

The Sociology of the Clothesline

Long before Facebook, there was the clothesline. This was fun and quite true. We are probably the last generation that will remember what a clothesline was. And in lots of places (HOA's) they are illegal.

The Basic Rules for Clotheslines

1. You had to hang socks by the toes...NOT the tops.
2. You hung pants by the BOTTOM/cuffs...not the waistbands.
3. You had to WASH the clotheslines before hanging any clothes – walk the entire length of each line with a damp cloth around the lines.
4. You had to hang the clothes in a certain order, and always hang “whites” with “whites” and hang them first.
5. You NEVER hung a shirt by the shoulders – always by the tail! What would the neighbors think?
6. Wash day was on a Monday! NEVER hang clothes on the weekend or on Sunday, for heaven's sake!
7. Hang the sheets and towels on the OUTSIDE lines so you could hide your “unmentionables” in the middle (perverts and busybodies, you know.)
8. It didn't matter if it was sub-zero weather...clothes would “freeze-dry.”
9. ALWAYS gather the clothes pins when taking down dry clothes! Pins left on the lines were “tacky.”
10. If you were efficient, you would line the clothes up so that each item did not need two clothes pins, but shared one of the clothes pins with the next item.
11. Clothes off of the line before dinner time, neatly folded in the clothes basket, and ready to be ironed. IRONED??!! Well, that's a whole OTHER subject.
12. Long wooden pole (clothes pole) that was used to push the clothesline up so that longer items didn't brush the ground and get dirty.

Although in these modern times some of these “rules” seem silly, there was a reason for many of them. You always washed the “whites” first. With an old fashioned washer with a ringer, you did not change the water with each load; “whites” went first. We were saving water before it was popular. Reusing it, too, because the only way to empty the washer was to lower the drain hose out the back door to water the yard!

I love the ease of my modern washer and dryer, but I miss how white the sunlight made my whites and the lovely aroma of sun dried clothes!



Avondale Celebrates 70th Birthday

The City of Avondale Celebrated its 70th birthday by bringing back a wonderful tradition, Billy Moore Days. The Billy Moore Days event began in 1954 and was organized by the local chamber of commerce. It celebrated the Western traditions with wide community support. Merchants encouraged their employees to dress in Western wear and the men were invited to enter the beard growing contest. There was a beauty pageant, carnival rides, a parade and often street dances. Local businesses and organizations entered floats in the parade and vied for prizes for the best float. Elementary and high school bands marched and the parade route was lined with local families enjoying the festivities. In 2005, the city of Avondale took over the event. However, the nationwide economic downturn of 2008 caused the event to be discontinued as a part of budget cuts by the city. Prior to the demise of the event, the Billy Moore Day's Parade was known as the longest-running parade in the state. The city's 70th anniversary seemed a great time to bring the event back.



The event is named for Billy Moore who settled on the banks of the Agua Fria River and operated a stage coach stop and a general store. He was postmaster and justice of the peace in the small town that was then called Coldwater.

Billy Moore Days kicked off on Friday, October 21, with the traditional Residents Appreciation night, their GAIN event. A newly developed Avondale Historic Timeline was on display in the lobby of the Sam Garcia Library. As is the custom for Resident's Appreciation Night, Avondale Police and Fire Departments displayed their equipment, had a meet and greet with the public and put on a K-9 demonstration. There were various activities and games for children of all ages.

Saturday's events started with the parade along Western Avenue from Litchfield Road to Fifth Avenue. Long time Avondale educator Belen Moreno served as Grand Marshall. Friday night and all day Saturday, the main stage featured musical groups and local dance groups. Of course the carnival rides that were the main attraction for the kids continued into Sunday.

A cursory glance at the smiles on the faces of the adults and children in attendance, told the organizers and all the volunteers who worked so hard to make it happen that they had been successful; all were having a great time!

We Seek Your Stories

As editor of this newsletter I would love to hear from you. We all have a story of growing up, military service or family history. I know you must be getting tired of my reminiscing! In fact, I hope you are so tired of it that it will motivate you to write your own.

Do you have a favorite camping area that you would like to tell us about? If you are an outdoors man, do you have a story about hunting or fishing? We would welcome an article about your favorite teacher, your first job or even the corner drug store and its soda fountain.

I encourage you to send me your story. I have an excellent proofreader that catches all my errors and will make sure your story is in good form, too. Don't be shy; send me your story, please! kskiko@cox.net

The Birth of Estrella Mountain Regional Park

A letter dated May 25, 1955, written by James L. King, tells so much about the beginnings of Estrella Park.

