

Power From The Past

Fall 2023 Newsletter EDGTA Branch 240
Editor Rose Tidwell

Power From the Past
PO Box 18438
Tucson, AZ 85731
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2023 Events

JANUARY

2 Monthly Meeting
21-22 Welton Show (17-23)

FEBURARY

6 Monthly Meeting
11 AEDGE&TA Glendale Show
11 Cruise BBQ & Blues show Oro Valley Oro Valley Marketplace
25 Culver's Tucson East Broadway

MARCH

3-5 Club Social Drew Harrison's Farm
Hayes
6 Monthly Meeting
11 Chuckwagon Event Sam Hughes School
10-12 EDGE&TA Apache Junction Show
18 Marana Founder's Day Par. and disp. Marana

APRRL

1 Chevy Showdown at Desert Diamond Sahuarita, Az.
3 Monthly Meeting
15 Oracle Oaks Festival Oracle, Az.
Dwyer
21 Kellond Elementary Sock Hop Tucson, Az.
22 Rodders at PCC PCC DT Campus
Hoyte/Perkins

MAY

6 Annual Meeting El Camino Baptist Church

JUNE

5 Monthly Meeting
9/10 Willcox Ranching Festival Willcox

JULY

3 Monthly Meeting (canceled)
4 Benson Parade Benson, Az.
22 St. David Pioneer Days St. David School
29 Mustang Mtn. Church Whetstone

AUGUST

7 Monthly Meeting

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2023 Events continued

SEPTEMBER

4	Monthly Meeting	
9	Prickly Pear Jamboree	Vail Preservation Soc
15-17	Santa Cruz County Fair	Sonoita, Az.

OCTOBER

2	Monthly Meeting	
14	Marana Fall Festival	TBD
20-22	Helldorado Days	Tombstone, Az.

NOVEMBER

6	Monthly Meeting	
	Memorial Engine Show	TBD

DECEMBER

2	Christmas Dinner/Meeting	TBD
2	Benson Christmas Parade	TBD
9	Huachuca City Christmas Parade	Huachuca City, AZ



Wilcox Pioneer Days 2023

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Celebrations

Thanks to our care
person, Ruth Perkins



Jerry Alexander
Deanna Kastens
Leroy Welch
Madalyn Day
Bob Brobeck

September

Mark & J oyce Bott
Allen & Donna Goodman

Lance Amatulli
Frank Bessler
John Davenport
Donna Goodman
Ruth Perkins

October

John & Jamie Davenport
Gregory & Mary Sue
Skaggs

Tammy Christie
Gail Clark
Pat Dwyer
Sharon Fieber
Dave Gold
Sandy Gold
Cheri Rasmussen

November

Paul & Carole Rousseau
Tim & Samantha S. Kundrat
Charlie Bub & Rose Tidwell

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Summers End

It was a summer filled with record setting high temperatures often in the forecast. And from what I have heard there were many miles travelled by members heading to family reunions, adventures and several tractor and engine displays. For us it was a visit to Illinois to see family and attend the Thresherman's. And the highlight for Charlie was being one of a crew of 7 to ride atop the 14 bottom plow and lower the shanks riding behind a Case steam tractor. This made his day.

Hope you have all recovered and made any needed repairs.

But we also kept busy with club events. We saw our space at the Willcox Ranching festival shrink from previous years, with just enough room for one good sized engine and a tractor. But we were able to catch up with some of our

Willcox club members that came out for the show.

We put on a good show for Benson with lots of tractors at their 4th of July parade and were awarded first place by the organizers! The parade moved along at a pretty slow pace but sometimes the Allis Chalmers G I was on wasn't moving at all. It died on me several times but would usually start right back up to cheers from the crowd only to die on me again a block away with more cheers as I got it going again. Just wasn't getting a steady gas supply. But we got it loaded up and headed to Bucky and Tara Stevens place for burgers, hot dogs, and an ice cream treat along with a potluck of goodies. Thanks so much to them for sharing their beautiful home with us. And so much to see! Has anyone seen it all?

