



the Quarterly

Remembering the Southwest Valley

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Salt ≈ Agua Fria ≈ Gila
Three Rivers Historical Society

“Operation Haylift” Snowbound 1949

The winter of 1949 was very similar to the one the eastern states are experiencing this winter. Starting in November 1948 and continuing in January of 1949 one blizzard after another blanketed the Rocky Mountains and the upper Great Plains. Wyoming, North and South Dakota, Kansas, Nebraska, Colorado, Utah, Nevada, and northern Arizona were affected. Along with the snow came incessant cold and howling winds. On the range, with their feed buried in deep snow, thousands of dead cattle and sheep were found. Whole herds and flocks that survived were weak and starving, having been without food and water for weeks.

These historic storms left more than 100 inches of snow in Nebraska, and it snowed as far south as Austin and San Antonio, Texas. The winds in Wyoming reached 88 miles an hour, leaving drifts up to 15 feet high. Here in Arizona, the Navajo and Hopi were isolated by the snow and needed not only feed for the animals, but food and medical supplies for their people.

The state and federal governments began the organization and funding of “Operation Haylift.” The Air Force led the way, deploying up to 43 C-82A Packets, known as Flying Boxcars, from McChord, WA and Greenville, SC to drop hay to thousands of stranded cattle. The C-47, known as the Skytrain, was also used. The flights took off from a number of bases, but Naval Air Station Fallon in Nevada, Lowry AFB in Colorado, and



Loading hay onto C-82 At Fallon, Courtesy University Nevada

Kearney AFB in Nebraska did the bulk of the work. General Major Mark W. Clark coordinated “Operation Haylift.” The goal was to save approximately 35,000 head of cattle and 100,000 sheep that were marooned by the storms.

The operation was hazardous. The engines of the planes had to be warmed with hot air before flight. The planes flew over rugged mountains, then they flew low (from 150-200 feet above ground) to get the feed close to the animals. The airmen and civilian “kickers”, muffled and goggled, worked in the freezing wind and flying chaff to kick the bales of hay out of the open doors. Each crew had a local civilian to act as spotter, helping the plane deliver the hay to the ranches. These men were strapped to the bulkhead to keep them from going out the door, too. Once dropped, the hay was ready for the livestock to eat; the tightly pressed bales usually burst like bombs when they hit the ground, leaving loose alfalfa for the animals. The haylift continued from January 23, 1949 until February

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17th.

Meanwhile, on the ground, the 5th Army led "Operation Snowbound." Major General Lewis A. Pick directed the Army's most extensive rescue operations here at home. Most roads, highways and even train tracks were blocked by snow. The weasels and bulldozers of the Fifth Army worked for 23 days to open 87,073 miles of road, free 152,196 people from snowbound homes and transport the sick and injured to medical care. And this was just in the state of Nebraska!

Locally, the operation was focused on helping the northern part of the state. Luke AFB, Sky Harbor Airport and Litchfield Naval Air Facility all took part in the relief effort. The officers, enlisted

and civilian personnel of LNAF assisted in airlifting 871 tons of hay to stranded livestock. In addition two and a half tons of foodstuffs were dropped to isolated families. A total of 171 flights were made from LNAF during "Operation Haylift" without a single problem.



Army Weasel for Haylift

Thanks to our Armed Forces for a monumental rescue effort.

Three Rivers Historical Society Receives Approval For Centennial Trail Project

This past March Three Rivers Historical Society board of directors received formal approval to proceed with development of a historical and educational heritage trail to be located adjacent to the Estrella Mountain Regional Park Nature Center. As stated in the letter by RJ Cardin, Director of Maricopa County Department of Parks and Recreation, dated March 14, 2011: "I'm excited about the project and appreciate the level of pre-planning you have done in conceptualizing this trail".

As described by board member and Centennial Committee Chair Ed Buonvecchio, "The proposed trail will be an easily accessible ADA loop trail of about .5 miles. In the vision of 3RHS, the trail would mark the beginning of a timeline describing ancient history and ending at the time of Arizona statehood. The trail will feature historical sculptural markers, benches and approximately ten exhibit nodes describing the history of the Estrella Mountains and the development of the park along with the history of the Hohokam people, early settlers and their ways of life. As an example, one of the node designs will demonstrate the irrigation methods and farming techniques of the Hohokam peoples. One exhibit node located just outside the nature center will document the recent history of the park after 1912".

