1996

Archives of Keepsakes Clampouts Vol. 3 Pt. 4

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The Ancient and Honorable Order of E Clampus Vitus

BILLY HOLCOMB CHAPTER 1069

SCHEDULE OF EVENTS 6007-2002

January 3, 2002  General Meeting
January 12, 2002  Emperor Norton Day
January 18, 19, 20, 2002  4x4 Vituscan Winter Trip
January 26, 2002  Billy Holcomb's Birthday Party
February 6, 2002  General Meeting
February 9, 2002  Work Party - 8:00 am.
March 6, 2002  General Meeting
April 3, 2002  General Meeting
April 6, 2002  Work Party - 8:00 am.
May 3, 4, 5, 2002  Spring Clampout - Warren’s Well
May 17, 18, 19, 2002  Grand Council of ECV
June 5, 2002  General Meeting
June 8, 2002  Work Party - 8:00 am.
June 29, 2002  Crestline Freedom Days Parade
July 3, 2002  General Meeting
August 7, 2002  General Meeting
August 16, 17, 18, 2002  4x4 Vituscan Summer Trip
September 4, 2002  General Meeting
September 7, 2002  Work Party - 8:00 am.
October 11, 12, 13, 2002  4 Chapter Clampout – in Arizona
October 18, 19, 20, 2002  T.R.A.S.H Trek – Hosted By Holcomb!
November 6, 2002  General Meeting
November 7, 8, 9, 10, 2002  Death Valley Fam-clamp
December 4, 2002  General Meeting
December 7, 2002  Work Party - 8:00 am.
January 8, 2003  General Meeting
January 17, 18, 19, 2003  4x4 Vituscan Winter Trip

Billy Holcomb Chapter 1069 holds its monthly meetings at The Red Fox, a Clamper owned and operated watering hole located at 3142 N."E" St. in San Bernardino. All redshirt members are welcome to attend and help the Chapter, and meet with your friends. All meetings start promptly at 7:00 pm. Meeting dates listed above.

We have several scheduled work party dates where volunteers can help maintain and repair the Chapter equipment. All of the work parties listed above are at the home of Jim Phillips in Riverside. You can get directions at 909-789-7071 or from e-mail: XNGH91@aol.com Food and beverages served to those who come and help!!
DIRECTIONS FROM SAN BERNARDINO AREA:
Find your best route to the 91 freeway in Riverside and exit at Arlington Ave. Turn left on Arlington, go under the freeway and turn right immediately on Indiana Ave. Continue on Indiana Ave to Washington St. Turn left on Washington and travel 2.3 miles to Bradley St. Turn left on Bradley and go up to Golden Star Ave. Turn right on Golden Star Ave. and go across the wash and go about 1/4 mile to the first driveway on the right, past the concrete block (giant legos) retaining wall, and turn right at the "PHILLIPS" sign. Go up the hill to the next "PHILLIPS" sign and turn right here at Grey Ln. Follow Grey Ln. around the corner to the last house on the right with the white wrought iron gates and flagpole.

DIRECTIONS FROM CORONA & ORANGE COUNTY:
Find your best route to the 91 freeway in Riverside and exit at Adams St. Turn right on Adams and go to Victoria Ave. Turn left on Victoria Ave. Continue on Victoria Ave to Washington St. Turn right on Washington and travel 2.3 miles to Bradley St. Turn left on Bradley and go up to Golden Star Ave. Turn right on Golden Star Ave. and go across the wash and go about 1/4 mile to the first driveway on the right, past the concrete block (giant legos) retaining wall, and turn right at the "PHILLIPS" sign. Go up the hill to the next "PHILLIPS" sign and turn right here at Grey Ln. Follow Grey Ln. around the corner to the last house on the right with the white wrought iron gates and flagpole.

DIRECTIONS FROM SAN DIEGO, MORENO, BANNING AND ALL AREAS EAST & SOUTH:
Find your best route to the 215 freeway at the Van Buren Blvd. exit by March Field & Riverside National Cemetery. Exit here and go west away from March on Van Buren for approx. 6 miles to Washington St. Turn right on Washington and go to Golden Star Ave just before the "45mph" sign. Turn right on Golden Star Ave. and continue down the hill about 8/10 mile. At this point you will be at the bottom of the wash (not on the hillside) making a sharper left curve and there is white rail fencing on your right. Watch now for the "PHILLIPS" sign and turn left at the "PHILLIPS" sign up the SECOND driveway. Go up the hill to the next "PHILLIPS" sign and turn right here at Grey Ln. Follow Grey Ln. around the corner to the last house on the right with the white wrought iron gates and flagpole.
Humbug Gary Jablecki invites all redshirts and their families to help celebrate Billy Holcomb's Birthday on January 26th, 2002. We will meet at the Pioneer Cemetery in San Bernardino at Billy's Grave for a short ceremony and proceed to The Red Fox at 3142 north "E" st. where there will be birthday cake for everyone.

BRING YOUR FRIENDS & FAMILY!
**PROGRAM**

1 p.m.  
Greetings by Truman Fisher, M.C.  
followed by  
Music Performed by  
LIGHTNIN' WILLIE and the POOR BOYS

1:30 p.m.  
Introductions of Significant People

2:15 p.m.  
Dedication of the Historical Plaque  
Placed by the Billy Holcomb Chapter of  
E CLAMPUS VITUS.  
Remarks by MIKE JOHNSON, Patriarch

2:45 p.m.  
Vittles: B-B-Q w/Pot Luck Goodies  
Munch to the Music of  
LIGHTNIN' WILLIE & the POOR BOYS

4:00 p.m.  
"WYATT EARP, A LIFE ON THE FRONTIER"  
A one-man play written by Terry Earp,  
featuring her husband Wyatt Earp,  
who is a descendent of Newton Earp.

* * * * *
(Festivities should formally conclude by 6:00 p.m.  
if all goes as planned.)

**VENDORS**

EARL CHAFIN, Publisher  

RICHARD MYER, Sculptor in bronze  
Western Bronzes, Glendora, California

THELMA ALLISON, Local painter, canvases of Vidal and vicinity,  
Vidal, California

ERIC FISHER, Artist, T-shirts by  
Paradise Embroidery and Screen Printing, San Dimas,  
California

JEAN DOANE, Musician,  
Lightnin’ Willie’s latest CD’s, Monrovia, California

... And Gold Star Accolades to the following folks for their time,  
contributions, hard work, and devotion to making this Historical  
Event an Occasion to Remember Forever!

TOM, CATHERINE & JESSY GRAY, and WILLIAM &  
CHRISTINE LORD, Earp Cottage owners and our hosts.

THELMA and LYLE ALLISON, for historical tales and paintings  
from the early days of Vidal.

JIM and SUSANNE PETERSEN, for research materials  
related to Vidal.

MIKE JOHNSON, Patriarch, and E CLAMPUS VITUS for furnishing  
and installing the beautiful plaque.

WILLIAM HERMES, Founder and Lead Singer of LIGHTNIN’  
WILLIE and the POOR BOYS.

* * * *

... and to ALL OF YOU for making the effort to join in this  
CELEBRATION!
ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS

BILLY HOLCOMB CHAPTER 1069

SPRING CLAMPOUT

WARREN'S WELL

MAY 3, 4, 5, 6007

YUCCA VALLEY, CALIFORNIA

COMPiled AND EDITED BY

SANDY WILLIAMS
BILLY HOLCOMB CHAPTER 1069
OF THE
ANCIENT AND HONORABLE ORDER OF
E CLAMPUS VITUS
ANNOUNCE THEIR
SPRING CLAMPOUT
HELD IN BEAUTIFUL
YUCCA VALLEY, CALIFORNIA
MAY 3, 4, 5, 2002
(MAY 3, 4, 5, 2002)
(IN THE RECKONING OF OUR ORDER CLAMPYEAR 6007)
AND REQUEST THE PRESENCE OF ALL
CLAMPERS, VITUSCANS AND FROLICKING FRIARS
THROUGHOUT THE KNOWN WORLD
FEATURING THE GRAND ERECTION OF
A COMMEMORATIVE PLAQUE TO
WARREN'S WELL
BUILT BY MARK "CHUCK" WARREN
AND HIS SONS IN 1881
COMPILED AND EDITED BY
SANDY WILLIAMS
Warren's Well is located in the town of Yucca Valley in the southwestern part of the California Mojave Desert, southern San Bernardino County. It is in the heart of the high desert with an elevation of approximately 3,300 feet.

The setting is a valley abounding in Joshua Trees and Yuccas with low mountains north and south. The high peaks of the San Bernardino Mountains and snow-capped Mount San Gorgonio dominate the vista west.

The sun shines nearly every day of the year. The climate in the summer months is cool due to the elevation but can reach 110 degrees; winter is cold with nights freezing. The valley has an average yearly high temperature of 76 degrees. The four seasons are much in evidence by the direction and temperament of the various winds.

Natural vegetation of this area is dominated by Joshua Trees (only found in the Mojave Desert). Other growth consists of yuccas, junipers, manzanita, catsclaw, creosote (greasewood), desert willow, and a great variety of wild flowers and cacti.
Water was such a vital necessity to the early inhabitants in the basin that each Native American was quite secretive as to its sources. Their water was obtained from springs, natural tanks and rock basins where the precious rainfall collected. Remains of old campsites give evidence that there were springs where there is no sign of water today.

Legend tells us that the Native Americans in the area referred to Yucca Valley as the "Valley of many waters". Because of this legend and the findings of engineers and geologists, it is surmised that at one time the present golf course area was a lake, and that following a long drought it either became dry or went underground.

Morongo Valley, receiving its first rancher in 1873, had what it took to become a town; water, grass, and easy access to more grazing lands. Yucca Valley had no such assets in the late 1800's.

Cattlemen used the area to free range cattle and because the present Yucca Valley area saw more miners, prospectors and freighters passing through than (people) working locally; it was considered the hub of the mining activity.

In 1881, Mark "Chuck" Warren discovered the high desert and, with two of his sons, leased land from the Government to graze cattle in what was then called the Big Morongo Valley (Yucca Valley of today). They also bought eighty acres of school land in section 36, north of Baseline, which had been set aside for schools. There was no water on his land and therefore; for the benefit of his cattle he and his two sons dug a 160 foot well by hand. It is reported that water stands at 130 feet below the surface. (1) Digging a well by hand is hard and dangerous work. You must go down to the bottom of a dark, narrow hole, dig the dirt with a shovel, put it in a bucket and have someone haul it to the top of the hole. (2) No mention is made about how they reinforced the well, and we can only guess that the 30 feet of water seeped in after the well was finished.

The Warren boys must have had quite a job on their hands as a result of the earthquake of 1893 which closed the well. They could get no water for 60 days. Chuck, after this disaster, had to put a pipe down into the dug well. This possibly was the quake of May 18, estimated intensity of 6 along the southern coast, up to 7 in the Ventura area. It was felt inland beyond San Bernardino. (3)

There was no building material around the well and they probably went up into the surrounding hills, cut the lumber and hauled it back to the desert floor for building. They constructed a small two room cabin. One or more of the Warren sons stayed there to keep the well operating. They hauled poles to make a large but crude corral and subsequently they built a windmill to pump the water from the well and built a rock and cement reservoir.

"Teamsters filled water barrels at Warren's Well and dropped them off along the trail for watering the stock on the return trip from Banning. The next available water along the route was found through the steep Big Morongo Canyon, across the Devil's Garden, at Whitewater Ranch." (4)

History does not mention why Chuck Warren picked the land that he bought to dig a well, but he knew he needed water for his (white faced) cattle; this spot was an intersection with a road leading north connecting the mining areas, with a branch westward to Lucerne Valley and the railroad at Victor or Hesperia, and the existing road to the eastern mines and the cattle drives to Arizona. The area was one of the lowest spots in the valley and was fairly well protected by the surrounding low mountains. (5)
The highway now is about a quarter mile south, and the airport runway covers the trail leading to the Well, however the trail through the valley at that time passed right by the well. As a result of Warren's Well, the Big Morongo Valley became known as Warren's Valley.

Their well was a good one and Warren marked the beginning of the cattle era in the valley, for by making water more available he made it more feasible for other cattlemen to take advantage of the open range. Many cattlemen used the area at the same time, helping one another at roundup and branding time. (1)

Cattle were gathered from as far away as 29 Palms and Whitewater and held in the large fenced field at Warren's Well. It does take a little imagination, in this present day and age, to visualize a dozen cowboys, a horse drawn chuck wagon, and two thousand head of white-faced long-horned cattle spread out for two or three miles making their trek to the high mountain pastures in Big Bear, right through the center of Yucca Valley. (6)

The well and the small framed house Warren built became the center of life in this area for many years. Widely known as a stage stop and a prominent stock watering location, it soon became the magnet for most social life. Spring calves were branded there; mail was picked up there; mule skinners - freight wagons loaded with ore from the Dale mines stopped there to rest and get water; and the stage, bringing travelers to and from the mines, stopped there (7), "And they charged a good price for water", recalled a man who knew the Warrens in 1909. (3) The water there was sold for 15 cents per team (5).

When homesteaders began to dot the landscape in 1910, they made weekly visits to Warren's Well, taking the family laundry to the adjacent reservoir to be washed, their children to be bathed and their portable water tanks filled for the coming week. (7) The Well and windmill was most important during roundup time. Barbeques, small rodeos, parties and dances (which often lasted all night) were held at the well for many years (2).

The Talmadge brothers, John, Frank, and Will bought the well from Chuck Warren in 1909, when the stage service was discontinued. They had used the well-site as a holding corral for their cattle during the spring roundups and after the purchase they made this popular stop their headquarters (7). One source states that while the Talmadge brothers had possession of Warren's Well, the bunkhouse that Warren built burned to the ground and a larger log cabin was built to replace it.

The Rock and Cement Reservoir at Warren's Well

One by one, families came up the grade in covered wagons or buckboard, bringing their family possessions, which sometimes included an old cook stove or a sewing machine. At first, families stayed at Warren's Well while finding preferred land. After locating the land they wished to homestead, many families lived in tents on the land while building their homes. Life was especially hard during the cold winters living in a tent.
The operation of the well was taken over by Will Shay and cattleman C.O. Barker in 1918 and they increased the cattle to 2000 head. (1) The Talmadge brothers and Barker and Shay held their roundup during the end of May two weeks apart. Each outfit helped the other, both using the water and the corrals at Warren's Well during their early drives to the summer grazing grounds in Big Bear.

The cattle business reached its peak about 1920. The Talmadges sales of beef that year amounted to more than 200,000 pounds. Shay and Barker sold approximately the same amount (8).

In 1929, Jim Dever and John Berry acquired the well and ranged their cattle in the nearby area for about 3 years. (7) Jim Dever built the adobe house that stands there today. He built it with adobe clay from the front yard and from clay that came out of the ground when the well was dug.

Warren's Well reverted back to the Talmadge Brothers who had cattle in this area as late as 1944.

At the time of World War II, the cattle and land were purchased by Jim Stocker, a San Bernardino County Sheriff, for his winter range headquarters. When homesteaders began to come in 1910, the cattlemen discouraged them from taking up land and fencing it off, causing many feuds and disputes. (1)

The cattle drives from the mountains through Pioneer Pass and Yucca Valley were discontinued in 1947. What with the advent of the first subdivision and “city folk” moving into the “suddenly sprung-up” town, it was thought best. (7)

1950; Sheriff Stocker sold his cattle business to the Hamilton Brothers and the land to Dr. Bendall and other developers. Dr. Bendall converted and added to the adobe house, making it into a combination medical office and home. The “Flying Doctor” as he was known later built the Yucca Valley Airport on his acreage to the south and designed the runway and approaches so he could taxi his plane right up to his front door. (7)

1965; Dr. Bendall sold the Warren's Well house and well property to Mr. & Mrs. Lou Stockton.

1975; The Stocktons split the house property from the well property.

**The Adobe House Property**

1965; Louie and Garnett Stockton purchased the adobe from Dr. Bendall.

1987; Title to the adobe house was taken in the name of Garnett Stockton alone and without Louie until 1995.

1995; Providential Bank held title to the house until 1998

1998; Mr. Gitterman purchased the house from the bank in 1998, and the house is held in probate at this time, March 2002.

**The Warren's Well property**

1965; Louie and Garnett Stockton bought the well property from Dr. Bendall.

1975; Elizabeth Nicklow held title to the well property from February until November 1975.

1975; The well property reverted back to the Stocktons in November.

1985; Dr. Cambell (Dentist) owned the well property from 1985 until 1990.

1990; The Hi-Desert Water Company bought the property. (9)

1990 The Hi-Desert Water Company dug a new well in July 1990 and
Warren's Well in 1946.

found water at 281 feet. This is a performing well adjacent to the original Warren's Well site on the north east side of the property. Water from well #18 is underground in the Warren Valley Basin which covers approximately 24 square miles. (10)

2001; The Well was fenced by the Morongo Valley Historical Society.

2002; A bronze historical marker was placed by the Billy Holcomb Chapter of the Ancient and Honorable Order of E Clampus Vitus organization and the Morongo Valley Historical Society.

Chuck Warren of Maine

Mark Bemis Warren (Chuck) was born in Belfast, Maine in 1832. (11) Warren had lived a lot of his life before he came to the Big Morongo. His cattle brand was registered for San Bernardino County on April 9, 1860. His MW looked like a running W, as it was called in Arizona cow country. He was 21.

Different stories have accounted for Mark's nickname "Chuck", the only cognomen known to many old-time acquaintances. One man, at the ranch, said it came from his freighting days over the "Chuckwalla Trail". Several have attributed it to his love for the game of Chuck-a-luck.

Chuck was 49 when he dug Warren's Well with two of his sons. He had a total of 11 children and his last child, Lela Angeline, was born at the Warren's ranch in Morongo Valley in 1892. She was the first white girl born in the Morongo Basin.

Mark Warren was not a tall man, only 5 feet 6 inches with reddish hair, but he was of strong athletic build, his muscles developed by long and difficult freighting trips and by ranching.

Chuck sold Warren's Well in 1909. He moved back to San Bernardino in 1912. Mark Bemis Warren died in an auto-train accident in 1917. He was 85 years old. (12)

Mark Bemis (Chuck) Warren was truly an example of our pioneer spirit and we salute him, his family and all the early settlers in our basin.

AND SO RECORDED
BIBLIOGRAPHY


7. Wilson, Joan & Grubb, Charlene. The Heritage of Yucca Valley, California, 1984

8. Wilson, Joan & Evans, Carolyn. A Glimpse into the History of Yucca Valley, Morongo Valley, Palm Wells and Yucca Mesa, California. Artcraft Print Shop, 1965

9. San Bernardino County Assessor's Office, Yucca Valley, California. 2002

10. Grady, Pat - Assistant to the General Manager / IS Manager, Hi-Desert Water District 2002


Noble Grand Humbug Gary Jablecki announces that Billy Holcomb Chapter 1069 will convene for its Spring Clampout which will be held on May 3, 4, 5, 6007. We will conduct lowly PBCs through rites of initiation under Grand Council rules and erect a monument to commemorate Warren's Well in Yucca Valley, established by Chuck Warren in 1881. This well was a stagecoach & freight wagon route stop between Whitewater and the goldfields of Twentynine Palms & the Dale Mining District. Redshirts of all dispensations are invited to join us for a beautiful weekend in the Mojave Desert. Our clampsite is just east of Landers, Ca. and the site is accessible to all vehicles. The Yucca Valley Grubstake Days Parade will be held the same weekend and Redshirts can march in the parade on Saturday. Each person will receive a Badge of the Day, a History Keepsake as well as a Meal Ticket good for 5 fantastic meals prepared by Clampchef Jim Jackson and his crew. The cost for this doin's is $45.00 for Redshirts and $55.00 for PBCs and also those who pay at the door. For $15.00 you can order an event T-shirt on advanced order and pick it up when you check-in (add $1.00 for XXL & $2.00 for XXXL). Each person will need to bring their own favorite beverages, WATER (dry camp), camping gear, and lots of artificial shade. Make out your check to: Billy Holcomb ECV, and mail it to Mansel Hutsell GDR, 56630 Skyline Ranch Rd., Yucca Valley, Ca. 92284-2046 Please postmark your payment by April 17, 2002 to avoid the late fee of $10.00 and ensure delivery your event shirt.
SPRING CLAMPOUT 2002

SCHEDULE OF EVENTS

FRIDAY
4:07 pm
6:02 pm
6:51 pm
7:30 pm

CHECK-IN (un-official) at the Official Place
DINNER is served by Clampchef Jim Jackson and his Crew of Culinary Experts at the Cookshack
GREYBEARDS DINNER for all Visiting Indignitaries, XNGHs, Humbugs, and Officers...... at the Cookshack
Check-in is open. All PBCs report to Hangman.

SATURDAY
6:30 am
6:57 am
7:25 am
8:00 am
8:03 am
8:10 am
8:40 am
9:30 am
9:43 am
10:00 am
10:17 am
12:02 pm
12:35 pm
3:18 pm
5:16 pm
5:45 pm
7:20 pm
8:00 pm

All PBCs report to the Hangman’s Camp
BREAKFAST is served at the Cookshack
PBCs report to the Cookshack for clean-up
Redshirts & Float adjourn to Parade start area
ALL SPONSORS meet at the Hangman’s Camp
CHECK-IN is open (at the official place) and its Official!
Presentation of PBCs to the Greybeards for inspection, enlightenment, and the recitation on “How good its gonna be”
Sign-ups for Clamper Olympics
PBCs leave for Monument Erection
Grubstake Days Parade Begins
Clamper Olympics Begin
LUNCH is served at the Cookshack
PBCs report to the Cookshack for clean-up
PBC entertainment with I.Q. test and singing
DINNER is served at the Cookshack
PBCs report to the Cookshack for clean-up
PBCs report to the Hangman’s Camp for preparation for the Queries and the Ordeals
Candlelight Ceremony of Induction at the Hall of Comparative Ovations....... also, the Raffle Prizes and the Clamper Olympics Awards

SUNDAY
6:30 am
7:01 am
7:57 am
9:48 am

PBCs report to the Hangman’s Camp
BREAKFAST is served at the Cookshack
Camp clean-up by EVERYONE !... PLEASE !
Use the Dumpster, Dowse your fires,
Bury your ashes...Leave nothing behind !!!!
Plaque dedication at the Monument site. X-PBC Certificates & membership cards-distributed after dedication
DIRECTIONS:
Take the I-10 Freeway to the Hwy 62 exit, just east of Whitewater. Stay on Hwy 62, past Morongo Valley to Yucca Valley. Turn Left on Hwy 247-Old Woman Springs Rd. Go to Landers and turn right on Linn Rd. Take Linn Rd. to Shawnee Trail and follow the ECV signs to camp. Clampsite is open Thursday evening. Gas and supplies are available in Yucca Valley. ECV signs will be up Thursday.

Let a Brother of Sobriety Hold The Reins

8:30 am
Form up here

Redshirts are asked to be on their best behavior and use seemly decorum while participating in the parade.

PARADE MAP

Parade Start
10:00 am

Road From Camp

Parade End
EVENT SHIRTS

Special Event T-Shirts are on sale for this event and can be ordered when you sign up before the cutoff date. These shirts are not on sale at the event so order yours now, and one for your PBC too. Mark your choices on the Sign-up Form.

NO PROMISE OF SHIRTS FOR LATE SIGN-UPS OR WALK-INS

YUCCA VALLEY GRUBSTAKE DAYS PARADE

The chapter is entered in the parade which starts at 10:00 am. Those who wish to march or ride on the float must be at the start area to form up by 8:30 Saturday morning.
WEAR YOUR CLAMPER FINEST!
 PLEASE USE SEEMLY DECORUM!

HANGMAN SCOTT "MUSTANG" BLYSTONE

PBCs are under the authority of the Hangman at all times!

NOTE TO SPONSORS: PBCs will receive their certificates and patches AFTER SUNDAY DEDICATION ONLY

WHAT TO BRING

- Your Favorite Beverages
- Firewood
- Bring a P. B. C.
- Camping Gear
- Water— Dry Camp
- Artificial Shade
PETITION FOR MEMBERSHIP

E CLAMPUS VITUS

BILLY HOLCOMB CHAPTER 1069

TO THE GRAND NOBLE RECORDER:

I hereby petition for membership in the Ancient and Honorable Order of E Clampus Vitus. I certify that I have received my novitiate instruction from my sponsor, Clamper _______ and hereby solemnly affirm my belief in the Dictum of the order, "PER CARITATE VIDIARIBUS

ORPHANIBUSQUE, SED PRIME VIDIARIBUS" and wholeheartedly, without reservation, agree to render SATISFACTORY SERVICE at all times.

I further agree to present myself at the ECV Hall of Comparative Ovations at such time and place designated by the NOBLE GRAND HUMBUG, guaranteeing that I shall arrive fully equipped to negotiate the Chasm of Terror and Despair and to reach the safe haven of CLAMPERDOM.

As evidence of my good faith, I forward herewith my gold dust (________________) in payment of the initiation fee usually charged each POOR BLIND CANDIDATE. In return I humbly beseech you to transmit my Badge of Office which I shall proudly wear when presenting myself for infamous induction. I realize that without this Badge of Office, the Grand Hangman and the Damnfool Doorkeeper cannot permit me to enter the Hall of Comparative Ovations.

Be it known, if you are accepted and inducted, that to remain a Clamper you must attend each and every Clampout or send in the required gold dust for remaining active if you can't make it. If you do not you are no longer a Clamper.

Application received _______________________________ Application approved _______________________________

Application rejected _______________________________ Ritual taken _______________________________

Scroll mailed _______________________________ Illegal Signature

Witness my Hand and Privy Seal this ______ day of ________________ 20____

TO BE DETACHED ONLY BY THE GRAND NOBLE RECORDER

PBC APTITUDE TEST
(to be filled out by P.B.C)

<table>
<thead>
<tr>
<th>I am a jolly good fellow.</th>
<th>check</th>
<th>yes</th>
<th>no</th>
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<tbody>
<tr>
<td>I am interested in California History.</td>
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<td>(state any Special Field)</td>
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<td>I can draw or cartoon.</td>
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<td>I can Sing.</td>
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<td>I enjoy theatrical work.</td>
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<td>I play a musical instrument.</td>
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<td>(state which kind)</td>
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<td>I am willing to help if called upon.</td>
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<tr>
<td>I am not a jolly good fellow.</td>
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<tr>
<td>(For G.N.R.) CLAMPERATING</td>
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</table>

FOR P.B.C. TO FILL OUT. PLEASE PRINT

Full name _______________________________

Mailing address _______________________________

City _______________________________ State ____ Zip _____

Phone (______) _______________________________

Occupation _______________________________

Age _____ Place of birth _______________________________
The Ancient and Honorable Order of E Clampus Vitus

Agreement and Release from Liability

1. I, ________________________ acknowledge that I have voluntarily requested to accompany the Ancient and Honorable Order of E Clampus Vitus for the purpose of dedicating various plaques and/or monuments to major and lesser events of California history.

2. I AM AWARE THAT THE MEETINGS OF THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS OCCUR IN THE WILDERNESS, AND THAT: DRIVING FROM MY POINT OF DEPARTURE TO SAID MEETING, HEREINAFTER CLAMPSITE; MY PARTICIPATION IN THE VARIOUS ACTIVITIES AT SAID CLAMPSITE; AND DRIVING BACK TO MY POINT OF DEPARTURE ARE POTENTIALLY DANGEROUS AND HAZARDOUS ACTIVITIES. I AM VOLUNTARILY PARTICIPATING IN THESE ACTIVITIES WITH THE KNOWLEDGE OF THE DANGER INVOLVED, AND HEREBY AGREE TO ACCEPT ANY AND ALL RISKS OF INJURY AND DEATH, AND VERIFY THIS STATEMENT BY PLACING MY INITIALS HERE ________________.

3. As consideration for being permitted by the Ancient and Honorable Order of E Clampus Vitus to participate in these activities, I hereby agree that I, my assignees, heirs, distributees, guardians, and legal representatives will not make a claim against, sue, or attach the property of the Ancient and Honorable Order of E Clampus Vitus or any of its officers or members for injury or damage resulting from negligence or other acts, howsoever caused, and by any member, agent, or officer as a result of my participation in or travel to and from the CLAMPSITE. I hereby release the Ancient and Honorable Order of E Clampus Vitus and any of its officers or members from all actions, claims, or demands that I, my assignees, heirs, distributees, guardians, and legal representatives now have or may hereafter have for injury or damage resulting from my above-described participation at the CLAMPSITE.

KNOWING AND VOLUNTARY EXECUTION

4. I HAVE CAREFULLY READ THIS AGREEMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY AND A CONTRACT BETWEEN MYSELF AND THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS, ITS OFFICERS, AND MEMBERS AND I SIGN IT OF MY OWN FREE WILL ________________

Executed at __________________________, California, on ____________ 20_____

Releasor __________________________

(name) (signature required)

name __________________________

address __________________________

city ______________, state ___ zip ______

phone __________________________

e-mail __________________________

PBC’s name __________________________

PBC’s chapter __________________________

(check here if this is a new address)

$45.00 Here is my gold dust, I’ll be there!

$55.00 I’m bringing a PBC, here is his money

$55.00 My payment is late (after April 17, 2002)

$5.00 My jackass is sick, keep me on the list

I want to buy a special event shirt.

Add price from the chart below.

TOTAL PAYMENT

NO PROMISE OF SHIRT FOR LATE Sign-Ups!!

CHOOSE YOUR SHIRT STYLE AND SIZE:

Medium $15.00

Large $15.00

X-Large $15.00

XX-Large $16.00

XXX-Large $17.00
To CLAMPER:

Phil Holdaway Archivist
3559 N. Wall Ave.
San Bernardino Ca. 92404
Warren's Well Dedication as Historical Site No. P36-009610

Morongo Basin Historical Society
Morongo Basin Historical Society
Warren's Well Dedication as
California Historical Site No. P36-009610
May 5, 2002

Welcome and Introduction of Guests .......... Ruth Long
President, Morongo Basin Historical Society

Unveiling of the Historic Monument .......... Sandy Williams
Grandson of Chuck Warren .......... Roland Warren
E Clampus Vitus .......... Gary Jablecki

E Clampus Vitus .......... Gary Jablecki
Noble Grand Humbug Billy Holcomb Chapter, ECV

The History of Warren's Well .......... Sandy Williams
Chairperson, Warren's Well Committee

The Value of Historic Societies and Sites .......... Bill Neeb
Mayor, Town of Yucca Valley

Comments .......... Don Kral
Board Member, Hi-Desert Water Board

Closing .......... Ruth Long

Welcome to all the descendant of Mark “Chuck” and Sylvia Warren. Some of them have traveled far distances to be here and celebrate with us as we mark this historic site.

Warren’s Well marks the beginnings of the town of Yucca Valley. Mark “Chuck” Warren drove freight wagons through the valley and settled here about 1880. In 1881 he hand-dug the well and later built a windmill, water trough, barn, and a small cabin. Warren’s Well became a stage stop, a “watering hole” for cattle ranchers, and the center of social life for early settlers. The cabin burned in 1929 and was replaced by the adobe house still standing to the north of the well. Dr. John Bendall, known as the Flying Doctor, acquired the site in the 1950s and modified the adobe for his own use. The will is presently owned by the Hi-Desert Water District.

Plaque erected by Billy Holcomb chapter of the ancient and honorable order of E Clampus Vitus in cooperation with the Morongo Basin Historical Society

May 5, 2002
YOU ARE INVITED!!! The Billy Holcomb Chapter of The Ancient and Honorable Order of E. Clampus Vitus (ECV) is erecting a permanent plaque on May 5th at the site of Warren’s Well (WW) in Yucca Valley documenting its historical status. Members of ECV refer to themselves as “Clampers.” ECV is an organization supporting historical site preservation and dates back to the Gold Rush era of the Old West. The Morongo Basin Historical Society (MBHS) and ECV have been working closely together for the last year in preparation for this event, and at least three of our MBHS members—Norm Granger, Mansel Hutsell and Bob Green—are also Clampers. Our thanks go out to them and all of the Billy Holcomb Chapter members.

Warren’s Well is listed as a California Historical Site through the efforts of the MBHS in 1999. It was the first historic site to achieve such status through the efforts of our society and was chosen for the MBHS logo. WW had been neglected over the years and a major MBHS cleanup effort was undertaken to preserve the remnants of the well and water trough. If you have not seen WW BEFORE and AFTER, you wouldn’t believe the difference! Our thanks go out to the chairperson on this project, Sandy Williams. Sandy is the spark to the rest of the WW Committee—she keeps everyone motivated!!! THANKS, Sandy!!!!

The dedication is taking place during Grubstake Days in Yucca Valley, the first weekend in May. Both the MBHS and Clampers have an entry in the Grubstake Day Parade set for Saturday, May 4th, beginning about 10 AM. The MBHS float will be following the Clampers entry (or vice-versa!), so stay alert and cheer us on!!

THE DEDICATION IS SCHEDULED FOR SUNDAY, MAY 5TH, BEGINNING AT APPROXIMATELY 10 AM AT WARREN’S WELL. Ceremonies should be no more than 30-40 minutes in length. Please bring a folding chair if you would like to be seated during the ceremony. Commemorative memorabilia (see p. 8) will be available, including our new MBHS Warren’s Well logo pin. We will also be displaying our new MBHS VESTS, complete with your personalized name, available for order/purchase. Close-in parking is available for the early birds!