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St. David July 2023

Next up some of you (12 to be precise) enjoyed a tour of Riverview Dairy's Coronado facility in the Kansas settlement area near Wilcox.



Dairy Tour

They enjoyed the tour with their guide Maria from an air-conditioned shuttle learning all about the dairy. Everyone gathered afterwards for a tasty lunch at Sandy's Cafe in Pearce. If you missed it, no worries, there is talk of planning another tour in the future.

We had a very good showing in the Pioneer days parade in St. David and afterwards we set up our display under some nice shade trees. With the heat of the day the crowd seemed smaller than I remember from last year, but still we had a long line of kids patiently waiting to make ropes.

We were not so blessed with a crowd at the Mustang Mountain Cowboy Church, the last event on our summer calendar. Even with the ice cream churning we couldn't draw them in on that very warm day. As a consolation

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prize Greg and Zane made a pizza run as even the food vendor cancelled for the day.

And thanks to the boys (Allen Goodman, Fred Bennett and Jim Fieber) the Whetstone dog park was recently plowed with encouragement from Greg Skaggs.

Thanks to everyone that made these events a success. And a big THANK YOU to Mel and Ruth for getting the trailer to our events for the past year! And for all the ropes they have made.

There are several events coming up this fall, check the schedule for opportunities to help out. It would be great to see some new faces serve up ice cream and making ropes especially for the three days of the Santa Cruz County Fair coming up September 15-17.

We may be adding a new event to our schedule if we join the Cowboy Festival at Empire Ranch, Nov, 4&5. But before another record-breaking summer comes along does anyone have a recommendation for an air-conditioned seat for my tractor?

By Rose Tidwell

Volunteers Needed!!!

- ✓ Help get the club trailer to events
- ✓ Serve up some ice cream
- ✓ Make some rope
- ✓ Host an event

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Western Engine No. 6345



Western Engine

When the Western engine is at one of our shows it's hard to miss. It's big and it's a bright shiny red. After it gets started it settles into the quiet soothing rhythm of a hit and miss engine.

We officially received our Western Engine No. 6345 at 5 p.m. on April 16, 2005, during the Pima County Fair where we once had a home at the fairgrounds. It had been one of two engines in the estate of John Edward Fornes (1930-1991) of Buckeye, AZ. His widow Patricia and one of his

sons, Jeffrey (who worked at drilling wells and as a welder) sought out the help of Redd Stanberry to find new homes for the two engines. Redd, a member of the Phoenix group, and a former member of our group arranged for each club to receive an engine. On that day in 2005 No. 6345 was not operational, but our group worked together to bring it back to life.

According to the Fornes family, John had purchased it from Walter Hegi (1900-1993) also from Buckeye. Information I found on the web shows a Walter Richard (W.R.) Hegi as the 3rd son of six born to Robert and Fanny Hegi and information suggests they were dairy farmers. The Fornes were told that the Hegi family purchased No. 6345 in 1916 for use on the first irrigation well in the agricultural community of Buckeye Valley. I also found the

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name Robert Hegi (Walter's father) in an AZ Supreme Court case in 1925 that led to the development of the Roosevelt Canal District near Buckeye (Robert Hegi et. al. v Carrick & Mangham Agua Fria Lands &



Western Engine

Irrigation Co. Nov 6, 1925. For W.R.(Walter) Hegi I found records he received just over \$5,000.00 from Agricultural Stabilization and Conservation Services for several years in the 1960s as well as being a founding member of the friends of the Buckeye library.

The Buckeye Canal system had the first 10 miles of irrigation canal built between 1884-1886 by transplants from Ohio. The water came from the Gila River and its tributary the Hassayampa, but research shows an extensive network of canals had been developed by the Hohokam along both the Gila and the Salt River between A.D. 600 and 900 (a very long time ago.)

The engine was delivered to the Buckeye area by a team of horses after a two-day journey from Phoenix where it had arrived by train.