This project will be a partnership between Three Rivers Historical Society, Maricopa County Parks and Recreation Department, Arizona Chapter of the American Society of Landscape Architects (Amy Schuchert, RLA of Logan Simpson Design acts as ASLA team leader and facilitator to 3RHS). It will require the cooperation and assistance of the communities that value the park and history of the area. Future partners are to be announced.

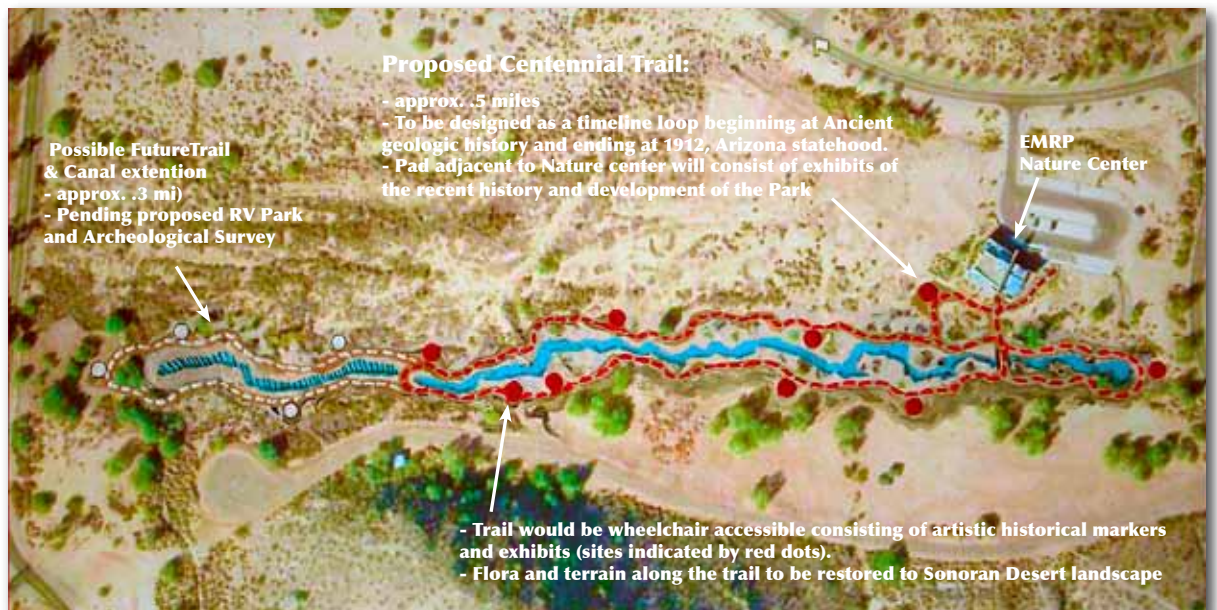
Project Timeline

- From present to February 2012: Planning, Design, Fundraising.
- February 14, 2012: Kickoff/Ground breaking event to celebrate Arizona statehood and beginning of trail work
- February 2012 to January 2013: Complete buildout of trail with several exhibit pads completed.
- 2013 and beyond: Add development of botanical garden, add more exhibit pads or public art relevant to the trail.

The project's estimated cost for the first phase, to be completed by 2013 is \$100,000 for the trail, site work and two or three exhibit nodes and the entry exhibit node completed. Much of this would be in the form of in-kind services.

To make yourself a part of this effort you can make donations for the design and construction efforts to Three Rivers Historical Society, Centennial Trail, PO box 7251, Goodyear, AZ 85338.

A more complete description of the Centennial Project can be found at the 3RHS website at: threerivershistoricalsocietyaz.org. For more informaton contact Ed Buonvecchio at 623-556-7988 or email at: eddibon@yahoo.com.



Luke AFB 70th Anniversary

As the War in Europe intensified, President Franklin D. Roosevelt ordered the military to train 12,000 pilots each year for the Army Air Corp and as a result, the War Department approved a site just north of Litchfield Park for the construction of an air base. The west valley had several advantages including year-round flying weather and inexpensive desert land. Originally named Litchfield Park Air Base, it was renamed Luke Field in honor of Lt. Frank Luke Jr., a native of Phoenix who achieved ace status in World War I and was the first pilot to win the Medal of Honor. He was killed on September 29, 1918 at the age of 21.