DIRECTIONS: Warren’s Well is located on Crestview Drive, the first street north of Yucca Valley Airport, approximately one mile east of Old Woman Springs Road (SR 247) in Yucca Valley.
### MBHS 2002 GOALS

Goal 1: Fundraise for permanent MBHS headquarters/museum

Goal 2: Complete Warren's Well by May 4, 2002

Goal 3: File 3-4 additional historical sites with COHP

Goal 4: Add 5 oral interviews and train 3 new transcribers

### New Life Member
John Ristaino

### Early MB settlers

- **Joshua Tree**
  - 1911 Willard Wood

- **Yucca Valley**
  - 1913 Dr. Albert E. Ellis
  - 1913 Capt. Hezekiah Quick
  - 1913 Frances Sargeant
  - 1914 Martin & Minnie Fuller
  - 1914 Mr. Smalley

- **29 Palms**
  - 1909 Maud Carrico Russell
  - Clara True

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### MORONGO BASIN HISTORICAL SOCIETY

#### OFFICERS & COMMITTEE CHAIRS

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<td>365-3573</td>
<td><a href="mailto:longhall@cci-29palms.com">longhall@cci-29palms.com</a></td>
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<td>Hospitality</td>
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<td>Ruth Long</td>
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<tr>
<td>Webmaster</td>
<td>Ralph Oehrlein</td>
<td>365-7979</td>
<td><a href="mailto:ralph0128@tellis.org">ralph0128@tellis.org</a></td>
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The Warren's Well bronze plaque to be erected May 5th by the E Clampus Vitus organization will read as follows:

**Warren's Well**

Warren's Well is the original site of Yucca Valley. Mark "Chuck" Warren drove freight wagons through the valley and settled here about 1880. In 1881, he hand dug the well and later built a windmill, water trough, small cabin and a barn. WW became a stage stop, the "watering hole" for cattle ranchers and the center of social life for early settlers. In 1929, the cabin burned and was replaced by the adobe house still standing to the north of the well. Dr. John Bendall ("The Flying Doctor") acquired the site in the 1950's and modified the adobe for his use. The well itself is presently owned by Hi-Desert Water District.

Plaque erected by Billy Holcomb Chapter, ECV, Spring 6007  
Morongo Basin Historical Society  May 5, 2002

**Listen to Clampers on Z107.7 Radio**

Some of the Clampers will be on Z107.7 radio on Friday, May 3rd, for Gary Daigneault's call-in show. Call in with your questions about this unique organization. They are a fun-loving group with a serious purpose: to memorialize California's historic sites.

**What's in a Street Name?**

[Warren Way] [Warren Vista]

The street names Warren Way and Warren Vista reflect Chuck Warren's quest to change a desolate land into a livable one, which offers a "vista" of rugged beauty. Warren Way is a short street running east and west, just north of the airport and Crestview Drive. Warren Vista runs for many miles north and south, beginning north of Yucca Mesa and running south.

**Mission Statement:** The specific purpose of this nonprofit corporation is to collect, conserve and exhibit artifacts; to collect, display, interpret and publish memorabilia relating to the history of the Morongo Basin; to locate, identify and preserve historic sites; to promote the research and study of local history; and to share the rich heritage of the Morongo Basin with all the communities within and surrounding it.
The story of Warren’s Well in Yucca Valley actually began many years prior to its being hand dug by Mark “Chuck” Warren and his sons in 1881. Mark acquired the nickname “Chuck” probably through his love of the game “chuck-a-luck.” However some have attributed the nickname from his freighting days over the Chuckawalla Trail, but this version is not likely since his children were unfamiliar with the Bradshaw route along the Chuckawalla Mountains.

Mark Bemis Warren was born in the state of Maine on August 15, 1832. As a young adult, Warren lived in the San Bernardino Valley, eventually becoming involved in hauling freight to Tucson and Prescott, Arizona. It was on one of these freighting trips that he encountered the Paine family, near Soda Springs along the Mojave River route. The Paines were migrating from Texas to California to live and were apparently unsure as to the exact route to take. Warren provided directions and continued on his route eastward into Arizona.

On the return trip, Warren again encountered the family at the same location. It was at this point that Warren first saw the person who later was to become his wife. He stopped to inquire as to the family’s welfare and a beautiful little girl peered out from underneath the canvas of a wagon. Warren offered to guide the family to San Bernardino and proceeded to lead them up the Mojave, through the San Gorgonio Pass and into the San Bernardino Valley.

Keeping in touch with the family, he married the not quite 15-year-old girl he had first observed two years prior on their trek into California. On January 7, 1866, Sylvia Elizabeth Paine became Mrs. Mark “Chuck” Warren. Between November 1, 1866, and January 9, 1892, Sylvia and Chuck were to have eleven children, five boys and six girls.

Around 1879, Chuck Warren gave up freighting and became a cattle rancher, settling on 160 acres in Morongo Valley. He built an adobe house and barn in the area now encompassed by Covington Park, where a plaque sits in the park marking the location. His family remained in San Bernardino for schooling purposes. As the children graduated, each moved to the ranch in Morongo to help their father. Sylvia finally moved to the ranch in 1887, with the last two children being born in Morongo Valley. Their adobe house with its numerous additions over the years was destroyed by fire in 1934.

As the Warren cattle herd increased in size, Chuck and his sons acquired 80 acres of land in what is now Yucca Valley. They built a cabin, barn and corral, although the location never became the actual home of the Warren family. They also dug a well by hand, approximately 160 feet deep at the lowest part of the valley. That well became known as “Warren’s Well.” A windmill for pumping water was also built, with a rock reservoir to assure a constant supply of water.

Warren’s Well was ideally located to accommodate cattle ranchers driving their cattle down from the San Bernardino Mountains for winter pasture in lower elevations. The well also became a wayside station for miners and travelers in the area, eventually becoming a stage stop. Activity around Warren’s Well was abundant for the first resident settlers in the area. Among other things, mail delivery, social dances, barbeques, cattle branding/slaughtering, weekly laundry and bathing all took
... HISTORIC BEGININGS OF YUCCA VALLEY

place at the well. In 1893, the well was knocked out of commission for approximately 30 days due to a series of severe earthquakes. The well also became the “command center” for the sheriff’s posse in pursuit of Willie Boy in 1909.

Also in 1909, Frank and Will Talmadge, cattle ranchers in the San Bernardino Mountains (Big Bear), bought the well and used it for their headquarters during Spring roundups. The Talmadge Brothers would run their cattle through present day Water Canyon, Rim Rocks, up “Pioneer Pass” and into present day Big Bear Lake area. One of the Warren sons remained for a year as a “rider” for the Talmadges.

By 1912, all the Warren children had reached adulthood and had careers of their own. Chuck and Sylvia moved back to San Bernardino, leasing their ranch in Morongo to Fred Pollard, a freighter.

Chuck did not like “horseless carriages” and avoided them whenever possible. About two weeks after his 85th birthday in 1917, he was returning home in one of those “horseless carriages” and became involved in an auto/train accident. As the “car” was crossing over a railroad track, one of the springs apparently broke, impeding its forward movement. Unable to clear the track in time, the car was struck by an approaching train. Several family members, including Sylvia, a daughter, two grandsons and a sister-in-law were also in the car. In the ensuing rollover, several of them were thrown out. Chuck was killed. Sylvia died in San Bernardino on June 10, 1929.

During the 1930’s, Jim Dever and John Berry acquired Warren’s Well. Dever built the adobe house that is still standing on the site today. In the 1950’s, the well and adobe had been acquired by Dr. John Bendall, “The Flying Doctor.” Dr. Bendall and his wife, Evelyn, modernized the adobe as it stands today.

The present owner of Warren’s Well is the Hi-Desert Water District, which leases Warren’s Well to the Morongo Basin Historical Society.

Warren’s Well is located in Yucca Valley on Crestview Drive, the first street north of the Yucca Valley Airport, approximately one mile east of Old Woman Springs Road (SR247).

- Tom Granger, MBHS Vice President

Note: Information was compiled from MBHS Research Archives.
Photos of Warren windmill, Chuck Warren & horse, and cattle drive are from Joan Wilson collection; Warren's Well trough from Eldon Snapp collection.
Membership News

We had a very nice turnout at our February meeting for a program on Desert Christ Park by member Burke LeSage. Our guests for the morning were Nora Edgar, Bill and Phyllis Swinnerton, Barbara Logan, and John and Carolyn Ristaino. During the meeting John Ristaino of Pioneertown became a Life Member. Barbara Logan of Yucca Valley also became a member during the meeting, and by mail Shane Seitz of Yucca Valley became a member. Welcome all to MBHS!

Our drawing this time was a spring basket won by Helen Dotts. Helen said this was the first time she had ever won anything. The Society made $57.00 on this drawing.

A reminder that annual dues are due by July 1, 2002. Please think NOW of renewing your membership. We have new categories that may save you a little money.

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As of this printing, we have 127 Individual Members, 8 Family, 3 Business/Organization, and 12 Life members.

Don’t forget to support our BIG fundraisers coming up. The Bakeless Bake Sale (no pain at all) and our Yard Sale Friday and Saturday, April 5-6 (9am-2pm), at 7180 Mohawk Trail in Yucca Valley (same place as last year—one block north of 29 Palms Hwy). We need helpers! Also, look for our float in the Grubstake Parade on Saturday May 4, and the BIG dedication of Warren’s Well on Sunday, May 5.

- Donna Davies and Bernice Falltrick
  Membership Co-Chairs

MEMBERSHIP APPLICATION

Membership Categories (Please check one)

___ Individual $20 per year
___ Family (1 address) $35 per year
___ Business/Organization $35 per year
___ Life (1 person) $200

Please make your check out to Morongo Basin Historical Society and mail to MBHS, P.O. Box 2046, Yucca Valley, CA 92286.

Print clearly the following information: Name: Last________ First________ MI________
Additional Name (Family Membership only): Last________ First________ MI________
Address: Street________ City________ State________ Zip________
Mailing Address (If different) P.O. Box or Street________ City________ State________ Zip________
Telephone: (________)________ E-Mail:________

I (We) wish to give an additional $________ as my tax-deductible donation to MBHS. (Your gift is appreciated!)

Signature(s)________ Date________

Date Received________ Cash________ Check #________ Date to Treasurer________
Member card sent________ Newsletter sent________ Other________
Morongo Basin Historical Society

Memorabilia

BOOK MARKS $1.00 & $1.50

CALIFORNIA POPPY SEEDS (Pk) $1.00

MAGNETS $2.00

MBHS LOGO PINS $4.00

MBHS NOTECARDS (8) $5.00

WINDMILLS $5.00

BOOK: Desert Christ Park $5.00

MUGS: Yucca Valley - Warren’s Well $8.00

Joshua Tree - Turtle Days $8.00

MBHS CAPS: Printed $8.00

MBHS Tote Bags small $8.00

large $10.00

BOOK: Yucca Valley and Its History (signed by book’s authors) $10.00

MILLENIUM CALENDARS (year 2000) $10.00

MBHS Vest $25.00

JOAN WILSON BOOKS

(History of the entire Morongo Basin)

Set: Vol 2-6 $35.00

Your purchases help fund the projects of the Morongo Basin Historical Society.

Thank you!

If you wish to purchase any of these items, please attend our functions or write to

MBHS
P.O. Box 2046
Yucca Valley, CA 92286
MBHS & CLAMPERS DEDICATE WARREN'S WELL

WE DID IT! It took three years, the work and cooperation of many people, but we have achieved the first goal of MBHS: preserving Warren's Well and marking it as a State Historical Site! Thanks most especially to the perseverance of Sandy Williams, head of the WW committee. Sunday, May 5th was a BIG day for us all! If you were not one of the over 300 people who were there to witness this historic occasion, you missed a great day!

The fenced site was temporarily but beautifully landscaped by Unique Nurseries. (Permanent plants will be added soon.) Preceding the ceremony, stirring western and patriotic music played over a speaker system, all provided by the Clampers. Then short speeches were made by Ruth Long, president of MBHS; Sandy Williams; Gary Jablecki of the Bill Holcomb Chapter of E Clampus Vitus; Bill Neeb, Town of Yucca Valley mayor; and Don Krai, Hi-Desert Water District board member.

Excitement was high when the bronze plaque inscribed with a brief history of the site—and mounted in a tall, concrete monument—was unveiled. Donated and built by the Clampers in only one day, it will be a lasting tribute to Chuck Warren and his sons who dug the well which provided life-giving water to early settlers here.

Wearing their new blue MBHS vests, Bernice Falltrick and her helpers sold over $2000 worth of souvenirs. Red-shirted Clampers and over 100 of Chuck Warren's descendants crowded the tables to buy our WW cups, books, caps, vests, windmills and MBHS pins to take home to all parts of California, Oregon, Minnesota, and Texas.

To all of you who made this day possible by your donations, work, cooperation and support, MBHS says... THANK YOU! Special deep appreciation to the Clampers: they came, they worked, they won our hearts.
PARADING - Strutting our stuff

Hope you all saw the red, white and blue MBHS entry in the Grubstake Parade on May 4. The float featured a large windmill representing Warren's Well. The float was decorated by Tom Granger and Bob Connors in less than two hours! Riding in the truck pulling the float was Bob Connors, Bernice Falltrick, Harvey and Monika Legrone and Chuck Warren descendants Roland Warren, Morgan Reche and Lee Roy Arnett. Thanks to you all!

Photo by Les Long

GUESS WHO'S COMING TO DINNER?

Dale Noel, MBHS Historical Site Chair

When Lloyd and I volunteered to host the Clampers on our Landers property, we wondered what it would take to set up a fully self-contained site for about 400 men. We watched in amazement as the United States and E Clampus Vitus chapter flags went up, portable toilets, tents, RVs, campers, autos, motorcycles, coolers, awnings and two trucks of food arrived. Not to forget a huge dumpster delivery about the size of a bus. I discerned from this that they knew more about trash output than I did and they were ensuring that our desert would not be littered. The arrivals and setting up of a little Clampers town, akin to the old gold mining camps, began on Thursday, with more arrivals during the night and on Friday so that the Clampers could be at the Warren's Well site Saturday to erect the WW monument for Sunday's dedication. By nightfall, lights went on and the Brea Boys lighted a huge red balloon high in the sky to mark the way from OWS Road for arrivals throughout the night.

Watching as the two Penske trucks filled with food supplies pulled into a large blocked-off area followed by the official ECV cook shack, a red trailer with a drop-down back ramp, my curiosity and questions were running wide open. Also being towed in were the ECV-owned bright red portable toilets (one of which Grand Humbug Gary Jablecki claimed as his office) and a 48 square foot BBQ grill on wheels, designed and built by Clamper Jim Bob Thompson. I noted the grill was going almost around the clock the entire weekend, with mouth-watering, marvelous smells wafting frequently to the house.

After we were invited to dinner on Friday night with the "grey beards" and enjoyed a fresh salad, roasted cornish hens stuffed with wild rice and mushrooms, corn on the cob, fresh sourdough bread that Gino brought from San Francisco, and yummy M&M ice cream pulled from the dry ice in ample time to be perfect, I requested and received permission from the ECV to tour their "kitchen" and interview the cook crew. By Saturday afternoon I couldn't stand the curiosity—I just had to go talk to the cooking crew. Saying to myself, "If they don't handle the kitchen part any better than they park (this is part of their fun), betcha they have lots of prepared stuff... wonder if they ever cook at home," I was escorted and announced into the inner sanctum of this vast "Clampsite" by our local Mansel Hutsell with shouts of "Heads up, woman in camp!" I wore my Pioneertown Posse Marshall's badge, just in case my escorts failed to keep the peace.

Continued on next page
Guess Who's Coming to Dinner continued

Well...I found the most incredibly friendly, informed, helpful and generous team of men. They were so organized and efficient that team movements appeared to have been choreographed. Awaiting my tour and questions were two handsomely dressed Clamp Chefs: Uncle Dave Dutcher and Big Jim Bob Thompson, both attired in their snow-white chef coats and hats (toques). They were assisted by James Jackson (JJ, a US Postal Service employee) and a team of approximately 30 staff. Under the watchful hawk eyes of Jim Bob, the staff members were busily slicing fresh mushrooms, marinating steaks, setting up the buffet line, tending coals on the fire and stirring pots on 10 propane burner grills and constantly cleaning up.

I was allowed to stay to fire away with my questions and interview members of the all-volunteer cook team. Some of the Crestline team—including Rick Headrick, a plumber, and Keith Griffith—developed the special “Crestline Steak Rub.” Joseph McKee, a “Poor Blind Candidate” at this event, is in real life a Sushi Chef at Misato in Corona.

There are two major Clampouts annually; Jim Bob and his team use their historical records to develop a master plan for both outings and then focus for 6-7 months on each one. According to Clamper Dr. Sid Blumner, the philosophy at Clampouts is “No one will ever leave a Billy Holcomb Clampout hungry.” So hold your breath as you read the following partial list of their food and equipment: Cook Crew; 30-40, Cook Shack with built-in shelving and hundreds of bungee cords to hold all the pots, pans and other cooking requisites, 2 additional support trucks carrying 440 12-14 oz. Prime NY steaks, 50 lbs. ground beef and 25 lbs. ground pork to make chili, 1/4 ton of ice, 800 dinner rolls, 25 boxes of crackers, 25 lbs. bacon for seasoning, 250 lbs. onions, 25 lbs. shredded cheese, 800 Dodger Dogs, 400 hot links and dog rolls, 1600 breakfast sausages, about 1000 premixed eggs, 150 lbs. fruit, 50 gals. OJ, 25 gals. regular milk, 25 gals, chocolate milk, 75 lbs. fresh mushrooms, 400 Hagen Daz ice cream bars. ...I’m sure y’all get the point and can imagine what the rest of the ingredients were! Good eating for good men!!

The cooking crew members brag about serving 450 men in 45 minutes.

Following the Clamper guidelines of “Satisfactory!” being the highest rating they give to anything, I definitely rate the Warren’s Well Billy Holcomb, MBHS, May 3-5, 6007CY-2002 AD Spring Clampout at Coyote Pines as “Satisfactory.” Dining in the middle of the desert was never finer, and according to Clamper Recorder Shortneck, “So it is recorded.”

Photo of Clambers' Meal Ticket
Passion to save site culminates in historical day

By Michele Pinney
Hi-Desert Star

YUCCA VALLEY — With about 75 descendants of the area's earliest pioneers in attendance Sunday, the Morongo Basin Historical Society officially dedicated the first state-recognized historical site in the west end.

Warren's Well, listed in the California registry as Historical Site No. P36-009610, was on the brink four years ago of vanishing from the collective memory. Stockton Garrett, who owned the property before Hi-Desert Water District (HDWD), had feared the site would be destroyed if its location were common knowledge and its existence was a well-kept secret. In 1998 construction in the area caused further damage to the deteriorating superstructure which gave HDWD a public hazard to deal with.

Although there had been talk of organizing a historical society here, none existed yet that could take on such a project.

Sandy Williams, committee chair for restoration of the site, told the crowd of several hundred on hand at the ceremony an article that ran in this newspaper on July 15, 1998, set the wheels in motion to save Warren's Well.

"One of the last remaining visual remnants of Yucca Valley's early origins is in danger of disappearing," Williams quoted from the story.

"Those words ignited a passion," she said.

It wasn't too long before a determined group of competent people organized, collected members and dues and a charter was granted in February of 1999.

The Morongo Basin Historical Society was born.

"It takes money, perseverance and patience to get everything done," Williams said, referring to the physical labor and mountains of paperwork required to have a site officially recognized. "Everything began right here where we're standing. Our own archeologist Jim Brock has completed studies and identified eight sites; the Clampers have said they'd be happy to come back."

Williams recognized the Billy Holcomb Chapter of E. Clampus Vitus, known as the "Clampers," for providing and setting the monument marker; the group also presented a check to the society for a lifetime membership.

Six of Lela Warren's surviving children, the grandchildren of early pioneer Mark "Chuck" Warren, stand at the historical site marker that tells the story of Warren's Well and how Yucca Valley came to be because of its existence. From left, they are Marion Amett, Rosalee Kemp, Mary Ellen Grimer, Lee Roy Arnett and Lois Orvickson. Lela Warren was the first white child to be born in the area at the family's ranch in Morongo Valley.

Also recognized for their contributions were Steve Heard, who installed benches at the site and whose family homesteaded 160 acres here in the early days; Hi-Desert Water District, owner of record on the site; the Town of Yucca Valley and Kristian Kelly for securing grants; and the Warren's Well preservation team including Bob Connors, Norm and Tom Granger, Bernice Falltrick, Carole Kester and Dave Williams.
laboratory surpassed the century mark Friday when six suspects were identified through evidence collected from the Los Angeles Sheriff's Department, Orange County Sheriff's Department, San Diego Police

Thanks to the program, our DNA data bank continues to be an invaluable crime-solving resource for local sheriffs, police and district attorneys.

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PLAYING ON THREE SCREENS
*Spider-Man (PG-13)
(11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:15, 3:15, 5:15, 7:15, 9:15, 11:15, 1:30, 3:30, 5:30, 7:30, 9:30, 11:30)

*Hollywood Ending (PG-13)
(11:10, 1:10, 3:10, 5:10, 7:10, 9:10)

PLAYING ON TWO SCREENS
*Life Or Something Like It (PG-13)

Murder By Numbers (R)
(11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00)

The Sweetest Thing (PG-13)
(12:00, 3:00, 6:00, 9:00, 12:00, 3:00, 6:00, 9:00)

The Scorpion King (PG-13)
(11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00)

Changing Lanes (R)
(11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00)

High Crimes (PG-13)
(11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00)

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AND LET US HELP YOU BUY AND GET OUT OF DEBT AT THE SAME POCKET
YUCCA VALLEY—A historic event for Yucca Valley and the surrounding area occurred here Sunday when the four-year effort to preserve a significant landmark here came to fruition.

The site that allowed life in the Morongo Basin to take root was dedicated as California Historical Site No. P36-009610—commonly known as Warren’s Well.

A partnership between Hi-Desert Water District, the Town of Yucca Valley and a fledgling Morongo Basin Historical Society successfully restored the site that had supplied the only source of water to area pioneers, freight wagons headed east and cattlemen driving stock to summer pastures in the mountains.

Yucca Valley mayor Bill Neeb addressed the crowd of several hundred spectators, which included dozens of pioneering family descendants, at the dedication ceremonies where a monument marker was unveiled.

“The historical society has brought our town its first state-recognized historical site; the importance of Warren’s Well has been documented,” Neeb said. “Historical societies keep the records; they unravel the past and point toward the future.

“History is preserved through newspapers, books and families’ oral and written records. Through these sources one can view the political, social and economic activity of the past. Historical societies gather records of the past and save sites of historical significance.”

Hi-Desert Water District director Don Kral expressed the agency’s pleasure at being included in the ceremony and in the partnership formed to preserve the site.

“As you all know, Warren’s Well was the cornerstone for future development in Yucca Valley,” Kral said. “While our community has vastly progressed, I do not believe Chuck Warren, back in 1881, had any idea how his water well would play a major role here; he would be shocked at what’s happening here today.”

To the historical society, its members and the restoration committee, Kral said the accomplishment is a source of pride for the water district. This is fantastic what you’ve done!”
Hotline helps combat addiction

MORONGO BASIN — Residents here may take advantage of a hotline and Web site maintained by Narconon. Log onto www.stopadiction.com or call 1-800-468-6933.

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Hi-Desert Star 365-3315
Cattle calls from Hi-Dez history

By Dave Miller
Hi-Desert Star

YUCCA VALLEY — If you were to ask a local resident about the cattle-raising history of the Hi-Desert, you'd probably get a laugh similar to the one that accompanies the question, "Wanna buy a bridge?"

Ah yes, this is the Hi-Desert, podner. That's Joshua trees, brush, yucca and hillsides strewn with rocks.

Still, waaaay back in the 1870s, this was cow country.

The dusty pages of history reveal that the de Crevecoeur brothers were cattle barons and operated from their Morongo Valley headquarters from 1873 to the 1880s.

In fact, it's historically reported that Ben de Crevecoeur was the first white child born in Morongo Valley. Later he was a member of the Willie Boy posse and a well-known lawman in Banning. Move over, Wyatt Earp (whose final days were spent in the San Bernardino Valley).

Another early settler was Mark "Chuck" Warren, who retired as a freight driver over the old Arizona to California Chuckwalla trail to become a rancher after 1879, when he took over the de Crevecoeur Ranch in Morongo Valley.

If you're up on your local history, you know that Warren ran cattle to Yucca Valley where he had a well dug in 1881. This became known as Warren's Well.

It must be guessed that the water was loaded prior to the washing of clothes and kids. A series of owners kept the spot alive.

With the death of Warren in 1917, William Covington took over. Covington had been foreman for Chase, and Raw, Banning cattlemen.

The Talmadge Brothers, Will and Frank, purchased Warren's Well in 1912 when the stage service ended, using it as a holding corral during their spring roundup.

Later they bought out the Smart brand, the "J.S."

A little bit of history for you to savor: When the lower portion of the branding iron broke off, they made do and became known as the "I.S."

At that time, Warren's Well became known as the I.S. Ranch.

Barker and Shay, who held cattle land in Pipes Canyon, took over Warren's Well in 1918. Both the Talmadges and Barker and Shay used the grazing and water at Warren's Well during their yearly cattle drives.

Ah yes, but there's more to this story than a Stewart Anderson steak commercial.

Move over, Omaha. The fact is the cattle business here in little ole Yucca Valley reached its zenith in 1920 with the Talmadges selling more that 200,000 pounds of YVB (Yucca Valley beef) in that year alone.

If Sizzler were alive 82 years ago, could you imagine Yucca Valley's turf meeting the ocean's surf?

Moving right along, Dever and Berry took over Warren's Well for three years, living in the telephone company's units that had been installed at the well in 1929, during the telephone company's Mojave Desert Project.

Later, James W. Stocker purchased the property for winter range and in 1950, the Stocker cattle were sold to the Hamilton brothers.

At the same time, Warren's Well was sold to Dr. John Bendrall of Yucca Valley, who converted the old adobe barn into a residence.

So much for local cattle history.

One can hardly drive from Yucca Valley to Pioneertown, or from Yucca Valley through the Joshua Tree National Park and talk about our cattle ranchin' history without the subject of cattle rustlin' coming up for discussion.

Art Tidwell, a former National Park Service historian, dispelled the talk of cattle rustling back in 1996.

"There were rumors about Hidden Valley and cattle rustling, but that's all they were, rumors," Tidwell said some seven years ago when interviewed by the Hi-Desert Star.

An article appearing 30 years ago in the 1972 Grubstake edition of the Hi-Desert Star devoted nine lines to the topic of cattle rustling and the Hi-Desert.

The story called attention to Pauline Weaver, who kept secret the Indian trail he had "wormed" out of the Colorado River Indians.

The story claims Weaver later used the secret trail to beat his rivals in and out of the Hi-Desert, where he secreted cattle stolen from Arizona and "parts east."

"From Weaver's example came other rustlers and cattle thieves," the 1972 story claimed ... but it made no further mention of historical rustling in the Hi-Desert.

Although history barely notes rustlin' in the Hi-Desert, there's one footnote to history and cattle in Yucca Valley that's worth mentioning.

At one time, Big Bill Pace owned the Buckin' Horse Ranch in Yucca Valley.

An ex-rodeo rider, Pace came to the Hi-Desert seeking improved health for his wife, Rose. The story claims he "invented" a mechanized, life-size bucking horse that could be regulated to perform any of the antics of a true bronc.
YUCCA VALLEY — The key word was "revenues" at Monday's study session as interim town manager Bob Van Nort and finance officer Ron Carr guided council members through an initial look at the prospective 2002-2003 fiscal year budget.

In a May 6 memo to the council, interim town manager Bob Van Nort warned the Town's 2001-2002 fiscal year budget has a $600,000 deficit, requiring funds from the Town's reserves to balance the books.

Van Nort cautioned that while the Town government has used general fund reserves to balance the budget in past years, the time has come for the council to examine spending and minimize its dependence on reserve money. Carr presented the estimated total revenues for 2002-2003 at $6.4 million — but added the Town may take in less than that.

"This figure does not take into-account the possibility of Sacramento withholding more than $614,000 in vehicle licensing fees (VLF) next year," Carr said. "And with projected deficits in the individual local agencies, seven positions in Town staff could be eliminated. That would contribute significantly to balancing the budget, he said.

Council members Cook and Tom Scott were particularly opposed to reducing Town staff.

"It scares me when we start talking about eliminating jobs," Cook said. "We have to be very careful about how we address those areas of the budget."
Lifetime Membership Number 00014
Billy Holcomb Chapter 1069
E Clampus Vitus

Lifetime Membership in the Morongo Basin Historical Society

By: Ruth Long, President
This 5th day of May in the year 2002
"Society installs officers"

Taking the oath of allegiance to the Maroon Basin Historical Society are, from left, Los Clair, Maryan Barkley, Caudle Keeton and Betty Buhay. Not shown is Rachel Millo. Brad "Clay" Vickers holds the group's flag until they "swear" to do their duty. Fellow Tom Hall is in the background.

PIONEERTOWN — The Maroon Basin Historical Society (MBHS) held its annual installation luncheon on June 18 here.

The Pioneertown Fire Department provided a fire truck identified by white posters provided by the nominating committee.

These posters were then put up and, in order to avoid a continuing fire alarm, they were forced to go outside their homes and the historical site for the ceremony.

Those named in the order of "how they fit" were: "Coach" Keeton, former president, Rachel Millo, treasurer; Betty Buhay, recording secretary, and Beverly Hall, a member of the board of directors.

The inauguration was performed by past members Tim Scott, Rod Clark, Mike Buhay, Jim Vickers, David Barnard, Harvey Ayres and several others.

Out of the hundreds of their hearts, the post office has forced these to sit here for a long time.

Conway, who has been part of the MBHS for over 50 years, said he was named honorary president and had the honor of presenting the MBHS awards for 2003 to the group.

Shortly thereafter, Dr. Kenneth Frazell became the recipient of the 2003 MBHS award.

"Attitude doesn't stop in sleeping with bears," he observed, "but it's not hard to fall asleep in the tent with your parents.

"The combination of the capture and installation of the flag was presented by largest group of the MBHS, the Bill, Buhay and the Chaimion of the Ancient and Honorable Order of S.

Chaimion Vickers (Daughter), Robert, J. Lasse, Peter Wolf, Robert Green, Lotta Buhay and Harvey Ayres.

Warren's Web member, Sandy Williams, was honored by Conway and MBHS member Margaret Hubert for her work on the Warren Neil dedication and preservation project.

She was presented with an official shovel and a miniature shovel.

Buhay became the recipient of the 2003 MBHS award for his work on the Warren Neil dedication and preservation project.

The MBHS members were honored for their work on the Warren Neil dedication and preservation project.

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The Ancient and Honorable Order of
E Clampus Vitus
John P. Squibob • Lost Dutchman • Matt Warner
Queho Posse • Peter Lebeck • Billy Holcomb

Southern Alliance

Fall Clampout
October 11, 12, 13, 6007

Camp Hyder - Camp Horn
DateLAN Army Airfield
Camps of the Desert Training Center
California / Arizona Maneuver Area

Written by
Mike "Molar Mechanic" Johnson
Clamphistorian • XNGH • X-Head Abbot • Clampatriarch
THE SOUTHERN ALLIANCE
OF THE ANCIENT AND HONORABLE ORDER OF
E CLAMPUS VITUS
ANNOUNCES ITS EXTRAORDINARY
6-WAY JOINT CLAMPOUT
PRESENTED BY (IN ALPHABETICAL ORDER) THE
FOLLOWING CHAPTERS
LOST DUTCHMAN
BILLY HOLCOMB
PETER LEBECK
QUEHO POSSE
JOHN P. SQUIBOB
MATT WARNER

OCTOBER 11, 12, 13, 2002
(IN THE RECKONING OF OUR ORDER CLAMPYEAR 6007)

BEING A COMMEMORATION OF
CAMPS HYDER AND HORN AND
DATELAN ARMY AIR FIELD
OF PATTON’S DESERT TRAINING CENTER

TEXT BY MIKE JOHNSON, XNGH/CLAMPHISTORIAN
In the early days of World War II perhaps the largest military training effort ever undertaken was begun in the desert country of southern California, Arizona, and Nevada. England was on the verge of collapse and it appeared that America's first chance to strike a blow at the Nazis would occur in North Africa. Previous campaigns in Norway, Albania, and Crete had shown a need for troops specially trained and equipped for operation in difficult terrain. To this end, the Desert Training Center was established in January of 1942. Between 1942 and 1944 nearly a million American soldiers were to train here before being shipped overseas.

In the same month the DTC was organized, Rommel's Afrika Korps recaptured the North African port of Benghazi, and in a week's time moved 100 miles eastward toward Egypt, within striking distance of the Suez Canal. If the Germans controlled Egypt they would have a foothold for expanding into the Middle East. If the Japanese, who were conquering territory at an alarming pace, moved into India they could possibly link up with the Germans in Persia (Iran), which would leave Russia open to invasion from three sides. Given these dire circumstances, it appeared that Americans would soon be involved in a war in North Africa.

By early 1942 Lieutenant General Lesley McNair, U.S. Army Chief of Staff, had developed a plan to combat the German advance in Africa. Fully aware that the United States had never fought a large-scale war in such terrain, McNair ordered that a location be found to train American troops for this task. Major General George S. Patton, recently promoted to command of the newly-formed 1 Armored Corps, was placed in charge of the project.

Although born in Southern California, Patton was unfamiliar with the desert, and he sought information and advice from many sources, among them an acquaintance who had once explored the Gobi Desert. Shortly after assuming command, he and his staff flew to March Field in Riverside (now March Air Reserve Base) to begin the search for a suitable location for the proposed training center. For several days they scouted the region by air, road, on horseback, and on foot. Patton felt that the California desert was eminently suited to his needs and provided sufficient space and terrain features not only for armored desert warfare, but for practically any type of large military exercise. The region was very similar to North Africa except that it contained numerous rugged mountain ranges. The geography varied from flat desert valleys to mountain peaks rising 7,000 feet above sea level. Patton proclaimed it the biggest and best training ground in the United States.

The area, though isolated and rugged, could be easily supplied with water from the recently-completed Colorado River Aqueduct. It was already served by three rail lines: the Union Pacific in the north, the Santa Fe in the center, and the Southern Pacific to the south. There were but three towns worthy of the name in the region (Needles, Blythe, and Yuma) and only a tiny fraction of the land was privately owned. All in all, it seemed to fill the bill perfectly.