The 2010 census has the city of Buckeye with a population of over 50,000. By 2020 that number was over 90,000 making it the fastest growing city in the U.S. for several years during that time. In 1910 there were only 684 people in this growing agricultural area. Also in

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1910 the first rail line came to Buckeye, 1911 the first automobile, in 1915 a state highway and in 1916 Western Engine No. 6345.



Western Engine

So back in 2005 the club started making plans to get 6345 up and running again. Member Darrell Dwyer took charge of the project and they located a Western Engine collector in California that had the spare parts we needed. But sometime that year while the engine was parked at the fairgrounds awaiting these parts the brass connecting rod went missing. Former member Curtis

Dupee had a machine shop in the Mescal area at the time and work was started there to duplicate the part. He inputted the numbers into the CNC milling machine and lathe. From there member Jim Blair took over the babbitting part. As Curtis remembers it 'was a bit big on the back side and we had to mill it down to fit because it would hit the bed casting on what would be 'bottom dead center.' During this time Curtis also engraved the sign we still use today, indicating it was built in 1916 when the Hegi family first received it.

Member Mel Perkins then gave it a steam cleaning and former member Marvin Meeks helped paint it.

Another need for any engine of that size is for a starting engine. Member Larry Kastens gifted a 1929 4-cylinder Model A engine

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for this purpose with a conversion kit to utilize 2 cylinders as an air compressor for turning the fly wheels. Member Jim White cleaned up and inspected this engine for the club determining it was in good shape after he cleaned out some dead lizards.

The club celebrated their success at bringing the engine back to life on April 22, 2006 during the fair that year and displayed it with its signage declaring it to be from 1916.

But later in 2010 member Larry Kastens contacted Mike Tyler of Ridgecrest, CA an avid Western Engine historian. Western Engine company, previously Western Iron Works of Los Angeles, CA goes back to 1887. The company often serviced and tested their engines over the years keeping records of their work referred to as factory service cards. And Mike Tyler has

copies of these service records. He was able to tell us that the first record for our engine is from 10-08-1913 when it was sold to the Yuba Leasing and Development Company of Pioche, Nevada.



Pioche Mine

The next record is for 08-04-1915 at which time it belonged to the Prince Consolidated Mining Company of Pioche, NV. Records show it tested at 58.75 HP, at 235 RPM's with an 11.25 x 20 inch bore.

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From the Pioche, Nevada Wikipedia page silver had been discovered in Pioche, NV in 1863, but the constant threat from the local Native American tribes kept any real mining from taking place. By 1868 efforts to secure the area were successful and mining commenced there with a passion. But by 1871-72 claim jumpers and hired guns were the threat. That year Pioche became a vital silver mining area with the population growing to just over 6000 and they were leading the state with their murder rate. One young gunslinger in town was David Neagle who later would replace an injured Virgil Earp as Marshal in Tombstone in 1882.

As things settled down in Pioche smaller mines were merging, leaving fewer to dominate. One was the Prince Consolidated Mining Co., an underground mine at an elevation of 5,856 feet. The

mine was quite active during the 1913-1915 era when No. 6345 would have been there. In 1913 they laid rail lines for transporting their ore to the Pioche Consolidated Mill.



Aerial Tram

In the late 1920s an aerial tramway was added for moving the ore with some still in place today. Mining around Pioche consisted of one 'bonanza' silver rich vein with manganese and lead that was mined first and a high-grade lead-zinc-silver ore that wasn't mined heavily until the 1920s. No significant mining takes place

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today and the population has dwindled to 933 according to the 2020 census.



This article was possible thanks to Larry Kastens for the club memories and for all the information available on the internet. Rose Tidwell

Western Engine

Today thanks to President Greg Skaggs the Western Engine is sporting a fresh coat of 'Farmall' red with some black trim, and new oil and fuel lines were installed, and Jim Blair is working to get us a more fitting radiator. There are many in the club that have helped with the care of Western Engine No. 6345 over the years, and often Seth Hoyte gets it to our events. Thanks to you all.