The base was constructed by Del Webb in 1941. One of the builders was Claude Phelan, Jane Purcell's father. The construction called for the erection of 134 buildings within 75 days and would require 10-15 railcars of lumber each day. The construction was almost complete by December 7th when the United States entered the war. That same year, federal lands at Gila Bend were set aside for bombing and gunnery practice.

The first class of 45 student pilots arrived on June 6, 1941, and began training in the AT-6. They originally flew out of Sky Harbor Airport until the runways were completed at Luke. The training consisted of three 10 week segments, the first of which was conducted by civilian contracted schools. Each segment featured a more complex aircraft. The final segment was in the AT-6 and upon successful completion the graduating cadet received his pilot's wing and a commission as a second lieutenant. The first class at Luke graduated in August, 1941. The first class received no gunnery training due to a cattle grazing dispute but five members of the class scored aerial victories in WWII combat. The director of ground training at Luke in 1942 was Capt. Barry Goldwater who later was one of Arizona's Senators, serving from 1953 to 1965 and 1969 to 1987. He ran unsuccessfully against Lyndon Johnson in the 1964 presidential election. During WWII, Luke graduated more than 12,000 fighter pilots making it the largest fighter training base in the Army Air Corp. In addition to American pilots, Luke trained at least 839 Chinese pilots during the WWII era.

In 1946, after WWII ended, Luke was deactivated. However, as a result of problems in Korea, Luke was reactivated on February 1, 1951, as a part of the Air Training Command under the reorganized U.S. Air Force. As the years went by the planes the students learned to fly changed. They included the P-51 Mustang, the F-84, the F-100, the F-104, the F-5, The F-4C, the F-15 and most recently the F-16 Fighting Falcon. In 1958, Luke changed from an Air Training Command to a Tactical Air Command



and provided fighter training for allied nations as well as the U.S. Third world nations began training at Luke in 1964.

Luke has been the main provider of fighter pilots for the Tactical Air Command and fighter forces around the world. The 1990's brought change to Luke as several squadrons were deactivated and the 58th Fighter Wing was again the host unit. After 24 years at Luke, the 58th was replaced by the 56th Fighter Wing as a part of the Air Force Heritage program established to preserve Air Force history during a time of military draw down. The 56th Fighter Wing is one of the most highly decorated units in Air Force history.

Luke AFB has recorded many milestones. Soon after reopening, the record floods of August 1951 flooded the base and Glendale citizens took in military families whose quarters were damaged by flooding. In June of 1953 the 3600th USAF Air Demonstration Team, the Thunderbirds, formed at Luke, moving to Nellis AFB, Nevada in 1956. German students entered pilot training in 1957. In the 1970's Luke and Maricopa County started the first of many reports or programs for the planning of land use near the base. Saudi and Japanese students began training in 1981. The Gila Bend gunnery range was renamed for Barry M. Goldwater in 1987. Severe rains in September 1992 caused \$3 million in damage to family housing at Luke. This was the result of an overflow of the Dysart Drainage Canal north of the base. In 1994 Luke graduated the first female fighter pilot in USAF history, 1st Lt Jeannie M. Flynn.

Currently, Luke is training pilots for the F-16s. They are in the running to be a training site for the new F-35 Joint Strike Fighter. The impact that Luke has had on the west valley is immeasurable. They currently employ 10,281 people and infuse \$2.1 billion into the local economy. But even back in the 1950s, Air Force families rented many of the homes and apartments in historic Goodyear, Avondale and Glendale. They shopped here, attended our schools and were a part of our communities. And aren't we happy that they still are!

The Tale of Two Towns Named Goodyear

In 1916, Goodyear Tire and Rubber needed long staple cotton for use in its new cord tires. They were competing with another company that produced Silverton cords to lead the industry in the production of this new technology needed for the tires used both in WWI and stateside. The war had caused an embargo on the Egyptian long staple cotton that was most desirable, and in the south, the boll weevil had ruined the crop.

Paul Litchfield, a Goodyear Tire & Rubber executive came to Arizona looking for farmers to commit to growing cotton for them. Many were reluctant to take the gamble so Mr. Litchfield acquired 16,000 acres along the Agua Fria River called the Agua Fria Ranch and another 8,000 near Chandler called the Goodyear Ranch and began clearing land and planting cotton. This was a huge undertaking. Most of the land had not been cleared of cactus and sage brush and irrigation canals and wells needed to be dug.