The Desert Training Center, as this huge undertaking came to be called, originally extended from just east of Indio to the Colorado River, and from Yuma north to Searchlight, Nevada. Headquarters for the entire operation was at Camp Young, near today's Chiriaco Summit, east of Indio. Divisional camps, airfields, railroad sidings, and other installations were set up throughout the DTC. Countless permits, leases, and agreements had to be obtained, and negotiations with the railroads and the Metropolitan Water District had to be completed. The Department of the Interior, which controlled most of the land in question, allowed the Army to use millions of acres, but the land for the camps themselves was transferred to the War Department. This was deemed necessary to prevent the filing of claims by individuals on adjacent lands. Altogether, about 105 million acres were acquired by the War Department through purchase or transfer.

In March 1942 the General Headquarters of the Army Ground Forces realized that there was a need to develop and test equipment and materiel under simulated combat conditions. The Desert Warfare Board was established for this task. It made recommendations for such diverse items as combat boots, tires, small-arms lubricants, and vehicle cooling systems. The DWB was
also headquartered at Camp Young.

Despite daunting logistical challenges, the DTC was officially opened on April 30, 1942 with an initial staff of 20 officers. By the end of May about 4,800 enlisted men were present at Camp Young. From this small beginning the DTC was rapidly expanded and camps for division-sized units were established. At the peak of activity the facility boasted 15 divisional camps. They were, in alphabetical order, Bouse, Clipper, Coxcomb, Desert Center, Essex, Goffs, Granite, Hom, Hyder, Ibis, Iron Mountain, Laguna, Pilot Knob, Rice, and Young. Each camp was designed to accommodate up to 15,000 soldiers, with a typical layout being a large rectangle three miles long and one mile wide. In addition to the divisional camps there were numerous other installations such as rail sidings, airstrips, hospitals, supply and ammo dumps, laundry facilities, etc. 15 water points were established to draw water from the Colorado River Aqueduct. These were supplemented by wells, canals, and municipal water systems. Other supply and logistics facilities were established as far afield as San Bernardino and Pomona.

In its first few months of operation the DTC trained the initial wave of American soldiers bound for overseas. In the late summer of 1942 Patton and the I Armored Corps were ordered to depart the DTC in order to participate in the upcoming American landing in North Africa, Operation Torch, in which Patton would command the western portion of the invasion forces. Although the DTC will perhaps always be known as "Patton's Desert Training Center", it must be remembered that Patton, even though he helped create the facility and set the tone for later operations, was present in the desert for only a few months.

After Patton's departure the DTC was commanded first by Major General Alvan Gillem and then by Major General Walton Walker. Both the physical area and the scope of training were increased. By March 1943 the North African campaign was in its final stages, and the primary mission of the DTC, to train soldiers to survive and fight in the desert, no longer applied to incoming units which would be deployed to many different theaters throughout the world. The DTC was redesignated the California-Arizona Maneuver Area and tasked with training combat troops, service units, and staffs under realistic conditions similar to what they would experience overseas. No longer simply a center to train armored units in desert warfare, it provided a realistic maneuver area for infantry divisions, Army Air Force units, engineering and artillery battalions, and supply and service units.

The CAMA was reorganized to include both a Communications Zone and a Combat Zone, eventually extending 350 miles from Pomona east nearly to Phoenix, and 250 miles north from Yuma to Boulder City, Nevada. Thousands of soldiers with their supplies and equipment poured off the trains at such remote desert sidings as Rice, Freda, and Ibis. At the peak of operations, in the summer of 1943, there were approximately 200,000 American servicemen in the area. By the time of its closure in 1944 20 of the U. S. Army's 87 divisions had been stationed here (13 infantry and 7 armored) as well as countless other smaller units, for an estimated total of a million men trained in the desert facility.

Toward the end of 1943 shipments of service and support units overseas were increasing dramatically. Although there were still many soldiers to be trained, the lack of service units to supply and support them became the limiting factor. As a result, the War Department announced that the CAMA would close in May of 1944. Although training ceased as of that date, the center remained nominally in existence into the 1950s while equipment and supplies were collected and shipped to other locations. Italian POWs captured in North Africa were used to help dismantle some of the camps, including Camp Young. Explosive ordnance disposal units cleaned up portions of the facility in the immediate postwar years.

Following the cleanup the entire DTC/CAMA became surplus property. The BLM assumed responsibility for this immense area, and still has jurisdiction over most of it. Between 1951 and 1954 there were additional attempts to clean up unexploded ordnance, although decontaminating this huge stretch of desert was clearly impossible, and undoubtedly some dangerous materials remain today. The camps fell into disuse and were largely neglected in the years after WWII. Today there is increased interest in this great historical resource, and attempts are underway to preserve this history for later generations to experience and enjoy.
CAMPS HYDER AND HORN

Four of the DTC's 15 divisional camps were located in Arizona: Bouse, Laguna, Hyder and Horn. Camp Hyder is about 70 miles east of Yuma, near the Gila River and in close proximity to Camp Horn. The 77th Infantry Division, the first foot soldiers of the DTC, trained here from April to September of 1943. Camp Horn, a short distance west of Hyder, is most closely associated with the 81st Infantry Division, which occupied the area from June to November of 1943. Today a large portion of the former camp is owned by a farming company and has been largely cleared of evidence of its former existence. However, a pyramidal memorial honoring seven soldiers who died here still stands. The 104th Infantry Division also trained at this location.

Of interest at this juncture is an account of the "Battle of Palen Pass", which took place just east of today's Joshua Tree National Park. Palen Pass, located between the Granite and the Palen Mountains near Camps Granite, Coxcomb, and Iron Mountain, was the site of several large-scale military maneuvers. The pass was heavily fortified with bunkers, earthworks, and barbed wire.

In late June of 1943 the 77th Infantry Division began moving by motor convoy to Panto Verde to begin desert maneuvers as part of the IX Corps. There they joined their teammates, the 7th Armored Division. After a road march of 80 miles in a single night they attacked. They completely surprised their "enemy", the 8th Motorized Division, in one of the many mock battles in Palen Pass. In this action the performance of the 77th was deemed not up to standard and the division was sent back to Camp Hyder for additional training. The 77th Division would later see action at Guam, Leyte, Okinawa, and Ie Shima, and served occupation duty in Japan.

In a similar "battle" in October 1943 the 81st Infantry Division moved 200 miles by road to the vicinity of Palen Pass to participate in XV Corps maneuvers. The 81st's opponent was the 79th Infantry Division, which was entrenched in fortified positions in the pass. Most of the action occurred at night. The importance of digging in, dispersion of forces, and camouflage was frequently demonstrated as planes made mock strafing runs at such low altitudes that the troops sometimes threw rocks at them! In this particular action the 81st Division Wildcats received passing marks and prepared to move to a new station. The division eventually saw action at Peleliu and other islands in the Palau group, on Leyte, and also served occupation duty in Japan.

Palen Pass was considered rough country in an area noted for rugged terrain. It is mentioned in conjunction with the very unofficial "Hyder Campaign Medal." In the words of a soldier who lost 30 pounds during his desert stay, "the Hyder Ribbon is a strip of sandpaper on which is mounted a broken thermometer. If you fought at Palen Pass you can mount one salt tablet on it, and if you climbed Fourth of July Butte you are authorized to wear on it one small cactus lobe."

DATELAN ARMY AIR FIELD

Datelan Army Air Field was established near Camps Hyder and Horn on January 1, 1943. It was a sub-field for nearby Yuma Army Air Field, which was the location of the United States Army Air Force advanced flying school. The site was chosen for its proximity to Yuma, as well as for the availability of abundant fresh water from nearby wells. Construction was completed June 1, 1943. At its peak the field had a garrison of perhaps 160 men. Information is somewhat sketchy, but government documents indicate that the base composed a total of 3,200 acres, and at one time boasted 95 buildings, 3 runways, 4 taxiways, a gasoline station, water system, electrical distribution system, sewage disposal facilities, and perimeter fences. The runways were asphalt, with concrete turning and warmup pads and tie-down areas for the aircraft.

Three auxiliary airstrips with associated ground gunnery ranges were constructed nearby. These were Colfred, Stovall, and Wellton Fields, located between Datelan and Yuma. A fourth auxiliary field was planned for Aztec, about 8 miles east of Datelan, but was never
constructed. Department of Defense records indicate that Datelan Air Field was used until 1946, when it ceased operations due to the end of hostilities.

**UNITS BASED AT CAMPS HYDER AND HORN**

**77TH INFANTRY DIVISION**

The 77th Division was organized in New York in 1917. It was originally called the Metropolitan Division because its personnel came almost entirely from New York City. It was the first American division to reach France in World War I. The famed "Lost Battalion", the subject of a recent made-for-TV movie starring Rick Schroder, was a part of the 77th Division. As a result of this action the battalion commander, Major Charles Whittlesey, received the Congressional Medal of Honor.

The 77th was deactivated in 1919, then reactivated for World War II in the spring of 1942. Now known as the Liberty Division, it trained for over a year at Camp Hyder and other locations before making its combat debut on the island of Guam. It then fought at Leyte in the Philippines before spending May and June of 1945 in the front lines on Okinawa. The nearby island of Ie Shima, where some of the fiercest fighting occurred, was the location where famed war correspondent Ernie Pyle was killed by a Japanese sniper. The division also served as a reserve for the Saipan and Iwo Jima invasions. On Okinawa PFC Desmond Doss, a medic in the 307th Infantry Regiment of the 77th, received the Medal of Honor for his heroic actions in saving the lives of many Liberty Division soldiers.

After the Japanese surrender the division was assigned to occupation duty on the island of Hokkaido. On March 15, 1946 the Liberty Division was deactivated in Japan. During five operations in three campaigns the 77th spent 200 days in combat and suffered more than 2,000 casualties.

During the postwar period the 77th was one of six divisions comprising the Army Reserve. In 1967 the 77th Army Reserve Command (ARCOM) was formed in a reorganization of the Army Reserve. 77th ARCOM units were called to active duty during the Pueblo crisis in 1968, and some of these later served in Vietnam. In 1990 3,500 soldiers from 28 of its component units were mobilized during Operation Desert Storm. They participated in the loading and shipping of thousands of tons of logistical supplies and provided military intelligence units for the campaign, while engineering units constructed roads, buildings, water pipelines and POW camps in support of the Allied effort. In 1995 the 77th ARCOM was again reorganized into the 77th Regional Support Command, which provided troops for the United Nations peacekeeping mission in Bosnia-Herzegovina.

**81ST INFANTRY DIVISION**

The 81st Infantry Division was formed at Camp Jackson, South Carolina in August of 1917. It took its name, the Wildcat Division, from Wildcat Creek which flowed through the base. The 81st began the practice of wearing a distinguishing shoulder patch, a black wildcat on an olive drab circle, on their uniforms. This elicited howls of protest from other units, and the matter eventually came to the attention of General Pershing. He approved the Wildcat trademark, and further suggested that other Army divisions adopt the practice of wearing distinctive patches.

The Wildcats fought with distinction in the Meuse-Argonne campaign and in other actions. They were deactivated in June 1919 in New Jersey. With the beginning of World War II the division was reactivated in June 1942 at Fort Rucker, Alabama. After training at Camp Horn they sailed to Hawaii in mid-1944. The division, minus one regiment, invaded Angaur in the Palau group in September of that year. The remaining regiment was attached to the 1st Marine Division and fought at Peleliu. Elements of the 81st then landed on Ulithi, Yap, and nearby islands.

Beginning in January 1945 the division left in increments for New Caledonia, where it
regrouped and resumed training. It went into action at Leyte in the Philippines in May and participated in mopping-up operations in the northwestern part of the island. After the surrender soldiers of the 81st performed occupation duties in Japan's Aomori Prefecture until the division was deactivated in January of 1946.

In the postwar period the Wildcats were reactivated as an Army Reserve division in November 1947. Although considered for recall to active duty during the Korean War, it remained in Reserve status until 1965, when it was again deactivated. Two years later it was reorganized as the 81st ARCOM, and three of its units were deployed to Vietnam. In 1990 81st ARCOM troops were some of the first Reserve units called up for duty in Operation Desert Storm, and nearly 6,000 of them served during the Gulf War, most in the Middle East. 81st soldiers also participated in relief efforts after Hurricane Andrew struck south Florida in 1992. In 1993 they supported Operation Restore Hope in Somalia and a year later helped with humanitarian relief efforts in Bosnia-Herzegovina.

In 1995 the 81st ARCOM was reorganized into the 81st Regional Support Command. Under this restructuring the 81st became the largest Army Reserve command in the United States. It encompasses the states of Alabama, Georgia, Mississippi, the Carolinas, Kentucky, Tennessee, and Florida and exercises control over more than 30,000 soldiers.

104TH INFANTRY DIVISION

The 104th, the Timberwolf Division, was organized as a Reserve division in July 1921, three years after the close of World War I. Its manpower was to be drawn from the western states of Idaho, Montana, Wyoming, Utah and Nevada. With the outbreak of World War II the 104th was constituted as an active division in September 1942 at Camp Adair, Oregon. After training at Camp Horn and other locations, it landed in France in September of 1944 and soon moved to Belgium, where it relieved the British 49th Division and joined the British First Corps of the Canadian First Army. The 413th Infantry Regiment of the 104th became the first American troops to relieve an Allied (as opposed to American) unit on the Western Front, and the first Americans to fight under the command of an Allied Army in this theater of operations. The 104th liberated German-held territory in Holland, then moved to near Aachen, Germany to join the American Seventh Corps of the U.S. First Army, minus some units left in Holland to secure the liberated areas. In November the division went on the offensive and saw heavy fighting in Germany, crossing the Roer River and eventually entering Cologne (Koln). It then attacked east of the Remagen bridgehead. In March it joined forces with the U.S. 3rd Armored Division to mop up resistance in the Ruhr Pocket, eventually making contact with the advancing Red Army in April. On May 5, 1945 the division lost contact with the enemy after experiencing 195 consecutive days of combat.

The 104th left Europe in June and was stationed at San Luis Obispo, California while awaiting deployment to the Pacific Theater. Its role in the planned invasion of Japan was to stage through the Philippines and become part of an 11-division floating reserve that was to back up Operation Coronet, the invasion of Japan's main island of Honshu, slated for March 1946. With news of the Japanese surrender, however, the division was deactivated in December 1945.
A NOTE ON SOURCES

The main source of information on the DTC-CAMA for this article was the BLM’s recent publication *The Desert Training Center/California-Arizona Maneuver Area, 1942-1944: Historical and Archaeological Contacts* by Matt C. Bischoff, published in 2000 by Statistical Research, Inc. of Tucson, Arizona. Also of great use was *Patton’s Desert Training Center* by John S. Lynch, John W. Kennedy, and Robert Wooley. It was originally published as issue number 47, *Journal of the Council on America’s Military Past (CAMP)* at Fort Myers, Virginia in December 1982. Additional reference was made to material researched and written by XNGH Bill Pearson for previous clampouts involving the DTC. Other suggested sources for those interested in reading more about the DTC-CAMA are *The Land That GodForgot: The Saga of Gen. George Patton’s Desert Training Camps* by Brigadier General David C. Henley published in conjunction with the Western Military History Association in 2000, and the BLM’s *Desert Training Center: California-Arizona Maneuver Area Interpretive Plan*, 1986. Information on the 77th, 81st and 104th Infantry Divisions was taken from official division histories.
HONORING WWII VETS

HYDER HORN DETELANA O

FALL 6007
THE SOUTHERN ALLIANCE OF E CLAMPUS VITUS

FALL CLAMPOUT MEAL TICKET - OCTOBER 11, 12, 13, 6007
C.A.M.A./D.T.C.  CAMP HYDER - CAMP HORN - DATELAN A.A.F.
The Ancient and Honorable Order of E Clampus Vitus

JOHN P. SQUIBOB • LOST DUTCHMAN • MATT WARNER
QUEHO POSSE • PETER LEBECK • BILLY HOLCOMB

THE SOUTHERN ALLIANCE
ANNOUNCES THEIR
FALL CLAMPOUT
OCTOBER
11, 12, 13, 6007
IN
DATELAND, ARIZONA

TWO COMMEMORATIVE PLAQUES WILL BE ERECTED TO
DATELAN ARMY AIRFIELD AND
CAMP HYDER & CAMP HORN
CAMPS OF THE DESERT TRAINING CENTER
CALIFORNIA / ARIZONA MANEUVER AREA

REDSHIRTS $45.00 / P.B.C.s $55.00
IF POSTMARKED BY SEPTEMBER 25 DEADLINE!!!!
LATE SIGN-UPS WILL BE ASSESSED $5.00 AT CHECK-IN

EACH PERSON WILL RECEIVE A
BADGE OF THE DAY • A HISTORY KEEPSAKE
A MEAL TICKET FOR FIVE CLAMPOTENT MEALS

PRE-PAID EVENT SHIRTS ON SALE

ALL PAYMENTS WILL BE MADE PAYABLE TO:
JOHN P. SQUIBOB ECV
AND MAILED TO:
MILFORD WAYNE DONALDSON, GDR
4472 HORTENSIA ST., SAN DIEGO, CA 92103-1139

NO WIDDERS • NO PETS OR DOGS
NO GUNS OR KNIVES OR FIREWORKS
IF YOU COME - YOU PAY !!!
SCHEDULE OF EVENTS

CHECK-IN is open at the Official Place
DINNER is served at the Cookshack by the Lost Dutchman Cook Crew.
GREYBEARDS DINNER for all Visiting Indignitaries, XNGHs, Humbugs, and Officers..... at the Cookshack.
Check-in is open. All PBCs report to Hangman.
Ceremony of the Golden Hills at campfire area. - B.Y.O.B.

All PBCs report to the Hangman’s Camp.
BREAKFAST is served by the John P. Squibob Cook Crew.
PBCs report to the Cookshack for clean-up.
PBCs Erect Farting Posts.
ALL PBCs & SPONSORS meet at the Hangman’s Camp.
CHECK-IN is open (at the official place) and its Official!
Presentation of PBCs to the Greybeards for inspection, enlightenment, and the recitation on “How good its gonna be”
Sign-ups for Horseshoe Tournament.
PBCs leave for Monument Erection.
Horseshoe Tournament Begins.
LUNCH is served by the Matt Warner Cook Crew.
PBCs report to the Cookshack for clean-up.
PBCs entertain with I.O. test and singing.
DINNER is served at the Cookshack by Jim Jackson and the Billy Holcomb Cook Crew.
PBCs report to the Cookshack for clean-up
PBCs report to the Hangman’s Camp for preparation for the Queries and the Ordeals
Candlelight Ceremony of induction at the Hall of Comparative Ovations ....... also, the Raffle Prizes and the Horseshoe Tournament Awards

PBCs report to the Hangman’s Camp
BREAKFAST is served at the Cookshack by the Queho Posse & Peter Lebeck Cook Crews.
Camp clean-up by EVERYONE !... PLEASE !
Use the Dumpster, Dowse your fires, Bury your ashes...Leave nothing behind !!!
Plaque dedication at the Monument site. X-PBC Certificates & membership cards distributed after dedication ceremonies.

WHAT TO BRING

• Your Favorite Beverages - B.Y.O.B.
• Bring a P. B. C. • Firewood • Camping Gear
• Water - Dry Camp • Artificial Shade
• Warm Clothes for Desert Nights
DATELAND, ARIZONA IS LOCATED 67 MILES EAST OF YUMA ON INTERSTATE 8

Use exit 67. Clampsite is north of the freeway on the opposite side from the gas station.

Dateland has a 24 hr. gas station, a convenience store, and a cafe. Clampsite is accessible to all vehicles. • Direction signs will be up Thursday evening.

24 HOUR GAS AND SUPPLIES AVAILABLE AT THESE LOCATIONS

NEEDLES • INDIO • BLYTHE • EL CENTRO • YUMA • QUARTZSITE • GILA BEND • DATELAND
EVENT SHIRTS
Special Event T-Shirts are on sale for this event and can be ordered when you sign up before the cutoff date. These shirts are not on sale at the event so order yours now, and one for your PBC too. Mark your choices on the Sign-up Form.

NO PROMISE OF SHIRTS FOR LATE SIGN-UPS OR WALK-INS

ATTENTION ALL HAWKERS!
All Storekeepers & Hawkers who plan to attend this event must be officially sanctioned by their Chapter and only sanctioned stores will be allowed to sell their goods.

All stores must be set-up on the special "Hawkers Row" near the cookshack. Please identify yourself upon arrival to camp.

HANGMEN of the ALLIANCE

SAY...
BRING A PBC!
and show him the other side of the mountain in a way he will never forget! But be sure he is clean, sober and not wearing women's clothing.

PBCs are under the authority of the Hangmen at all times! Unauthorized decoration or dirtying of PBCs will not be tolerated! PBCs must remain in camp except for monument erection!

HUMBUGS OF THE SOUTHERN ALLIANCE - 6007

JOHN P SQUIBOB CHAPTER
GARY GLUD
QUEHO POSSE CHAPTER
DAN "SID'S PBC" STARK

LOST DUTCHMAN CHAPTER
KEN "DORSAL" BERRY
PETER LEBECK CHAPTER
"BIG-AL" EASTIN

MATT WARNER CHAPTER
ROGER METZGER
BILLY HOLCOMB CHAPTER
GARY JABLECKI
TO THE GRAND NOBLE RECORDER:

I hereby petition for membership in the Ancient and Honorable Order of E Clampus Vitus. I certify that I have received my novitiate instruction from my sponsor, Clamper ________, and hereby solemnly affirm my belief in the Dictum of the Order, "PER CARITATE VIDUARIBUS ORPHANIBUSQUE, SED PRIME VIDUARIBUS" and wholeheartedly, without reservation, agree to render SATISFACTORY SERVICE at all times.

I further agree to present myself at the ECV Hall of Comparative Ovations at such time and place designated by the NOBLE GRAND HUMBUG, guaranteeing that I shall arrive fully equipped to negotiate the Chasm of Terror and Despair and to reach the safe haven of CLAMPERDOM.

As evidence of my good faith, I forward herewith my gold dust ($_________) in payment of the initiation fee usually charged each POOR BLIND CANDIDATE. In return I humbly beseech you to transmit my Badge of Office which I will proudly wear when presenting myself for infamous induction. I realize that without this Badge of Office, the Grand Hangman and the Damnfool Doorkeeper cannot permit me to enter the Hall of Comparative Ovations.

Be it known, if you are accepted and inducted, that to remain a Clamper you must attend each and every Clampout or send the required gold dust for remaining active if you can't make it. If you do not you are no longer a Clamper.

Application received ____________________________
Application approved ____________________________
Application rejected ____________________________
Ritual taken ____________________________
Scroll mailed ____________________________

Witness my Hand and Privy Seal this __________ day of ______________________ 20____

Illegal Signature

TO BE DETACHED ONLY BY THE GRAND NOBLE RECORDER

PBC APTITUDE TEST
(to be filled out by P.B.C.)

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<th>I am a jolly good fellow</th>
<th>I am interested in California / Arizona / Nevada / Utah History</th>
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<td>check yes no</td>
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<td>I can draw or cartoon</td>
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<td>I play a musical instrument</td>
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<td>I am willing to help if</td>
<td>I am not a jolly good fellow</td>
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(For G.N.R.) Clamperating

FOR P.B.C. TO FILL OUT. PLEASE PRINT

Full Name ____________________________________________
Mailing Address _______________________________________
City __________________________ State ____ Zip __________
Phone # ( ) ________________________________
Occupation _______________________________________
Age _____ Place of Birth ______________________________
The Ancient and Honorable Order of E Clampus Vitus
Agreement and Release from Liability

1. I, __________________________ acknowledge that I have voluntarily requested to accompany the Ancient and Honorable Order of E Clampus Vitus for the purpose of dedicating various plaques and/or monuments to major and lesser events of California history.

2. I AM AWARE THAT THE MEETINGS OF THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS OCCUR IN THE WILDERNESS, AND THAT: DRIVING FROM MY POINT OF DEPARTURE TO SAID MEETING, HEREINAFTER CLAMPSITE; MY PARTICIPATION IN THE VARIOUS ACTIVITIES AT SAID CLAMPSITE; AND DRIVING BACK TO MY POINT OF DEPARTURE ARE POTENTIALLY DANGEROUS AND HAZARDOUS ACTIVITIES. I AM VOLUNTARIALLY PARTICIPATING IN THESE ACTIVITIES WITH THE KNOWLEDGE OF THE DANGER INVOLVED, AND HEREBY AGREE TO ACCEPT ANY AND ALL RISKS OF INJURY AND DEATH, AND VERIFY THIS STATEMENT BY PLACING MY INITIALS HERE __________

3. As consideration for being permitted by the Ancient and Honorable Order of E Clampus Vitus to participate in these activities, I hereby agree that I, my assignees, heirs, distributees, guardians, and legal representatives will not make a claim against, sue, or attach the property of the Ancient and Honorable Order of E Clampus Vitus or any of its officers or members for injury or damage resulting from negligence or other acts, howsoever caused, and by any member, agent, or officer as a result of my participation in or travel to and from the CLAMPSITE. I hereby release the Ancient and Honorable Order of E Clampus Vitus and any of its officers or members from all actions, claims, or demands that I, my assignees, heirs, distributees, guardians, and legal representatives now have or may hereafter have for injury or damage resulting from my above-described participation at the CLAMPSITE.

4. I HAVE CAREFULLY READ THIS AGREEMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY AND A CONTRACT BETWEEN MYSELF AND THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS, ITS OFFICERS, AND MEMBERS AND I SIGN IT OF MY OWN FREE WILL.

Executed at ____________________________, Az / Ca / Nv / Ut, on __________________ 20____.

Releasor ____________________________
(Signature Required)

☐ Check here if this is a new address

SOUTHERN ALLIANCE 6 CHAPTER CLAMPOUT REGISTRATION FORM

ALL PROCEEDS FROM THIS EVENT WILL BE DIVIDED UP ACCORDING TO THE NUMBER OF MEMBERS & PBCs PRESENT WHOSE CHAPTER HAS BEEN MARKED FROM THE NAMES LISTED BELOW. PICK YOUR HOME OR OFFICIAL CHAPTER.

• ANY SIGN-UPS THAT ARE MARKED “OTHER” WILL BE DIVIDED BY THE SAME METHOD AS ABOVE*

PLEASE MARK ONE BOX ONLY • • • • • • • •
☐ JOHN P. SQUIBOB ☐ LOST DUTCHMAN ☐ MATT WARNER ☐ OTHER
☐ QUEHO POSSE ☐ PETER LEBECK ☐ BILLY HOLCOMB

name ____________________________
address ____________________________
city __________ state ___ zip ______

PBC’s name ____________________________ please include pbc application
phone ____________________________

Check here if you are a XNGH or NGH ☐

_______ $45.00 Here is my gold dust, I’ll be there!
_______ $55.00 I’m bringing a PBC, here is his money
_______ $50.00 My payment is late (after Sept. 25, 2002)
_______ $ 5.00 My jackass is sick, keep me on the list

I want to buy a special event shirt. Add price from the chart below.

TOTAL PAYMENT

ALL SIGN-UPS WILL BE MADE PAYABLE TO:
JOHN P. SQUIBOB ECV
AND MAILED TO:
MILFORD WAYNE DONALDSON, GDR
4472 HORTENSIA ST., SAN DIEGO, CA 92103-1139

CHOOSE YOUR SHIRT STYLE AND SIZE

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To CLAMPER:

Phil Holdaway Archivist
3559 N. Wall Ave.
San Bernardino Ca. 92404

SIX CHAPTER
FALL CLAMPOUT
DATEDLAND, AZ
OCTOBER 11, 12, 13, 6007
SOUTHERN
ALLIANCE
Remembering
Gen. George S. Patton's
training sites near Dateland
a monumental undertaking

BY MATT RIEHL
SUN STAFF WRITER

DATELAND — Mother Nature has done her best to conceal a piece of American history. More than a half-century ago, the remote, seemingly unremarkable desert region here was one of many sites used by one of America's most famous war heroes, Maj. Gen. George S. Patton, to prepare his troops for desert warfare in North Africa during World War II.

Patton, known by his troops as Old Blood and Guts, had been ordered by the War Department to locate, establish and command these training centers. Two of these centers — Camp Horn and Camp Hyder — were established in the present-day Dateland area, 68 miles east of Yuma.

"Patton came in '42 and set up camps at Camp Horn, Camp Laguna and Camp Hyder as part of the Arizona contingency," said Harold Elliott, longtime Yuman and World War II veteran. "His big base was at Twentynine Palms."

Saturday and Sunday, due to the efforts of Elliott and Chama Walker, owner of 300 acres in the Dateland area, a monument will be dedicated in honor of Patton, the two Dateland-area training camps under his command and the 19 soldiers who perished at Camp Horn when the Army, Elliott says, tragically underestimated the severity of the desert climate. "They sent outfits out on (survival missions) with only one canteen of water per soldier to find designated water sources," Elliott said. "One outfit miscalculated and ran out of water before they found their destination."

The Dateland community, along with the Clampers, a traveling national fraternity established to build memorial monuments, are hosting the dedication, set to commence at 9:30 a.m. Sunday at the Dateland Cafe, 68 miles east of Yuma on Interstate 8 at mile post 67. The public is invited.

The Clampers, who operate anonymously and not for individual recognition or gain, are bearing all of the expenses to set up and conduct the ceremony, Elliott said. Between the Clampers and Vietnam Vets, a national biker club, 800 to 1,000 men are expected to attend the weekend festivities and ceremony. "This isn't even counting members of the general public," Elliott said. "There's likely to be over 2,000 people. Pretty impressive considering the population of the Dateland area."

PHOTOS COURTESY OF YUMA PROVINCIAL WORL WII SOLDIERS under the command of Maj. Gen. George S. Patton traverse the desolate landscape during a training exercise in the Dateland area east of Yuma (top photo) while a U.S. soldier, rifle in hand (above), appears eager to go to war.
ssional hawks lack war experience said. Congress is debating whether to authorize the use of force against Iraq, seeking to use force against Iraq, without or without U.N. backing. The House was to vote Thursday; a Senate vote was expected next week.

War advocates contend Saddam Hussein is too great a threat to wait until he strikes first, and among them are some who never went up in the Army, Navy, Air Force or Marines.

In the post-World War II generation, the anti-war era receding, too, combat experience is becoming invisibly scarcer in Congress and the administration. Decisions about going to war are increasingly likely to be made by those who have never served. Sen. Joe Lieberman, D-Conn., a Vietnam-era veteran and one of three anti-war House Democrats who recently visited Iraq, says Bush should pursue diplomacy before war. Bonior said he was just an Air Force cook in California during the Vietnam War and saw enough to know that "war destroys lives in such a profound way."

Combat veterans who have taken a go-slow approach to war against Iraq include Sen. John Kerry, D-Mass., a decorated Vietnam War veteran.

It’s that firsthand experience of war that is feeding the opposition, says Michael Klare, who teaches peace and world security studies at Hampshire College in Amherst, Mass.

But “at least that experience gives you the sense that things can go wrong,” he said.

Still, many proponents of using force recognize the task may not be simple or bloodless.

“Any student of history, even a non-veteran, knows war is more complex than people who think these things are all hunky-dory,” he said.

Sen. John McCain, R-Ariz., held as a prisoner of war in Vietnam for more than five years, is outspoken about removing the “tyrant” leading Iraq.
TRIBUTE
FROM PAGE A1

and Hyder area is only 852.”

The weekend event will kick off Friday with Casino Night from 9 p.m. to 1 a.m. in the Aldridge Community Center at Dateland Elementary School. There will be an open bar, food and real Las Vegas tables. Games will include craps, blackjack, roulette and poker. A $15 donation is good for $800 in play money, while $25 is good for $1,600 in play money.

Door prizes and prizes for casino winnings will also be available, including a 19-inch color television, a Hewlett Packard computer, a gas barbecue grill and a generator. All proceeds will go to Dateland and Tacna’s volunteer fire department.

The idea for the Patton monument was spawned when Elliott read in the Arizona Republic that there was going to be a celebration at Chiriaco Summit, near Indio.

“My wife and I went there and talked with Margit Chiriaco Rushe, who encouraged me to talk to Bill Pearson, head of the Clampers,” he said. “Then I made contact with Bob Sloncen, principal at Dateland Elementary School, and told him I wanted to build a monument. He was quite interested. Next, I talked to Dateland owners Charna and Roland Walker, and they were interested.

“The Clampers, who built the monument at Camp Laguna — now YPG — several years ago, were very impressed with what they saw,” said Elliott. “This has blossomed into the largest Clamper get-together they’ve ever had. And the entire community is enthusiastic about it. They’ll get some well-deserved recognition.”

Matt Riehl can be reached at mriehl@yumasun.com or 539-6851.
of your estate is handled according to convention. In the event of incapacity, conservatorship.

**choosing to throw it away!**

Register Now! 783-4575

Thurs., October 10th at 9:30am or 6:30pm

Yuma Civic & Convention Center

Sat., October 12th at 9:30am

Yuma County Library

Attend and receive a FREE 1 hour Estate Planning consultation ($200 value)

Register online and receive a FREE report!

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n.t. not traded, n.q. not quoted.

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Est vol 16,624; prev vol 18,860
open int 108,639

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Tue's sales 15179 Tue's open int 133501, off 142

CORN

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RICH SILVER ORE WAS DISCOVERED IN DECEMBER 1872 AT THE HEAD OF SURPRISE CANYON 12 MILES NORTHEAST OF HERE. THE UNITED STATES SENATORS FOR NEVADA, JOHN P. JONES AND WILLIAM MORRIS STEWART, INVESTED IN AND PROMOTED THE CAMP WHICH DREW A PEAK POPULATION OF 2000 TO THE STEEP, MILE-HIGH CANYON. WELLS FARGO REFUSED TO SERVE THE LAWLESS CAMP, AND BULLION WAS SHIPPED OUT IN 400-POUND CUBES TO DETER THIEVES. TO CONNECT HIS SANTA MONICA PROPERTY WITH THE MINES JONES BUILT A HALF-MILE PIER AND BEGAN A RAILROAD, WHICH REACHED ONLY AS FAR AS LOS ANGELES. JONES AND STEWART FLOATED 15 STOCKS ON THE SAN FRANCISCO MINING EXCHANGE WITH A FACE VALUE OF OVER $61 MILLION. ON JULY 4, 1876 THE CAMP CELEBRATED A NEW 30-STAMP MILL, AND STRINGS OF ORE CARS MOVED AT FULL SPEED. THE CELEBRATION ENDED 20 DAYS LATER WHEN HOURS OF HEAVY RAIN FLOODED THE PANAMINT PEAKS AND SENT A WALL OF WATER DOWN SURPRISE CANYON'S MAIN STREET, WIPING OUT CABINS, STORES & SALOONS TO END THE BOOM. ONE OF THE DEPARTING MINERS, ISADORE DAUNET, CROSSED THE SUMMIT AND DISCOVERED COTTONBALL BORAX AT FURNACE CREEK.

