

Three Rivers Debuts New Display

Three Rivers Historical Society had a whole new look at the Veteran's Day event at Goodyear Ballpark. Having recently purchased portable display equipment, they were ready to show off their great photos of Litchfield Naval Air Facility, Luke AFB and Goodyear's defense industry, Goodyear Aircraft/Aerospace.



Many veterans and dignitaries stopped by, including Goodyear's Mayor Lord and her husband, Ron, retired from the Air Force. Bobby Freeman, the Arizona Diamondback's organist pointed out the aircraft his son worked on as fuel

maintenance and loading tech. They plan to expand the display with more historic photos at future events. Pictured are 3RHS board members showing off the new displays.

Do You Remember?

That Riley's, a segregated bar, had two entrances one for whites, one for blacks. When Bill Bedoya managed the pool hall. Shopping for gym clothes at Saba's. Going to the Post Office before home delivery. Stopping at Slim's (either location) and they checked your oil and washed your windshield, put air in your tires and sold you gas, all with a friendly smile.

The sheep in winter pasture in the fields along Litchfield Road. The palm, cottonwood and sour orange trees that lined Litchfield Road. The flood in 1951. Swimming at Greenleaf pool. Riding bikes or walking everywhere you had to go. Making your own fun and games...there was no Little League, Pop Warner, YMCA. The Grand Opening of the Bayless Shopping Center with AIR CONDITIONING! Trying to decide which high school to attend, Tolleson or Litchfield High.

Barry Goldwater's Military Service

Barry Morris Goldwater realized his dream of flying when he gained his pilot license in 1930 at the age of 21. He would continue flying for many years, serving his country in many ways and contributing to the success of both Luke AFB and the advanced flying school at Yuma Army Air Field. He was born in Phoenix, Arizona Territory, on January 2, 1909. His family owned the Goldwater Mercantile business that became the upscale department stores known as "Goldwater's." They were anchors at all the best shopping malls.

When WWII erupted in Europe, Goldwater was a first lieutenant in the Army Reserves. When Luke Army Air Corp base opened, he visited the new field. The base commander learned that Goldwater was a reserve officer; he quickly signed him up for a one year tour of duty. He reported to Luke in August, 1941, but discovered that his vision and age disqualified him from pilot training. He became Luke's public relations officer. Soon after the attack on Pearl Harbor, Goldwater oversaw the development of the advanced flying school at Yuma, where he earned his wings.

A transfer to the air transport command in 1943 gave him the opportunity to ferry warplanes and supplies to overseas war zones. Goldwater experienced his most famous war duty when as operations officer of the 27th Ferry Squadron, he volunteered to participate in the first and only attempt to ferry fighter planes to Europe. Using P-47 Thunderbolts with extra fuel tanks he and nine pilots flew from New York to Newfoundland, then to Iceland, and finally to Scotland. This earned him the Air Medal. He later became chief pilot of the "Fireball" route, flying from Miami to Brazil, across the Atlantic to Africa and then into India. He was known to give a free ride to the United States to war-weary servicemen waiting months to ship home. At the conclusion of the war, Goldwater left the service as a lieutenant colonel with four and a half years of active duty.

As a civilian he returned to management of Goldwater's Department Stores. He continued to fly, forming a flying club for store employees. During the "Big Snow" of 1947 he helped airlift food and medicine to Hopi Indians marooned by heavy snow in northern Arizona.

Arizona's governor requested that Goldwater assist in establishing an Arizona Air National Guard. This resulted in the 197th Fighter Squadron. In 1953, he was assigned to the Air Force Reserves as a part of the Continental Air Command's Fourth Air Force with a "top secret" clearance. He attended the Senior Officers' Jet Aircraft Instrument School and participated in a simulated SAC war mission by making a 16 hour flight in a B-47 bomber that included fighter attacks, radar bomb runs and in-flight refueling.

Goldwater received an assignment in 1955 as a ready reservist to Air Defense Command Headquarters. He transferred to the office of the Director of Legislative Liaison at Air Force Headquarters. He traveled to Germany and Austria to study military air transport system's overseas operation. Goldwater became a graduate of the Air War College.