Mr. Litchfield knew that the many workers at each of the ranches needed at least basic services. On the east side of the Valley he began constructing a small town laid out around a central plaza. They would have a warehouse, machine shop, pool hall, church, hospital, general store and school. This area was originally called Egypt or Cotton City by the locals but its official name was Goodyear as the Southwest Cotton Company called the east valley site the Goodyear Ranch. The first Goodyear Post Office was established there on January 8, 1918 with G. Lindley Gallands as Post Master. He also ran the general store. The Goodyear School opened in 1918, too, with Miss Mable Quinn as Principal.

In 1920, the price for cotton went from over a dollar a pound to under twenty cents a pound. This had a huge affect on Southwest Cotton Company who had contract prices that they had to honor. This depression led to many changes. The farming operation of Southwest Cotton Company was transferred to the Litchfield area and the Chandler operation was turned over to the J. G. Boswell Company. The Post Office was decommissioned February 15, 1941 and in 1944 the land was sold to Mr. Richard Hanna. Mr. Hanna had a contest to rename the little farm town and the winning name was Ocotillo. It has since become a master planned community in Chandler.

Meanwhile, over on the west side of the valley, a new Goodyear arose. In 1941, with the United States on the verge of entering WWII, the Defense Department started construction on an aircraft plant on land they leased from Southwest Cotton Company. The plant was operated by Goodyear Aircraft, a division of Goodyear Tire & Rubber. Most of the engineers and managers were brought to the Goodyear plant from the Akron, Ohio plant and nearby housing was needed for them and the large number of defense workers that would staff the plant. Del Webb started the construction of single family homes on 40 acres of land just north of Western Avenue and east of Litchfield Road. It was the first subdivision in Arizona that was financed under the Federal Housing Administrations Title IV program developed for defense areas. Southwest Cotton Company built a business district on the north side of Western Avenue that housed Bowman's Drug and Abraham's Market facing Western and facing Litchfield Road a barber shop and a beauty salon. The "new" Goodyear Post Office was opened on November 22, 1944. Also in 1944, P.W. Womack began construction on an apartment complex of 69 buildings north of the Goodyear subdivision named Westwood Manor. Upon completion of the apartments, Goodyear Aircraft employees were given preference in renting the units. The rent at that time was \$57 a month with water included. These apartments are now known as Park Shadows.



In November, 1946 Goodyear was incorporated. By this time, the Goodyear in the east valley had been renamed Ocotillo so once again there was only one Goodyear, Arizona! Perhaps knowing this bit of history explains the Goodyear Road sign you see along I-10 south of Chandler.

Sources: *The House of Goodyear*, Allen, Hugh, 1943 • *The Legend of Goodyear, The First 100 Years*, Rodengen, Jeffrey, 1997 • *Arizona – A History*, Sheridan, Thomas 1995 • *Arizona Place Names*, Barnes, Will C., 1997 * *The Chandler Arizonan*, 1917 & 1918

Three Rivers Historical Society Website

Visit our website, threerivershistoricalocietyaz.org, for back issues of *The Quarterly*. Thanks to our webmaster, Mark Pelletier, you will find other information there, too, such as meeting information, how to contact us and how to join.

Letters to the Editor

Note: The last issue of "The Quarterly" went out to an extensive email list of Agua Fria Alumni and to Agua Fria's Facebook page. As a result we received the following comments:

Thank you so much for the time and effort you all must put into the journal. Tell Ed (Eddie) I spent more time in that store than anyone--and I can't think of one name--age is a dangerous thing!! Karen Swenson Carrithers, Elk Grove, CA

I just read through your Three Rivers Historical newsletter and thoroughly enjoyed it. I RECOGNIZE most of the people in the King's Department Store photo but I sure can't put names on them (except Ed & Mr. King). GREAT PHOTO! I also enjoyed reading the story about Litchfield Naval Air Facility. I worked there for one summer as a clerk typist in supply in 1965 and I still grin when I think about it. The base was in the process of closing down and I typed invoices that dealt with the disposition of the stored airplanes. Many were sent to Davis Monthan (Tucson) for continued storage and one or two were picked up by studios for use in films. I learned to type numbers really fast that summer!