PLAQUE ERECTED NOVEMBER 9, 2002 BY YERBA BUENA NO. 1, SLIM PRINCESS, BILLY HOLCOMB AND PLATRIX CHAPTERS OF THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS, IN COOPERATION WITH THE DEATH VALLEY '49ERS.

The First Yerba Buena E Clampus Vitus Expedition to Panamint City - - 1938

A Major Surprise Canyon Flood, 1876, and demonetization of Silver ended the Boom, - - And PANAMINT CITY.

At the Head of that narrow Canyon

The United States Senators for Nevada, John P. Jones & William Morris Stewart were Panamint's principal Promoters
Early in 1873, three outlaws held up a Wells Fargo Stage west of Panamint Valley. While hiding out in the Panamint Mountains and waiting for things to cool down, they discovered a rich silver ledge in Surprise Canyon, worth far more than the proceeds of the robbery. One of the robbers was an acquaintance of William Morris Stewart, then U.S. Senator from Nevada, and namesake of Chapter 10 ECV. Stewart arranged for amnesty for the crooks in exchange for return of the loot to Wells Fargo, and was allowed to buy a portion of the claim. John P. Jones, the senior Nevada Senator, and former Sheriff at Weaverville, became a partner, and the Panamint Mining District was quickly formed, claiming to be "THE NEW COMSTOCK".

In November of 1874 the Anaheim Gazette stated of the new boom town, "there are 700 men, 10 women, and 4 inches of snow up at Panamint, and lively times are expected."

Panamint City soon gained a reputation for lawlessness, with 5 or 6 men killed there during its brief existence. The town stretched for one mile, rising over 1000 feet, along the steep narrow canyon. Freight wagons had a hard time negotiating the steep grade, so most supplies came up by pack train.

From the beginning Wells Fargo refused to handle Panamint City bullion because of the multitude of gunmen attracted to the camp, and in a desperate bid to foil thieves, the silver was cast into 400-pound cubes, about one foot on a side which were too heavy for desperados to carry off. The lone attempt made on wagons carrying the heavy blocks resulted in no loss of bullion and one very irate group of robbers.

A steam engine and boiler were laboriously freighted up the steep canyon in pieces and reassembled at the top, where a 20-stamp mill was built. As a result of the mining activity, stage and freight lines ran regularly from San Bernardino to Panamint City, and the crossroads at Ballarat began to take shape. A Railroad was started from Sen. Jones new half-mile pier at Santa Monica to reach the mines, and tracks were laid into Los Angeles; while Jones and Stewart floated 15 mining stocks on the San Francisco Mining Exchange, with a face value over $61,000,000.

But, by the end of 1876 the seams of silver at Panamint had played out, and an exodus to new mines at Darwin, to the west had begun. That year a flash flood carried away much of the canyon town, and the mill shut down in 1877. Today only foundations, a few shacks, and lone brick chimney remain, within Death Valley National Park. The road is Washed out.

Mike Johnson - XNGH

The Los Angeles and Inyo Railroad built a 2,700 foot Pier into Santa Monica bay, laid tracks to Los Angeles headed toward Panamint City. (Taken over by SP RR '77)
**CHAPTER OFFICERS 2003**

**NOBLE GRAND HUMBUG**
Gary Bancroft 909-338-1926

**CLAMPATRIARCH**
Mike Johnson XNGH 909-785-8820

**VICE-HUMBUG**
Mansel Hutsell 760-228-0475

**GOLD DUST RECEIVER**
Bob Green 760-365-5098

**RECORDER**
Jim Jackson 909-862-1277

**CLAMPCHEF**
Paul Renner 310-781-3798

**STOREKEEPER**
Scott Blystone 909-237-2009

**HANGMAN**
Mike Burgoon 760-873-0017

**UNDERTAKER**
Neil Samson 909-780-3179

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**The Ancient and Honorable Order of E Clampus Vitus**

**BILLY HOLCOMB CHAPTER 1069**

**SCHEDULE OF EVENTS 6008-2003**

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>January 8, 2003</td>
<td>General Meeting</td>
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<tr>
<td>January 11, 2003</td>
<td>Emperor Norton Day</td>
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<td>January 18, 19, 20, 2003</td>
<td>4x4 Vituscan Winter Trip</td>
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<tr>
<td>January 18, 19, 20, 2003</td>
<td>Billy Holcomb’s Birthday Party</td>
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<td>January 25, 2003</td>
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<td>February 5, 2003</td>
<td>Work Party – 8:00 am.</td>
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<td>February 8, 2003</td>
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<td>March 5, 2003</td>
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<td>April 2, 2003</td>
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<tr>
<td>May 2, 3, 4, 2003</td>
<td>Spring Clampout</td>
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<td>May 18, 19, 20, 2003</td>
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<td>June 4, 2003</td>
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<td>June 7, 2003</td>
<td>Crestline Freedom Days Parade – Date Pending</td>
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<td>June 29, 2003</td>
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<td>July 2, 2003</td>
<td>T.R.A.S.H Trek</td>
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<td>July 18, 19, 20, 2003</td>
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<tr>
<td>August 6, 2003</td>
<td>4x4 Vituscan Summer Trip</td>
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<td>August 15, 16, 17, 2003</td>
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<td>October 10, 11, 12, 2003</td>
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<td>November 5, 2003</td>
<td>Death Valley Fam-camp</td>
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<td>November 6, 7, 8, 9, 2003</td>
<td>Officers Changeover Meeting</td>
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<tr>
<td>December 3, 2003</td>
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<tr>
<td>January 7, 2004</td>
<td>General Meeting</td>
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<tr>
<td>January 16, 17, 18, 2004</td>
<td>4x4 Vituscan Winter Trip</td>
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Billy Holcomb Chapter 1069 holds its monthly meetings at The Red Fox, a Clamper owned and operated watering hole located at 3142 N."E" st. in San Bernardino. All redshirt members are welcome to attend and help the Chapter, and meet with your friends. All meetings start promptly at 7:00 pm. Meeting dates listed above.

We have several scheduled work party dates where volunteers can help maintain and repair the Chapter equipment. All of the work parties listed above are at the home of Jim Phillips in Riverside. You can get directions at 909-789-7071. Food and beverages served to those who come and help.!
WORK PARTY MAP

ALL VOLUNTEERS WELCOME!

WORK PARTIES BEGIN AT 8:00 AM
DATES ARE LISTED ON THE CLAMPSCHEDULE

DIRECTIONS FROM SAN BERNARDINO AREA:
Find your best route to the 91 freeway in Riverside and exit at Arlington Ave. Turn left on Arlington, go under the freeway and turn right immediately on Indiana Ave. Continue on Indiana Ave to Washington St. Turn left on Washington and travel 2.3 miles to Bradley St. Turn left on Bradley and go up to Golden Star Ave. Turn right on Golden Star Ave. and go across the wash and go about 1/4 mile to the first driveway on the right, past the concrete block (giant legos) retaining wall, and turn right at the "PHILLIPS" sign. Go up the hill to the next "PHILLIPS" sign and turn right here at Grey Ln. Follow Grey Ln. around the corner to the last house on the right with the white wrought iron gates and flagpole.

DIRECTIONS FROM CORONA & ORANGE COUNTY:
Find your best route to the 91 freeway in Riverside and exit at Adams St. Turn right on Adams and go to Victoria Ave. Turn left on Victoria Ave. Continue on Victoria Ave to Washington St. Turn right on Washington and travel 2.3 miles to Bradley St. Turn left on Bradley and go up to Golden Star Ave. Turn right on Golden Star Ave. and go across the wash and go about 1/4 mile to the first driveway on the right, past the concrete block (giant legos) retaining wall, and turn right at the "PHILLIPS" sign. Go up the hill to the next "PHILLIPS" sign and turn right here at Grey Ln. Follow Grey Ln. around the corner to the last house on the right with the white wrought iron gates and flagpole.

DIRECTIONS FROM SAN DIEGO, MORENO, BANNING AND ALL AREAS EAST & SOUTH
Find your best route to the 215 freeway at the Van Buren Blvd. exit by March Field & Riverside National Cemetery. Exit here and go west away from March on Van Buren for approx. 6 miles to Washington St. Turn right on Washington and go to Golden Star Ave just before the "45mph" sign. Turn right on Golden Star Ave. and continue down the hill about 8/10 mile. At this point you will be at the bottom of the wash (not on the hillside) making a sharper left curve and there is white rail fencing on your right. Watch now for the "PHILLIPS" sign and turn left at the "PHILLIPS" sign up the SECOND driveway. Go up the hill to the next "PHILLIPS" sign and turn right here at Grey Ln. Follow Grey Ln. around the corner to the last house on the right with the white wrought iron gates and flagpole.
Humbug Gary Bancroft invites all redshirts and their families to help celebrate Billy Holcomb's Birthday on January 25th, 2003. We will meet at the Pioneer Cemetery in San Bernardino at Billy's Grave for a short ceremony and proceed to The Red Fox at 3142 north "E" st. where there will be birthday cake for everyone.

BRING YOUR FRIENDS & FAMILY!
The Ancient and Honorable Order of E Clampus Vitus
Billy Holcomb Chapter 1069

Present

Historic

Daggett Garage

May 2, 3, 4, 6008

Written by

Mike "Molar Mechanic" Johnson
Clamophistorian • XNGH • X-Head Abbot • Clam Patriarch
THE ANCIENT AND HONORABLE ORDER
OF
E CLAMPUS VITUS

BILLY HOLCOMB CHAPTER 1069

FALL CLAMPOUT

MAY 2, 3, 4, 2003
(CLAMPYEAR 6003)

HISTORIC
DAGGETT GARAGE

HELD UNDER THE REIGN OF NOBLE GRAND HUMBUG
GARY BANCROFT

WRITTEN BY
MIKE JOHNSON, XNGH, CP
DAGGETT

Daggett owes its existence to its strategic location on the Mojave River. It became an important stop on the railroad and later on old Route 66. It evolved into a major trading and transportation center, and though the demise of “The Mother Road” and the advent of Interstates 15 and 40 has isolated it to some degree, it still boasts the Marine Corps Logistic Center, the nearby Barstow-Daggett Airport, a fine museum, and a thriving community that ensures its continued existence.

Recorded history of the Daggett area begins with the journal of Father Francisco Garces, who set out on his explorations in 1776. Garces followed the Mojave River, and remarked on the several Indian rancherias in the vicinity of present-day Barstow and Daggett.

In 1829 the Old Spanish Trail was pioneered to connect the Mexican settlements in southern California with the city of Santa Fe. Prior to Mexican independence in 1821 these communities had been under Spanish control. For two decades this trail witnessed the annual passage of large trade caravans that exchanged New Mexican woolen goods for much-prized California horses and mules. The route entered California after passing through Nevada’s Pahrump Valley, then proceeded on to Resting Springs, near today’s Tecopa, and thence to Salt Spring near the big bend of the Amargosa River. After heading south from Resting Springs there was no water, except for a small hole of vile liquid called Bitter Springs (now located within the boundaries of the Marine Corps Air-Ground Training Center), until reaching the Mojave River a few miles downstream from modern Daggett. Following the establishment of the Old Government Road (Mojave Road) in 1859, this spot became known as Forks of the Road.

In later years the area was traversed by such illustrious mountain men and trailblazers as Jedediah Smith and Joseph Reddeford Walker, but for the most part it remained a quiet backwater, as did much of inland California until the Mexican War and the ensuing California Gold Rush. At the end of the war this territory came under control of the United States, and the annual trade caravans over the Old Spanish Trail came to an abrupt halt. Almost immediately, however, the slack was taken up by increasing numbers of Mormons traveling between Salt Lake City, established in 1847, and the ports of southern California, which served both as a place to obtain things unavailable in Utah and
as an entry point for floods of Mormon converts from Europe and the South Seas. Although never a major route to the goldfields, it was still an important gateway for groups arriving in the West too late to dare a winter crossing of the Sierra Nevada, such as the fabled Death Valley 49ers.

As the rush for gold slowed, pioneers of a different sort overflowed into the California countryside. Along with the miners, more and more ranchers and farmers settled the well-watered bottom lands along the Mojave River. As a result of this influx, clashes with the indigenous Indian population became inevitable. This conflict resulted in the establishment of a military post by Major James H. Carleton and troopers of his First Dragoons in 1860. Camp Cady, named for Carleton’s friend and fellow soldier Albemarle Cady, was located on the Mojave River a few miles west of Forks of the Road, which has been previously mentioned. In 1859 the Army established Fort Mojave, on the Arizona side of the Colorado River near today’s Bullhead City. Soldiers stationed here protected mail, travelers, and military traffic from the warlike Mojave Indians, who controlled the only good ford on the Colorado for a hundred miles north of Yuma. Forks of the Road marked the juncture of the Old Government (or Mojave) Road, connecting Fort Drum and the port of Los Angeles with Fort Mojave, and the Old Spanish Trail, which by this time had largely come to be known as the Salt Lake or Mormon Road.

Along with the farmers and ranchers came a number of prospectors. Mining was undertaken at Salt Spring as early as 1850, and by the following decade the entire region was being scoured by prospectors. By the 1870s strikes by these miners and the resulting lines of transportation and communication spurred a huge influx of travelers to this section of the desert. Small waystations sprang up to serve the sojourners, among them Lane’s Crossing (Victorville), Grapevine, Cottonwood, Point of Rocks (Helendale), and Oro Grande. Near the site of today’s Marine Corps Logistic Center (Nebo Annex) was a spot called Fish Ponds. Here, the Mojave River flowed on the surface and formed a large basin said to contain fish. Today, the groundwater has been drawn down considerably and the ponds are no longer visible. Despite all this activity in the immediate vicinity, Daggett’s heyday would not come until the 1880s.

The history of Daggett cannot be addressed without mentioning the boomtown of Calico, a few miles to the north. Rich silver deposits were found here in 1881, and the Silver King claim was located. In 1882 the camp began to boom as the Silver King came into full production. The name of the new town derived from the varicolored rocks in the area, which were said to remind the
miners of a piece of calico cloth. A post office and a weekly newspaper were quickly established. The county created a school district and voting precinct, and a well was dug at nearby Calico dry lake to provide the new community with water. Much of the town was destroyed by fire in 1883, but it soon revived, eventually reaching a population of over 2,500. Development peaked in 1884-85. By this time the village had come to consider itself quite civilized, and the event of the season was the May Day Ball and Ice Cream and Strawberry Festival, held in the town hall by the ladies of Calico. Unfortunately, in 1885, as commemorated by a 1976 Billy Holcomb Chapter plaque, the event was broken up at two a.m. by a shootout between two groups of rival miners, and “ended with the slinging of eggs and lead.”

Daggett was widely expected to become the premier settlement in this part of the desert. Indeed, by the turn of the century it was larger than either Barstow or Victorville. The camp’s seemingly preeminent place was truly assured, however, when the rails came in 1882. The infant community immediately became the transportation and supply center for mines and mining districts farther to the north and east. The station, originally called Calico, was soon renamed for John Daggett, California’s lieutenant governor from 1883 to 1886. Even as production as the Silver King began to wane, mills and processing plants near the river were constructed and expanded, the largest of these boasting 60 stamps and electric power. In 1888 the narrow-gauge Calico Railroad was built to connect the camp with the Santa Fe main line at Daggett in order to more efficiently move the ore from mine to mill. For many years during this era, Daggett was the busiest, toughest, and most notorious town in the Mojave Desert.

In 1892 the price of silver dropped precipitously, and mining activity at Calico came nearly to a standstill. The Calico Railroad was abandoned and the narrow-gauge rails were subsequently pulled up in 1903. Daggett’s fortunes might have taken a decided turn for the worse but for the discovery of rich deposits of another, more humble mineral—borax.

In 1880, while prospecting in Death Valley after leaving the declining mining camp of Panamint City, a Frenchman named Isadore Daunet and a few companions almost lost their lives in the desert, resorting to killing their pack animals and drinking their blood in order to survive. A year later, hearing of the borax strikes that would later become the Harmony Borax Works, Daunet remembered seeing the white mineral in his travels and returned to file a claim on 270 acres of borax flat at Eagle Spring on the floor of Death Valley. His first
attempts consisted of simply scooping up raw borax and packing it out on muleback. This impure borax returned only 17 cents a pound, and Daunet set out to improve the efficiency of his operation. Journeying to Daggett, he and his partners packed in a 25-foot iron pan and twelve 1,000 gallon galvanized tanks. By boiling and crystallizing the borax, they got a more refined product which reduced transportation costs considerably.

Within a year Eagle Borax Works had processed 260,000 pounds of borax in its primitive refinery. The finished product was freighted out in two-wagon rigs drawn by twelve mules. This was the first borax shipped out of Death Valley. It went to the railhead at Daggett via Wingate Wash and Wingate Pass, Lone Willow and Granite Springs, and Black’s Ranch, north of modern Barstow.

William T. Coleman’s more famous Harmony Borax Works began operations soon thereafter. He also owned borax properties just south of present-day Shoshone, California. In 1884 Coleman’s local competition ceased when Daunet committed suicide in San Francisco and his company folded.

The Harmony works was faced with the same transportation problems as Daunet. The borax had to be shipped to the rails at either Dagget or Mojave, both about 165 miles away. A typical round trip by wagon took twenty days. There is some controversy as to what route was used by the Harmony operation. Some say that the early route was to Daggett, via Saratoga Springs, the Avawatz Mountains, Cave Springs, and Coyote Holes. Others say it was to Mojave. At any rate, in a short time Coleman decided that in order to make a profit he would have to create his own road and freight line. He also needed wagons capable of hauling heavier loads than ever before. To this end, he commissioned his superintendent, J.W.S. Perry, to pioneer a new route to Mojave, and to design the rigs themselves—the world-famous twenty-mule team borax wagons. Big wagons had existed before this, but none as big as Coleman envisioned. Ten wagons were to be built, with the work being done in the then-tiny village of Mojave. Since they were probably the biggest wagons ever used, and were so completely successful, a detailed description is in order at this point.

The wagons themselves were to carry at least ten tons apiece. The rear wheels were seven feet in diameter, with an iron tire eight inches wide and one inch thick. The front wheels were five feet high, with the same width as the rears. The hubs were eighteen inches in diameter, and the steel axles were more than three inches square. The wagon beds were sixteen feet long, four feet wide, and six feet deep, with a width across the wheels of six feet. Each wagon weighed 7,800 pounds empty, and cost about $900. The normal outfit consisted
of two wagons, hauling a total of about 45,000 pounds of borax, and a third wagon carrying 1,200-gallon water tank. The rig was drawn by a team of two horses and eighteen mules, with the horses, known as the “wheelers”, occupying the position nearest the wagons. The conventional wisdom is that the horses were smarter than the mules, but the opposite was almost certainly true. The horses, being bigger and stronger, were better able to push the heavy wagon tongue from side to side. Although borax is a mineral of relatively low value, even a modest 1880s price of 30 cents a pound translated to $600 a ton, so the potential profit from such runs is evident.

For five years, from 1883 to 1888, the wagons hauled borax to Mojave on a regular schedule without a breakdown, an amazing record considering the tonnage carried and the roughness of the road. In 1888 the Harmony operation shut down, and operations were moved to the nominally cooler climate of Shoshone, thus facilitating the crystallization of the borax, which occurred at a temperature of about 116 degrees F. Most of the wagons were bought up and used by other freighters to serve such desert boomtowns as Randsburg, Tonopah, Goldfield, and Rhyolite. Two of them found continued employment at the new camp of Borate.

In 1882, about twelve miles from Daggett, near Mule Canyon, a rich deposit of borate of lime (colemanite) was discovered. William T. Coleman, San Francisco business leader and namesake of the mineral, bought the claims and developed a mine, but no large-scale production took place. After Coleman’s company failed, Francis Marion “Borax” Smith bought the property in 1890, and work began in earnest. The towns of Borate and Marion sprang up near the mines. Twenty-mule teams again hauled borax to the railhead at Daggett. A post office was established at Borate in 1896. Both villages achieved modest success, but their combined populations probably never reached 200. Borate boasted a small business district and a spacious hilltop house for Smith and other visiting officials. The miners often lived in dugouts to escape the desert heat. Longline 20-mule teams drawing their huge wagons were once again a familiar sight in Daggett. Because of the shorter distances involved, a single outfit could move fourteen loads of borax to the railroad in the time it took for a single load on the Harmony-Mojave run. As Borate’s output increased, it became necessary to add two more outfits to meet the demand. These wagons were constructed by and leased from Seymour Alf of Daggett. It was during the early days of Borate that the 20-mule teams began to receive nationwide attention. Many publicity photos were taken of the heavy wagons hauling borax from the deposits near
Calico to the rails at Daggett.

As part of an ambitious plan to tap the world market for borax, in 1898 Smith built a narrow-gauge rail line, the Borate and Daggett Railroad, from the mines to Daggett, as well as a plant at Marion to roast and refine the increasingly low-grade ore. The completion of the line marked the end of an era as the 20-mule teams were retired, replaced by two Heisler locomotives dubbed *Francis* and *Marion*. Two of the final borax wagons were to sit abandoned at Daggett for almost twenty years.

Even before the railroad was completed, Smith had decided that the 20-mule outfits were outmoded, and began looking for a more modern and efficient way to replace them. In 1896 he purchased a huge high-wheeled, oil-fired steam tractor and put it to work on the Borate-Daggett run. The mammoth machine, called “Old Dinah,” was not a success. The story goes that the tractor could indeed haul 25-ton loads of borax, but that she dug herself in on soft roads, reared up on her hind wheels on steep grades, and had to be worked on “all night every night” to keep her in running order. On more than one occasion freighters had to take time out from their duties to haul Old Dinah out of holes she had dug herself into. Within a year the tractor was retired, and today is on display outside the gates of Furnace Creek Ranch in Death Valley.

Like the famous teams, the days of Borate were numbered. The quality of the ore continually diminished, and the deposits got harder and harder to work. Smith began building another railroad, the Tonopah and Tidewater, to connect the Santa Fe Railroad at Ludlow with the heretofore undeveloped Lila C. Mine at the eastern edge of Death Valley. There were other, richer claims in the area, but this was the easiest to reach by rail. Miners began work at the Lila C. in 1904, stockpiling ore while awaiting the arrival of the rails. In fact, so much borax piled up that the 20-mule teams were once again called into service. During the summer of 1907 they hauled borax to the end of track even as the rails crept closer to the mine. When the line was completed in August of that year, the wagons were out of the borax business for good. Within a few months, Smith shut down operations in Borate, and the employees there moved to Death Valley. Except for advertising and exhibition purposes, the 20-mule teams were gone for good.

The teams were heavily promoted in the years following the turn of the century. One outfit was exhibited at the World’s Fair in St. Louis in 1904. In 1916 the old wagons at Daggett were spruced up, mules were purchased and trained, and the rig was sent east for an extended publicity tour. In 1937 another
outfit went to San Francisco to celebrate the opening of the Bay Bridge. It then went to Mojave, and without any difficulty traveled over the old borax road to Harmony Borax Works. In 1940 it crossed the country to publicize the movie “Twenty Mule Team”, starring Wallace Beery. Then, in 1949, it participated in the centennial pageant staged in Death Valley by the Death Valley 49ers.

Ironically, the twenty-mule teams, perhaps our most enduring symbol of Death Valley, did not achieve national attention until long after the last Death Valley run was completed. It was the long service they rendered hauling borax from Borate to Daggett that defined this American institution. Although Death Valley and Mojave are most commonly associated with the famous outfits, the Borate-Daggett run is where their greatest fame and accomplishments were achieved.

During its heyday, as more and more mining came to the desert, the increasing rail traffic prompted a desire by the Santa Fe to expand Daggett into a huge rail yard. Supposedly, property owners wanted so much for the land that the railroad built their yard and roundhouse a few miles west at Barstow, which was named after railroad superintendent William Barstow Strong. That city today remains a major rail yard and junction point for both the Burlington Northern-Santa Fe and the Union Pacific.

The Alf family is one of the pioneer families of this region. Seymour Alf moved to Point of Rocks (Helendale) in 1881. After trying his hand at farming he bought land and moved to the Fish Ponds area. Here he went into the business of freighting and raising cattle to supply the local miners with beef. In 1885 he moved to Daggett, where he built a large blacksmith shop and expanded into the business of road building and grading. He is perhaps most noted for constructing the twenty-mule team wagons, of which we have previously heard. Seymour Alf died in 1922, and his son Walter carried on the business until his death in 1970. The blacksmith shop still stands and remains in the Alf family.

Another Daggett landmark is the Stone Hotel on Santa Fe Street. It was originally built as a two-story building, but in 1908, after surviving three fires, it was rebuilt with only one floor. During its career it hosted such luminaries as Death Valley Scotty, Borax Smith, Lt. Gov. John Daggett, and John Muir. Muir’s daughter kept a home a short distance east of town which still stands today.

A building which elicits great curiosity from sightseers is the so-called Ski Lodge House, located just a short distance south of the tracks in Daggett. Its unique roof line is instantly recognizable by anyone who has ever viewed it. It was built in the 1920s by the Minneola Land Development Company as a sales
office to attract attention and entice potential buyers to drop in. At this time the Daggett Ditch, or Minneola Canal, was being expanded eastward in an attempt to open up more of the desert to cultivation. The area was touted as another Coachella Valley, with a great future as an agricultural center. This potential was never realized, and the remnants of many ditches and canals remain today. The house has been used over the years for various purposes, including gas stations and cafes. It is under private ownership today.

The focus of Billy Holcomb Chapter’s Spring Clampout is what is now known as the Daggett Garage or the Fouts building. It began its life in the 1880s as a repair building at the roundhouse for the narrow-gauge Borate and Daggett Railroad, repairing and maintaining the small “pufferbelly” locomotives that hauled the borax. In about 1896, Seymour Alf used a 20-mule team to move the building to the Waterloo Mine in the Calico Mountains, where it served a similar purpose for a narrow-gauge rail line hauling silver ore. Walter Alf, Seymour Alf’s son, moved it to its present location around 1912. Over the years it served many other purposes, including stints as a livery stable and a grocery store.

It then became an auto repair shop on the National Old Trails Highway, later Route 66, until World War II, when it was reincarnated as a mess hall for soldiers guarding the local railroad bridges. It was purchased by the Fouts brothers, locally known as “the cussing brothers” for their speech habits, in 1946. They operated it as an auto garage and machine shop until the mid-1980s. It is currently owned and operated by the Golden Mining and Trucking Company.

Although one would hardly know it today, Daggett was once a booming railroad, ranching, and mining community that was the main settlement in this part of the desert. It was to Daggett that one came for supplies and services, and to blow off some steam on a Saturday night. Until the completion of Interstate 40 in the mid-1970s it was traversed by a major east-west national highway as well as the main line of the Santa Fe Railroad. Old Route 66 is gone forever, and the Santa Fe is now the Burlington Northern-Santa Fe, but Daggett continues as a viable, albeit small, community rich in tradition and worthy of attention by anyone interested in the history of the western Mojave Desert.
ACKNOWLEDGMENT

The Billy Holcomb Chapter of the Ancient and Honorable Order of E Clampus Vitus and current Noble Grand Humbug Gary Bancroft wish to acknowledge the gracious cooperation of the Daggett Historical Society in helping to bring this event to fruition. Since 1995, when the chapter placed its first plaque in Daggett, we have enjoyed a high level of friendly cooperation from this group, which was also very helpful in opening the museum for the Clampers attending TRASH Trek XXIX in October of 2002. In particular, we would like to thank Alan Golden, owner of Golden Trucking and Mining and the Daggett Garage, Leslie Lloyd, President of the Daggett Historical Society, Beryl Bell, Larry Alf, and Bette Weiss.

BIBLIOGRAPHY


Miller, Ron* and Peggy, Mines of the Mojave. La Siesta Press, Glendale, 1976.


*Former Noble Grand Humbug of Billy Holcomb Chapter 1069, now gone to the Golden Hills.
DEATH VALLEY
AND
AMARGOSA
BORAX ROUTES
TO
DAGGETT 1882-83
MOJAVE 1884-88
20 MULE TEAM ROUTES

MAP TAKEN FROM LINGENFELTER
MAPS TAKEN FROM HENSHAW
Noble Grand Humbug Gary Bancroft announces that Billy Holcomb Chapter 1069 will convene for its Spring Clampout which will be held on May 2, 3, 4, 6008.

On this trip we will conduct lowly PBCs through rites of initiation under Grand Council rules and erect a monument to commemorate the Daggett Garage in Daggett, east of Barstow on old route 66.

The Daggett Garage, built in the 1880s, was once a locomotive repair roundhouse for the Borate & Daggett Railroad near Calico. It was moved twice, once by 20 mule team, and served as an auto repair & machine shop on route 66 in Dagget as well as a mess hall for troops during WWII.

Redshirts of all dispensations are invited to join us for a beautiful weekend in the Mojave Desert. Our clampsite is the Stoddard Wells BLM Open Area, off Outlet Center Dr., and the site is accessible to all vehicles.

Each person will receive a Badge of the Day as well as a History Keepsake, and a Meal Ticket good for 5 fantastic meals prepared by Clampchef Paul Renner and his crew. The cost for this doin's is only $45.00 for Redshirts and $55.00 for PBCs and also those who pay at the door. You can get a Special Event T-Shirt on advanced order for only $15.00 (add $1.00 for XXL and $2.00 for XXXL) and pick it up when you check-in.

Each person will need to bring your favorite beverages, WATER (dry camp), camping gear, and lots of artificial shade. Make out your check to: Billy Holcomb ECV, and mail it to Bob Green-GDR, P.O. Box 263, Pioneertown, CA 92268.

Send in your payment postmarked by April 16, 2003 to avoid the late fee of $10.00 and ensure delivery your event shirt.

NO WIDDERS · NO PETS · NO DOGS · NO GUNS
NO FIREWORKS OR EXPLOSIVES · IF YOU COME - YOU PAY!
HANGMAN
“MIKEY OKIE” BURGOON
SAYS...
BRING A PBC!
and show him the other side of
the mountain in a way he will
never forget! But be sure he is
clean, sober and not wearing
women's clothing!
PBCs are under the authority
of the Hangman at all times!

WHAT TO BRING
Your Favorite Beverages • Artificial Shade
Bring a P.B.C. • All Your Camping Gear
• Water - Dry Camp •
Clean Firewood - free from all metal objects!

EVENT SHIRTS
Special Event T-Shirts are on sale for this event and can be ordered
when you sign up before the cutoff date. These shirts are not
on sale at the event, so order yours now and one for your PBC too.
Mark your choices on the Sign-up Form.
NO PROMISE OF SHIRTS FOR LATE SIGN-UPS OR WALK-INS

SCHEDULE OF EVENTS
FRIDAY
4:07 pm CHECK-IN (un-official) at the Official Place.
6:30 pm DINNER is served by Clampchef Paul Renner
and his crew of Clamculinary experts.
6:51 pm GREYBEARDS DINNER for all Visiting
Indignitaries, XNGHs, Humbugs and Officers
is served at the Cookshack
7:30 pm Check-in is open. All PBCs report to Hangman.

SATURDAY
6:30 am All PBCs report to the Hangman's Camp
6:57 am BREAKFAST is served at the Cookshack
7:25 am PBCs report to the Cookshack for clean-up
8:03 am ALL SPONSORS meet at the Hangman's Camp
8:10 am CHECK-IN is open (at the official place)
8:46 am Presentation of PBCs to the Greybeards for
inspection, enlightenment and Clamphistory.
9:30 am Sign-ups for Clamper Olympics
9:33 am PBCs leave for Monument Erection
10:17 am Clamper Olympics Begin
12:02 pm LUNCH is served at the Cookshack
12:35 pm PBCs report to the Cookshack for clean-up
3:00 pm PBC entertainment with I.Q. test and singing
5:16 pm DINNER is served at the Cookshack
5:45 pm PBCs report to the Cookshack for clean-up
7:12 pm PBCs report to the Hangman's Camp for
preparation for the Queries and the Ordeals
8:00 pm* Candlelight Ceremony* induction at the Hall
of Comparative Ovations....... also, the Raffle
Prizes and the Clamper Olympics Awards

SUNDAY
6:30 am PBCs report to the Hangman's Camp
7:01 am BREAKFAST is served at the Cookshack
7:57 am Camp clean-up by EVERYONE I... PLEASE I
Use the Dumpster, Douse your fires,
Bury your ashes...Leave nothing behind !!!
9:30 am Plaque dedication at the Monument site.

DIRECTIONS
Take the Outlet Center Dr. exit off I-15 south of Barstow.
The clampsite is located 1/2 mile east from this offramp.
Enter the BLM Open Area at the Kiosk entrance and follow
the ECV signs to Camp. ECV signs will be up Friday.
24 hour services available at Lenwood Rd., 2 miles from camp.
Let A Brother Of Sobriety Hold The Reins!
TO THE GRAND NOBLE RECORDER:

I hereby petition for membership in the Ancient and Honorable Order of E Clampus Vitus. I certify that I have received my novitiate instruction from my sponsor, Clamper ___________________________ and hereby solemnly affirm my belief in the Dictum of the order, "PER CARITATE VIDUARIBUS ORPHANIBUSQUE, SED PRIME VIDUARIBUS" and wholeheartedly, without reservation, agree to render SATISFACTORY SERVICE at all times.

