

There will be no meeting in August. The 3420 Birthday Party will be hosted by Patricia Kiddney on August 23, Contact her at [PKiddney@aol.com](mailto:PKiddney@aol.com) for details.

## Special points of interest:

- Sunset Route
- Chapter News
- Streetcar News



## Along the Sunset Route

### Part 2

*Written in 1922, author(s) unknown, from the archives of the Southwest Chapter, not edited for spelling or grammar.*

**Longfellow:** Said to have been named in honor of the poet, Henry W. Longfellow. This is a water station for trains; water supply is obtained from deep wells- one of which reaches a depth of 2,000 feet; and pumped into a storage tank. Water service employees who have been here a long time say that, in drilling this deep well, the drills passed through a vein of silver ore at some depth from the surface. Water is a problem in this vicinity - and, a few years ago, about five miles west, on the south side of the right of way a quarter mile, a dam was laid across a creek for purpose of establishing a reserve supply of water - but, the reservoir did not retain the water - supposedly lost through fissures in the rocky underground.

**Maxon:** Named for Lt. Thomas Maxon - of the U.S. Army, who, in 1871, while on patrol with the troops, discovered the springs at this point, and the soldiers named it in his honor. It is 548 miles west of Houston, elevation 3,546 ft. In 1900, a passenger train was wrecked at a curve near this station, "Maxon Curve." The locomotive failed to make the curve and continued at length straight ahead into the country, the entire train (with the exception of the business car on the end, occupied by Mr. Ryan and party, which remained on the rails breaking the coupling from the other part of the train) followed the engine over the side of the roadbed, turned turtle, and every coach, being of wood construction, burned. There were a large number of immigrants on the train en route to California, and it was never determined how many people met death in this wreck. This curve is more commonly known among the employees as "Mast Curve" - Engineer Al G. Mast was engineer of the train and died with his engine. Conductor W.M. Stockwell was the conductor in charge - and lived in El Paso after leaving railroad service - born in 1854 and died at the age of 91. Jon L. Power, SP instrument man in the Engineering Department was on this train- Mr. Power is at present with the water service department on the division with headquarters at El Paso who estimated that some 40 to 50 immigrants died in the wreckage.

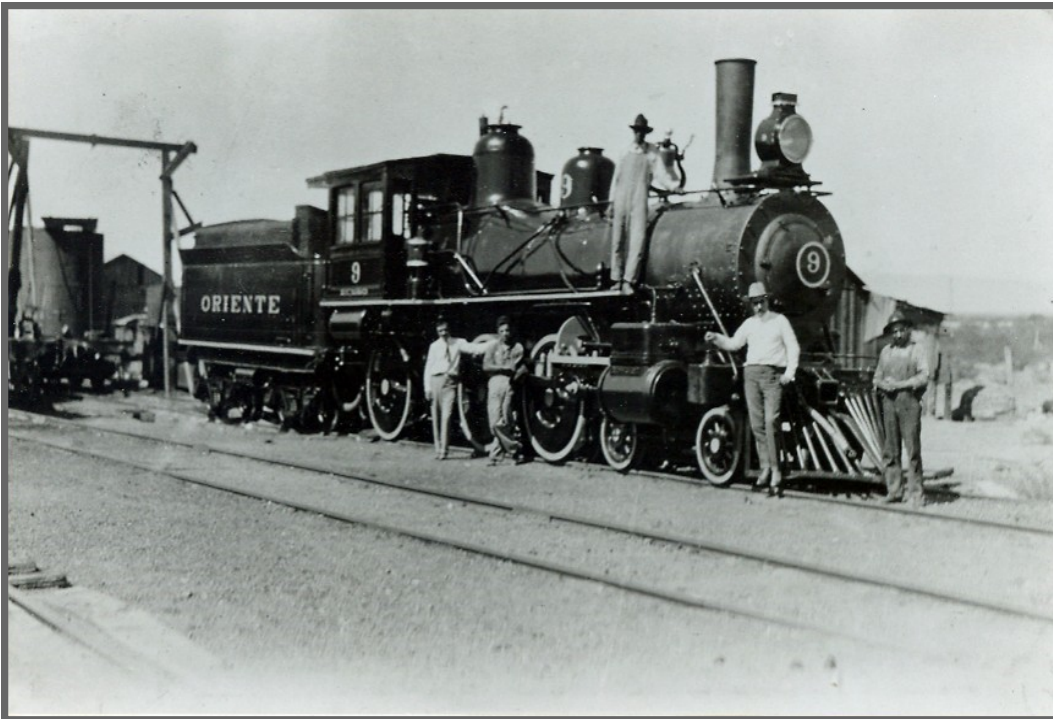


More about Sanderson, Texas

*Sanderson depot about 1910*

Tradition names this station in honor of a track foreman with the road-building gangs. The first house built in Sanderson is said to have been occupied by the Chinese who established a restaurant, and served railroad men in the gangs laying the road through there, and later to train and engine crews working out of

there as a terminal. It is said that when a customer called for apple pie, the Chinese would serve what he had, mattered not whether it was apple or not, and the men were aware of this. Sanderson was made a freight terminal shortly after the railroad opened when roundhouse facilities were provided. In those days, the fuel for the locomotives was coal. In the 1880's, it is said that Sanderson was a telegraph relay point and that one of the operators working there was J.A. Vaghauer (sp?), having been transferred from the general offices in San Francisco. Population was about 3,000 and 536 miles west of Houston.



