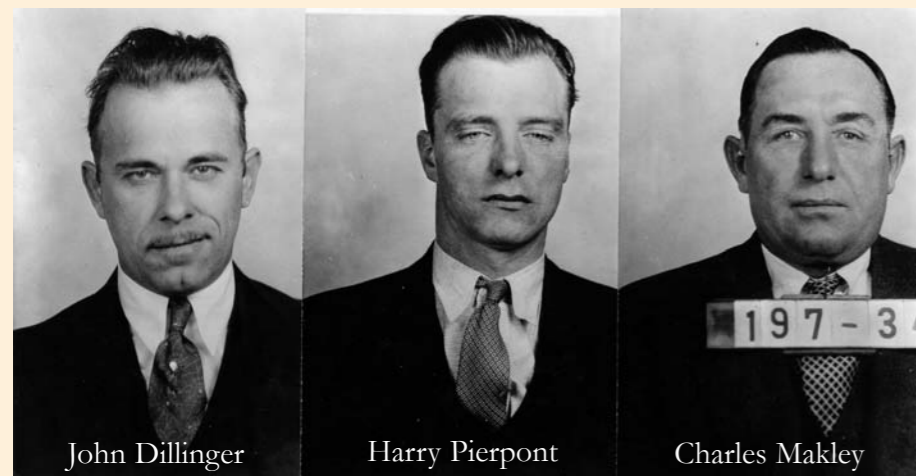


“We came here (Tucson) to get away from the bad weather..”

John Dillinger, *The Arizona Daily Star*, January 28, 1934



Tucson mug shots

Courtesy of the Arizona Historical Society

Introduction and Thanks

Have you ever wondered how Dillinger and his cohorts

arrived in Tucson that

fateful week in January

of 1934 or how the

group was

extradited? The

Southern Arizona

Transportation

Museum is proud to

present this exhibit fea-

ture the transporta-

tion involved in the

Dillinger capture. This

exhibit will be displayed

annually as Tucson

commemorates their

Police and Fire

Departments' accom-

plishment of capturing

and successfully trans-

porting criminals who

had eluded police in

over five other states

and repeatedly, includ-

ing once more after their

extradition from Tucson,

escaped the custody of the law.

For a more comprehensive story of the Dillinger capture

in Tucson and to see the group's confiscated weapons, visit

the Arizona Historical Society's Wells Fargo Downtown

Branch at 140 N. Stone Ave. We wish to thank Stan

Benjamin, retired Tucson Police Department Historian, for

his editing and tremendous contributions to this exhibit.

The Smoke Signal has published “Without a Shot Fired: The

1934 Capture of the Dillinger Gang in Tucson”, a history

written by Stan Benjamin covering his extensive research

and collection of oral histories gathered from the people

who were there.

Despite being touted as the “Dillinger Gang”, the group of

criminals arrested in Tucson were only loosely associated

based on the criminal activity planned. As individuals they

would not have considered themselves Dillinger's gang.

Surprisingly for the time, they arrived by car and not train,

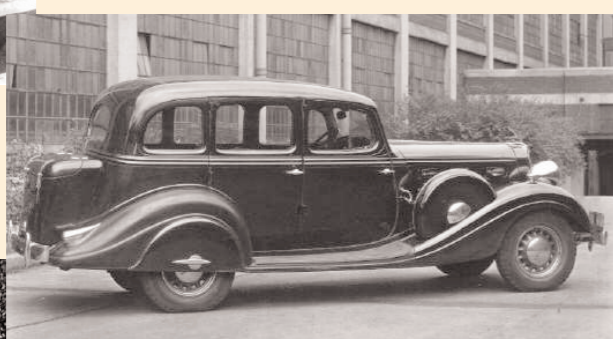
the predominant mode of long distance travel in the

1930's. So what lured the group to meet up in

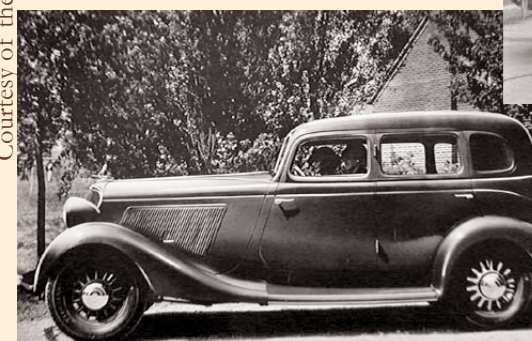
Tucson by automobile?



A 1934 Buick - similar to the car Harry Pierpont and Mary Kinder arrived in.



A 1934 Hudson - similar to the car John Dillinger and Evelyn Frechette arrived in.



A 1934 Studebaker - similar to the car Charles Makley, Russell Clark and Opal Long arrived in.