I further agree to present myself at the ECV Hall of Comparative Ovations at such time and place designated by the NOBLE GRAND HUMBUG, guaranteeing that I shall arrive fully equipped to negotiate the Chasm of Terror and Despair and to reach the safe haven of CLAMPERDOM.

As evidence of my good faith, I forward herewith my gold dust ($__________) in payment of the initiation fee usually charged each POOR BLIND CANDIDATE. In return I humbly beseech you to transmit my Badge of Office which I shall proudly wear when presenting myself for infamous induction.

I realize that without this Badge of Office, the Grand Hangman and the Damnfool Doorkeeper cannot permit me to enter the Hall of Comparative Ovations.

Be it known, if you are accepted and inducted, that to remain a Clamper you must attend each and every Clampout or send in the required gold dust for remaining active if you can’t make it. If you do not you are no longer a Clamper.

Witness my Hand and Privy Seal

Application received ____________________________
Application approved ____________________________
Application rejected ____________________________
Ritual taken ____________________________
Scroll mailed ____________________________

TO BE DETACHTED ONLY BY THE GRAND NOBLE RECORDER

PBC APTITUDE TEST
(to be filled out by P.B.C)

check yes no
I am a jolly good fellow........................................... □ □
I am interested in California History........................ □ □
(state any Special Field__________________________)
I can draw or cartoon........................................... □ □
I can Sing.......................................................... □ □
I enjoy theatrical work.......................................... □ □
I play a musical instrument.................................. □ □
(state which kind__________________________)
I am willing to help if called upon.......................... □ □
I am not a jolly good fellow................................... □ □
(For G.N.R.) CLAMPERATING__________________________

FOR P.B.C. TO FILL OUT. PLEASE PRINT

Full name __________________________________________
Mailing address ___________________________________
City ________________________ State ____ Zip _________
Phone (_____) __________________________
Occupation ________________________________
Age ________ Place of birth ________________
THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS

Agreement and Release from Liability

1. I, ___________________________ acknowledge that I have voluntarily requested to accompany the Ancient and Honorable Order of E Clampus Vitus for the purpose of dedicating various plaques and/or monuments to major and lesser events of California history.

2. I AM AWARE THAT THE MEETINGS OF THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS OCCUR IN THE WILDERNESS, AND THAT: DRIVING FROM MY POINT OF DEPARTURE TO SAID MEETING, HEREINAFTER CLAMPSITE; MY PARTICIPATION IN THE VARIOUS ACTIVITIES AT SAID CLAMPSITE; AND DRIVING BACK TO MY POINT OF DEPARTURE ARE POTENTIALLY DANGEROUS AND HAZARDOUS ACTIVITIES. I AM VOLUNTARILY PARTICIPATING IN THESE ACTIVITIES WITH THE KNOWLEDGE OF THE DANGER INVOLVED, AND HEREBY AGREE TO ACCEPT ANY AND ALL RISKS OF INJURY AND DEATH, AND VERIFY THIS STATEMENT BY PLACING MY INITIALS HERE ____________.

3. As consideration for being permitted by the Ancient and Honorable Order of E Clampus Vitus to participate in these activities, I hereby agree that I, my assignees, heirs, distributees, guardians, and legal representatives will not make a claim against, sue, or attach the property of the Ancient and Honorable Order of E Clampus Vitus or any of its officers or members for injury or damage resulting from negligence or other acts, howsoever caused, and by any member, agent, or officer as a result of my participation in or travel to and from the CLAMPSITE. I hereby release the Ancient and Honorable Order of E Clampus Vitus and any of its officers or members from all actions, claims, or demands that I, my assignees, heirs, distributees, guardians, and legal representatives now have or may hereafter have for injury or damage resulting from my above-described participation at the CLAMPSITE.

KNOWING AND VOLUNTARY EXECUTION

4. I HAVE CAREFULLY READ THIS AGREEMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY AND A CONTRACT BETWEEN MYSELF AND THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS, ITS OFFICERS, AND MEMBERS AND I SIGN IT OF MY OWN FREE WILL.

Executed at __________________________, California, on ___________ 20________.

Releasor ____________________________

(name required)

(name) ____________________________

city __________________ state __ zip __________

(phone) ____________________________

e-mail ____________________________

PBC's name ____________________________

(check here if you are a XNGH or NGH)

Make your payment out to: BILLY HOLCOMB ECV

Mail your payment to: Bob Green GDR

Post Office Box 263, Pioneertown, Ca. 92268

choose your shirt style and size

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NO PROMISE OF SHIRT FOR LATE SIGN-UPS!!
The Clampers are coming!

You meet all sorts of interesting people when you study history. One of the funniest, oddest, most colorful (they call themselves Red Shirts) and dedicated groups is E Clampus Vitus, whose name is usually shortened to Clampers.

The date E Clampus Vitus was started is up to debate. It is thought that it was started in 1845 by Ephriam Bee in Lewisport, WV. Bee and fellow members of the organization went west during the Gold Rush days.

Early history of the order is sketchy. Apparently everyone was too drunk to take the minutes of the meetings. E Clampus Vitus took hold in Gold Rush mining towns. Miners were too rowdy and low-class for the more traditional fraternal organizations and lodges like the Masons and Oddfellows, but rowdiness was never a detriment to E Clampus Vitus.

The organization all but died out around the turn of the century. In 1931, historian Carl Wheat found numerous references to the Clampers in his research of the Gold Rush era. He thought that reviving the group would be a great way to preserve Gold Rush history and have a bit of fun. He recruited two friends into the project, George Ezra Dane and Leon O. Whitsell. (Dane, who most often wrote his signature as "G. Ezra Dane," often claimed the "G" stood for "GeeHosaphat." According to Wheat, the "O" in Whitsell's name was for "Obstreperous.")

The order took off from there and increased in absurdity. Most of the orders are named after famous or infamous figures in history. Orders were at first numbered sequentially but then it was pointed out that this practice was too logical so orders now get random numbers. Then things got silly; Pair’A’Dice Chapter 7-11, De La Guerra y Pacheco Chapter 1.5 (in Arroyo Grande, halfway between San Francisco Chapter 1 and Los Angeles Chapter 2) are a couple of examples. There are currently 40 land-based chapters of E Clampus Vitus in California, Nevada, Utah and Arizona.

The local chapter is called the Billy Holcomb Chapter. It was formed in 1969 when San Bernardino and Riverside Counties split off from the Los Angeles-based Plaxtrix Chapter 2. The charter Humbug, as they call their leaders, was L. Burr Belden, noted San Bernardino Sun Telegram journalist and historian. The chapter was named after Billy Holcomb, who in 1859 discovered gold in the valley north of Big Bear Valley that bears his name.

The Clampers' main activity is putting up historical markers. When you read a marker at a site look at the bottom and there you will find what chapter erected the monument. There are a number of Bill Holcomb's markers in our area. For a list go to http://www.billyholcomb.com/billy_holcomb_chapter_plaques.htm.

On the weekend of May 3 and 4 the Clampers will be placing a marker in Daggett. They will erect the monument on Saturday and have a formal dedication on that Sunday at 9:30 a.m. Everyone is invited to the dedication and don't worry — although the Clampers are rowdy, they do promote "seemly decorum" when non-Clampers are present. It will be at the Daggett Garage right on Santa Fe Drive in Daggett and the nearby Daggett Museum will be open to visitors.

The monument reads: "The Daggett Garage began life in the 1880s at the borax town of Marion, located on the northeast shore of Calico Dry Lake, as a locomotive repair roundhouse for the narrow-gauge Borate and Daggett Railroad. Daggett blacksmith Seymour Alf used a twenty-mule team to move the building to the Wa..."
CLAMPERS, from page A8

Waterloo Mill and Mine, southwest of Calico, circa 1896, where it served a similar purpose for a silver ore narrow-gauge railroad. Walter Alf, Seymour Alf's son, moved the building to its current location in Daggett circa 1912.

The building was an auto repair shop on the National Old Trails Highway until World War II, when it became a mess hall for United States Army troops guarding the local railroad bridges. The Fouts Brothers bought the building in 1946 and operated an automotive garage and machine shop in the building until the mid-1980s. The building is currently owned and operated by the Golden Mining and Trucking Company.


Also on Saturday May 3, a representative of E Clampus Vitus will be speaking at the Mojave River Valley Museum's 37th Annual Barbecue. Activities are scheduled from 10 am to 5 pm with barbecue being served from 12:30-5:00. For more information please call the museum at 256-5452.

For more information about E Clampus Vitus and the Billy Holcomb chapter go to http://billyholcomb.com/index.html.
Cheryl Arthur is the chairman for the 27th annual Walk America for the March of Dimes, to be held in Barstow Saturday morning. This year's theme is "It's a Bigger Problem Than You Think," referring to premature births.

Walkers have already registered and others may continue to do so even on Saturday morning, beginning at 7 a.m. The starting point will be at

BARSTOW — For Emily Harris, the fourth time was a charm.

Harris, 16, has competed in the Teen Miss Barstow pageant for the past three years, picking up the "Miss Congeniality" title, the "Best Gown" award and other honors — but never the actual title.

The Saturday before last, that changed when Harris was named Teen Miss Barstow out of a field of 19 contestants.

"I was like, 'Yeah! Finally the crown!'" Harris said, recalling her excitement when her name was announced.

She said she hadn't really expected to win because she hadn't won the previous years. She was so surprised by the announcement that she can hardly remember the moment.

"It happened so fast it's..."
THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS

BILLY HOLCOMB

CHAPTER 1069

presents its

FALL CLAMPOUT 2003

DR. JUNE McCARROLL

OCTOBER 10, 11, 12, 2003

WRITTEN BY

GARY L. BANCROFT

NOBLE GRAND HUMBUG • X-HEAD ABBOT
Doctor June Hill Robertson McCarroll

written by
Gary L. Bancroft
Noble Grand Humbug
Billy Holcomb Chapter
The Ancient and Honorable Order of E Clampus Vitus
October 12, 2003
The chapters of Doctor June Hill Robertson McCarroll’s life that are most well known and documented include the years of her medical practice in the Coachella Valley and the developing and championing of the idea of center stripes for streets and highways. Very little is known or documented about her life in the Midwest prior to her arrival in Indio and not much is known or documented about her life after she retired from the practice of medicine.

We do know that June Hill was born on June 30, 1867, in the Adirondacks of Kentucky, the daughter of Mr. and Mrs. Timothy Preston Hill. She attended college in Chicago, a rarity for women at the time, and received her medical training at the Allopathic Medical College, an exceedingly rare accomplishment for women of that era. She served as the physician for the Nebraska State School for two years. Clearly, she was an extraordinary person based solely on her early life accomplishments.

John Robertson, her husband developed tuberculosis, which caused Dr. McCarroll to give up her career and practice to move to a warm dry climate, the treatment of choice at that time for tuberculosis. They traveled to Los Angeles expecting to settle eventually in the Imperial Valley. During the trip to the Imperial Valley they discovered a tuberculosis health camp in the tiny community of Indio and modified their plans. The camp had been established by Illinois manufacturer and philanthropist N. O. Nelson and was managed by Job Harriman, a vice presidential candidate during the 1900 election. Mr. Harriman was looking for someone to supervise the 60-acre farm associated with the health camp. Mr. Robertson accepted the position and soon regained his health. Dr. McCarroll retired from the practice of medicine, intending to become a frontier housewife.

Doctor June, as she was to become known, was thrust back into the practice of medicine when the attending physician at the camp quit and returned to the East. Doctor June was asked to care for the patients at the camp until a new physician could be found. The ranch and railroad families also implored her to become their doctor. The California Board of Medical Examiners granted her a special permit and she returned to the practice of medicine only a few weeks after her arrival. She soon earned an outstanding reputation for her skilled practice of medicine and her dedication to her immediate community.

The treatment for tuberculosis during the early 20th century consisted primarily of rest and sunshine. Keeping patients’ morale high was also important since most of them were not interested in working on the farm and were isolated and quarantined from the rest of the sparsely-populated Coachella Valley communities. Primarily to provide reading material for her patients, Doctor June applied for a branch of state library from Sacramento for her home. Thus Doctor June founded the first library in the Coachella Valley during September, 1905, consisting of 50 to 100 volumes that changed every three months. The library was open during three afternoons per week.
Doctor June's medical practice ranged over a vast area from the newly formed Salton Sea to Palm Springs, with primitive or no transportation infrastructure. Often her practice required hours-long horseback, horse and buggy, railroad handcar, and eventually, automobile trips in order to practice medicine under very primitive conditions. She criticized modern physicians for being unable to adapt and only performing surgery in modern hospitals with every modern convenience at hand. She always carried her surgical instruments with her since transportation was problematic and telephones non-existent. She often cleared the kitchen table, boiled water to sterilize the instruments, tied down the patient, administered the anesthetic, and operated by the light of a kerosene lamp. She did not perform major surgery but did remove a lot of tonsils.

Doctor June was appointed the first Indian Doctor by the Bureau of Indian Affairs in 1907, causing friction with the tribal medicine men. Working patiently among the Indians, she and her white medicine soon gained the acceptance by most of the Indian families. Ambrosio Costillo, one of the medicine men, became so enamored of Dr. June's medical skills that he abandoned his own shamanistic practice and thereafter carried out her medical orders. Ambrosio provided a valuable service during the measles epidemic of 1908 by administering the white doctor's medicine and enforcing the quarantine.

The 1908 measles epidemic was the impetus for an Indian uprising. Doctor June was warned of the peril, but strapped on a six-shooter and continued her ministration to the sick Indians. No one, it seems, questioned Doctor June's courage or her shooting ability.

John Robertson died in 1914. Doctor June married Frank McCarroll, the Southern Pacific Railroad Station Agent for Indio, during 1916. Also, other doctors opened practices in Indio and Coachella during 1916. Dr. June soon retired to the life of the frontier housewife and devoted her time to civic endeavors and club work.

The event that was to make her famous took place during the fall of 1917. While driving her Model T Ford between Indio and Palm Springs, she was forced off the very narrow concrete highway into the sand by a truck. The incident took place at dusk and the truck driver apparently had difficulty telling just where his half of the unmarked white concrete highway ended and the white sand shoulder began.

Rather than just getting angry over the incident, Doctor June started to think about how such accidents could be prevented. Additionally, her medical practice would have brought her into regular contact with people who had been injured in automobile crashes, which would have kept the matter fresh in her mind. While on a later trip over US Highway 99 to Kane Springs, Doctor June noticed that the road had a definite middle joint where it had been widened from 8 to 16 feet. The pronounced center joint ridge caused cars to stay on their own side of the road. Doctor June realized that a center line painted down the middle of our streets and highways would serve the same purpose as the center joint.
She took the idea to the Riverside County Board of Supervisors who listened politely and then politely tabled the matter. Undeterred, she hand painted a four-inch wide white stripe about one mile in length. The stripe ran from the junction of present Highways 111 and 86, on Highway 86, to near the Covaldo Date Company building in Coachella. The road was then known as Highway 99 and is now known as Indio Boulevard. This was the first center stripe in Riverside County and the State of California, if not the United States.

Her center stripe idea was a tough sell. Doctor June spent the next five years talking to Chambers of Commerce and highway departments without success until she turned to the Indio Women’s Club. After receiving the full support of the County, District, and State Federations of Women’s Clubs she took a resolution petitioning the California State Legislature to enact a law authorizing the State Highway Commission to paint a line in the middle of all state roads. The State Highway Commission, cognizant of the boost that the idea had received from the women of California, voted to give center stripes a trial. Doctor June realized that she had succeeded, declaring that all she had ever asked for was a trial of her idea, confident that the safety benefits would become readily apparent. She was right: her invention, and her persistence in pursuit of its implementation, have saved countless thousands of live on the streets, roads, and highways of California since 1924.

Eminent Riverside County historian Tom Patterson does not question Doctor June’s involvement with the centerline idea, but has some questions about the dates. He wrote in his Riverside Press Enterprise column that he remembered a trip to Kane Springs as a 13-year old during 1922 and recalled, as he put it “correctly or not,” that Highway 99 was all or mostly unpaved as of that date. Thus the Kane Springs road was unlikely to have had the center ridge due to pavement widening in 1917, if his memory is correct.

Tom Patterson also reported that the centerline idea had been proposed by Wayne County, Michigan, Highway Commissioner Edward Hines and utilized as early as 1911. Mr. Patterson also mentioned another earlier road divider was a stripe of white stones on a Mexico City highway built by the Spanish conquistadors during the 1500s. Ideas and information moved much more slowly in those pre-internet days, allowing the reasonable conclusion that Doctor June invented the centerline idea independently in Indio without any knowledge of Commissioner Hines, Wayne County, Michigan, Highway Commission practices, or 16th-century Mexican history. From that one mile of 4-inch wide stripe on Indio Boulevard sprang the myriad of colors of stripes and other markings on our streets and highways to enhance our motoring safety.

Ultimately, Doctor June got her wish and retired to the life of housewife and civic-minded matron. There is little information about her after her retirement. She remained in the Coachella Valley but may have moved from the Indio area to another nearby but unidentified Coachella Valley community. Her records from her medical practice have not been found to this date, unlike other medical pioneers in the area. There are no indications of any offspring and little is known about her parents and her family of origin, including whether she had any siblings.
Doctor June Hill Robertson McCarroll died on March 30, 1954, at age 86. Again, the historical record is incomplete. Longtime residents, who knew Doctor June from the period of the centerline story and thereafter, do not recall attending, or even hearing of, a funeral service and they do not know where she is buried. Further historical research in the Coachella Valley, Kentucky, Illinois, and Nebraska could answer some of the questions.

State Senator David G. Kelley authored Senate Concurrent Resolution No. 58 during the year 2000 honoring Doctor June McCarroll by renaming a portion of the nearby freeway for her. Interstate Highway 10 between the Jefferson Street and Indio Boulevard interchange and the junction with State Highway Route 86 was dedicated as the Dr. June McCarroll Memorial Freeway on April 24, 2002.

The Coachella Valley Museum & Cultural Center, housed in the Dr. Harry Smiley Adobe, located at 82-616 Miles Avenue at Deglet Noor, in Indio. The museum has an excellent display on Doctor June McCarroll as well as other Coachella Valley displays. The museum also is home to a Billy Holcomb ECV plaque, near the entrance to the museum grounds, commemorating Dr. Harry Smiley, another Coachella Valley medical pioneer who began his practice during the year of 1921.
REFERENCES


The 1997 Periscope, _Dr. June Hill Robertson McCarroll_. Published 1997, The Coachella Valley Historical Society: Indio, California


Senate Concurrent Resolution No. 58

Introduced by Senator Kelley

January 14, 2000

Senate Concurrent Resolution 58—Relative to the Doctor June McCarroll Freeway.

Legislative Counsel’s Digest
SCR 58, as introduced, Kelley. Doctor June McCarroll Freeway

This measure would dedicate the portion of Interstate Highway Route 10 near Indio in Riverside County between the Jefferson Street and Indio Boulevard interchange and the junction with State Highway Route 86 to the memory of Doctor June Carroll, and would specify that this portion of Interstate Highway Route 10 shall be known as the “Doctor June McCarroll Memorial Freeway.” This measure also would request the Department of Transportation to determine the cost of appropriate plaques and markers showing that special designation and, upon receiving donations from nonstate sources covering that cost, to erect those plaques and markers.

Fiscal committee: yes.

WHEREAS, Doctor June McCarroll first arrived in California in 1904, when she moved to Indio in order to place her ailing husband in a health camp for persons inflicted with tuberculosis; and
WHEREAS, It was in Indio where Doctor June McCarroll acquired the name “Doctor June” and traveled at first by horse and buggy and later by horseback, in order to practice medicine; and
WHEREAS, In 1907, Doctor June practiced medicine on five Indian reservations and later became the doctor retained by the Southern Pacific Railroad to treat its employees in the Coachella Valley; and
WHEREAS, In later life, she expressed regrets that younger doctors were seemingly unable to function without modern hospitals and other conveniences when she had sometimes operated on kitchen tables, explaining “I would clear off the table, tie the patient down, and administer anesthetic,” and
WHEREAS, Doctor June is also credited with starting the first library in the Coachella Valley; and
WHEREAS, Although Doctor June McCarroll has a reputation in the Coachella Valley based on her practice of medicine and dedication to her immediate community, she is also known for her role in initiating the painting of centerlines upon streets and highways; and
WHEREAS, In 1924, after she and the Indio Women’s Club and the California Federation of Women’s Clubs proposed it, the idea of painting a centerline on state highways was adopted by the California Highway Commission, and the first white stripe was painted by hand with a paintbrush, on Indio boulevard, coincidentally, on the street where Doctor June McCarroll was then living; and

7
WHEREAS, This idea has saved thousands of lives since its early beginning over 75 years ago; and
WHEREAS, It is appropriate that the portion of the Interstate Highway Route 10 near Indio in Riverside County between the Jefferson Street and Indio Boulevard interchange and the junction with State Highway Route 86 be dedicated in the memory of this remarkable person; now, therefore, be it
Resolved by the Senate of the State of California, the Assembly thereof concurring, That the Legislature hereby dedicates the portion of the Interstate Highway Route 10 near Indio in Riverside County between the Jefferson Street and Indio Boulevard interchange and the junction with State Highway Route 86 to the memory of Doctor June McCarroll; and be it further
Resolved, That this portion of Interstate Highway Route 10 be officially designated the “Doctor June Carroll Memorial Freeway;” and be it further
Resolved, That the Department of Transportation is requested to determine the cost of appropriate plaques and markers, consistent with the signing requirements for the state highway system, showing this special designation and, upon receiving donations from nonstate sources covering that cost, to erect those plaques and markers; and be it further
Resolved, That the Secretary of the Senate transmit copies of this resolution to the Director of Transportation and to the author for distribution.
RIVERSIDE CO. MUSEUMS

call the branch museums to be sure they are open
compiled by Phillip Holdaway, Clamarchivist

Agua Caliente Cultural Museum
219 S. Palm Canyon Drive, Palm Springs
(760) 323-0151 Wed.-Sun. from 10 to 5 pm

Agua Mansa Cemetery Museum
2001 W. Agua Mansa Rd., Colton 92316

Bureau of Land Management
California Desert District Office, 22835 Calle San Juan De Los Lagos, Moreno Valley
old address at 6221 Box Springs Blvd., Riverside.

Cabazon Cultural Museum
84-245 Indio Springs Parkway, Indio, CA
Wed.-Sun. from 10 to 5 pm
800 827-2946

Cabot Yerxa's Old Indian Pueblo
67616 Desert View Avenue, Desert Hot Springs 92240

California Citrus State Historic Park Museum
9400 Dufferin Ave., Riverside 92502 or
1879 Jackson St., Riverside 92503
Sat. & Sun. from 11 to 3 pm
(909) 780-6222 or (909) 689-8279

Children's Discovery Museum of the Desert
71-701 Gerald Ford Drive, Rancho Mirage
(760) 321-0602

Coachella Valley Archaeological Society
at Palm Springs Desert Museum
(760) 349-3529

Coachella Valley Museum & Cultural Center
82-616 Miles Ave., Indio 92201
Wed.-Sat. from 10 to 4 pm & 1 to 4 pm on Sun.
(760) 342-6651

Colorado River Historical Society & Museum
2201 Hwy. 68, Bullhead, AZ (located in historic Catholic Church)
Open Tues.-Sun. from 10 to 4 pm
Closed July and August.
(520) 754-3399

Corona Heritage Park & Museum
510 Foothill Parkway, Corona
Tue.-Sat. from 10 to 2 pm
(909) 988-0687

Edward-Dean Museum Decorative Arts & Gardens
9401 Oak Glen Road, Cherry Valley 92223
Fri-Sun. from 10 to 5 pm
(909) 845-2626

Fender Museum of Music and the Arts
365 N. Main St., Corona
(909) 735-2440

Galleano Winery
4231 Wineville Rd., Riverside County 91752

General Patton Museum
62510 Chiriaco Drive, Chiriaco Summit
9:30 to 4:30 pm daily
(760) 227-3483

Gilman Historical Ranch and Wagon Museum
16th & Wilson Streets, Banning 92220
Sat. from 10 to 4 pm
(909) 922-9200

Fish Traps Archaeological Site
Jackson St. & 66th Avenue (by the old Valerie Jean Date Farm) west of Mecca

Hemet Museum
Santa Fe Depot freight house, Florida Ave. and State St.
(909) 929-4409

Heritage House
8193 Magnolia Ave., Riverside
Thurs.-Fri. from noon to 3 pm & Sun. from noon-3:30 pm
(909) 689-1333
living history presentation on the last Sunday of the month

Bob Hope Cultural Center
73000 Fred Waring Dr., Palm Desert 92260

Jensen-Alvarado Museum
4307 Briggs Street, Rubidoux 92509
Open Saturday from 10 to 4 pm
1 pm Guided Tours
2 pm Activities for Children toy making, artifact digging
(909) 369-6055 or (909) 955-4300

Jurupa Mountains Cultural Center
7621 Granite Hill Drive, Riverside
Tues.-Sat. from 8 to 4 pm
(909) 685-5818

Lake Elsinore Historical Society
106 S. Main St., Lake Elsinore
Sat.-Sun. from 11 to 3:30 pm
(909) 245-4986

Lake Perris Regional Indian Museum
17801 Lake Perris Dr., Riverside County 92571

La Quinta Historical Society Museum
77-885 Avenida Montezuma, La Quinta
Wed.-Sat. from 10 to 4 pm
Sun. from 1 to 4 pm
(760) 564-1283

La Sierra World Museum of Natural History
4700 Pierce St., Riverside
(909) 785-2299
RIVERSIDE CO. MUSEUMS

call the branch museums to be sure they are open
compiled by Phillip Holdaway, Clamparchivist

Living Desert Nature Preserve
47-900 Portola Avenue, Indian Wells/Palm Desert 92210
(760) 346-5694

Malki Museum
795 Fields Road, Banning 92501
10 to 4 pm Daily
(909) 849-7289

March Field Air Museum
Van Buren Boulevard & I-215, Moreno Valley
9 to 4 pm Daily
(909) 697-6602

March Field Historic District
Graebner St. & Myer Dr., Moreno Valley

Mission Inn Museum
3696 Main St., Riverside 92501
9:30 to 4 pm Daily
(909) 788-9556

Mockingbird Canyon Archaeological Site
Mockingbird Canyon Rd & Harley John Rd.
near Lake Matthews

Moorten Botanical Garden
1701 S. Palm Canyon Dr., Palm Springs 92264

Mousley Museum of Natural History
35308 Panorama Dr., Yucaipa 92399

Orange Empire Railway Museum
2201 S. A St., Perris 92570
9 to 5 pm daily
(909) 657-2605

train & trolley rides, weekends & holidays 11-5 pm

Palm Springs Aerial Tramway
Tramway Rd. Palm Springs

Palm Springs Air Museum
745 N. Gene Autry Trail, Palm Springs
hours thru September 30: 9 to 3 pm daily
(760) 773-6262

Palm Springs Desert Museum
101 Museum Drive, Palm Springs
Tue.-Sat. from 10 to 5 pm
Sun. from noon to 5 pm
(760) 325-0189

Palm Springs Historical Society's McCallum Adobe Museum and Cornelia White House Museum
221 S. Palm Canyon Drive, Palm Springs
Wed. & Sun. from noon to 3 pm
Thurs.-Sat. from 10 to 4 pm
(760) 323-8297

Palo Verde Historical Museum Society
150 North Broadway, Blythe
Tues.-Fri. from 10 to 4 pm
(760) 922-8770

Planes of Fame Air Museum
7000 Merrill Ave., Chino
9 to 5 pm Daily
(909) 597-3722

Ramona Bowl Museum
27400 Ramona Bowl Road, Hemet 92544
Open January thru May
(909) 658-3111

Rincon Ranch Yorba-Slaughter Adobe
17127 Pomona Rincon Rd. Chino 91710

Riverside Art Museum
3425 Mission Inn Ave., Riverside 92501

Riverside Municipal Museum
3580 Mission Inn Avenue, Riverside or
3425 Orange St.
Closed Monday
Tues.-Fri. 10 to 5 pm; Sat. 10 to 5 pm & 11 to 5 pm Sun.
(909) 826-5273

Ruddy's 1930's General Store Museum
221 S. Palm Canyon Drive, Palm Springs
Thurs.-Sun. from 10 to 4 pm
(760) 927-2156

Ryan School of Aeronautics Museum
4280 Waldon Weaver Road, Hemet
Wed.-Sun. from 10 to 3 pm
(909) 656-2716

San Gorgonio Pass Historical Society
39437 Oak View, Cherry Valley 92223
(909) 845-4828

San Jacinto Valley Museum
181 E. Main St. San Jacinto 92583
12 to 5 pm Thurs.-Sat.
(909) 654-4952

Sherman Indian Museum
9010 Magnolia Ave., Riverside
Mon.-Fri. from 1 to 4 pm
(909) 276-6719

Sweeney Art Gallery
3701 Canyon Crest Dr., Riverside 92501

Temecula Valley Museum
Sam Hicks Monument Park 28314 Mercedes St. Temecula
Tues.-Sat. from 10 to 5 pm & 1 to 5 pm on Sun.
(909) 694-6450
RIVERSIDE CO. MUSEUMS

call the branch museums to be sure they are open
compiled by Phillip Holdaway, Clamarchivist

Living Desert Nature Preserve
47-900 Portola Avenue, Indian Wells/Palm Desert 92210
(760) 346-5694

Malki Museum
795 Fields Road, Banning 92501
10 to 4 pm Daily
(909) 849-7289

March Field Air Museum
Van Buren Boulevard & I-215, Moreno Valley
9 to 4 pm Daily
(909) 697-6602

March Field Historic District
Graeber St. & Myer Dr., Moreno Valley

Mission Inn Museum
3698 Main St., Riverside 92501
9:30 to 4 pm Daily
(909) 788-9556

Mockingbird Canyon Archaeological Site
Mockingbird Canyon Rd & Harley John Rd. near Lake Matthews

Moorten Botanical Garden
1701 S. Palm Canyon Dr. Palm Spring 92264

Mousley Museum of Natural History
35308 Panorama Dr., Yucaipa 92399

Orange Empire Railway Museum
2201 S. A St., Perris 92570
9 to 5 pm daily
(909) 657-2605
train&trolley rides, weekends & holidays 11-5 pm

Palm Springs Aerial Tramway
Tramway Rd. Palm Springs

Palm Springs Air Museum
745 N. Gene Autry Trail, Palm Springs
hours thru September 30: 9 to 3 pm daily
(760) 778-6262

Palm Springs Desert Museum
101 Museum Drive, Palm Springs
Tue.-Sat. from 10 to 5 pm
Sun. from noon to 5 pm
(760) 325-0189

Palm Springs Historical Society's McCallum Adobe Museum and Cornelia White House Museum
221 S. Palm Canyon Drive, Palm Springs
Wed. & Sun. from noon to 3 pm
Thurs.-Sat. from 10 to 4 pm
(760) 323-8297

Palo Verde Historical Museum Society
150 North Broadway, Blythe
Tues.-Fri. from10 to 4 pm
(760) 922-9770

Planes of Fame Air Museum
7000 Merrill Ave., Chino
9 to 5 pm Daily
(909) 597-3722

Ramona Bowl Museum
27400 Ramona Bowl Road, Hemet 92544
Open January thru May
(909) 658-3111

Rincon Rancho Yorba-Slaughter Adobe
17127 Pomona Rincon Rd. Chino 91710

Riverside Art Museum
3425 Mission Inn Ave., Riverside 92501

Riverside Municipal Museum
3580 Mission Inn Avenue, Riverside or
3425 Orange St.
Closed Monday
Tues.- Fri. 10 to 5 pm; Sat. 10 to 5 pm & 11 to 5 pm Sun.
(909) 826-5273

Ruddy's 1930's General Store Museum
221 S. Palm Canyon Drive, Palm Springs
Thurs.-Sun. from 10 to 4 pm
(760) 327-2156

Ryan School of Aeronautics Museum
4280 Waldon Weaver Road, Hemet
Wed.-Sun. from 10 to 3 pm
(909) 658-2716

San Gorgonio Pass Historical Society
39437 Oak View, Cherry Valley 92223
(909) 845-4628

San Jacinto Valley Museum
181 E. Main St. San Jacinto 92583
12 to 5 pm Thurs.-Sat.
(909) 654-4952

Sherman Indian Museum
9010 Magnolia Ave., Riverside
Mon.-Fri. from 1 to 4 pm
(909) 276-6719

Sweeney Art Gallery
3701 Canyon Crest Dr., Riverside 92501

Temecula Valley Museum
Sam Hicks Monument Park 28314 Mercedes St. Temecula
Tues.-Sat. from 10 to 5 pm & 1 to 5 pm on Sun.
(909) 694-6450
RIVERSIDE CO. MUSEUMS

call the branch museums to be sure they are open

compiled by Phillip Holdaway, Ciamparchivist

Trujillo Adobe Historic Area
S. Pellisier Rd., Riverside County 92501
northwest from the junction of Orange St. and Center St. and
west of I-215.

UCR Museum of Photography
3824 Main St., Riverside 92501
Tues.-Sat. from 11 to 5 pm & Sun. from 1 to 5 pm
(909) 784-3686

Whitewater Adobe
I-10 & Hwy. 111 Palm Springs
foundation exists.