Mr. King had a chance meeting at First National Bank where bank officer, Mr. Japp, introduced him to Dennis McCarthy, Maricopa County Park Director. He realized this was a great opportunity to ask about the possibility of a park somewhere on the westside. Mr. McCarthy told Mr. King that Mr. Japp was the Chairman of the County Park Commission. He was at the right place at the right time! Both men told him that a park had to serve a need and had to have the community support.

As a result of this encounter, the first meeting was held on July 28, 1953, with twenty-five representative groups present. Mr. King acted as temporary chairman. An eleven man committee was elected made up of Hank Raymond, Paul Foster, Tony Schneider, Ernest Counter, P. Green, L. Wishert, Robert Schulke and a representative from Luke AFB and the Litchfield Naval Air Facility. Vera Pierce was the secretary.

On August 3, 1953, the Westside Park Commission met. Dennis McCarthy outlined the County's stand and program. A site was their first objective. Mr. King offered the site which is now known as Estrella Mountain Regional Park. At this meeting no other sites were offered. The next meeting, on August 10th, Mr. Japp, Mr. McCarthy and committee members were still not sure of a site. The meeting adjourned with the recommendation that the County Park Commission choose the site. The Commission chose the Estrella site and purchased 428 acres and leased another 400 acres. The first year's budget was \$9600, which was spent on a temporary bridge over the Gila River, a cement slab, ramada, fire place and tables.

Mr. McCarthy and Mr. King secured Caterpillar Tractor Company to build the roads in the park.

Approximately two and a half miles of road were graded by Caterpillar. The value of this donation of time and equipment was approximately \$25,000. Mr. Poe of Arizona Public Service was contacted and, after proper consideration, agreed to build a mile of power line for the park. The Maricopa County Highway Department built a half mile of new road and surfaced two miles of road, giving us an improved road from Highway 80 (MC 85) to the park.



The budget for the second year provided drinking water. A well was drilled and pump installed. County prison labor was used to trim trees and clean underbrush. The roads within the park were oiled to eliminate dust.

The Avondale Community Club was the first to complete a picnic area and improved it with Mr. Bond's supervision. The Fleet Reserve developed another area with tables, fireplaces and restrooms. The combined Goodyear and Avondale Chamber of Commerce developed a beautiful entrance to the park and provided a cement slab, fireplaces, tables, grass and landscaping. The Lions and Kiwanis clubs developed more picnic areas. The Madden family built similar improvements and donated them to the park. These contributions demonstrate community support and progress.

"Our plans for the future are more picnic areas, irrigation well to water grass and landscape, restrooms and park ranger. We hope to get Caterpillar Tractor back and build a lake in the Gila River which runs through the park. This would be about ¼ mile wide and ½ mile long. Also, to build a skyline road over our beautiful mountain range, build an airstrip for private planes to land, and add more parking areas. This work is in the planning stage and has a good chance of being completed within a year."

“I want to express my gratitude to the Board of Supervisors, Jim O’Neil, Jim Hart and County Manager Tom Sullivan, Bob Japp and his Park Commission, and Dennis McCarthy and his staff for the splendid cooperation and interest they have given to the formation of the Estrella Mountain Park.”

“Many thanks are in order on the local level as well. As Dennis McCarthy has said, “Progress would not have been possible for perhaps five years if it had not been for all those cooperating: Caterpillar Tractor Company, Arizona Public Service, Arizona Machinery, Goodyear Farms and Goodyear Aircraft, Naval Air Facility, Lions, Kiwanis, the Goodyear and Avondale C. of C., the Avondale Community Club and many other organizations in a lesser degree.”

“This could be one of the greatest parks in the state because it will be diversified in its type. We have the mountain range, flat and rolling ground with good soil for a city type park, and possible golf course, and a lake stocked with fish for the sportsman.”

“The surface has just been scratched.”

From this humble beginning Estrella Mountain Regional Park has grown to 19,840 acres. It has 65 acres of grass, multiple ramadas and picnic sites to accommodate either a family or a large group. It has lighted ball fields, an 18 hole golf course, a rodeo arena, miles of trails, a competitive track, a Nature Center and RV sites. This park is a real asset to our communities.

Need Your Help – Missing issues of the Wingfoot Clan & Billy Moore Days Programs

We are seeking your help. In our archives we have many interesting items. Some of them are issues of the Wingfoot Clan, a weekly newsletter from the Goodyear Aircraft/Aerospace in Goodyear. This newsletter, especially in the early issues during the war, contained a wealth of information. They told of employees that deployed to the war zone, weddings, new babies, production quotas met, information on gas rationing, carpooling, bus schedules and other factory news. They also had news from Southwest Cotton Company about promotions, awards and personnel issues. Perhaps my favorite part was the report of the monthly meeting of a group of people who were trying to turn a small housing development into a town with services such as milk delivery and other conveniences. This group over time came to name the new town, set its boundaries and develop the town’s first “Welcome to Goodyear” sign.

