies' support from the U.S., led to his later raid on Columbus, New Mexico.

The Douglas trolley served Camp Harry J. Jones. The railway company purchased three additional cars in 1915 to meet the added demand caused by the troops, including a passenger car from the Prescott and Mt. Union railway. That same year, streetcars transported 734,607 passengers in what would be the

Smelters: An Historical Overview of the Douglas Street Railways, 1902-1924," in *The Cochise Quarterly* (Spring 1986).

By September 1906, the Douglas railway was electrified, both in the city and on the tracks leading to the smelters. The trolley obtained electrical power from the railway's machinery located at the Copper Queen smelter. The initial supply of 250 volts was later increased to 600 volts. The railway built a substation at the smelter to step down and convert the electricity to direct current needed by the streetcars, according to Francaviglia.

Initially, passenger cars were hauled by three electric streetcars in Douglas. Two more electric vehicles were purchased from the American Car Company in St. Louis in 1908. These were double-ended cars, which could run in either direction by reversing the trolley pole. Francaviglia states that Douglas streetcar lines ended in stub terminals without the need for more elaborate wyes or loops.

In 1906, the company expanded trackage to loop the city along G Avenue, 16th Street, B Avenue, and 4th Street. This configuration made the streetcar line come within four blocks of every location in Douglas. The 4th Street line continued westward to serve the Copper Queen smelter, while the 16th Street line ran to the Calumet and Arizona smelter. Another branch line extended from the 10th

Street line to Sportsman's Park. The Douglas streetcar system remained

system's peak usage. As late as 1919, the streetcar system was still expanding when it purchased its last streetcar, a four-wheel Birney Safety Car, which required the operator to depress a pedal for the car to remain in motion. But the system's end was near.

Ridership on the Douglas trolley decreased with the end of the war in late 1918. Depressed copper prices resulting from the armistice and troop reductions at Camp Harry J. Jones were factors. And the system had maladies common to many streetcar lines, including an aging trolley system that required expensive maintenance and Americans' quick adoption of cars and buses as their preferred transportation mode.

As a result, the Douglas Traction and Light Company announced plans to terminate streetcar service on May 15, 1920. A statement released said: "...the conditions have come that clearly indicate that the operation of the streetcars is no longer a convenience to a sufficient number

article in the *Daily Dispatch*. But it was the end of the line, although the system's fate would remain in limbo until 1924.

According to the 1921-1924 issues of the *Electric Railway Bulletin*, the Douglas Traction and Light Company had been "...dismantled or permanently abandoned and not likely to resume operation." The fate of most of the rolling stock is unknown, but the trolley's most modern addition, the Birney Safety Car, was sold to the Tucson Rapid Transit System in 1924. Ironically, according to Francaviglia, it was the last car to close out streetcar service in the Old Pueblo on December 31, 1930. The Arizona Edison Company purchased the Douglas Traction and Light Company and later merged with the Arizona Light and Power Company to form the Arizona Public Service Company in 1952.

Few vestiges of the Douglas streetcar lines remain, though tracks occasionally resurface during road construction. After Phelps Dodge purchased Calumet and Arizona in 1931, they closed the Copper Queen smelter for economic reasons. The former Calumet and Arizona smelter, which lacked pollution controls, ceased operations in 1987 as Phelps Dodge shifted smelting to Playas, New Mexico. This final closure, in turn, nudged Douglas into a tailspin from which it has not ever wholly recovered.



Trolley tracks and wires along
10th Street in Douglas
1910 - HipPostcard

of people of the community to justify further endeavor in running them." According to a *Daily Dispatch* article, the company had sustained a loss of \$12,000 in 1918, even with favorable conditions at the smelters and Camp Harry J. Jones. The loss increased to \$18,000 in 1919. Official discontinuation of service wasn't allowed until the Arizona Corporation Commission held a hearing, but this only delayed the trolley's last run until June 16th, though the "...operation may be undertaken again later," claimed an



Phelps Dodge Mercantile
in Douglas
1995 - Author

Moses Sherman, The Educator

By Donna Reiner

If you have been reading the various articles that have appeared in the Trolley Quarterly which mentioned Moses Sherman, you might remember that Sherman had a variety of careers. One of these was an educator.

A graduate of Oswego (NY) State Normal School in 1873, M.H. Sherman set out to put his training into practice. He already had some experience teaching under his belt when life events caused him to take a break in his own formal education. But after graduation he had a brief stint as a principal at a high school in Hamilton, NY, before heading to Arizona for warmer and dryer climes.