World Museum of Natural History
4700 Pierce St., Riverside at La Sierra University
2 to 5 pm Saturday
(909) 785-2209

Vagie, Mary Museum and Nature Center
11501 Cypress Ave., Fontana 92337

Yucaipa Adobe
32183 Kentucky St., Yucaipa 92399
SAN BERNARDINO CO. MUSEUMS
call the museums to check if they are open
compiled by Phillip Holdaway, Clamparchivist

A Special Place
Children's Hands-On Museum
1003 E. Highland Ave., San Bernardino
(909) 881-1201

Agua Mansa Cemetery
2001 W. Agua Mansa Road, Colton 92324
Wed.-Sat. from 10 am to 4 pm & Sun. from 1 to 4 pm
(909) 370-2091

Augustan Society Library/Museum
located in the historic Muir Funk Mansion, Daggett
call for appointment (760) 254-9223

Barstow Harvey House Depot Museum
“Route 66 Museum” In the back, west end of the ‘Casa del
Disierto’ railroad depot
681 North First Avenue, Barstow 92311
Fri. thru Sun. from 11 am to 4 pm
(760) 255-1890 for group tours by reservation

Barstow Mojave River Valley Museum
Corner of Virginia Way & Barstow Rd. 1 block north of I-15
270 E. Virginia Way (P.O. Box 1282) Barstow 92311
11 am to 4 pm daily
(760) 256-5452

Beatty, Nevada Museum
417 Main Street in the old Catholic Mission Building
P.O. Box 244, Beatty, Nevada (775) 553-2302

Big Bear Discovery Center
40917 North Shore Drive
North Shore Drive between Fawnskin and Stanfield cutoff
Big Bear Lake (909) 866-3437

Big Bear Valley Historical Society and Museum
P.O. Box 513, Big Bear City 92314
Summers Hours 2003: Wed. 10-4; Sat. 10-4; Sun. 10-4
(909) 585-8100

Bloomington Garage
Commercial Street @ Orchard St., next to the I-10 freeway
one block west of Cedar Ave. on ramp to I-10

Boron Borax Museum
follow SR-58 west of Boron and follow the signs

Bureau of Land Management
California Desert District Office, 22835 Calle San Juan De
Los Lagos, Moreno Valley 92553.
old address at 6221 Box Springs Blvd., Riverside

Calico Early Man Site
take Minneola Rd. exit from I-15 - 15 miles north of Barstow
open Wed. noon to 4:30 pm & 9 am to 4:30 pm Thurs.-Sun.
(760) 218-0827 or (760) 254-2248

Calico Museum
Exit I-15 about 7.5 miles north of Barstow on Ghost Town Rd. at the authentic Lane Store in Calico
Open Saturdays & Sundays from 10 am to 4 pm
(760) 254-3828

California Route 66 Museum
16825 D St., Victorville (at 6th and D Sts.)
10 to 4 pm Thurs.-Mon.
(760) 951-0436

Casa Rancho de Cucamonga
John Rains House - Co. Museum Branch
(Maria Merced Williams de Rains Adobe)
8810 Hemlock, Rancho Cucamonga 91730
Wed.-Sat 10 am to 4 pm CALL first
Closed New Year's Day, Thanksgiving and Christmas
(909) 989-4970

Chaffey-Garcia House and Museum
7150 Etiwanda Ave., Etiwanda
(909) 899-8432

Children's Forest
Highway 18 & Running Springs School Rd., Running Springs
(909) 337-5156 or (909) 867-5996

Colonel Vernon P. Saxon Jr. Aerospace Museum
in Boron
open daily 10 to 4 pm
(760) 762-6600

Colorado River Historical Society & Museum
2201 Hwy. 66, Bullhead, AZ (located in historic church)
Open Tues. thru Sun. from 10 am to 4 pm
Closed July and August.
(520) 754-3399

Colton Historical Society
P.O. Box 233 Colton 92324

Colton Museum
380 North La Cadena Drive, Colton (the Old library)
Fri 1 to 4 pm & last Sun. of month
(909) 824-8814

Cooper Regional History Museum
217 E. A St., Upland
1 to 5 pm Saturdays
(909) 982-8010

Daggett Historical Society
meets on 1st Thurs. of each month
(760) 254-2629

Daggett Museum
33703 Second Street P.O. Box 105, Daggett 92227-0105
open from 1 to 4 pm Sat. and Sun.
(760) 254-2629
SAN BERNARDINO CO. MUSEUMS

call the museums to check if they are open
compiled by Phillip Holdaway, Clamparchivist

Desert Discovery Center
(the Old Barstow BLM bookstore)
2160 Barstow Road
Tues.-Sat. from 11 to 4 pm
(760) 252-6000

Dixie Evan's Burlesque Museum, Exotic World
29053 Wild Road, Helendale
open daily 9 am to 5 pm
(760) 243-5261
An historical treat. Excellent, tastefully done. As Dixie would say, "I haven't been busted yet!"

El Rancho Motel 66 Museum
There is another Barstow Route 66 Museum. It is east of First St. on the south side of Main St. 1st St. goes over the old Bridge and Main St. is Old Route 66.

Fire Museum
D Street & 6th Street, Victorville 92392

Fontana Historical Museum
8459 Wheeler Ave., Fontana
and 8863 Pepper St., Fontana
(909) 833-3846
(909) 833-1733 Historical Society Number

Ft. Irwin's National Training Center & 11th Armored Cavalry Regiment Museum
Open daily during working hours and by appointment.
(760) 380-6607

Mojave Desert Heritage and Cultural Assoc.
37198 Lanfair Road - G-15
Essex 92332-9797
tel. Helen Baker at (818) 705-3930 or
Jo Ann Casebier at (760) 733-4482

Hours: open house weekends
the first weekend of each month from January through June and October through December. Hrs. 9:00 a.m. to 5:00 p.m.

Harvey House and Rail Depot
681 1st Avenue, Barstow
Fri.-Sun. from 11 to 4 pm
(760) 255-1890

HI-Desert Nature Museum
57116 Twentynine Palms Highway, Yucca Valley
Tues.-Sun. from 10 to 5 pm
(760) 369-7212

Historical Glass Museum
1157 Orange St., Redlands
Sat. & Sun. from noon to 4 pm
(909) 798-0868

Historical Site of the Original McDonald's and Route 66 Museum
1398 N. E St., San Bernardino
14th and E Streets; southeast corner
10 to 5 pm daily
(909) 885-6342

Kimberly Crest House & Gardens
1325 Prospect Drive, Redlands
Thurs.-Sun. from 1 to 4 pm
(909) 792-2111

Lake Arrowhead Children's Museum
Lake Arrowhead Village, lower level
10 to 6 pm daily
(909) 336-3093

Lincoln Memorial Shrine
125 W. Vine St., Redlands
1 to 5 pm
(909) 798-7636

Malool Residence Museum
5131 Carmelian St., Alta Loma
1 to 4 pm
(909) 980-0412

Mohave Historical Society
meets at 7 pm on 4th Thursday of the month at the Sterling Inn, 17738 Francesca, Victorville
(760) 949-2276

Mousley Museum of Natural History
35308 Panorama Drive, Yucaipa.
Wed-Fri & Sun. from 1 to 5 pm & Sat. from 9-5 pm
2-9-03 temporary closed
(909) 790-3163 Temporary closed

Museum of History and Art
225 South Euclid Ave., Ontario
Wed-Sun, 12-4 pm
(909) 983-3198

Needles Museum and Garces Harvey House
Front St., Needles
(760) 326-2892

Needles Museum and Garces Harvey House
Front St., Needles
(760) 326-2892

Oak Glen School House Museum
Yucaipa
Sat. from noon to 4 pm & Sun. from 1:30 to 4 pm
(909) 797-1691

Oakie Ray's Museum
705 State Route 395 in Red Mountain
an outdoor mining museum

Owl Hotel
699 US 395 in Red Mountain
It was closed early Dec. 2002
SAN BERNARDINO CO. MUSEUMS

call the museums to check if they are open
compiled by Phillip Holdaway, Clamarchivist

Pahrump, Nevada
@3/03-soon to open

Petterson Museum
730 W. Plymouth Rd., Claremont 91711

Pioneer and Historical Society of San Bernardino 8th and D St. in S.B. In Harris Memorial Hall meets the 1st Thursday at 7 pm

Planes of Fame Air Museum and Jet Fighter Museum
7000 Merrill Avenue, Cal-Aero Field, Chino 9 to 5 pm daily (909) 597-3722

Rialto Adobe
northeast corner of Bud Bender Park on Lilac Avenue, south of Foothill Blvd., Rialto (909) 875-7414

Rialto Historical Society Museum
205 N. Riverside Avenue, Rialto (909) 875-1750

Rincon Rancho Yorba-Slaughter Adobe
17127 Pomona Rincon Rd., Chino 91710

Route 66 Visitor Center & Museum
7965 Vineyard Ave., Rancho Cucamonga 91730

San Bernardino Asistencia Mission de San Gabriel 26930 Barton Road, Redlands 92373 Wed-Sat. from 10 am to 4 pm, Sun 1 to 4 pm (909) 793-5402

San Bernardino County Medical Museum 952 S. Mount Vernon Ave., Colton (909) 825-6526 Mon. to Fri. by appointment only

San Bernardino County Museum 2024 Orange Tree Lane, Redlands Tues.-Sun. from 9 am to 5 pm (909) 307-2669 or (888) 247-3344

Searles Valley Historical Society Trona (760) 367-2366

Silver Dollar Cafe/Saloon 685 US 395 was open Dec. 2002

Stone Hotel
In Daggett – closed at this time (909) 307-2669 ext. 238

Trona History House 83001 Panamint St. (off Trona Road) also has a caboose and RXR equipment outside

Trona Museum
13193 Main Street @ Corner with Searles Street this is an official California Point of Historical Interest

Trujillo Adobe Historic Area
S. Pellissier Rd. Riverside County 92501 North West from the junction of Orange St. and Center St. and west of I-215.

Twenty Mule Team Museum
20 Mule Team Road in Boron, south of SR-58 about 2 blocks open everyday from 10 to 4 (760) 762-5810

Twentynine Palms School House Museum 6760 National Park Dr., Twentynine Palms Wed.-Sun from 1 pm to 4 pm (760) 367-2366

20th Century History and Technology Museum 106 N. I St. San Bernardino 10-3pm Saturday (909) 797-3279

Victor Valley Museum 11873 Apple Valley Road, Apple Valley Wed-Sat from 10 am to 4 pm & Sun from noon to 4 pm (760) 240-2111

Western American Railroad Museum Harvey House in Barstow 681 N. First Avenue Open 11:00-4:00, Fri., Sat., Sun. (760) 256-9276

Yagle, Mary Museum and Nature Center 11501 Cypress Ave., Fontana 92337

Yorba-Slaughter Adobe Rincon Rancho Yorba-Slaughter Adobe 17127 Pomona Rincon Road, Chino 91710 Wed-Sat 10 to 4 p.m. & Sunday 1-4 pm (909) 597-8332

Yucaipa Adobe 32183 Kentucky St., Yucaipa 92399 Tue. to Sat. from 10 am to 3 pm, Sunday 1 to 4 pm Closed Mondays, Thanksgiving Day, Christmas Day, New Year's Day. (909) 793-5402

Yucaipa Valley Historical Society Museum 35130 Avenue A, Yucaipa (909) 797-2489, ext. 511
OTHER MUSEUM'S OF INTEREST AND
EASTERN SIERRA MUSEUM'S
call the branch museums to be sure they're open
prepared by Phillip Holdaway, Clampilarchivist

Old Timers Museum
located in Murphys, Calif.
write 11 Knolltop Ct., Novato, CA 94945
Thurs-Sun. from 11 to 4 pm

University of the Pacific at Stockton
Clامر Repository
Daryl Morrison
Holt-Atherton Department of Special Collections
University Library, University of the Pacific
Stockton, CA 95211
(209) 946-2404

Ancient Bristlecone Pine Forest
Take Hwy. 395 north of Big Pine and turn east on Hwy. 168. Drive to White Mountain Road and turn north. The road is paved from Big Pine to the Schulman Grove of Bristlecone Pines. Contains an interpretive site and self guided trails.

Bishop Museum & Historical Society
P.O. Box 363, Bishop, CA 93514
(619) 873-5950

Bodie State Historic Park
US 395 to State Hwy 270 (7 miles south of Bridgeport) and go 13 miles east to Bodie. Last 3 miles are unpaved. Road subject to snow closures in winter. 9 to 7 pm in summer 9 to 4 pm remainder of year 10 to 5:30 pm Memorial Day to Labor Day (619) 647-6445

California Historical Society
678 Mission Street, San Francisco
(415) 357-1848

California Military Museum
1119 2nd St., Sacramento, CA 95814
Winter: 10 to 5 pm; Summer: 11 to 7 pm (916) 442-2983

California State Indian Museum
located at 2618 K Street, Sacramento
write 2701 L Street, Sacramento, CA 95816
10 to 5 pm daily (916) 324-0971

California State Railroad Museum
located at 2nd and J streets in Sacramento
write 111 I Street, Sacramento, CA 95814-2265 (916) 445-7387

Conference of California Historical Societies
(209) 946-2169
write CCHS, University of the Pacific, Stockton, CA 95211

Death Valley’s Furnace Creek Visitor Center
8 to 5 pm (760) 786-3200

Eastern California Museum
155. N. Grant, Independence
P.O. Box 206 Independence, CA 93526
10-4 pm Weds.-Mon. (760) 878-0258

Eastern Sierra Interagency Visitor Center
Located 1 mile south of Lone Pine, at the junction of U.S. 395 and Hwy. 136
8 to 4:50 pm daily except Thanksgiving, Christmas Eve, Christmas, and New Year's Day

Kernville Museum
by Lake Isabella
Thurs.-Sun. from 10 am to 4 pm

Laws Narrow Gauge Railroad Museum
P.O. Box 363, Bishop, CA 93515
(760) 873-5950

Lone Pine Museum
127 Bush Street, Lone Pine
Lone Pine Chamber of Commerce (619) 876-4444

Mammoth Lakes Ranger District Visitor Center
located on Hwy. 203 in Mammoth Lakes, 3 miles west of U.S. 395
8 to 5 pm daily (July-Sept. 15) Mon.-Sat. from 8 to 4:30 pm (Sept. 15-Memorial Day)

Mammoth Museum
From Hwy. 203, turn south onto Old Mammoth Road, and continue nearly one mile crossing over the creek, to a broad right curve: at the curve, turn left onto Sherwin Creek Road and follow the signs to the museum. 11 to 6 pm during summer (July 1-Oct. 1)
Open by request any time (619) 934-6918 (619) 934-8983

Manzanar National Historic Site
Located on the west side of U.S. 395, approx. 6 miles south of Independence
OTHER MUSEUM'S OF INTEREST AND
EASTERN SIERRA MUSEUM'S

call the branch museums to be sure they're open

prepared by Phillip Holdaway, Clamparchivist

Maturango Museum
100 E. Las Flores Ave., Ridgecrest, CA 93555
(760) 375-6900

Mono County Museum
located 2 blocks from the Mono County Courthouse, next
to the County Park
9 to 7 pm (Summer)
9 to 4 pm (remainder of year)
10 to 5:30 pm Memorial Day to Labor Day
(619) 647-6445

Mono Lake Committee
along U.S. 395 in the center of Lee Vining
(619) 647-6595

Old School House-Mono Basin Historical
Museum
adjacent to Hess Park on the east side of Lee Vining
Thurs.-Sun. from noon-6pm - summer only
(619) 647-6461

Old Spanish Trail Association
write: Treasurer, OSTA, P.O. Box 7, Marysville, CA
98270

Oregon-California Trails Association (OCTA)
write: P.O. Box 1019, Independence, MO 64051-0519
(816) 252-2276

Maturango Museum
100 E. Las Flores, Ridgecrest
NE corner of Las Flores & China Lake Blvd.

Paiute/Shoshone Indian Cultural Center
Located 1 mile west of U.S. 395 on West Line Street
(Hwy 168) in Bishop
Open daily all year, except for major holidays
(619) 873-4478

Shoshone Museum
58 miles east of Furnace Creek on the east side of Death
Valley and 57 miles north of Baker on SR-127
open daily from 8 am to 4 pm
(760) 852-4414

Tehachapi Heritage League & Museum & Errea
House
Tues.-Sun. from noon to 4 pm
(661) 822-8152
SAN DIEGO & IMPERIAL CO. MUSEUMS

call the branch museums to be sure they are open
compiled by Phillip Holdaway, Clamarchivist

SAN DIEGO COUNTY

Antique Gas & Steam Engine Museum
2040 N. Santa Fe Ave., Vista

Ballast Point Lighthouse
Guljaros Rd., San Diego

Bonita Historical Museum
4035 Bonita, Chula Vista

Cabrillo National Monument
End of Cabrillo Memorial Drive, San Diego 92106
(619) 293-5450

Firehouse Museum
1572 Columbia St., San Diego

Julian Pioneer Museum
2811 Washington St., Julian

Maritime Museum
1306 N. Harbor Dr., San Diego

Mission San Antonio De Pala
Pala Mission Rd., San Diego

Mission San Diego de Alcalá
10818 San Diego Mission Rd., San Diego

Mission San Luis Rey de Francia
4070 Mission Ave., Oceanside

Old Town San Diego State Historic Park
Twiggs St. & Juan St., San Diego

Operational Lighthouse
Cabrillo Rd., San Diego

Pacific SW Railway Museum
4695 Nebo Dr., La Mesa

Palomar Observatory
From I-15 take SR 76 (Pauma Rd.) east to County Road S6.
Follow S6 north to the Palomar Observatory.

Pauma Mission
Pauma Reservation, San Diego Co.

San Diego Wild Animal Park
15500 San Pasqual Valley Road, Escondido
9-4pm daily
(760) 747-3702

BALBOA PARK, CITY OF SAN DIEGO

6th Ave. & El Prado
This large park contains the San Diego Zoo and several museums

Aerospace Historical Center

Botanical Building

Hall of Champions Sports Museum

Museum of Man

Natural History Museum
1788 El Prado, Balboa Park, San Diego
(619) 232-3821

Reuben H. Fleet Space Theater & Science Center

San Diego Automotive Museum
1449 El Prado, San Diego

San Diego Model Railroad Museum

San Diego Zoo
Balboa Park, San Diego
(619) 234-3153

Veterans War Memorial

San Diego Wild Animal Park
15500 San Pasqual Valley Road, Escondido
9-4pm daily
(760) 747-3702
Noble Grand Humbug Gary Bancroft announces that Billy Holcomb Chapter 1069 will convene for its Fall Clampout which will be held on October 10, 11, 12, 2008. On this trip we will conduct lowly PBCs through rites of initiation under Grand Council rules and erect a monument to commemorate Dr. June McCarroll in Indio.

Dr. McCarroll is credited with the idea of painting a stripe down the center of a road to make automobile travel safer. She personally painted the first known center stripe in California on Indio Blvd. in 1917 and the California Highway Commission adopted the practice in 1924.

Clampers of all dispensations are invited to join us for a beautiful weekend in the Mojave Desert. Our clampsite is located in Indio, on Dillon Road, just one mile south of the I-10 Freeway & Hwy 86 interchanges, and the site is accessible to all vehicles.

Each person will receive a Badge of the Day as well as a History Keepsake, and a Meal Ticket good for 5 fantastic meals prepared by Clampchef Paul Renner and his crew. The cost for this doin’s is only $50.00 for Redshirts and $60.00 for PBCs and also those who pay at the door. You can get a Special Event T-Shirt on advanced order for only $15.00 (add $1.00 for XXL and $2.00 for XXXL) and pick it up when you check-in.

Everyone will need to bring their favorite beverages, WATER (dry camp), camping gear, and lots of artificial shade. Make out your check to: Billy Holcomb ECV, and mail it to Bob Green-GDR, P.O. Box 263, Pioneertown, CA 92268. Send in your payment postmarked by Sept 24, 2003 to avoid the late fee of $10.00 and ensure delivery your event shirt.

SATISFACTORY!

NO WIDDERS • NO PETS • NO DOGS • NO GUNS
NO FIREWORKS OR EXPLOSIVES • IF YOU COME - YOU PAY!
HANGMAN

"MIKEY OKIE" BURGOON

SAYS...

BRING A PBC!

and show him the other side of the mountain in a way he will never forget! But be sure he is clean, sober and not wearing women's clothing!

PBCs are under the authority of the Hangman at all times!

WHAT TO BRING

Your Favorite Beverages • Artificial Shade
Bring a P.B.C. • All Your Camping Gear
• Water - Dry Camp

Clean Firewood - free from all metal objects!

EVENT SHIRTS

Special Event T-Shirts are on sale for this event and can be ordered when you sign up before the cutoff date. These shirts are not on sale at the event, so order yours now and one for your PBC too.

Mark your choices on the Sign-up Form.

NO PROMISE OF SHIRTS FOR LATE SIGN-UPS OR WALK-INS

DIRECTIONS

Take your best route to the Dillon Rd. exit off I-10 fwy in Indio. Turn south and go one mile to the clampsite.

ECV signs will be up Friday. 24 hour services available throughout Indio, just minutes from camp.

CLAMPSITE RULES

Our clampsite is being rented to us under certain conditions which everyone must follow.

Please be respectful of this working farm and keep vehicle traffic to a minimum!!

Please be careful of irrigation devices & berms

CONTAINER FIRES ONLY - NO GROUND FIRES

NO OHV's, DIRT BIKES, MINI BIKES, MULES, GO CARTS, SCOOTERS OR GOLF CARTS !!

SCHEDULE OF EVENTS

FRIDAY

4:07 pm CHECK-IN (un-official) at the Official Place.
6:30 pm DINNER is served by Clampchef Paul Renner and his crew of Clampcultural experts.
6:51 pm GREYBEARDS DINNER for all Visiting Indignitaries, XNGHs, Humbugs and Officers is served at the Cookshack
7:30 pm Check-in is open. All PBCs report to Hangman.

SATURDAY

6:30 am All PBCs report to the Hangman's Camp
6:57 am BREAKFAST is served at the Cookshack
7:25 am PBCs report to the Cookshack for clean-up
8:03 am ALL SPONSORS meet at the Hangman's Camp
8:10 am CHECK-IN is open (at the official place)
8:46 am Presentation of PBCs to the Greybeards for inspection, enlightenment and Clamphistory.
9:30 am Sign-ups for Clamper Olympics
9:33 am PBCs leave for Monument Erection
10:17 am Clamper Olympics Begin
12:02 pm LUNCH is served at the Cookshack
12:35 pm PBCs report to the Cookshack for clean-up
3:00 pm PBC entertainment with I.Q. test and singing
5:16 pm DINNER is served at the Cookshack
5:45 pm PBCs report to the Cookshack for clean-up
7:12 pm PBCs report to the Hangman's Camp for preparation for the Queries and the Ordeals
8:00 pm Candlelight Ceremony of induction at the Hall of Comparative Ovations.... also, the Raffle Prizes and the Clamper Olympics Awards

SUNDAY

6:30 am PBCs report to the Hangman's Camp
7:01 am BREAKFAST is served at the Cookshack
7:57 am Camp clean-up by EVERYONE !... PLEASE ! Use the Dumpster, Leave nothing behind !!!
9:30 am Plaque dedication at the Monument site.

Let A Brother Of Sobriety Hold The Reins!

To L.A.

Dillon Rd.

To Phoenix

I-10

Monument Site

I-10

Ave 46

To El Centre

I-10

Dillon Rd.

Jackson St.

Indio Blvd.

Ave 48

CLAMPSITE
TO THE GRAND NOBLE RECORDER:

I hereby petition for membership in the Ancient and Honorable Order of E Clampus Vitus. I certify that I have received my novitiate instruction from my sponsor, Clamper [Sponsor's Name] and hereby solemnly affirm my belief in the Dictum of the Order, "PER CARITATE VIDUARIBUS ORPHANIBUSQUE, SED PRIME VIDUARIBUS" and wholeheartedly, without reservation, agree to render SATISFACTORY SERVICE at all times.

I further agree to present myself at the ECV Hall of Comparative Ovations at such time and place designated by the NOBLE GRAND HUMBUG, guaranteeing that I shall arrive fully equipped to negotiate the Chasm of Terror and Despair and to reach the safe haven of CLAMPERDOM.

As evidence of my good faith, I forward herewith my gold dust ($_______) in payment of the Initiation fee usually charged each POOR BLIND CANDIDATE. In return I humbly beseech you to transmit my Badge of Office which I will proudly wear when presenting myself for infamous induction. I realize that without this Badge of Office, the Grand Hangman and the Damnfool Doorkeeper cannot permit me to enter the Hall of Comparative Ovations.

Be it known, if you are accepted and inducted, that to remain a Clamper you must attend each and every Clampout or send the required gold dust for remaining active if you can't make it. If you do not you are no longer a Clamper.

Application received ________________ Application approved ________________ Application rejected ________________

Ritual taken ________________ Scroll mailed ________________

Witness my Hand and Privy Seal

this __________ day of ________________ 20____

Illegal Signature

TO BE DETACHED ONLY BY THE GRAND NOBLE RECORDER

PBC APTITUDE TEST
(to be filled out by P.B.C.)

For P.B.C. to fill out. Please print

Full Name ________________________________

Mailing Address __________________________

City __________________ State _____ Zip ______

Phone # ( _____ ) ________________________

Occupation _____________________________

Age _____ Place of Birth __________________

I am a jolly good fellow ......................... □ □
I am interested in California / Arizona / Nevada / Utah History ... □ □
I can draw or cartoon ................................ □ □
I can sing .......................................... □ □
I enjoy theatrical work ........................... □ □
I play a musical instrument .................... □ □
I am willing to help if called upon ............ □ □
I am not a jolly good fellow .................... □ □
(For G.N.R.) Clamperating ________________

check yes no
Please fill out this entire form and sign.

The Ancient and Honorable Order of E Clampus Vitus
Agreement and Release from Liability

1. I, ____________________________ acknowledge that I have voluntarily requested to accompany the Ancient and Honorable Order of E Clampus Vitus for the purpose of dedicating various plaques and/or monuments to major and lesser events of California history.

2. I AM AWARE THAT THE MEETINGS OF THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS OCCUR IN THE WILDERNESS, AND THAT: DRIVING FROM MY POINT OF DEPARTURE TO SAID MEETING, HEREINAFTER CLAMPSITE; MY PARTICIPATION IN THE VARIOUS ACTIVITIES AT SAID CLAMPSITE; AND DRIVING BACK TO MY POINT OF DEPARTURE ARE POTENTIALLY DANGEROUS AND HAZARDOUS ACTIVITIES. I AM VOLUNTARILY PARTICIPATING IN THESE ACTIVITIES WITH THE KNOWLEDGE OF THE DANGER INVOLVED, AND HEREBY AGREE TO ACCEPT ANY AND ALL RISKS OF INJURY AND DEATH, AND VERIFY THIS STATEMENT BY PLACING MY INITIALS HERE ________________

3. As consideration for being permitted by the Ancient and Honorable Order of E Clampus Vitus to participate in these activities, I hereby agree that I, my assignees, heirs, distributees, guardians, and legal representatives will not make a claim against, sue, or attach the property of the Ancient and Honorable Order of E Clampus Vitus or any of its officers or members for injury or damage resulting from negligence or other acts, howsoever caused, and by any member, agent, or officer as a result of my participation in or travel to and from the CLAMPSITE. I hereby release the Ancient and Honorable Order of E Clampus Vitus and any of its officers or members from all actions, claims, or demands that I, my assignees, heirs, distributees, guardians, and legal representatives now have or may hereafter have for injury or damage resulting from my above-described participation at the CLAMPSITE.

Knowing and Voluntary Execution

4. I HAVE CAREFULLY READ THIS AGREEMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY AND A CONTRACT BETWEEN MYSELF AND THE ANCIENT AND HONORABLE ORDER OF E. CLAMPUS VITUS, ITS OFFICERS, AND MEMBERS, AND I SIGN IT OF MY OWN FREE WILL ________________

Executed at ______________________________, California, on ___________ 20________.

Releasor ______________________________
(name_________________________________
(address______________________________
city ____________ state ___ zip ______
phone ___________________________
e-mail ______________________________
PBC's name __________________________
(name required)
please include pbc application

chapter ______________________________
(check if you are a XNGB or NGH

Make your payment out to:
BILLY HOLCOMB ECV
Mail your payment to: 
Bob Green GDR
Post Office Box 263, Pioniertown, Ca. 92268-

Choose your shirt style and size:

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No promise of shirt for late sign-ups!
FALL CLAMPOUT
Dr. June McCarroll
OCT. 10, 11, 12, 6008

To CLAMPER:

Phil Holdaway Archivist
3559 N. Wall Ave.
San Bernardino Ca. 92404
‘Doc June’ Drew the Line on Safety

The pioneering frontier physician’s early 1900s legacy includes highway center stripes.

By Cecilia Rasmussen

Times Staff Writer

‘Doc June’ was one of the world’s dead-drier climate. She was the Nebraska State Schools, she was the Allopathic Medical College of Chicago around 1888, at age 21.

Harriman had lost hard-fought elections for California governor in 1888 and for U.S. vice president in 1900 (as the running mate of Socialist Eugene V. Debs). Discouraged by conventional two-party politics, he tried to regain his strength in the desert, leading a small group to a 60-acre farm with about a dozen wooden buildings and tents.

Harriman’s strength had returned by 1904, so he left the farm in the hands of the Robertsons. That freed him to travel, increase his influence and prepare for the 1911 Los Angeles mayoral election — which was no more successful than his earlier bids for public office.

Doc June lived in the hands of the Robertsons. That freed him to travel, increase his influence and prepare for the 1911 Los Angeles mayoral election — which was no more successful than his earlier bids for public office.

Surgery was what Doc June did best. Her most common operation was tonsillectomy.

In 1907, she founded the Coachella Valley’s first library to provide her TB patients with reading material, because they were quarantined in the middle of the desert.

That same year, the Bureau of Indian Affairs appointed her to care for the Cahuilla Indians. When she arrived at the reservations, there was no hospital, no nurse, no electricity and virtually no medical equipment. At least there was running water. But she was the only physician.

Doc June would become the first white “medicine woman” to responsibly serve one of the largest Native American tribes, which was spread out on five reservations.

A 1908 measles epidemic put her at odds with some of the band’s most powerful medicine men, who resented her intrusion. At the time, Cahuilla children were sent to school off the reservations, but many were returned to their families dying of tuberculosis or measles.

But soon her medical skills, along with her endless energy, compassion and no-nonsense manner, won them over, including tribal shaman Ambrosio Costillo.

Costillo worked day and night with Doc June, administering medicine and demonstrating the importance of sanitation and quarantine. He even warned her of a possible uprising by members of the tribe who were angry about the measles epidemic. She calmly strapped on a six-shooter and continued to combat suffering. No one, it seemed, questioned her courage — nor her shooting ability.

In 1916, two years after her husband’s death, she married Southern Pacific Railroad station agent Frank McCarroll.

Within a few years, as more doctors opened practices in Indio and the Coachella Valley, she semi-retired in the corner of barley where Joshua trees claw at the sky.

In 1917, she was driving home at dusk after visiting a patient when a truck forced her off a narrow highway into the sand. It wasn’t the first time. The truck driver apparently had difficulty telling just where his half of the unmarked highway ended.

Later, while driving on another, newer highway, she noticed that the road had a definite middle joint where it had been widened from 8 feet to 16. The pronounced center ridge caused cars to stay on their own side. A center line painted down the middle would serve the same purpose, she decided.

Known for confidence and straight talk, she took her idea to the Riverside County Supervisors and the Chamber of Commerce. They gave her a polite ear but nothing else.

She took direct action: She got down on her hands and knees and painted a 2-mile-long, 4-inch-wide white stripe down the center of the road that passed in front of her house on Indio Boulevard.

She was sure that her example would illustrate the idea’s safety benefits, but change was slow to come. For seven years, she wrote letters and petitioned the county and state to adopt the white lines.

Finally, with the support of the Indio Women’s Club and the California Federation of Women’s Clubs — which had previously campaigned to add roadside markers and to preserve El Camino Real — the project triumphed in 1924. In November, the Legislature authorized the State Highway Commission to paint center lines.

From Doc June’s idea sprang colors, stripes and other markers on streets and highways to enhance motoring safety. By the time she died in 1954, at age 86, the double-yellow lines of road that paralleled the desert were commonplace across the country.

Recently, the Billy Holcomb chapter of E Clampus Vitus, a fun-loving but serious group of history buffs, etched the story of Doc June onto a bronze plaque. This weekend members will attach it to a six-foot-high concrete pillar in Indio, at the corner of Smurr Street and Indio Boulevard.

The chapter, founded in 1969, has erected 112 plaques in Riverside and San Bernardino counties. The sites are selected by the state Office of Historic Preservation, but chapter president Gary Bancroft — whose official title in the Clampus is Noble Grand Humbug — has researched the information for several of them.

Bancroft takes his task seriously.

‘This is not history like World War II, or history with a capital H,’ he said. ‘But it is history.’

The five-mile stretch of Interstate 10 in Indio was named for her last year. The Riverside County physician from the early 20th century joins hundreds of other symbols honored along the car culture’s arteries. In fact, the state’s 15,000 miles of highways are a virtual bumper-to-bumper parade of “consumption,” which at the time was one of the world’s deadliest infectious diseases.
Los Angeles

Armstrong Lends Fame to Cancer

The five-time Tour de France winner joins 600 cyclists in the Tour of Hope, a cross-country marathon to raise support for research.

By DAREN BRISCOE
Times Staff Writer

I've been given this position through a bicycle.

Lance Armstrong, on his goal to help raise awareness about cancer treatment.

GETTING READY TO ROLL: Cancer survivor Lance Armstrong prepares for the start of the Tour of Hope.

regimen of drugs that Armstrong took, and which partnered with him to sponsor the tour.

Together, they hope to dispel some of the stigma surrounding clinical trials.

That stigma, said Milana Dolezal, 32, a hematology/oncology fellow at UCLA and another Tour of Hope cyclist, is something she encounters every day.

"In the past, experimental drugs were used on patients only after every other kind of traditional therapy had failed. Now, patients who use them get the best available care," said Dolezal, who is riding in memory of her grandmother, who died of metastatic breast cancer.

Armstrong, who plans to join the cyclists at various points along their route, described the
Woman makes history with a white line

Plaque, memorial dedicated in Indio to historical figure

BY Xochitl Peña
THE DESERT SUN

INDIO — It was 1917 when former Indio resident Dr. June Robertson McCarroll decided to paint a dividing white line on what is now known as Indio Boulevard, to help control two-way traffic.