And I liked reading about Coldwater back in Grandma Goold's "era". No one else would probably notice (save my family) but her name was spelled Goold, not Gould. I was lucky to grow up knowing her and also was lucky to work in the store with her.

Millie "Sissie" Raleigh Rathbun, Thousand Oaks, CA

Lucy Tolleson Whyman Bohne

Lucy Tolleson was born in Gaffney, South Carolina in 1892 to Walter G. and Susan Tolleson. Her father was a druggist, rancher, and land developer. Her brother, Roy, came to Arizona in 1907 for his health. When their father came for a visit he saw potential in the irrigated Salt River Valley and he moved his family here in 1908. He first bought a ranch a mile and a half south of the State Capital on 19th Avenue for \$100 per acre. Two years later he purchased the 160 acre ranch that became the site of the town of Tolleson.

Lucy graduated from Phoenix Union High School in 1911 and worked briefly in a private kindergarten. She attended Converse College in Spartanburg, South Carolina for one year. She returned to the valley and in 1915 she married an ambitious civil engineer, Richard Oliver Whyman. They had three children, Lucy T., Richard Oliver, and Jack Leon. Her son, Richard, was the first Tolleson serviceman to die in WWII.

The Whymans joined many other investors in the rush to own cotton land. However, by 1921, the price of cotton was lower than the cost to pick it and they left the fields and moved to Los Angeles.

In California, they opened an engineering office where they subdivided land parcels for industrial purposes. Just as they began to recover financially, Richard died of kidney disease leaving Lucy with three young children. She returned to the Phoenix area and lived with her father for awhile. Charles Jonas, a friend from Los Angeles, offered Lucy the opportunity to join his firm in California and learn the real estate business so she and the children returned to California. After six months of failure, she was ready to give up, but then came a sale and commission and she officially began her new career.

Lucy, already no stranger to hardship lost her real estate business in the Great Depression. Again down on her luck, she returned to Tolleson and took the job collecting rent and water payments for her father. The job paid \$10 a week. Not one to rely on others, she built an apartment building, sold life insurance and competed against her father in the real estate business. In 1937, she bought her father's Tolleson Water Company for \$3000. She expanded it to accommodate the growth in Tolleson and sold it to the city for \$10,000.

In 1942, she obtained a franchise for a water company in the Coldwater/Avondale area. Even though WWII shortages made it nearly impossible to buy the needed materials, she was able to complete the project and sell it to the Town of Avondale in 1948 for \$80,000. She went on to build water companies in Fowler, Santa Maria and Cashion, Arizona, as well as in Albuquerque, New Mexico.

Lucy Whyman married John H. C. Bohne in 1954. He had retired after a career at Standard Oil. He passed away in 1961.

"Lucy T" has been an active presence in Tolleson and the surrounding area. She convinced the Maricopa County Supervisors to establish a Tolleson precinct so Tolleson residents wouldn't have to go to Cashion to vote. Valley National Bank built a branch in Tolleson with some persuasion from Lucy. As an active member of the Woman's Club, she helped make improvements in the community. After two unsuccessful bids for a seat on the Tolleson City Council she was elected to the council in 1967. Tolleson residents named Lucy as the Queen of the annual Whoopee Daze Parade in 1969, passing over the young shapely contestants. And when the City of Tolleson celebrated its 50th anniversary she was honored by being named the 1979 Grand Marshall of Whoopee Daze. Lucy has a street named for her in both Avondale and Tolleson. On January 5, 1989, Lucy passed away and Tolleson and the surrounding communities lost a friend.



Some shared memories of working at the King's Department Store that was pictured in that issue:

Judy Coor-Ravella said, "My first job was at King's Department Store. I made \$.95 an hour. By the time I paid for all the merchandise I had put away, my check wasn't very much, but sure had fun. Summer of '62.

Harriet Cole Lee remembered working there once to help with inventory.

Several remembered Ruby Baker and her husband, Dean.

Beverly Fowler Bryon recognized her old neighbor Mike Harbuska.



The Reader's Contest...there were no winners!

From left to right, Ed King, Ila Kitchen, Alma Larson, Ruby Baker, Jim King, Marlene Higgins, Letha Dorman, Colleen Molczyk, Mike Harbuska. Margaret Baker provided the photo for the contest.

Did you Know?