January 21, 1934

Charles Makley, Russell “Art” Clark and Opal Long arrive in Tucson in a 1934 Studebaker and stay at the Hotel Congress.

January 21 - 23, 1934 (arrival dates unknown)

Harry Pierpont and Mary Kinder arrive in a 1934 Buick and stay at the Close-Inn Motel on S. 6th Ave.

John Dillinger and Evelyn Frechette arrive in a 1934 Hudson and rented house on 5th St.

January 22, 1934

Fire at Hotel Congress, 7am.

Makley, Clark and Long move their luggage to a house they had rented - 927 N. 2nd Ave.

January 28, 1934

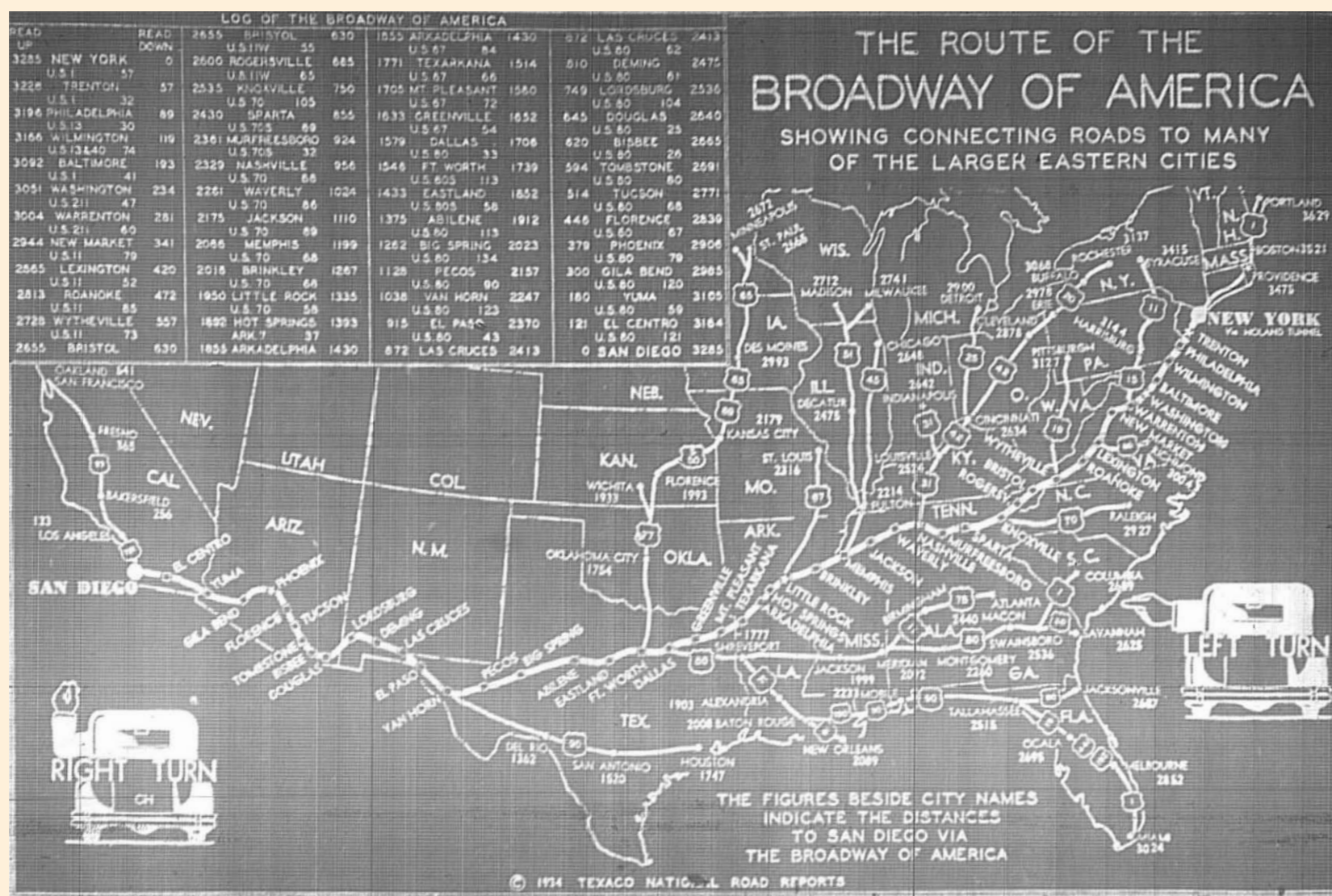
After the hearing in Tucson, *The Arizona Daily Star* reported that the cars were given to the group's defense attorney as payment. Other reports show all personal belongings, including the cars, were sold at auction.

January 31, 1934

Pierpont, Makley, Clark and Kinder are extradited by train.