His move to Arizona is believed to be due to “consumption” or TB as we know it today. And this is only relevant as Sherman’s presence in Arizona made a significant difference in whatever he became involved.

Arriving in Prescott to teach in August 1874, the school district had had problems finding a teacher, Sherman set out to make his mark. A Mr. H.C. Hodge wrote a letter to the editor of the Weekly Arizona Miner in December 1875 after visiting Prescott and the school where Sherman was teaching. Hodge was amazed at how well-behaved the 100 students were in the one-room building designed for 40. A former educator himself, Hodge felt that Sherman was admirably capable in what should be considered the “Star School of the Territory.”



Prescott Schoolhouse

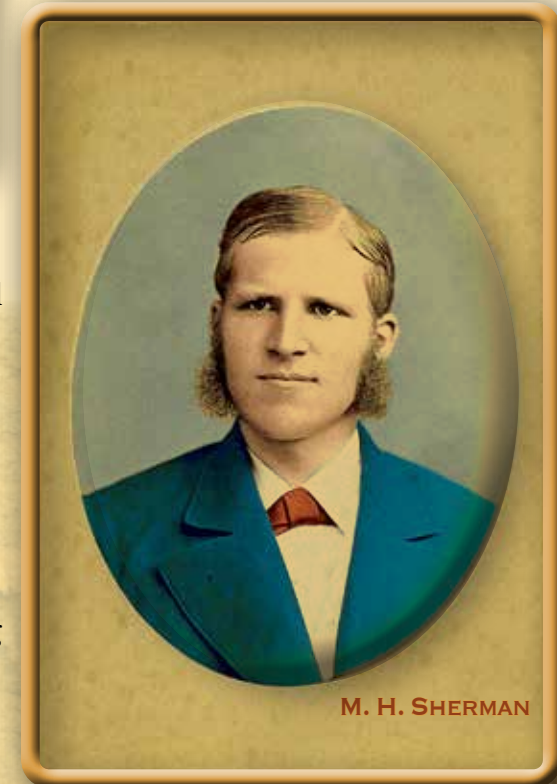


Sherman was appointed to represent Arizona in Philadelphia at the United States Centennial

During the long summer breaks, Sherman traveled and visited other educational institutions in order to broaden his knowledge and even attended at least one National Teachers’ Convention. He even wrote letters that were printed in the Weekly Arizona Miner to his students so they would know what he was observing and experiencing at the Centennial Exposition in Philadelphia in 1876.

And while in the East in 1876, Sherman made arrangements to obtain a bell for the new schoolhouse that was under construction and have it shipped to Prescott and also acquired maps and charts. As one writer for the Miner suggested, Sherman was helping Prescott make strides in becoming the educational center of the Territory. After all, Prescott was already in 1876, the populous, geographical, and commercial center of the Territory.

Sherman’s reputation of being an efficient educator paid off when Governor John C. Fremont, who had lived in Prescott, appointed Sherman as the Arizona Superintendent of Public Instruction in 1879. And that new job accorded him a



M. H. SHERMAN

whopping salary of \$500 a year! Traveling the territory to visit the various schools, Sherman gained the “title” of Professor based on his new position. And he must have acquitted himself quite well because comments made in several newspapers of the day all commended Governor Fremont on his choice for the position.

As one writer wrote in the 'Daily Arizona Citizen', Sherman despite his youth, had chosen a profession that “ranks first among the responsible avocations of man.” And this was only the first major chapter in his life.

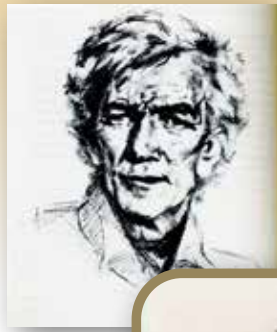
SPRING IS IN THE AIR IN ARIZONA HISTORY



It's a dry heat



Gov. Myron H. McCord



Father Francisco Eusebio Kino
San Xavier del Bac Mission

Treaty of Bosque Redondo



1700 • April 28 • Father Francisco Eusebio Kino wrote in his diary that work had begun on the foundations of the first church at San Xavier del Bac.

1853 • June 24 • President Franklin Pierce signs the Gadsden Purchase, buying 29,670 square-miles (76,800 square km) from Mexico for \$10 million (now southern Arizona and New Mexico)

1854 • June 8 • The Gadsden Purchase goes into effect creating the current United States-Mexico border. The area now includes all of the future states of Arizona and New Mexico, and thus securing a southern passage for a railroad route across the U.S.