Buckeye

Did you know that Buckeye was originally called Sidney? It was changed to Buckeye by C. M. Clanton because most of the early settlers were from Ohio. The Post Office was established on March 10, 1888, with Miss Cora J. Clanton as Postmaster.

Mobile

Did you know how Mobile, AZ got its name? Byrd Granger, in Arizona Names: X Marks the Spot, says that Mobile was first settled by approximately 40 African Americans who came here from Mobile, Alabama. They named their new town after their native city.

Bill Bedoya - Native Son - Avondale Mayor

Many of us are transplants from another part of the country. But Bill Bedoya is a REAL native to Arizona. In 1926, Bill Bedoya was born in Liberty, Arizona, a small community between Goodyear and Buckeye. His father, who had been the mayor of the town they lived in, his mother and six children came from Mexico to the Liberty area in 1922. Since his mother spoke only Spanish, Bill grew up speaking two languages. Before Bill started grade school his family moved to Ajo and then to Avondale. The first Avondale home they lived in was next to the blacksmith shop on Western Avenue.



Bill started his schooling at Avondale Elementary School. At that time there were six classrooms and an auditorium in the "quad". That building is still there, used as the meeting place for the School Board. In 1936 the WPA added more classrooms and the gymnasium. While a student at Avondale he played basketball and softball. As a young lad, he and Leon Aragon worked shining shoes in front of the dance hall on South 6th Street. Later, he worked at the Avondale Market and at Tony Schneider's Drug Store. He also worked in the fields, picking cotton and harvesting potatoes.

His high school years were spent at Litchfield High School where he played varsity baseball. By his junior year he had grown tall enough to play basketball as well. He was one of 22 graduating in the Class of 1944. After high school he ran the pool hall in Avondale.

In 1945, Bill joined the Army Air Corp, serving in the Philippines until his discharge in 1947. Upon his return he worked as a civilian at the Litchfield Naval Air Facility and was promoted many times. He met Lupe Murillo in 1951 and dated her, but always accompanied by a chaperone. They married in 1952.

Because his father had died, his mother went to Lupe's parents to ask permission for Bill to marry Lupe. The Bedoyas purchased their first two bedroom home in 1952 on Riley Dr. in Avondale for \$6000. Their first child, a son, arrived in 1953. A daughter followed in 1956, joined by a second daughter in 1960. And, in 1965 another son was born. At this point a larger home was needed and they moved to a home on North 4th St.

Bill transferred to Luke AFB in 1966. He worked as a mechanic on the planes including the F-16. In the Avondale community he was a volunteer fireman for 41 years. Lupe worked at Goodyear Aircraft Corp. on the blimps and later on the Macy's parade balloons. The ladies that worked on the Blimps and Macy's balloons became affectionately known as the "Balloon Girls."

As a politician, Bill's first office was as an Avondale City Council in 1986. He served 2 years as a Councilman and 2 years as vice-mayor. He was elected mayor in 1990. Frank Ross was the City Attorney at the time. As Mayor, he traveled to Japan on the Sister City program, and to Washington, D.C. Other highlights of his years as Avondale Mayor include the annexation of PIR, being awarded a federal grant of ten million dollars for water and sewer systems in Cashion and getting to take a flight in a F-16 at Luke! He and Lupe enjoy traveling and have been to Alaska, Hawaii, Italy, England, Scotland, Ireland, Spain, Australia, New Zealand, Israel, and China.

When asked what his biggest accomplishment as mayor was, he answered that it was economic development. Development planning had to be so far ahead that things they worked on then are just now happening.

Many, Many Thanks! Bill Arnold Passes Gavel to Frank Ross

At the January 18, 2011 meeting, President, Bill Arnold, turned over the gavel to Frank Ross, the next President of the Three Rivers Historical Society. Frank takes over as we begin our eighth year and we anticipate new and exciting activities along with a continuing growth in membership. The other officers are: First Vice-President, Peggy Jones, Second Vice-President, Ed King, Treasurer, Ray Shuey, and Secretary, Sally Kiko.



In-coming President, Frank Ross, is an Avondale native. Frank received his education at Avondale Elementary School and Tolleson High School; Frank went on to become an attorney. He served as Avondale City Attorney from 1973 to 2000. He has been an active member of Three Rivers since its inception, helping with start up of the organization.