While a senator, Goldwater was promoted to brigadier general in the Air Force Reserves. He piloted U-2 reconnaissance planes to 50,000 feet and made an extensive inspection of the defense early warning line of radar alert stations stretched along the Arctic Circle by flying all the way from Greenland over the North Pole to Alaska.

Among his hobbies, Goldwater was an amateur radio operator and often patched calls from servicemen in Vietnam to their families in Arizona using his amateur radio. He is more famous for another hobby, photography. He published a book of his photography entitled "Arizona Portraits" and was a frequent contributor to "Arizona Highways" magazine.

Goldwater's political career was extensive. He was first elected to his senate seat in 1952, a rare success in a predominantly Democratic constituency. He served as Arizona's senator until he left the Senate in 1964 to run for president. He won the Republican primary, running against Nelson Rockefeller, but lost the general election to Lyndon B. Johnson. He returned to the Senate in 1968 and remained in office until his retirement in 1987. He returned to his beloved Arizona, residing in Paradise Valley. He suffered a massive stroke in 1996 and died on May 29, 1998.



Floods in the SW Valley

Arizona and the Southwest Valley have a long history of flooding. Our local rivers, the Salt, Gila and Agua Fria, historically were either at flood stage or dry depending on the precipitation and mountain run off. Even after multiple dams were built and flood control measures taken we still experience flooding. The desert that surrounds us is sandy and doesn't soak up rain easily, so it runs off and flows down normally dry washes. Over the years the impact of local floods has changed as the population has grown.

In 1891, the Phoenix area experienced a major flood that had the Salt River three miles wide in places. It destroyed the railroad bridge between Tempe and Phoenix; it took three months to restore. It is considered the largest recorded flood, but damage was limited because of the few inhabitants.

The Labor Day flood in 1970 was the result of Tropical Storm Norma. The heaviest rains fell in the mountains, causing creeks to surge. Twenty-three people lost their lives, mostly campers along the Tonto and Christopher Creeks.

The spring of 1978 brought heavy rain that turned the Salt River into a raging torrent. Five bridges were damaged causing massive traffic problems. Flooding damaged 2,000 feet of the east end of the runway at Sky Harbor.

Locally, the flood of 1951 was the most damaging. A summer of heavy rains caused water to flow heavily from the Trilby Wash, northwest of the West Valley, and the east slope of the White Tank Mountains. Flood control projects at that time were inadequate for the amount of rain. Local farmers had cultivated nearly all the land allowing floodwaters to spread out in sheet flow because of the flat terrain. Luke AFB, Litchfield Naval Facility and Goodyear Aircraft incurred extensive damage. Farm land and farm equipment west of the Agua Fria was affected. Goodyear City Hall and many homes were flooded. On a personal note, as the seventh home on Buena Vista east of Litchfield Road, all the homes west of us experienced flooding. The water lapped at our door sill, but we were spared. I must confess that as a youngster it seemed like a great adventure.

In 1980, the Phoenix area again experienced heavy flooding. Hard hit were rural communities along the Salt and Gila Rivers in the West Valley. The flooding damaged many bridges and caused huge issues for commuters trying to get to work. At the height of the storm, the only bridges open crossing the Agua Fria River were at Indian School, Glendale Ave., and State Route 85. However SR 85 was closed south of Buckeye due to flooding in that area. The only bridges across the Salt River that were usable were the I-10 Bridge, the Mill Avenue and the Central Avenue Bridge. City of Phoenix encouraged employers to stagger work hours to accommodate the limited traffic lanes across the rivers. City bus routes were changed to address the increased need.