1866 • June 19 • While the Emancipation Proclamation of 1863 freed all slaves in the South, this did not become effective until the Union Army was able to enforce the Proclamation. On June 19, 1865, the slaves of Texas, the last state of the Confederacy that had institutional slavery, were declared free. Juneteenth has been celebrated annually since that date.

1868 • June 1 • Treaty of Bosque Redondo is signed allowing the Navajos to return to their lands in Arizona and New Mexico

1872 • May 7 • The first lawyers were admitted to practice law in Maricopa County. *The Maricopa County Courthouse* was added to the *National Register of Historic Places* on July 9, 2010.

1877 • March 31 • An epidemic of scarlet fever was reported in Prescott following the deaths of three children

1897 • May 4 • The Tucson chief of police asked the city council for a horse and saddle or a buggy for patrolling the town, but his request was refused because it would cost \$12 a month to feed the horse.



Gadsden Purchase Commemorative stamp



The Maricopa County Courthouse



For want of horse feed,
all is for naught.

1898 • April 25 • Gov. Myron H. McCord received official authorization to enlist volunteers for the Rough Riders. | *The Arizona Rough Riders Historical Association* are an educational and re-enactment group based in Prescott.

1902 • April 12 • the Village of Yuma was incorporated as a town. *It became a city in 1914.*

1903 • May 6 • President Theodore Roosevelt made his first trip to the Grand Canyon.

1906 • June 8 • U.S. President Theodore Roosevelt signs the Antiquities Act, giving the President of the United States the authority to create national monuments on federal lands.

1915 • April 5 • The Territorial Board of Control accepted bids and ordered construction of the Pioneers' Home in Prescott.

1914 • April 14 • The town of Florence turned on its first electric street lights.

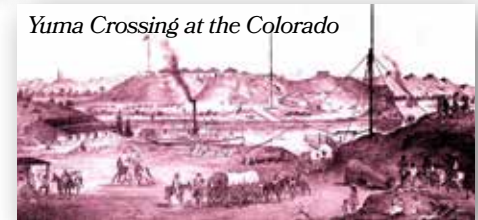
1914 • June 5 • Stan Jones, American songwriter "*Ghost Riders in the Sky*", and actor (*Rio Grande*, *The Sheriff of Cochise*), born in Douglas, Arizona (d. 1963)

1920 • April 30 • The Grand Canyon National Park is dedicated.

1924 • June 2 • President Calvin Coolidge signs the Indian Citizenship Act of 1924, granting full United States Citizenship to all Native Americans born in the United States.

1927 • April 1 • 5,000 Salt River Valley residents helped the city of Glendale celebrate the inauguration of its street lighting system.

1990 • June 30 • Phoenix temperature reaches 122 degrees - Airplanes are grounded.



Yuma Crossing at the Colorado



President Roosevelt at the Grand Canyon



Arizona Pioneers Home



Stan Jones, American songwriter



Calvin Coolidge signs the Indian Citizenship Act of 1924

THE NEXT BIG MOVE



- ❶ Car 116 in a secured weather enclosure
- ❷ Car 509, unrestored
- ❸ Phelps Dodge Calcine Locomotive

- ❹ Interpretive Exhibits: "History in Plain Sight"
- ❺ Paving Rehabilitation
- ❻ Event Space
- ❼ Landscaping

It is no great secret that a non-profit growing museum like ours relies on the generosity of its members and patrons who find the mission of the organization worthwhile. To that end we at the Phoenix Trolley Museum have committed ourselves to taking frugal incremental steps forward to assure our patrons we are going to be around to fulfill honor their confidence when accepting their generosity.

But we can't just sit around collecting donations.



Bring Car 116 out of storage

WE ARE MOVING FORWARD

AND YOU'RE INVITED TO COME ALONG WITH US

As we enter the next phase of operations and bring our stored trolleys out of storage

WITH YOUR HELP AND GENEROSITY, YOU WILL BE EXPANDING THE CULTURAL DIVERSITY OF YOUR COMMUNITY BY LEAVING THE LEGACY OF HISTORY KNOWLEDGE FOR THE YOUNG AND CURIOUS

TO DISCOVER

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

go to: phxtrolley.org/donations

PhxTrolley.org

Telling the story of Phoenix and its Trolleys