We have received copies of these newsletters from various sources but many we are missing. We ask that you check your homes to see if you have any old copies of this publication and consider donating them for the preservation of our history. Specifically we are missing newsletter from the years 1951, 1953-1955, 1961-1969, 1970-1975, and 1978-1980.

We also have an incomplete collection of the programs for Billy Moore Days. We are missing programs for the years of 1953-1958, 1960-1965, 1967-1973, 1976 & 1977, 1980, 1983 & 1984, 1988, 1994-1996, and 2002. Again, we ask that you check to see if you might have any of these missing Billy Moore Days Program and consider donating them to 3RHS to complete our collection and preserve them.

If you find any Wingfoot Clan issues or Billy Moore Days Programs, you can bring them to our meeting or call me for pickup. Sally Kiko 623-256-5892.

Early Visitors to the Grand Canyon

One never knows where the idea of a story will be discovered. This one is the result of finding a magazine entitled *Cañon Journal, Magazine of the Grand Canyon and the Colorado Plateau* at a yard sale!

The Grand Canyon is believed to have its beginning 17 million years ago. The canyon is a river valley that took erosion to the extreme. The rock layers of the canyon record the early geology of the North American continent. It is believed that the native peoples have lived in or near the canyon since about 500 CE.

Early explorers discovered the canyon while looking for something else. Francisco Vazquez de Coronado arrived in September 1540. James Ohio Pattie arrived in 1826. Edward Fitzgerald Beale, who was on an expedition to survey a wagon route, found the canyon in 1857. John Wesley Powell led an expedition to explore the canyon and was the first to use the term “grand canyon.” The Grand Canyon became a National Monument in 1909 and a National Park in 1919.

But how did early visitors get to the Canyon? In the late 1800, only those willing to endure long stage coach trips were able to take in this amazing site. Stage coaches were fairly primitive. They had no air conditioning and they lacked glass windows. The coach was cramped with passengers sharing a very small space. The roads were

merely ruts for the wooden wheels to follow. Clearly this was not a very comfortable way to travel. Once they got there, there were no accommodations.

In 1882, the first locomotive arrived in the small town of Flagstaff. The engine, powered by coal and wood fired steam, opened the way for travel to not only the Grand Canyon but other parts of the beautiful Southwest. The Atlantic and Pacific railroad allowed those that could afford the fare to travel in passable comfort to Flagstaff, Williams and Ashfork. From one of these towns travelers had to board stage coaches to reach the South Rim of the Canyon. In 1900, the Santa Fe Railroad and Grand Canyon Railroad took passengers from Williams to the South Rim.

The Santa Fe Railroad soon realized that in order to grow their tourist business they would have to build first class accommodations with electricity and running water. The Santa Fe Railway and the Fred Harvey Company soon had first class hotels not only at the Grand Canyon, but also in other stops such as Williams, Winslow and Santa Fe. The Fred Harvey Company managed these hotels with the highest standards providing quality food, lodging and service that attracted many travelers who wanted to be served by the legendary Harvey Girls.

The first automobile to reach the Grand Canyon arrived in 1910. By 1920, Model Ts became a common sight. Road conditions varied from challenging to miserable. Many of the "roads" were the same ruts that the stage coaches had used. Another problem was that the cars were built to be driven in the East where hills didn't amount to much. The steep inclines in the West created a real challenge. The carburetor was too far "uphill" from the gas tank, which meant that going uphill the gas didn't reach the carburetor. Many drivers improvised ways for a passenger to squirt gas into the carburetor, to allow uphill travel. An interest in auto camping followed and towns began to establish tourist camps that offered little more than clean water and a place to park. By 1937, Route 66 had been hard-surfaced clear through Arizona; that changed travel forever!

Wartime Telephone Service

Today it is rare to find a person over the age of 13 who doesn't have a cell phone, or a family that all members have their own phone. In some cases, cell phones have replaced land lines in our homes. So it is interesting to go back almost 60 years to see how times have changed.

In 1942, the War Production Board issued an order to limit home telephone installations throughout the country during WWII. The production of residential phones was curtailed for civilian use in order to provide for the increased production of military equipment.