The bridge crossing of the Agua Fria River in Avondale has had an interesting history. The first bridge across the river was on the north side of the railway bridge. That bridge was lost in a flood and a new bridge was constructed south of the RR Bridge in 1929. A two lane bridge, it carried one lane of traffic each way. As the West

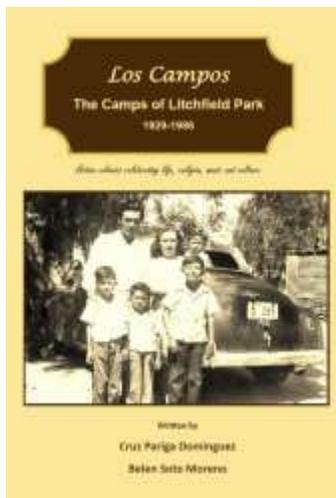
Valley grew, the increase in traffic was handled by paving a road through the river bottom on the south side of the bridge providing two lanes for east bound traffic. The bridge then could handle two lanes going west. This worked fine unless we had water in the Agua Fria River, which occurred from time to time. When there was water, the bridge went back to two way traffic until the water receded. Finally, in the early 1970's the current bridge was constructed.

In the earlier days of the Southwest Valley, it was easier to cope with the flooding issues. While many early residents worked in Phoenix, it wasn't the thousands of cars commuting each day that we have now. We may have had only one bridge across the Agua Fria, but we could make it work. As the population increased, more families populated the home developments on the fringes of Phoenix increasing the number of commuters. As the city expanded outward, more bridges were needed to cross the rivers. A devastating flood could damage enough bridges to severely hamper our ability to get to and from work. People who lived in the Avondale/Goodyear area and worked in Tempe had to cross at least two rivers. If either of those bridges were closed, they and thousands of other commuters scrambled to find alternative routes.

Maricopa County Flood Control continues to work on flooding issues. It seems there are never enough funds available.

Sally Kiko

“Los Campos” Book Now Available



We are very pleased to announce that the book “Los Campos,” written by Cruz Dominguez and Belen Moreno, is now available at the Litchfield Park Historical Society Museum. The book introduces the reader to the families of the five main camps of Goodyear Farms and the important work done by the camp residents. The book is a treasure, telling the story of the families of the camps, their jobs, their celebrations, schools and military service with both word and photographs.

A book signing was held at the Litchfield Park Historical Society Museum on October 22, and was attended by more than 300 people. Both Cruz and Belen grew up in the camps and fondly remember not only the hard work but the close knit communities of each camp. As the book states, “We were never alone or allowed to go hungry because everyone cared for each other.”

Advice from an Old Farmer

Timing has a lot to do with the outcome of a rain dance.

If you find yourself in a hole, the first thing to do is to stop digging.

Always drink upstream from the herd.

Don't interfere with somethin' that ain't bothering you none.

Live simply. Love generously. Care deeply. Speak kindly. Leave the rest to God!

Correction

The oil distributor at Dysart and the railroad near Riley's bar was Standard Oil owned by Henry Brooks. Joe Holly's business was on Central Ave. and the railroad tracks just east of the Litchfield Depot. Thanks to Rick Kitchen for catching the error in the story about City of Avondale street names.

MESSAGE FROM THE BOARD

First, your Board of Directors would like to thank you for your membership. We sincerely appreciate your interest in preserving the history of our area.

History is very perishable. Events that have happened even in the last few years are history, yet much exists solely in our memories. For instance, today's highschoolers have no idea that much of I-10 through Phoenix didn't exist until 1990.

Many individuals have helped author books and papers describing our early years, including our own Sally Kiko who co-authored "Images of America: Goodyear", and has provided rich and beautiful prose for our quarterly newsletter. We need to respect her contribution and others who have also participated in the chronicles of our area.

Your Board, with the help of several other community members, has undertaken some initiatives to insure that not only does our early history survive and become a part of this and future generations, but also to capture today's current events that become tomorrow's history.

With this in mind, your Board needs help in several areas of our continuing efforts. These are voluntary committee positions, not full-time jobs!