This view of handsome ten-wheeler No. 9 on the Oriente (KCM&O) was probably taken in Mexico, hence the spelling. The Orient built Ojinaga to Chihuahua before being taken over by the Chihuahua al Pacifico. (photographer unknown.)

Editors Note: From Legends of Texas, we have the following:

*Along with the many other railroad towns of the area, Sanderson began with the construction of the Galveston, Harrisburg, & San Antonio Railroad. In 1881, railroad surveyors reached the site of present day Sanderson. At that time, the area had very few residents with the exception of a few early sheep ranchers. The site was first called Strobridge after James H. Strobridge, president of the transcontinental railroad construction company. The site was originally planned to be the midway point where the rail building efforts from San Antonio and El Paso would join. However, work fell behind in the canyon country east of present-day Sanderson and the silver spike was driven far to the east near Shumla, Texas.*



### Katy in Oklahoma's Capital City

This postcard image of the M-K-T depot in Oklahoma City shows the facilities at the end of the Parsons, Kansas to Oklahoma City branch. The joint Rock Island/Frisco station on their east/west lines south of downtown was the closest thing to a union depot. Santa Fe had its elevated station on the eastern edge of downtown and the Katy depot was hidden in a commercial/warehouse district, hence my cousin's difficulties in meeting my train when I

rode from Cushing, Oklahoma to OKC in the early fifties. In those days, there was only one passenger train a day from Parsons to Oklahoma City. When I rode it, the consist was diesel power, one baggage-RPO and one coach (non-air conditioned.) The train, upon approaching the depot, wyed, then backed in. That was when Katy kept its passenger equipment shiny and sparkling clean, whether it was this branchline train or the *Texas Special*. You have to love that red crest attached to baggage cars and often to tenders. Not having my Brownie camera with me, I do not recall the type of power. Katy's last four GP-7s, delivered in 1952 were boiler-equipped for occasional passenger service. There were also four boiler equipped Fairbanks-Morse HS-16-44 units delivered in 1951, as well as two Alco road-switchers which also were boiler-equipped.

References: (1) *Katy Southwest*, John McCall & Frank Schultz III, Kachina Press 1985. (2) *Katy Power, Locomotives & Trains of the M-K-T, 1912-1985*, Joe Collias & Raymond George, Jr. MM Books, 1986.

*Speaking of Oklahoma City, here is Oklahoma Railways No. 151 at Classen & 49th Streets on July 29, 1941. No. 151 is an ex-Rockford, Illinois 300 series.*





Southwest Chapter  
 Railway & Locomotive Historical Society

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#### MUSEUM NEWS:

**STREETCAR DEVELOPMENT PLAN:** The El Paso Development Plan was approved by the City Council on July 22. The project will be a total of \$102 million, with \$ 97M from the Texas Dept. of Transportation. It is very beneficial to the community because it requires less than 5% investment by the City. The Community owes a debt of gratitude to Ted Haughton, Chairman of the TxDoT Commission for his guarantee of the funding. The majority of City Representatives saw this funding as "Phase 1" of future line development.

**MAGOFFIN AVENUE LINE:** The Paso del Norte Streetcar Preservation Society has advocated that the line go east on Magoffin Ave. and the 1910 Streetcar Barn be used as a service facility. That would allow tourists to ride through the Historic District and visit the Magoffin Home State Historic Site. The visionary City Representatives see "Phase 2" as an extension of the line down Alameda to the Medical Center. Use of the Car Barn would support Phase 2. That would take tourists to the Chamizal, Zoo, and Colliseum. They See "Phase 3" crossing the international bridges to Juarez, advocated by Master Planner Nestor Valencia. A visionary City Council may be receptive to the installation and exhibition of more historic rail equipment in the future.

**SCHOOL TOURS:** Museum staff meets school groups at the Locomotive No.1 site. The staff provides a tour and orientation to the locomotive operations; walks to the Trainway and discusses track safety; and walks to the Union Station for a tour and orientation to station operations.

**STREETCAR ARCHIVES:** Sun Metro has completed its move from the Union Station. The Museum Staff, Richard Worthington, Woody Bare, and Prince McKenzie organized a move of the most important Streetcar Archives from the Station to the Museum Operations Center at the Alamo Facility. The Archives had been stored for many years at the Station for the Paso del Norte Streetcar Preservation Society. The move would not have been possible without the logistical support of Michelle and Lieutenant Chacakis and four soldiers from Ft. Bliss Signal Battalion.

**OPERATION LIFESAVER:** Woody Bare has requested and received donations of rail safety educational materials from the Union Pacific and B N S F Railroads. Prince McKenzie scheduled events at the "Health & Safety Programs" of Sunland Park and Cielo Vista Malls. Angela Amperan, Woody Bare, Michelle and Cris Chacakis and Prince McKenzie passed out "Operation Lifesaver" materials and Amtrak hats to families. They participated in the mall health and safety programs.