High-time is about the best time a service man has to call home. There's a good point to remember when you feel the urge to make a long distance call between 7 and 10 P. M. If it isn't important, we hope you won't make it. Let the men in service have first call on the wire.

We moved to Goodyear in spring of 1945. My father worked at Goodyear Aircraft and my mother took a job at Liberty Elementary School as a substitute teacher. It was her job, which required a home phone, that allowed our family to have a home telephone!

Home phone service was different in those days. Almost all home phones were on party lines. This meant that two or more households shared the same line. This resulted in a variety of ring tones so that each family would know if the call was theirs. Ours was two short rings. This also meant that at any time during a conversation one of the other parties on the line could pick up their receiver and listen to your conversation. Most of us were polite and did not do that. Sometimes when you wanted to make a call, you'd pick up the receiver to find that another party was on the line; you'd have to wait to place your call. AND, just imagine, there was no voice mail or texting. If the line was busy, or the party you called was not home, you had to call back later. Believe it or not, communication worked out just fine!

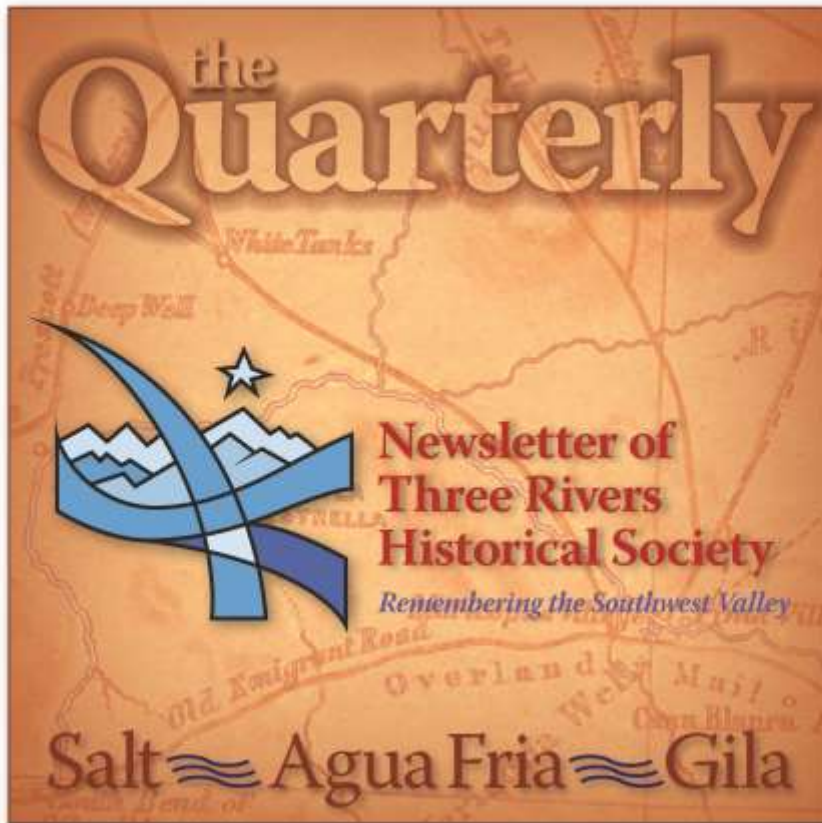
I came across a list of 1959 home phone service prices:

Private line	\$4.40 per month
Two Party	3.80 per month
Four party	3.25 per month.

Only the wealthy and very important would have splurged for a private line!

Since not all homes had phones during the war, it was not unusual for neighbors to ask to list your number as their contact information. The Goodyear Postmistress lived across the street from us and used our phone number. When she received a call, one of us would run over to her house to get her for the call. It was also neighborly to allow neighbors to use your phone for outgoing calls. Even more neighborly was to keep all your conversations short so that all on the party line would have access.

Do you suppose that Alexander Graham Bell ever envisioned how important his invention would be or how they would evolve over the years?



Yes, I want to join Three Rivers Historical Society!

- | | |
|---|--|
| <input type="checkbox"/> Student \$5* | <input type="checkbox"/> Single \$15* |
| <input type="checkbox"/> Family \$25* | <input type="checkbox"/> Business/Professional \$45* |
| <input type="checkbox"/> Contributor \$100* | <input type="checkbox"/> Benefactor \$250* |
| <input type="checkbox"/> Lifetime \$500 | * <i>Yearly Fee</i> |

Join _____ Renew _____ Call me to volunteer _____

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Check enclosed in the amount of \$ _____

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Make out your check and mail to:

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

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3RHS Meetings

We meet on the third Tuesday of each month at 3pm, at Goodyear Library, 14455 W. Van Buren, 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