It was after she was run off the road and into a sandy ditch by a large truck that she decided to draw the 4-inch wide white strip that ran for about one-mile from what is now Highway 111 to near the Covalda Date Co. building in Coachella.

“She kept getting run off the road. She got very tired of it,” said Paula Ford, a member of the Coachella Valley Historical Society.

To celebrate her traffic safety efforts that were eventually adopted statewide, a plaque and monument has been placed in her honor at Indio Boulevard and Smurr Street.

The city of Indio and The Billy Holcomb Chapter of the E Clampus Vitus, a history fraternity, hosted the dedication of the plaque and monument Sunday.

City and state dignitaries were invited to attend.

Gary L. Bancroft, president of the history fraternity, said he had been trying for a few years to honor McCarroll with a monument and is glad the time has come.

“She was a pretty extraordinary woman,” he said.

According to research compiled by Bancroft, McCarroll was born June 30, 1867, in the mountains of Kentucky. She attended college in Chicago and received medical training, which at the time was a rare accomplishment for a woman.

“The boldness that she demonstrated in an era when a woman’s voice was not often heard (makes her) a role model for all people, but in particular, women,” said Sandra Householder, a management analyst for the city.

After McCarroll’s first husband John Robertson developed tuberculosis, the couple moved to Indio where they had discovered a tuberculosis health camp.

She soon assumed duties as doctor for the camp and to keep the patients busy, founded the first library — a branch of the state library — in the Coachella Valley in 1905.

“She was quite an outstanding lady. Very independent,” Ford said.

After painting the mile of road in Indio, McCarroll spent the next five years to no avail trying to spread the idea.

It wasn’t until after garnering support from the Women’s Club of Indio and other women’s clubs in the state that the state Highway Commission decided to listen.

“She was a very determined woman. She said this will work. She started lobbying to get it noticed. The state highway commission decided to give it a trial and after that — that was it,” said Ford.

“Everybody thought it was such a grand and glorious idea.”

Xochitl Peña covers Indio and Coachella for The Desert Sun. She can be reached at 360-1340 or by e-mail at Xochitl.Pena@thedesertsun.com
Local doctor answers call to his Ready Reserve duties

BY RICK DAVIS
THE DESERT SUN

BERMUDA DUNES — Stephen Steele’s business did not go completely down the drain when he was recalled to active duty earlier this year.

But the 45-year-old osteopath definitely got pinched because the incomes of Navy doctors don’t match those of many of their civilian counterparts.

Steele was reminded of that during a seven-month tour he served out at the Naval Hospital at Camp Pendleton, which concluded last week.

“It was a rewarding experience to have served, but the other side is my family and medical practice suffered,” Steele said during a pause in the action at his Bermuda Dunes office last week. “I felt I rolled with the punches, but I do have to rebuild my practice to a certain extent.”

A family-practice and sports-medicine specialist who transferred to the Ready Reserve in 1990 after serving on active duty, Steele was mobilized Feb. 18 during the U.S. buildup toward war in Iraq.

He reported to Camp Pendleton with little indication as to where his permanent duty station would be. It turned out to be the family practice unit at Camp Pendleton’s hospital clinic, filling a billet vacated by a staff doctor who was transferred to a command somewhere in the Middle East.

“I feel very, very fortunate that I stayed in California,” Steele added. “Had I been shipped out to the Middle East, or even somewhere else in this country, my office would have had to be shut down.”

Steele said he managed to keep his practice going by returning to the desert on weekends when military requirements allowed it.

He also was able to lean on his civilian staff. Nurse practitioner Sheila McGrath of La Quinta, a Steele patient for four years, so I knew many of his patients. It was more volume and more responsibility for me, but I felt I met the challenge.”

“‘I felt satisfaction in realizing I was prepared to do the job I had trained for in the reserves and my civilian practice,’ he said. ‘And I really felt needed.’”

Steele said he spent the first month of active duty administering physical exams to personnel — mostly mobilized reservists like himself — who were ticketed for overseas deployment.

“On that evolution wound down, his patients became mostly spouses, children and military retirees. Later, came an influx of returnees from Operation Iraqi Freedom.”

“My family commitment to the military is strong, so I was happy to step up to the plate,” said Rue, noting that her husband also is a reservist. “I had worked for Dr. Steele for five years, so I knew many of his patients. It was more volume and more responsibility for me, but I felt I met the challenge.”

Steele said he had ex-active duty reservists, had been released from mobilization.

But now I’m thinking of going beyond 20,” he said. “It depends on what the program offers at that point and my own situation. But this experience has caused me to reconsider.”

Steele was one of 12,045 Naval reservists who were mobilized during the conflict in Iraq, according to Lt. j.g. Ken Shade of Naval Reserve Headquarters in New Orleans. He noted that 72.3 percent, or 8,712 reservists, had been released from active duty as of Friday.

A qualified military flight surgeon, Steele said he cruised through his first 10 years in the Ready Reserve, giving little thought to packing his seabag and leaving his family because of a mobilization.

“But 9/11 changed that — for me and a lot of other reservists,” Steele said. “It was a wake-up call. And a new reality — that a callup had a likely chance of occurring.”

Rick Davis can be reached at Rick.Davis@thedesertsun.com
Senate Concurrent Resolution No. 58

Introduced by Senator Kelley

January 14, 2000

Senate Concurrent Resolution No. 58—Relative to the Doctor June McCarroll Memorial Freeway.

LEGISLATIVE COUNSEL'S DIGEST

SCR 58, as introduced, Kelley. Doctor June McCarroll Memorial Freeway.

This measure would dedicate the portion of Interstate Highway Route 10 near Indio in Riverside County between the Jefferson Street and Indio Boulevard interchange and the junction with State Highway Route 86 to the memory of Doctor June McCarroll, and would specify that this portion of Interstate Highway Route 10 shall be known as the “Doctor June McCarroll Memorial Freeway.” This measure also would request the Department of Transportation to determine the cost of appropriate plaques and markers showing that special designation and, upon receiving donations from nonstate sources covering that cost, to erect those plaques and markers.

Fiscal committee: yes.

1  WHEREAS, Doctor June McCarroll first arrived in California in 1904, when she moved to Indio in order to place her ailing husband in a health camp for persons inflicted with tuberculosis; and
2  WHEREAS, It was in Indio where Doctor June McCarroll acquired the name “Doctor June” and traveled, at first by horse and buggy and later by horseback, in order to practice medicine; and

99
WHEREAS, In 1907, Doctor June practiced medicine on five Indian reservations and later became the doctor retained by the Southern Pacific Railroad to treat its employees in the Coachella Valley; and
WHEREAS, In later life, she expressed regrets that younger doctors were seemingly unable to function without modern hospitals and other conveniences when she had sometimes operated on kitchen tables, explaining “I would clear off the table, tie the patient down, and administer the anesthetic”; and
WHEREAS, Doctor June is also credited with starting the first library in the Coachella Valley; and
WHEREAS, Although Doctor June McCarroll has a reputation in the Coachella Valley based on her practice of medicine and dedication to her immediate community, she is also known for her role in initiating the painting of centerlines upon streets and highways; and
WHEREAS, In 1924, after she and the Indio Women’s Club and the California Federation of Women’s Clubs proposed it, the idea of painting a centerline on state highways was adopted by the California Highway Commission, and the first white centerline was painted, by hand with a paintbrush, on Indio Boulevard, coincidentally, on the street where Doctor June McCarroll was then living; and
WHEREAS, This idea has saved thousands of lives since its early beginning over 75 years ago; and
WHEREAS, It is appropriate that the portion of Interstate Highway Route 10 near Indio in Riverside County between the Jefferson Street and Indio Boulevard interchange and the junction with State Highway Route 86 be dedicated in the memory of this remarkable person; now, therefore, be it
Resolved by the Senate of the State of California, the Assembly thereof concurring, That the Legislature hereby dedicates the portion of Interstate Highway Route 10 near Indio in Riverside County between the Jefferson Street and Indio Boulevard interchange and the junction with State Highway Route 86 to the memory of Doctor June McCarroll; and be it further
Resolved, That this portion of Interstate Highway Route 10 be officially designated the "Doctor June McCarroll Memorial Freeway"; and be it further

Resolved, That the Department of Transportation is requested to determine the cost of appropriate plaques and markers, consistent with the signing requirements for the state highway system, showing this special designation and, upon receiving donations from nonstate sources covering that cost, to erect those plaques and markers; and be it further

Resolved, That the Secretary of the Senate transmit copies of this resolution to the Director of Transportation and to the author for distribution.
**December 1, 2004 General Meeting**

**December 4, 2004 General Meeting**

**January 5, 2005 General Meeting**

**January 7, 2004 General Meeting**

**January 10, 2004 Emperor Norton Day**

**January 16, 17, 18, 2004 4x4 Vituscan Winter Trip**

**January 31, 2004 Billy Holcomb’s Birthday Party**

**February 4, 2004 General Meeting**

**February 7, 2004 Work Party – 8:00 am.**

**March 3, 2004 General Meeting**

**March 19, 20, 21, 2004 H.E.M.O.R.R.H.O.I.D. XVII TRIP**

**March 21, 22, 23, 2004 General Council of ECV**

**June 2, 2004 General Meeting**

**June 6, 2004 Work Party – 8:00 am.**

**July 3, 2004 Crestline Freedom Days Parade**

**July 7, 2004 General Meeting**

**July 16, 17, 18, 2004 T.R.A.S.H Trek**

**August 20, 21, 22, 2004 4x4 Vituscan Summer Trip**

**October 8, 9, 10, 2004 Fall Clampout**

**November 3, 2004 General Meeting**

**November 10, 11, 12, 13, 14, 2004 Death Valley Fam-clamp**

**November 20, 2004 General Meeting**

**December 1, 2004 General Meeting**

**December 4, 2004 Work Party – 8:00 am.**

**January 5, 2005 General Meeting**

**January 21, 22, 23, 2005 4x4 Vituscan Winter Trip**

Billy Holcomb Chapter 1069 holds its monthly meetings at The Red Fox, a Clamber owned and operated watering hole located at 3142 N. “E” st. in San Bernardino. All redshirt members are welcome to attend and help the Chapter, and meet with your friends. All meetings start promptly at 7:00 pm. Meeting dates listed above. No meetings in May or October.

We have several scheduled work party dates where volunteers can help maintain and repair the Chapter equipment. All of the work parties listed above are at the home of Jim Phillips in Riverside. Use the map on the back or you can get directions at 909-789-7071 or from e-mail: Jimndellie@sbcglobal.net. Food and beverages served to those who come and help.!!
WORK PARTY MAP

ALL VOLUNTEERS WELCOME!

WORK PARTIES BEGIN AT 8:00 AM
DATES ARE LISTED ON THE CLAMPSCHEDULE

DIRECTIONS FROM SAN BERNARDINO AREA:
Find your best route to the 91 freeway in Riverside and exit at Arlington Ave. Turn left on Arlington, go under the freeway and turn right immediately on Indiana Ave. Continue on Indiana Ave to Washington St. Turn left on Washington and travel 2.3 miles to Bradley St. Turn left on Bradley and go up to Golden Star Ave. Turn right on Golden Star Ave and go across the wash and go about 1/4 mile to the first driveway on the right, past the concrete block (giant legos) retaining wall, and turn right at the "PHILLIPS" sign. Go up the hill to the next "PHILLIPS" sign and turn right here at Grey Ln. Follow Grey Ln. around the corner to the last house on the right with the white wrought iron gates and flagpole.

DIRECTIONS FROM CORONA & ORANGE COUNTY:
Find your best route to the 91 freeway in Riverside and exit at Adams St. Turn right on Adams and go to Victoria Ave. Turn left on Victoria Ave. Continue on Victoria Ave to Washington St. Turn right on Washington and travel 2.3 miles to Bradley St. Turn left on Bradley and go up to Golden Star Ave. Turn right on Golden Star Ave and go across the wash and go about 1/4 mile to the first driveway on the right, past the concrete block (giant legos) retaining wall, and turn right at the "PHILLIPS" sign. Go up the hill to the next "PHILLIPS" sign and turn right here at Grey Ln. Follow Grey Ln. around the corner to the last house on the right with the white wrought iron gates and flagpole.

DIRECTIONS FROM SAN DIEGO, MORENO, BANNING AND ALL AREAS EAST & SOUTH
Find your best route to the 215 freeway at the Van Buren Blvd. exit by March Field & Riverside National Cemetery. Exit here and go west away from March on Van Buren for approx. 6 miles to Washington St. Turn right on Washington and go to Golden Star Ave just before the "45mph" sign. Turn right on Golden Star Ave and continue down the hill about 8/10 mile. At this point you will be at the bottom of the wash (not on the hillside) making a sharper left curve and there is white rail fencing on your right. Watch now for the "PHILLIPS" sign and turn left at the "PHILLIPS" sign up the SECOND driveway. Go up the hill to the next "PHILLIPS" sign and turn right here at Grey Ln. Follow Grey Ln. around the corner to the last house on the right with the white wrought iron gates and flagpole.
Humbug Mansel Hutsell invites all redshirts and their families to help celebrate Billy Holcomb's Birthday on January 31st, 2004. We will meet at the Pioneer Cemetery in San Bernardino at Billy's Grave for a short ceremony and proceed to The Red Fox at 3142 north "E" st. where there will be birthday cake for everyone.

BRING YOUR FRIENDS & FAMILY!
THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS

BILLY HOLCOMB

CHAPTER 1069

Presents

HISTORIC PIONEERTOWN

HOW THE WEST WAS ONCE

APRIL 30, MAY 1 & 2, 6009

WRITTEN BY

HARVEY B. LEGRONE

XPBC
THE ANCIENT AND HONORABLE ORDER OF
E CLAMPUS VITUS

BILLY HOLCOMB CHAPTER 1069

SPRING CLAMPOUT

APRIL 30, MAY 1 & 2, 2004
(CLAMPYEAR 6009)

HISTORIC PIONEERTOWN
HOW THE WEST WAS ONCE

HELD UNDER THE REIGN OF NOBLE GRAND HUMBUG
MANSEL HUTSELL II

WRITTEN BY
HARVEY B. LEGRONE, XPBC
EDITED & TYPED BY HIS WIDDER MONIKA S. LEGRONE
PIONEERTOWN HISTORY

By Harvey B. Legrone

Pioneertown, founded in 1946, was built as a 1880s western style town for the purpose of serving as a movie set for filming western style movies. It would not be a typical movie set that was to be torn down after filming was completed but meant to remain permanent so that extras could reside and do business within the buildings.

The story goes that Dick Curtis, a Hollywood actor that played the villain in movies, lent $25.00 to an old lady to pay a doctor bill, and when she could not repay him, she gave him a deed to a small piece of land north of Los Angeles. At a later date, Curtis sold the parcel and took the money and invested it in some railroad desert property. He had never seen the land and one day he took the time to go see it. The only way to the property was by horseback. When he reached his destination, he found himself somewhere in an area referred to as Pipes Country. Pipes Country included Pipes Wash, Gamma Gulch, Pipes Canyon, Yucca Mesa, Pioneertown, Chaparrosa Wash and Water Canyon. The route that Curtis took to get to his property is unknown. Since the Pipes Country is totally surrounded by mountains, there are two logical approaches to get to the present site of Pioneertown. The closest would be to stop in Yucca Valley (which may have not been so named at this time) and follow the cattle trail north through Water Canyon to present-day Pioneertown. The other would be to travel Pipes Canyon Road through Pipes Wash until the road intercepted the cattle trail and then go south on the trail to present-day Pioneertown.

Once Curtis saw the land he owned and the surrounding areas and mountains, he began to visualize western movies being filmed here.

He took his vision back to Hollywood and began to talk to others about investing in a permanent movie set and land development. Before long, Curtis had 17 partners
investing $500 each in his dream. A corporation was formed and it soon had possession of 32,000 acres encompassing the entire valley. Now, there were already permanent homesteads located around the perimeter of the valley and some of these appear in movies.

The corporation was set up in the summer of 1946 and on September 1, 1946, Roy Rogers, assisted by the Sons Of The Pioneers, Adele Mara, George Tobias, David Bruce and other celebrities, broke ground for the building of Pioneertown. Pioneertown’s first building was completed in the spring of 1947. Other buildings rapidly followed.

Some of the original investors were Roy Rogers, Sons Of The Pioneers, Bud Abbot, Lou Costella and Russell Hayden (who played Lucky in the Hopalong Cassidy movies). While it is assumed that Gene Autry invested in the corporation, he did not purchase property in Pioneertown. Roy Rogers purchased several lots here and had a street named for him. Minna Gombell built a house on the north side of the Sawtooth Mountains in 1947 and has a road named for her.

Very soon after the Pioneertown Corporation was formed there was a boom in land sales and building along Mane Street, the dirt road that runs through the center of the old west town. In 1946, the Land Office was offering lots of 1.25 to 10 acres in size for as little as $1,250.00. In order to control the appearance of the buildings on either side of Mane Street, the Corporation refused to sell lots on this street and only leased them to individuals. Even today, residents try to maintain this control over architecture. At any rate, investors began to talk about resorts and how Pioneertown would outdo Palm Springs in this endeavor. So, as a result, the thoughts about motion pictures took a back seat to development.

Soon, land selling almost stopped and Pioneertown looked as though it was doomed to have a premature death. Dick Curtis resigned and moved away and Russell Hayden took over leadership in September of 1948. Although Curtis was no longer active he
held more stock and land than anyone else. Even though things looked dismal, it was reported that approximately 200 determined men and women remained. They bonded together and dedicated themselves to keeping the community alive. It was said that they envisioned themselves as rugged people like the pioneers that originally settled the West. Some went to work elsewhere and commuted while others struggled to start a business within the town. One personally constructed a bowling alley that still stands and has been in continuous operation since its completion. Two Chinese from San Francisco erected a restaurant constructed of used railroad ties at the east end of Mane Street. It was named the Golden Stallion and served American as well as Chinese food and was said to have food as good as anywhere in the USA. The Golden Stallion was the largest of any restaurant in Pioneertown. Unfortunately, it burned Easter Morning in 1966. Shortly before it burned, the Golden Stallion was purchased by Jack Bailey of Queen-For-A-Day game. North of the Golden Stallion was the community hotel, also constructed of used railroad ties, called the Pioneertown Townhouse. Jack Bailey also purchased the Townhouse and, for a while, called it the Golden Stallion Lodge. This building still exists and is called the Pioneertown Motel. Movie stars stayed in the Townhouse while filming was taking place. Gene Autry always stayed in room #10 and played poker and had his cocktails in room #9, referred to as Club 9. The most recent Hollywood celebrity to live at the motel was John Drew Barrymore who resided there on and off for many years. To the south of the Golden Stallion was an adobe building which served as the Pony Express Office on one side and a gas station on the other. The gas station had one of those gravity flow pumps that was hand cranked back and forth to get the gasoline to the top into a clear glass globe lined in gallons and fractions of gallons. This adobe building was converted to a restaurant-bar called the Cantina. Today, it has been enlarged and is known as the Pioneertown Palace or Pappy and Harriet's. Another restaurant was a block or so west of the Golden Stallion. It was called the Grubstake and no longer stands. Directly west of the Grubstake was the Red Dog Saloon which burned on Good Friday, also in the year 1966. The Red Dog was rebuilt but stands empty today.
The Red Dog, Grubstake, Golden Stallion and Pioneertown Townhouse were some of the most often filmed buildings in Gene Autry and Cisco Kid movies and TV programs. The charter of the Pioneertown Corporation forbade Mane Street from ever being paved and prohibited horseless carriages from traveling on it. Today, the street is still unpaved, but automobile traffic does traverse it. Some of today’s residents desire to go back to the restrictions.

Back to 1948, the townspeople, for their own enjoyment and to attract the attention of tourists, would perform skits of shootouts, harassment of the local editor, public hangings and holdups. The first newspaper in town was the *Pioneertown Gazette* printed in the present-day grey building east of the Red Dog. Today, it is a private residence. But in the filming era it can appear as a two-story building with an outdoor staircase as well as its real one-story structure. Across the street from the Gazette building is a concrete slab constructed for open air dances. It has never had a building.

In late summer of 1948, Philip Krasne visited Pioneertown and, like Dick Curtis, immediately saw the potential for filming western movies on location. Krasne was a movie producer and headed up the company that produced Cisco Kid pictures starring Duncan Renaldo and Leo Carrillo. He acquired the movie rights to all the area held by the Pioneertown Corporation and built the Sound Stage on Mane Street. While a lot of filming occurred outside, most inside filming, such as scenes inside a saloon, sheriff’s office, printer’s office, or ranch interiors, were done on sets within the Sound Stage. For outside filming, the Sound Stage appeared as a livery stable or feed store. Krasne wasn’t selfish, he was willing to lease sets and location shoots to other producers. So, filming finally started. Gene Autry and Cisco Kid movies made up a large percentage of all films done here. Television productions started at a later date.

Well, with the start of filming, investors began to envision bigger and better things. Soon there were 34 businesses on Mane Street. Already existing was the first building,
Pioneertown Corporation's Land Office and the second business, the Red Dog Saloon. Partners Al Lipps and Don Kokx are said to have landed their airplanes on Mane Street and selected the site for the Saloon. On some documents, present-day paved Pioneertown Road is shown as a landing strip. Of course, any saloon of any worth needed a face painted on the floor of the barroom. Don Ismus did such a painting and longtime resident and entertainer, Dazzling Dallas Morley, states that she was the model for the painting. Dazzling Dallas is a story in herself and much loved by locals as the "Queen of Pioneertown." Once, the San Bernardino County Sheriff's Mounted Posse all rode their horses into the Red Dog right up to the bar and toasted themselves.

It was said that, on occasion because of the extra wide street, two film crews would be filming simultaneously on both sides of the street. Phillip Krasne and Gene Autry were responsible for filming most of the movie and television episodes during the forties and early fifties.

If one reviews early photographs of Pioneertown, one will see the same buildings with different names. Yes, businesses did change hands and names while the buildings appeared the same. Businesses that operated on Mane Street were: Golden Stallion, Cecil the Barber, Pioneer Bowl, Pioneer Duds, Pony Express, Grubstake Café, Maggie’s Feed Barn, White’s Hardware, Klip ’n Kurl, Marble Electric Shop, Pioneertown Furniture, Frosted Pantry, Trigger Bill’s Shootin’ Gallery, Pioneertown Gazette, The Barbeque Corral, Gold Nugget Coffee Shop, Pioneertown Photo Shop, The Town House, The Wooden Indian, Likker Barn, Nell’s Ice Cream Parlor and Honey Feller’s Real Estate Office.

So far, it has been difficult to unravel the exact locations of all these businesses since many occupied the same buildings at different times. Based on photographs and printed material, the following is our best effort to identify the original location of these buildings. The Golden Stallion burned and was not rebuilt; Cecil the Barber is unknown
but might have been the Barber and Beauty Corral, the present-day red building opposite the church and west of the Red Dog, a private residence today; Pioneer Bowl still exists but sports a covering of stucco versus the original wood exterior; Pioneer Duds and Saddlery is a private residence across from the Pioneer Bowl; Pony Express is now part of the Pioneertown Palace (Pappy and Harriet's); Grubstake Restaurant has been torn down and the land stands vacant; Maggie's Feed Barn has been torn down and its concrete slab exists just northwest of the present post office between the abandoned White's Hardware and O.K. Corral; White's Hardware, later White's General Store, is the empty building directly across from the present-day post office; Marble's Electric Shop is the present-day post office; Frosted Pantry is the vacant building adjacent to the post office on the west side - it has a sign expressing it as the sheriff's office and has the Pioneertown Bulletin Board attached to the west side; Pioneertown Furniture is the present-day Pioneertown Church; Trigger Bill's Shooting Gallery stands closed between the bowling alley and Sound Stage; Pioneertown Gazette is a private residence across the street from the open concrete slab; the Barbeque Coral that formerly sat on the west side of the Red Dog has been moved and is now a private resident located in another part of Pioneertown; Gold Nugget Coffee Shop is the original and present-day Likker Barn located on the east side of the bowling alley - it also has served as a visitor headquarters and Honey Fellers Real Estate Office; the Wooden Indian is believed to have been located in one of the two buildings across from the Likker Barn; Likker Barn is as it stands today, although it has been several other businesses in the past; the small building adjacent to the Likker Barn marked as the "Marshal's Office" was formerly Carol Burgess' Gift Shop; and Nell's Ice Cream Parlor has been removed and a private residence constructed on its site.

Several other buildings not specifically identified in the previous paragraph are: the Land Office which is the log building directly north across the street from the Sound Stage. This is the first building constructed in Pioneertown and may have served as the location of one of the businesses of the previous paragraph not specifically identified to location. The building immediately adjacent to the east side of the Land
Office is also a private residence, at one time served as the second location for the Pioneertown Post Office. It also served as the location for Duds and Saddlery. Across from the bowling alley are the present-day Wagon Wheel Saloon, Pioneertown Bank, Bath House, Livery Stable, Sheriff’s Office and Jail and are facades built for the purposes of deception, robberies, killings and violence as performed by present-day old western movie wannabees who perform each weekend during the warm months of spring, summer and autumn. The building across the street from the Likker Barn, marked as the General Mercantile, is new as well as the building on the east side of it. Both are about three years old. The east building was slated to be the Jackass Saloon, but failed to meet the County Health Code.

The present-day post office, while it has undergone subtle changes over the years, is said to be the most photographed post office in the United States. The Pioneertown Post Office is the terminus for the annual Pony Express Ride sponsored by the Yucca Valley Chamber of Commerce and the Morongo Basin Horseman’s Association. After the official mail is hand-canceled by the Pioneertown Post Office it continues to its official destination except for one instance, the mail carrier is held up by the notorious Pioneertown Posse which has split into two groups - the Black Rock Gang and the White Rock Gang. And, as you might expect, each group claims the privilege of robbing the mail and an argument ensues and each gang ends up killing each other and the mail continues on.

It wasn’t too long before Gene Autry and Phil Krasne pulled up stakes and moved on. Russell Hayden had already taken leadership and physically helped to blast a road between Water Canyon and the Pioneertown Plateau. This was no easy task. If one looks closely as you come out of Water Canyon, the problem of removing rocks and boulders is very obvious. Russ hauled dynamite in his own vehicle and did much of the physical labor in getting it into place for the blasting. After Russell and others worked in developing the road, the San Bernardino County was more than willing to take it over even though they offered no assistance in establishing it.
In 1955, Russell was successful in getting sponsors for the “Judge Roy Bean” TV series and built a set on his property for this purpose. The Hayden Ranch is located slightly southeast of Pappy & Harriet’s where the red railroad car can be seen. His set was a reproduction of Langtry, Texas. Supposedly, it was Russell Hayden who disclosed how Pioneertown got its name. It appears in print that Hayden told Allen Smith of the Saturday Evening Post that the town was almost named Rogerville for Roy Rogers, but after some discussion it was named Pioneertown for the Sons Of The Pioneers.

Now, because of the circumstance of the time, Pioneertown went on the auction block and, in November 1950, Fletcher Jones and Bill Murphy, automobile dealers from Los Angeles, were the successful bidders at an auction held at the San Bernardino Court House. Locally, there is no documented account of what Jones’ and Murphy’s intention were nor what they did with the property during the time they held it.

Sometime in the mid-60s, Benton Lefton purchased all of the old corporation and, under the guise of the Golden Empire, planned a huge development. Benton Lefton, a former Cleveland developer and head of the California Golden Empire, hired experts to see how the area could be developed into a master-planned resort. Lefton envisioned a $400 million development with 18,000 single family house lots, 1,000 acres of condominiums and townhouses, 1,000 acres of commercial businesses, 1,000 acres for churches and parks and 1,000 acres of industrial projects.

First on the list of development was the refurbishing of Pioneertown, involving 10 acres of commercial zoning, 30 acres for trailer parks, 130 acres for multiple units residential development and 1,690 lots ranging from small to large. The Golden Empire was to be developed in sections covering the entire 32,000 acres of the original Pioneertown Company. Needless to say, the Golden Empire development fizzled.

At this point, it is not clear just how the present-day Pioneertown was subdivided. The one square mile area of Pioneertown proper was divided into parcels in the residential
portion ranging in size from 1.25 acres to 40 acres. The movie set area on Mane Street has no pattern of how the lots were laid out. To some, this non-consistent layout is a nightmare and some heated disputes over boundaries have developed.

While the Golden Empire was trying to get started, communities in the San Bernardino Mountains, those along old Highway 99 (present I-10) and the desert communities along the present Highway 62 expressed interest in developing a scenic route that would connect all of the communities. The proposed route would link the San Bernardino Mountain villages with those along Old Highway 66, 70, 99 and 60, with the lower desert towns and high desert communities via 29 Palms Highway (State 62) to Yucca Valley and through Pioneertown, Rimrock and Burns Canyon to Baldwin and Big Bear Lakes. Pioneer Pass, that portion of the loop from Yucca Valley to Baldwin Lake, was unpaved. Pioneer Pass, the route traveled by the 2002 summer Vituscan tour, is of historic importance, having been the site for producing gold mines and a cattle trail between the deserts and the mountains.

The Morongo Mining District covered the area from Warren’s Well to the northwest to the mouth of Rattlesnake Canyon, west to Granite Mountain, to southeast to a point in Big Meadows due west of Warren’s Well and east back to Warren’s Well.

Russell and Mousie Hayden, both movie stars, lost their daughter, Sandra, in an automobile accident in 1956. Sandra played roles in the Judge Roy Bean TV series produced by Russell and filmed on the Hayden Ranch. The death of their daughter disheartened the Haydens to the point that they left Pioneertown and moved to Scottsdale, Arizona, where they built another western set and produced The Twenty-Six Men television series. Russ and Mousie did not sell their Pioneertown Ranch and at some point returned to it. The youngest daughter of an early Pioneertown friend lost her leg to cancer. This young woman reminded the Haydens of their deceased daughter. The Haydens decided that they would sponsor an annual 4th of July barbecue to raise funds for community residents that suffered severe illnesses or
accidents. They called this benefit the “Sandra Hayden Memorial Foundation.” The first recipient of this benefit (1977) was for the young lady that had lost her leg. Board members made up of active locals served to plan, direct and conduct the activities of the Foundation. Russell died June 8, 1981, the day before his 70th birthday. Mousie and the board continued the Foundation for several more years. Actors who attended the barbeque were Jackie Coogan, Sunset Carson, Jimmy Wakley, Mrs. Hoot Gibson, Bob Nolan and Jon Clayton. Mousie died February 1, 1997, and the ranch was sold and today is private property. Most of the Judge Roy Bean TV series set remains on the property. The saloon and store was open on one side to accommodate filming; as a result, weather has taken its toll on the interior and artifacts. The Scarlet Lady, the fancy saloon railroad car that sits on the property and which can be seen from Pioneertown Road, was not part of the ranch during the filming era. This car was brought there in 1981. This car has a history of its own, but now sits weathering. It is an authentic 1890s railroad car that was designed for rolling parties. It has fancy interior woodwork and red velvet upholstery and pictures of the 19th Century “Calendar Girls.” As one writer put it, it is rated as PG. Some windows are broken and the interior is suffering from the effects of decay.

It is said that many props from the Judge Roy Bean TV series are stored in the schoolhouse on the property. And, after the 1992 Landers earthquake, Mousie never had the heart to go in and see the amount of damage done to the props. Before her marriage, Mousie was Lillian Porter, but no one in Pioneertown ever called her anything other than “Mousie.” She gained the title when Darrel Zanuck said that she was as cute as a little mouse. She died in her sleep February 1, 1997.

Back during the era of this area being grazing land and a cattle trail, an incident occurred that brought national attention to the region. This occurred in September and October of 1909 while presidential candidate William Taft was campaigning in Southern California.
In Banning, a Paiute Indian named Willie Boy, murdered Indian Chief Mike Boniface while he slept, and took captive the Chief's young daughter Lolita as his intended bride. Posses involving the sheriffs of Banning, Riverside, San Bernardino and Victorville were organized and gave chase to the fugitive. Newspaper reporters traveling with the Taft organization gave daily accounts of the manhunt to Eastern newspapers which, in turn, caught the attention of newspapers throughout North America and parts of Europe. After 3 days, Willie Boy and his captive had made it to a ranch house at the mouth of Pipes Canyon (a couple of miles northwest of Pioneertown) where he shot Lolita in the back because she could not keep up. He eluded the posse for 21 days while running 500 miles barefoot across desert mountains and washes in a circuitous route from Banning, across the Sawtooth Mountains (the southern border of Pioneertown) to the Pipes, Landers, Twentynine Palms, back through Landers to Johnson Valley, back to near Landers and just north of Pioneertown to Ruby Mountain, where he ambushed the posse and then took his own life. The episode became the basis for a book and movie titled *Tell Them Willie Boy Was Here*, starring Robert Blake and Robert Redford.

Edited and typed by Widder Monika S. Legrone
Willie Boy侦查图

地图根据Harry Lauton的书“Willie Boy”绘制

1. 拉尔夫·罗克尔
2. 红宝石山
3. 垮岩

Burns Canyon
Pipes Canyon
Montongo Valley
白水

(1) 拉尔夫被谋杀在吉尔曼牧场
(2) 萨谢被杀死在管道附近
(3) 帕塞在红宝石山被伏击并自杀

(20里柱)

(1) Mike Boniface Murdered at Gilman Ranch
(2) Lolita Killed Near The Pipes
(3) Porsa Ambushed and Willie Boy Suicide at Ruby Mountain
This layout is an attempt to identify & locate various businesses and residents of early Pioneertown. It is not totally accurate and there are omissions. The first entry is what is believed to have been the first business name, followed by the other business names that may have operated out of the same building at different time intervals.