ARCHIVING

Developing a comprehensive policy for both tangible objects (we store a lot of items, pictures, and the like), and intangibles such as film and digital presentations. This committee would structure how we accept, retain, and dispose of such items. Contact Peggy Jones JonorJon@cox.net or Sally Kiko KSKiko@Cox.net

FINANCIAL

This committee will oversee development of the budget, ensure accurate tracking, monitoring, and accountability for funds, ensure adequate financial controls, and assists the Treasurer with policy matters. Contact Betty Lynch Cats01@cox.net or Mark Pelletier Diego689@cox.net

TECHNOLOGY

This committee will guide development of various service delivery mechanisms, include use of cloud technology and development of social media systems. Contact Mark Pelletier Diego689@cox.net

EDUCATION

This committee will develop service programs to deliver the organization's message throughout the community in accordance with a developing marketing plan. This committee's aim is to present the organization's primary mission, the results of our gathering and recording. Contact 3RHSPresident@gmail.com

MARKETING

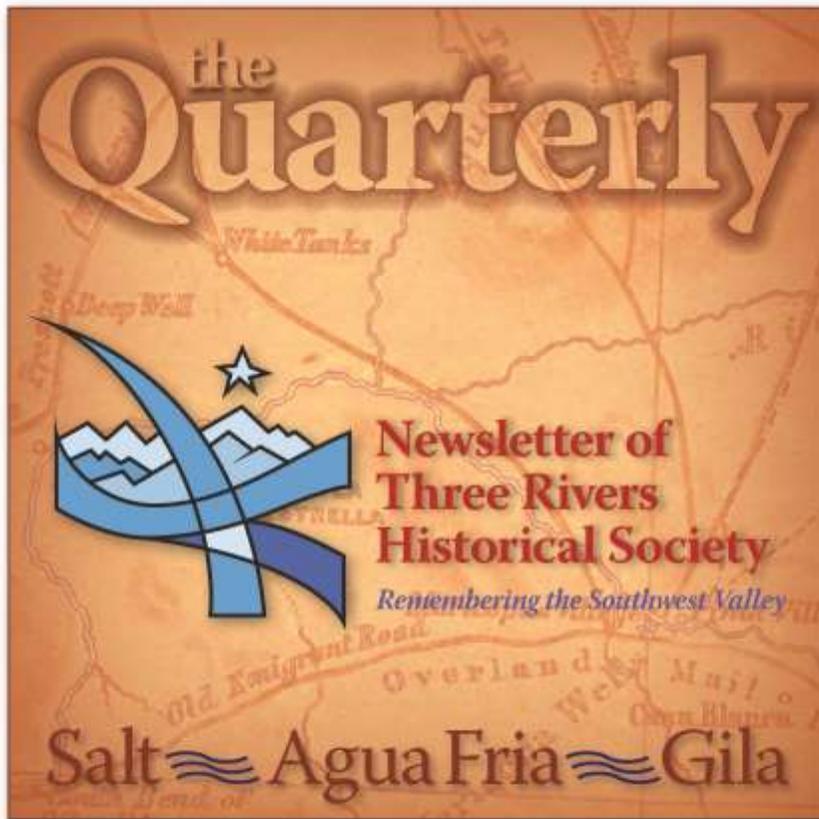
This committee will oversee development of the organization's marketing plan, including identifying our service area, assessing the area's needs, suggesting ways to meet those needs, and to advise other committees on how to promote and sell the programs. Contact Laura.Kaino@gmail.com

PROGRAM

An important part of our current efforts include our monthly programs designed to provide a forum for interesting and informative presentations by knowledgeable folks. This committee will assist the Board with locating and developing and securing those presenters. Contact Laura.Kaino@gmail.com

EVENT PLANNING AND LOGISTICS

Your Board believes that the organization should be actively involved in community events, and will seek to represent the organization in every way possible. Toward that end, we would like to appear at most community events, such as Billy Moore Days, the Goodyear Fall Festival, and other events that seek to bring our communities together. Contact 3RHSPresident@gmail.com



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 | * 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

David Meese, President

Mark Pelletier, 1st V.P., Assistant Treasurer

Laura Kaino, 2nd V.P.

Sally Kiko, Secretary

Betty Lynch, Treasurer

Board Members

*Joann Gongaware, Diane Fekete, Wendy Neely, Al Field,
David Meese*

The Quarterly

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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