To Tucson by Auto

Before the first highway system was completed across the United States, long distance automobile travel was inconvenient and hazardous compared to train travel. But by the late 1920's the United States Bureau of Public Roads began advertising the attractions that awaited the traveler on the newly completed highway system. Great improvements were made to the new highway system as part of Franklin Delano Roosevelt's New Deal plan. The highway system helped bring work to a nation suffering through the Great Depression. One of the cross-country highways was called the “Broadway of America”. It was advertised extensively



A Broadway of America advertisement in *The Tucson Citizen*, February 19, 1934.

nationally and with pamphlets produced by local businesses in the communities along the route promoting the communities' amenities. One such pamphlet proclaiming Benson's virtues was produced in 1928: “The climate at Benson, Arizona is indeed wonderful, not too hot nor too cold and is noted throughout the country for its healthful qualities. Located on the Broadway of America. Fine roads and beautiful scenery. Come to Benson.” By 1934 the highway system probably seemed like an inconspicuous way to take a break from the life of the wanted criminal.

The Congress Hotel Fire

The “tip-off” that

led to the group

members' arrests

started with the

Hotel Congress

fire. An *AZ Daily*

Star article on Jan.

23, 1934 describes

the scene, “Ladders

were on both sides,

the North and the

South, the large

ladder truck being

stationed near the

rear entrance facing

Tenth St. A dozen

streams of water

tore through the windows ...Three trucks were stationed at the corner of Congress St. and Toole Ave. while two trucks pumped water from the hydrant at Toole and Fifth Ave.”

Russell Clark and Charles Makley asked firefighters to rescue their suitcases from the third floor and rewarded them with a \$12 tip. Their insistence, the large tip, and the fact that the cases were extremely heavy caused the firemen to be suspicious. Of the fire trucks on the scene that day, one still survives, although it is in poor condition. There



The Hotel Congress fire on January 22nd, 1934.

are efforts underway by the Tucson Fire Department to restore the 1928 Ahrens Fox fire truck. Contact the Tucson Fire Department for more information.

Tucson Police Arrest

After some good detective work, Tucson officers arrested Makley and a local woman at Grabe Electric Company at 26 E. Congress St. Russell Clark and girlfriend, Opal Long tussled with officers Frank Eyman, Kenneth Mullaney, Mark Robbins, Chet Sherman and Dallas Ford at the 2nd Ave. house and were taken to the station in two police cars. Interestingly, throughout the 1930's most Tucson patrolmen rode Indian Chief and Harley motorcycles. To transport arrested persons, the Department would simply use a taxi or one of the two autos, probably a Chevrolet Touring Car and/or a Studebaker President Touring Car, belonging to the Department.



A 1930 photo of the Police motorcycles.

Capt. Smith and officers Eyman and Nolan stopped Pierpont and girlfriend, Mary Kinder in their Buick with Florida plates and convinced them that all out-of-state vehicles must go to the police station to acquire a pass registering and authorizing the out-of-state car to drive in Tucson. Pierpont drove himself to the police station and surrendered after realizing that he had fallen for a clever ploy. An evening stakeout by Detective James Herron and officers Walker and Mullaney at the 2nd Ave. house ended in the arrest of Dillinger and girlfriend, Evelyn Frechette.

Hearing and Extradition by Plane and Train

Over five different states were seeking custody of Dillinger for crimes committed in their region. A Tucson judge held a hearing to decide which state would have the right to try Dillinger.



A typical American Airways airplane from the 1930's.

Awaiting this decision created a heightened anticipation for the citizens of Tucson, and they were glad to see the issue resolved and Dillinger and the others finally leave the Old Pueblo some eight days after their capture. Dillinger was taken out of Tucson on a secret nighttime flight to Douglas. Local pilot Lt. Col. Louis R. Gonzales flew the airplane. *The Arizona Daily Star* reported that in Douglas, Dillinger was placed on an 11:14pm commercial American Airways flight to Indiana.

A much different extradition

awaited Dillinger's friends. Much of the town turned out at the train station on Toole Ave. to watch the famous group board a Southern Pacific passenger train. This specially chartered and guarded railroad car would take Pierpont, Makley and Clark to Ohio. Mary Kinder was extradited on the same train but transferred at Kansas City en route to Indianapolis. After his successful extradition from Tucson, Dillinger later escaped, and was shot to death by Police in Chicago. Within the next two years, the rest of the group had their days of crime ended permanently through prison or death sentences.



A large crowd gathers to catch a glimpse of Pierpont, Makley, Clark and Kinder as they board the train.

January 30, 1934

John Dillinger is flown from Tucson to Douglas to Chicago and then to Indiana to await trial.

January 25, 1934

The group is arrested in various locations and at various times. When captured Dillinger has \$6,500 on his person, Russell has \$1,264.70 and Makley \$794.07.