Out going President, Bill Arnold, was born and raised in

Buckeye. He's the eighth child in a family with 12 children. A member of the Arizona Air National Guard he was called up to active duty in 1962-63 during the Berlin Crisis. Bill has served our community as Goodyear Councilman from 1989 to 1995 and Mayor from 1995 to 2003. He then represented the area as a State Representative from 2003 to 2005. In 1996, while Bill was Mayor, Goodyear celebrated its 50th Anniversary with many fun events throughout the year.

We salute Bill and the Board of Directors for a year of outstanding guest speakers. All of our speakers have been videotaped and are available

on CDs from Peggy Jones. Many new members were added to our rolls this past year and we are looking forward to their active participation to assist the organization and its new president in our projects to preserve our local history.

How Did Arizona Get its Name?

Arizona's historian, Marshal Trimble, in his book, Arizona Adventure, describes how Arizona got its name. Way back in 1736, a rich lode of silver was discovered about 25 miles southwest of Nogales. "The silver was said to be so pure you could cut it with a knife." Evidently the lode of silver resembled water because the local Tohono O'odham people called it "ali-shonak" which means small spring. This name for the area now known as Arizona became popular with the early settlers. Eventually the word was corrupted into "Arizona." Of course the silver played out, but the world was familiar with the fabulous "planchas de plata" (sheets of silver) and Arizona.

Actually, while the area was under first Spanish and then Mexican control it was known as "Terra Incognita." Later called New Mexico, it became a part of the United States following the 1848 Treaty of Guadalupe Hidalgo and Arizona remained a part of the area known as New Mexico. Then in 1850, New Mexico became a territory.

In 1853 James Gadsden negotiated the purchase of the land south of the Gila River from Mexico. This parcel of 29,640 square miles of land was purchased for 10 million dollars. It preserved the southern railroad and wagon routes for the U.S. and preserved the link to Baja California for Mexico.

The citizens in the western part of the Territory of New Mexico began noisily demanding separate status in the early 1860s. Several names were proposed for this new territory including Arizona and Gadsonia. And aren't we glad that the name Arizona was selected! We became a separate territory in 1863 and received statehood in 1912.



Do you Remember?



- When you turned on the television it took a few minutes to warm up?
- Our area had one black & white channel, KPHO 5?
- AND, once you had the TV and the antenna installed, TV was FREE!
- Taking television and radio tubes to the testing machine at the store to find out which one needed to be replaced?
- When nobody in our neighborhoods had a dog with a pedigree?
- And when no one was driven to school!
- When not everyone had a phone? If you were lucky enough to have one, there was only one phone in the house and it was on a party line.

• Trading Stamps? They were a reward for shopping for groceries, gas, etc. Of course, then you had to lick them and fill the pages



of a special stamp book and save up enough for a product at the "Redemption Center."

- When laundry detergents came with a free glass or kitchen towel to entice you to buy that brand?
- When wieners came linked together and the butcher cut off how ever many you needed? Cheese came in a large round "wheel" and again the butcher cut off what you needed.
- City folks had milk delivered to their door with some very nice, rich cream at the top of the bottle. Farm folks, of course, got it warm from the cow.
- Ladies, don't you remember trying to get your seams straight on your stockings?

April, May, June, 2011



Yes, I want to join Three Rivers Historical Society!

- Student \$5*
- Family \$25*
- Contributor \$100*
- Lifetime \$500
- Single \$15*
- Business/Professional \$45*
- Benefactor \$250*
- * Yearly Fee

Join _____ Renew _____ Call me to volunteer _____

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ (Evening) _____

Cell _____ e-mail _____

Check enclosed in the amount of \$ _____

A receipt will be issued to you.

Make out your check and mail to:

Three Rivers Historical Society,
P.O. Box 7251, Goodyear, AZ 85338

Three Rivers Historical Society is a 501 (c) 3 non-profit organization



Three Rivers Historical Society

Remembering the Southwest Valley

P.O. Box 7251, Goodyear, AZ 85338

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The Quarterly

Editor: Sally Kiko

Graphics Editor: Ed Buonvecchio

3RHS Meetings

We meet on the third Tuesday of each month at 3pm, at Goodyear City Hall, 190 North Litchfield Road, Suite 117, Goodyear, Arizona. Notices of date, location and guest speaker are e-mailed. Be sure we have your correct address. E-mail Sally at: kskiko@cox.net