1. Maggie's feed barn - no longer standing
2. White's Hardware - later the General Store
3. Site: Nell's Ice Cream Parlor
4. Chuckwagon Cafe - Today a Private Residence
5. Private Residence
6. Private Residence
7. Kitchen & Restrooms - Closed
8. Wooden Indian Pioneer Tole Mine - Today Maggie's Bed & Breakfast
9. Althoff's Furniture Store - present-day church
10. Concrete Slab - Built for Dances
11. Rock Water Trough
12. Land Office - Today a Private Residence
13. Pioneer Duds & Saddlery - second Post Office - Today a Private Residence
14. Wagon Wheel Saloon - Facade
15. Pioneertown Bank - Facade
16. Barbershop - Facade
17. Bath House - Facade
18. Livery Stable - Facade
19. Pioneertown Jail - Facade
20. Private Residence - formerly had a front porch and housed Scottie's Antiques
21. Law Office - recent tool shed
22. Nickelodeon - Printers of the Jack Ass Mail, Golden Spur, Today a Private Residence
23. General Mercantile - Facade for Garage
24. Empty Building - intended to be the Jackass Saloon
25. Townhouse, Golden Stallion Lodge - Today a Private Residence
26. Service Station & Pony Express Building, Cantina, present-day Pappy & Harriet's Pioneertown Palace
27. Scotty Walt House - Today a Private Residence
28. Hayden Ranch
29. Klip & Kurl Beauty Shop, Dr. R.E. Guenther, D.C Office - Today a Private Residence
30. Marshall Office - Carol Burgess Gift Shop - Private Property
31. Likker Barn, Golden Nugget Cafe, Visitor's Headquarters, Pioneertown Development Company - private property
32. Pioneertown Bowl, operating since 1947 - Roy Rogers rolled out the first ball - first Post Office
33. Trigger Bill's Shooting Gallery - Closed
34. Sound Stage - Closed
35. Pioneertown Gazette, Honey Fellers Real Estate Office - Today a Private Residence
36. Site: Grubstake Cafe
37. Red Dog Saloon, burned in 1966 & rebuilt here
38. Site: Old Barbeque, moved to different site
39. Barber Shop & Beauty Corral, Sam's Grocery, Antiques & Junk - Today a Private Residence
40. Marble's Electric Shop - Present day Post Office
41. Minna Gombell House - Today a Private Residence
42. Stud Valley, site of first well, Trailer Park & Laundry mat (Laund Romat) - Private Ranch
Ernie and Carole Kester are owners of the Pioneertown Motel, formerly the Townhouse. Ernie is an ardent student of film making in Pioneertown and put together the following attached list of productions that are known to have been filmed here.

### PRODUCTIONS DONE IN PIONEERTOWN

<table>
<thead>
<tr>
<th>YEAR MADE</th>
<th>TITLE</th>
<th>STAR</th>
<th>MOVIE COMPANY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1948 MOVIE</td>
<td>SATAN'S CRADLE/CISCO KID</td>
<td>DUNCAN RENALDO/LEO CARRILLO</td>
<td>UNITED ARTISTS</td>
</tr>
<tr>
<td>1949 MOVIE</td>
<td>THE GAY AMIGO/CISCO KID</td>
<td>DUNCAN RENALDO/LEO CARRILLO</td>
<td>UNITED ARTISTS</td>
</tr>
<tr>
<td>1949 MOVIE</td>
<td>THE DARING CABELLERO/CISCO KID</td>
<td>DUNCAN RENALDO/LEO CARRILLO</td>
<td>UNITED ARTISTS</td>
</tr>
<tr>
<td>1949 MOVIE</td>
<td>THE VALIANT HOMBRE/CISCO KID</td>
<td>DUNCAN RENALDO/LEO CARRILLO</td>
<td>COLUMBIA</td>
</tr>
<tr>
<td>1949 MOVIE</td>
<td>COWBOYS &amp; INDIANS</td>
<td>GENE AUTRY/PAT BUTRAM</td>
<td>COLUMBIA</td>
</tr>
<tr>
<td>1950 MOVIE</td>
<td>THE GIRL FROM SAN LORENZO/CISCO KID</td>
<td>DUNCAN RENALDO</td>
<td>UNITED ARTISTS</td>
</tr>
<tr>
<td>1950 SERIAL</td>
<td>CODY OF THE PONY EXPRESS</td>
<td>JOCK MAHONEY</td>
<td>COLUMBIA</td>
</tr>
<tr>
<td>1950 MOVIE</td>
<td>THE CAPTURE</td>
<td>LEW AYRES/TERESA WRIGHT DUNCAN RENALDO</td>
<td>RKO</td>
</tr>
<tr>
<td>1951 MOVIE</td>
<td>BARBED WIRE</td>
<td>GENE AUTRY</td>
<td>COLUMBIA</td>
</tr>
<tr>
<td>1951 MOVIE</td>
<td>WHIRLWIND</td>
<td>GENE AUTRY</td>
<td>COLUMBIA</td>
</tr>
<tr>
<td>1951 MOVIE</td>
<td>SILVER CANYON</td>
<td>GENE AUTRY</td>
<td>COLUMBIA</td>
</tr>
<tr>
<td>1953 MOVIE</td>
<td>ON TOP OF OLD SMOKEY</td>
<td>GENE AUTRY</td>
<td>COLUMBIA</td>
</tr>
<tr>
<td>1953 MOVIE</td>
<td>JEOPARDY</td>
<td>BARBARA STANWYCK BARRY SULLIVAN</td>
<td>MGM</td>
</tr>
<tr>
<td>1955 MOVIE</td>
<td>LAST OF PONY RIDERS</td>
<td>GENE AUTRY</td>
<td>COLUMBIA</td>
</tr>
<tr>
<td>1950-1955 TELEVISION SERIES</td>
<td>GENE AUTRY SHOW</td>
<td>GENE AUTRY</td>
<td></td>
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<tr>
<td>TELEVISION</td>
<td>THE RANGE RIDER</td>
<td>JOCK MAHONEY</td>
<td></td>
</tr>
<tr>
<td>TELEVISION</td>
<td>THE CISCO KID</td>
<td>DUNCAN RENALDO</td>
<td></td>
</tr>
<tr>
<td>TELEVISION</td>
<td>ANNIE OAKLEY</td>
<td>GAIL DAVIS</td>
<td></td>
</tr>
<tr>
<td>1952 TELEVISION</td>
<td>COWBOY G-MEN</td>
<td>RUSSELL HAYDEN JACKIE COOGAN</td>
<td></td>
</tr>
<tr>
<td>TELEVISION SERIES</td>
<td>BUFFALO BILL JR.</td>
<td>DICK JONES</td>
<td></td>
</tr>
<tr>
<td>TELEVISION</td>
<td>THE ADVENTURES OF JUDGE ROY BEAN</td>
<td>RUSSELL HAYDEN EDGAR BUCHANAN</td>
<td></td>
</tr>
<tr>
<td>TELEVISION</td>
<td>26 MEN</td>
<td>RUSSELL HAYDEN</td>
<td></td>
</tr>
<tr>
<td>1989 MOVIE FOR TELEVISION</td>
<td>CHINA LAKE MURDERS</td>
<td>TOM SKERRITT</td>
<td></td>
</tr>
<tr>
<td>1995 MOVIE FOR TELEVISION</td>
<td>HOWLING 7 NEW MOON RISING</td>
<td>CLIVE TURNER JOHN HUFF</td>
<td>HBO</td>
</tr>
<tr>
<td>1998 UNRELEASED</td>
<td>LAST CHANCE</td>
<td>TIM TOMERSON BRIAN CRANSTON</td>
<td>UNRELEASED</td>
</tr>
</tbody>
</table>

### MUSICAL PRODUCTIONS

<table>
<thead>
<tr>
<th>YEAR MADE</th>
<th>TITLE</th>
<th>STAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>1993 ALBUM</td>
<td>KEROSENE HAT</td>
<td>CRACKER</td>
</tr>
<tr>
<td>1992 MUSICAL VIDEO/ALBUM</td>
<td>BLUE HIGHWAY</td>
<td>ROSIE FLORES</td>
</tr>
<tr>
<td>1990 MUSICAL VIDEO/ALBUM</td>
<td>MEXICAN WIND</td>
<td>JANN BROWNE</td>
</tr>
</tbody>
</table>

Many T. V. commercials, have been shot in Pioneertown, phone company, Tyco toys, beef commercial, car commercials, etc. To name just a few. Photo fashion shoots take place regularly in Pioneertown.
Pioneertown under construction in 1947. Photo made from the unfinished roof of the golden stallion restaurant.

Russell Hayden (right) wallops the daylights out of an unidentified villain.
Photo of the south side of the Townhouse, present-day Pioneertown Motel. In one movie, a fort facade was built around the building and the Townhouse became the barracks and headquarters for the fort.

Pioneer Bowl before the present-day stucco coating was applied. The building generally appeared in the movies as a hotel or saloon, without the swamp cooler. Trigger Bill’s Shootin Gallery is next door. The porch is now gone, but the targets remain inside and are in workable order.
Filming on Mane Street. The Court House is a facade built around the Sound Stage. The fountain with the tree skeleton sat in the middle of Mane Street during the filming era.

Filming inside the Sound Stage.
Roy Rogers rolls out the first ball in the Pioneer Bowl.
Gene Autry being filmed in front of the Bowling Alley.
Pioneertown History - Bibliography


ACKNOWLEDGMENTS

Thanks to Ernie Kester of Pioneertown for the information on all movie and television filming done in Pioneertown from 1948 to present.

Thanks to George White for furnishing the photographs included in this booklet.

Thanks to widder Monika S. Legrone of Pioneertown for editing and typing the manuscript.
Noble Grand Humbug Mansel “Guiltier” Hutsell announces that Billy Holcomb Chapter 1069 will convene for its Spring Clampout which will be held on April 30, May 1, 2, 2004. On this trip we will conduct lowly PBCs through rites of initiation under Grand Council rules and erect a monument to commemorate Pioneertown.

Pioneertown, built in 1947 was the site at which many western movies were filmed in the 1950’s including stars such as Gene Autry, Roy Rogers and Russell Hayden. Still in use, Pioneertown continues today as a popular site to film western TV series shows, commercials, music videos, and photo print advertising.

A Pony Express reenactment will be held Saturday afternoon and you may have mail delivered which will receive a special postal cancellation commemorating our event. A fee of $5.00 for each piece of mail will be charged and must be ready to post with the Humbug by 4:00 pm Friday in camp.

Clampers of all dispensations are invited to join us for a beautiful weekend in the Mojave Desert. Our clampsite is located in Pioneertown, located four miles north of Yucca Valley, and the site is accessible to all vehicles. Clampsite open Thursday A.M.

Each person will receive a Badge of the Day as well as a History Keepsake, and a Meal Ticket good for 5 fantastic meals prepared by Clampchef Scott Blystone and his crew. The cost for this doin’s is only $50.00 for Redshirts and $60.00 for PBCs and also those who pay at the door. You can get a Special Event T-Shirt on advanced order for only $15.00 (add $1.00 for XXL and $2.00 for XXXL) and pick it up when you check-in. A special 35th Billy Holcomb Anniversary Pin is also available for $5.00

Everyone will need to bring their favorite beverages, WATER (dry camp), camping gear, and lots of artificial shade. NO CAMPFIRES ALLOWED!!! Make out your check to: Billy Holcomb ECV, and mail it to Jim Jackson-GDR, 28345 Meadow Ct., Highland, CA 92346. Send in your payment postmarked by April 14, 2004 to avoid the late fee of $10.00 and ensure delivery your event shirt.

SATISFACTORY!

NO WIDDEES • NO PETS • NO DOGS • NO GUNS • NO FIRES
NO FIREWORKS • NO ATCs • IF YOU COME - YOU PAY!
**SCHEDULE OF EVENTS**

**FRIDAY**

4:00 pm CHECK-IN (un-official) at the Official Place. Pony Express Mail collected.

6:30 pm DINNER is served by Clampchef Scott Blystone and his crew of Clampculinary experts.

7:01 pm GREYBEARDS DINNER for all Visiting Indignitaries, XNGHs, Humbugs and Officers is served at the Cookshack.

7:32 pm Check-in is open. All PBCs report to Hangman.

**SATURDAY**

6:01 am All PBCs report to the Hangman’s Camp.

6:46 am PBCs & SPONSORS meet at the Cookshack for Breakfast with the Hangman.

6:57 am BREAKFAST is served at the Cookshack.

7:25 am PBCs report to the Cookshack for clean-up.

7:31 am FINAL Pony Express Mail drop-off at check in.

8:10 am CHECK-IN is open (at the official place)

8:30 am Presentation of PBCs to the Greybeards for inspection, enlightenment and Clamphistory.

9:30 am Sign-ups for Clamper Olympics.

9:53 am PBCs leave for Monument Erection.

10:17 am Clamper Olympics Begin.

12:02 pm LUNCH is served at the Cookshack.

12:35 pm PBCs report to the Cookshack for clean-up.

1:00 pm Pony Express rides into town & arrives at Post Office

1:30 pm Pioneertown Posse performs in front of the Pioneertown Bowl.

3:00 pm PBC entertainment with I.Q. test and singing.

5:16 pm DINNER is served at the Cookshack.

5:45 pm PBCs report to the Cookshack for clean-up.

7:12 pm PBCs report to the Hangman’s Camp for preparation for the Queries and the Ordeals.

8:00 pm Candlelight Ceremony of induction at the Hall of Comparative Ovations...... also, the Raffle Prizes and the Clamper Olympics Awards.

**SUNDAY**

6:30 am PBCs report to the Hangman’s Camp

7:01 am BREAKFAST is served at the Cookshack

7:57 am Camp clean-up by EVERYONE !... PLEASE ! Use the Dumpster, Leave nothing behind !!!

10:30 am Plaque dedication at the Monument site.

**DIRECTIONS**

Take your best route to the Hwy 62 exit off the I-10 freeway (by the wind machines) between Banning & Palm Springs. Go approx. 20 miles north on Hwy 62 to Yucca Valley. Turn left on Pioneertown Road and go 4 miles to Pioneertown and follow the ECV signs to camp at the O.K. Corral.

Direction signs will be up Thursday morning. 24 hour services available in Yucca Valley.

**HANGMAN**

**NEAL “SKUNK” SAMSON SAYS...**

**BRING A PBC!**

and show him the other side of the mountain in a way he will never forget! But be sure he is clean, sober and not wearing women's clothing!

PBCs are under the authority of the Hangman at all times!

**WHAT TO BRING**

Your Favorite Beverages • Artificial Shade Bring a P. B.C. • All Your Camping Gear • Water - Dry Camp •

**CLAMPSITE RULES**

NO FIRES ALLOWED - HIGH FIRE DANGER!

• NO OHV’s, DIRT BIKES or ATC’s •

Anyone who brings one will be sent home!

Mules and/or Golf Carts are allowed for our Handicapped Bretheren Only!

NO Vehicle Traffic on Mane Street
No Alcohol in Post Office or on it’s Front Porch

**SPECIAL EVENT SHIRTS**

Special Event T-Shirts are on sale for this event and can be ordered when you sign up before the cutoff date. These shirts are not on sale at the event, so order yours now and one for your PBC too.

Mark your choices on the Sign-up Form.

NO PROMISE OF SHIRTS FOR LATE SIGN-UPS OR WALK-INS

**PONY EXPRESS MAIL**

Get your mail on the Pony Express! On Saturday morning the Yucca Valley Chamber of Commerce will conduct their annual Pony Express ride into Pioneertown. Pony Express will deliver your mail to the Pioneertown Post Office. You must purchase a special stamp from the Humbug to get your mail carried by the Pony Express. Cost for stamp is $5.00. Stamps may be purchased at check-in on Friday and again on Saturday morning until 7:30 am. Pony Express Mail is official U.S. Mail that will be delivered to the Pioneertown Post Office. It will have a special Pony Express cancellation on it. You supply the envelope. There will also be a special ECV commemorative postal cancellation. To receive the ECV cancellation on your envelope or to have your Pony Express Mail receive the cancellation and be delivered to another address, your envelope must have a 37 cent stamp on it.
TO THE GRAND NOBLE RECORDER:

I hereby petition for membership in the Ancient and Honorable Order of E Clampus Vitus. I certify that I have received my novitiate instruction from my sponsor, Clamper ______________ and hereby solemnly affirm my belief in the Dictum of the Order, “PER CARITATE VIDUARIBUS ORPHANIBUSQUE, SED PRIME VIDUARIBUS” and wholeheartedly, without reservation, agree to render SATISFACTORY SERVICE at all times.

I further agree to present myself at the ECV Hall of Comparative Ovations at such time and place designated by the NOBLE GRAND HUMBUG, guaranteeing that I shall arrive fully equipped to negotiate the Chasm of Terror and Despair and to reach the safe haven of CLAMPERDOM.

As evidence of my good faith, I forward herewith my gold dust ($) in payment of the initiation fee usually charged each POOR BLIND CANDIDATE. In return I humbly beseech you to transmit my Badge of Office which I will proudly wear when presenting myself for infamous induction. I realize that without this Badge of Office, the Grand Hangman and the Damnfool Doorkeeper cannot permit me to enter the Hall of Comparative Ovations.

Be it known, if you are accepted and inducted, that to remain a Clamper you must attend each and every Clampout or send the required gold dust for remaining active if you can't make it.

Application received ____________________________
Application approved ____________________________
Application rejected _____________________________
Ritual taken ____________________________
Scroll mailed ____________________________

Witness my Hand and Privy Seal this __________ day of ________________________ 20__

TO BE DETACHED ONLY BY THE GRAND NOBLE RECORDER

PBC APTITUDE TEST
(to be filled out by P.B.C.)

I am a jolly good fellow ____________________________
I am interested in California / Arizona / Nevada / Utah History ____________________________
( state any Special Field ____________________________ )
I can draw or cartoon ____________________________
I can sing ____________________________
I enjoy theatrical work ____________________________
I play a musical instrument ____________________________
( state which kind ____________________________ )
I am willing to help if called upon ____________________________
I am not a jolly good fellow ____________________________
(For G.N.R.) Clamperating ____________________________

FOR P.B.C. TO FILL OUT. PLEASE PRINT

Full Name ____________________________
Mailing Address ____________________________
________________________ State ______ Zip ______
Phone # ( ) ____________________________
Occupation ____________________________
Age ______ Place of Birth ____________
The Ancient and Honorable Order of E Clampus Vitus

Agreement and Release from Liability

1. I, ____________________________, acknowledge that I have voluntarily requested to accompany the Ancient and Honorable Order of E Clampus Vitus for the purpose of dedicating various plaques and/or monuments to major and lesser events of California history.

2. I AM AWARE THAT THE MEETINGS OF THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS OCCUR IN THE WILDERNESS, AND THAT: DRIVING FROM MY POINT OF DEPARTURE TO SAID MEETING, HEREINAFTER CLAMPSITE; MY PARTICIPATION IN THE VARIOUS ACTIVITIES AT SAID CLAMPSITE; AND DRIVING BACK TO MY POINT OF DEPARTURE ARE POTENTIALLY DANGEROUS AND HAZARDOUS ACTIVITIES. I AM VOLUNTARILY PARTICIPATING IN THESE ACTIVITIES WITH THE KNOWLEDGE OF THE DANGER INVOLVED, AND HEREBY AGREE TO ACCEPT ANY AND ALL RISKS OF INJURY AND DEATH, AND VERIFY THIS STATEMENT BY PLACING MY INITIALS HERE _______. 

3. As consideration for being permitted by the Ancient and Honorable Order of E Clampus Vitus to participate in these activities, I hereby agree that I, my assignees, heirs, distributees, guardians, and legal representatives will not make a claim against, sue, or attach the property of the Ancient and Honorable Order of E Clampus Vitus or any of its officers or members for injury or damage resulting from negligence or other acts, howsoever caused, and by any member, agent, or officer as a result of my participation in or travel to and from the CLAMPSITE. I hereby release the Ancient and Honorable Order of E Clampus Vitus and any of its officers or members from all actions, claims, or demands that I, my assignees, heirs, distributees, guardians, and legal representatives now have or may hereafter have for injury or damage resulting from my above-described participation at the CLAMPSITE.

KNOWING AND VOLUNTARY EXECUTION

4. I HAVE CAREFULLY READ THIS AGREEMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY AND A CONTRACT BETWEEN MYSELF AND THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS, ITS OFFICERS, AND MEMBERS AND I SIGN IT OF MY OWN FREE WILL.

Executed at ________________________, California, on ___________ 20_____.

Check here if this is a new address 

Name ____________________________
Address ____________________________
City ____________________________ State __________ Zip __________
Phone ____________________________
E-mail ____________________________
PBC's name ____________________________ please include pbc application
Chapter ____________________________

Make your payment out to: BILLY HOLCOMB ECV
Mail your payment to: Jim Jackson GDR
28345 Meadow Court, Highland, Ca. 92346

$50.00 Here is my gold dust, I'll be there!
$60.00 I'm bringing a PBC, here is his money
$60.00 My payment is late (after April 14, 2004)
$5.00 My jackass is sick, keep me on the list
$5.00 I want a 35th Anniversary Holcomb Pin
Add price from the chart below.
TOTAL PAYMENT

CHOOSE YOUR SHIRT SIZE

<table>
<thead>
<tr>
<th>Size</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medium</td>
<td>$15.00</td>
</tr>
<tr>
<td>Large</td>
<td>$15.00</td>
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<tr>
<td>X-Large</td>
<td>$15.00</td>
</tr>
<tr>
<td>XX-Large</td>
<td>$16.00</td>
</tr>
<tr>
<td>XXX-Large</td>
<td>$17.00</td>
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</tbody>
</table>

NO PROMISE OF SHIRT FOR LATE SIGN-UPS !!
To CLAMPER:

You can download copies of this mailer and get up-to-the-minute information on all Billy Holcomb Chapter 1069 Events just by logging on to www.billyholcomb.com

PIONEERTOWN MOTEL

The Pioneertown Motel has rooms available within easy walking distance from the Clampsite. The owner is giving ECV a special clamper rate for a two night rental on Friday and Saturday. Rooms are limited, so contact them to reserve your room as early as possible at (760) 365-4879
Left: Steve Cutright, the last of six horsemen from the Morongo Valley Horsemen's Association, rides down Mane Street, lariat a-wavin' Saturday afternoon, similar to Bruce Willis in "The Postman." The six riders covered 19 miles, beginning at 10:30 a.m. behind the Joshua Tree Post Office, changing horses at Yucca Mesa at 11:30 a.m. and arriving on time at the Pioneertown Post Office at 1 p.m. How did these historical "recreators" keep to the schedule? Cell phones, of course!
Yucca Valley Church of Religious Science will hold its Recycled Riches garage sale from 7 a.m. to noon Saturday.

Arts and crafts, furniture, appliances, clothing, housewares, tools, toys, bicycles, jewelry and "elegant junk" are among the items to go on sale.

Nothing is held over from sale to sale, so there is different merchandise each time.

In addition to a bake sale, there will be hot dogs and all the trimmings for sale as well.

Early birds are not allowed.

The Church of Religious Science is at 7434 Bannock Trail in Yucca Valley.

Mother's Day from Dr. Gerhardt

YUCCA VALLEY "Richer Than: You Can Never Be" is the title of the message the Rev. Dr. Louis Gerhardt will give at 10 a.m. Sunday at Yucca Valley Unity Church.

Gerhardt's Mother's Day message will be a discussion of his mother's philosophy of life and how she applied her philosophy to the everyday activities of a busy wife, mother and friend.

The appropriate Scripture reading is chapter one of Second Timothy.

Gerhardt is a Twenty-nine Palm ministers and counselor who has been offering positive-living seminars in the Hi-Desert for the past nine years. He is also a frequent inspirational speaker at various churches in the area.

Yucca Valley Unity Church is at 58923 Business Center Drive in the Monterey Business Center.

For information or transportation, call 228-2601.

Minister's Message

By Dr. Thomas Hendry
Good Shepherd Lutheran Church

God gave Israel forgiveness through an elaborate animal and grain sacrificial system. That system's purpose was to point to an ultimate sacrifice.

God would send his only begotten son to be the sacrifice that would give forgiveness for all who believed in him.

At the celebration of the last supper, the evening before he would be executed, the Holy Scripture reports, "...the Lord Jesus on the night when he was betrayed took bread, and when he had given thanks, he broke it, and said, "This is my body which is for you. Do this in remembrance of me."

In the same way also the cup, after supper, saying, "This cup is the new covenant in my blood. Do this, as often as you eat this bread and drink the cup, you proclaim the Lord's death until he comes (1 Cor 11: 24 & 25).

The service will feature prayer for members of the military and their families.

Guests will include representatives from the fire department, highway patrol and the sheriff's department. Mayor Bob Leone will be present to represent the town.

There will be patriotic music, praise, worship and a message by Pastor Jerel J. Hagerman.

Christian worship is not, primarily, a service to God; rather, it is what God does for us. God serves us in worship. Our part of worship is secondary, we simply respond with our love for what God has done. Therefore, worship is best described as God's "Divine Service" for us rather than something we do for him.

The idea of serving God makes Christianity unique among the religions of the world. All others view worship as something the worshipper does to gain the favor of a god or gods.

The book of Hebrews describes exactly what happened to end animal sacrifices and to begin the true worship of God.

Unlike the other high priests, he does not need to offer sacrifices day after day, first for his own sins, and then for the sins of the people. He sacrificed for their sins once for all when he offered himself (Hebrews 7:27).

No longer is the blood of animals required in worship, rather the body and blood of the Lamb of God, Jesus, given in, with and under the bread and wine is the center of Christian worship.

Honor Roll

Our Lady of The Desert
3rd Quarter Honor Roll 2003-2004

FIRST GRADE
Shiloh Moore, Rachel Wuerth
SECOND GRADE
Magdalena Alanis, Fatima Cruz, Amanda Ridder, Brittany Young, Joshua Goddard
THIRD GRADE
Joseph Bosco, Kevin Eubanks, Mariana McGucken, Aaron Thibodeaux

SEVENTH GRADE
Alyssa Eubanks, Jollene Garvey, Erin McGucken, Aaron Thibodeaux
SIXTH GRADE
Maggie Twaddle, Wyatt Woodward, Jessica Wuerth*
EIGHTH GRADE
Tiffany Mitchell, Johnn Rivera
NINTH GRADE
Kyle Eubanks, Katie "Hartl, Elizabeth...
Below: Sid Blumner of Upland, X Sublime Noble Grand Humbug of E Clampus Vitus and charter member of Billy Holcomb Chapter ECV No. 1069, marries "Calamity Jane," (Anita Eckstrom), left, with help from a forceful preacher.
Some thing special guide

Hi-Desert Star is the Moor
news about church and w
about your upcoming even
and turn to the Star every V

Braun

Presents
Funeral Planning
A free community seminar
Guest Presenter
Wiehels & Sons
Funeral Home
Friday, May 14th at 2:00

Santa Fe Assisted Living
55425 Santa Fe Tr.
Yucca Valley, CA 92284
365-0887 for details

Refreshments will be served
After 5 Years Return to

Phillip Holdaway, ClampArchivist
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GREETINGS

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Town Enjoys a Jamboree

Grand Marshal Mickey Mouse accepted a dozen roses from Melissa Veloff just prior to the start of the Jamboree Days Parade down Lake Drive on July 3. Veloff, 9, picked the theme for the annual parade, “Fun In the Sun.”

The activities surrounding Jamboree Days and the Fourth of July equaled “Fun In the Sun” in Crestline this past weekend. Thousands of tourists and residents enjoyed the spectacular weather and the wide variety of events planned for young and old alike as they celebrated America’s 228th birthday.

The Crestline Chamber’s Jamboree Days celebration on July 3 started with a Fishing Derby on Lake Gregory with anglers winning lots of prizes. That event began at 6 a.m. and attracted what was described as “a record number of participants.” Dean Merrick from Cypress won the $250 cash first prize. He was one of 120 entrants.

At 9 a.m., vendor booths offering everything from jewelry, artwork and craft items lined one side of Crest Forest Drive in Old Town and at several locations adjacent to Lake Drive in the downtown area.

“The vendors were generally pleased with the number of shoppers and most reported they had a busy Saturday,” said Chamber President Mike Chilson.

The “Fun In the Sun” Parade was scheduled to step off at 10 a.m. but Grand Marshal Mickey Mouse had to wait a few extra minutes for California Highway Patrol officers to get into position. But once the parade started, boys and girls of all ages waved and shouted at Mickey as he made his way down Lake Drive. Disneyland ambassadors accompanied one of the most enduring personalities of the century.

Veterans of Foreign Wars Post 9624 carried the nation’s flag in front of the entire parade. Iwo Jima veteran Vick Meneley, 90, rode in a car behind the flag bearers and just ahead of fire trucks from the Crest Forest Fire Protection District and U.S. Forest Service.

Please see JAM/A6
“Your Guide To Community Events”

**ROTARY MEETING**

TODAY, July 8 at NOON — The Crestline Rotary Meeting will be held at the Loose Caboose Restaurant on Crest Forest Drive in Old Town Crestline.

**SENIOR LUNCHEON**

TODAY, July 8 at NOON — The Senior Luncheon at the San Moritz Lodge. Seniors 55 and over are invited to attend a Free Luncheon every 2nd and 4th Thursday. The luncheon is FREE. For more information, please call (909) 338-1674.

**PET VACCINATIONS**

On Friday, July 9 — Vaccinations and Spaymobile at Crestline Humane Society Thrift Low-cost vaccinations will be given from 1 p.m. to 4 p.m. Appointments can be made for spaying/neutering your pet by calling (909) 882-5406. The Humane Society Thrift is located at 23941 Springwater.

**REACT MEETING**

July 13 from 7 to 9 p.m. The Mountain REACT Team Meeting will be held at Fire Station No. 25. The Mountain Radio Emergency Assistance Communication Team holds their meetings each month on the 2nd Tuesday at Crest Forest Fire Station 25, on Crest Forest in Old Town. For more information call, (909) 338-3288.

**CRESTLINE BUSINESS COUNCIL**

July 15, from 8 to 9 a.m. The Crestline Business Council network meeting will be held at the Vineyard National Bank on Lake Drive.

**GOLF TOURNAMENT**

Crestline/Lake Gregory Rotary Club proudly sponsors its Annual Charity Golf Classic Tournament in Hesperia Golf and Country Club on Friday, July 16. Check in time — 7 a.m. Shotgun start at 8 a.m. Format 4-man Team Scramble.

It Was An Old Fashioned 4th of July Picnic

**BY MICHAEL P. NEUFELD**

Chief Correspondent

"An Old-Fashioned Fourth of July Picnic" attracted over 1,000 people to the San Moritz ball diamond area where the Rim of the World Historical Society orchestrated everything from live music and watermelon-eating contests to cakewalks and sack races.

There were plenty of prizes for all participants in the various events and community organizations offered food booths, game areas and even special fund-raising sales items from historical postcards to T-shirts and sweats.

Just as the daylong event got underway, Susan Rogers sang "The National Anthem" as members of VFW Post 9624 hoisted an American flag. The flag, donated by Leslie Dodge-Taylor, flew over the U.S. Capitol in Washington, D.C. on December 3, 2003 as a tribute to mountain residents following the Old Fire.

Crowds quickly gathered for the watermelon-eating contest to watch as volunteers directed three rounds as Steven Carranza, Danion McCormic and Danny Shoulder devoured watermelon slices in contests in hula-hoop contests, sack races, and balloon toss, running and wheelbarrow races.

The Historical Society also held a best beard contest with top honors going to Carl Banks.

Eleven-year-old Zane Parker from Crestline placed third in the watermelon-eating contest held during the Old-Fashioned Fourth of July Picnic at the San Moritz ball field. Parker, despite braces, gave Steven Carranza and Matt Vaughn a run for their money in the first of three rounds.

Society enthused. "The excitement and fun they're having makes it worth every hour and every headache."

"It's stupendous," said Historical Society President Larry Don Vito, "the community really responded. It's quite possible we'll make this an annual event and we owe a great deal to Doe and Jim Huff."

Don Vito also thanked the organization's steering committee that included John Bandak, Donna Coble, Maureen Ely, Janei Hynes and John Stillion.

Jim and Doe Huff slept in the bed of Jim's pick-up truck the night before the Old-Fashioned Picnic. "I kept worrying that a bear would try to get the cakes stored in the cab of the truck," Doe Huff said, "and we wouldn't be able to have a cake walk on Sunday. But everything turned out just great."

"It was a great weekend for our community," Chilson explained. "It was a fun family time and we were able to keep the Jamboree Days tradition alive. We're especially proud of the many volunteers who worked so hard so that everyone could have a good time celebrating Jamboree Days and The Fourth of July. It all added up to make the weekend extra special for residents and tourists alike."
Continued from page A1

Smokey Bear rode on the Forest Service engine and Sparky on Crest Forest Fire's entry.

Numerous church and community groups were joined by commercial floats with the "Fun In the Sun" theme trophy being awarded to the entry from Mountain Christian Life Church. The award-winning theme was submitted by Community Church, St. Frances Xavier Cabrini Catholic Church, the Mountain Fun Runners Car Club and Rim of the World Historical Society passed in review. The Grand Marshal's Trophy was awarded to the Wash Tub & Village Coin Laundries entry and according to parade organizers, "Each and every entry was a winner."

"We're already planning for a bigger and better event for next year," Chilson stated, "and depending on fire conditions next year, we'd like to consider a fireworks celebration again. But it's a safety issue and we'll work with local agencies to see if it's feasible."

Additional Jamboree Days events on July 3 included music by "Tube Full of Blues" at the Crestline Theatre presented by Lake Gregory Community Church. The Crestline Lions/Lioness clubs sponsored an Ice Cream Social at the Leisure Shores Senior Center.

One of the Mountain Fun Runners entries was this 1923 Model-T Ford with a 283 engine driven by John Jubile from Rancho Cucamonga.

9-year-old Melissa Veloff. Melissa rode in the parade after presenting Mickey Mouse with a dozen red roses.

The cadence of the Mountain Drum Corps echoed off the buildings as the contingent made its way down the parade route. Applause broke out numerous times during the parade as groups like the Shining Starz Dance Studio, Lake Gregory...
NOTICE OF TRUSTEE'S SALE

Notice is hereby given that, on 2/13/1987, as Instrument No. 87-2214981, the undersigned trustee disclaims any liability for any incor- rectness of the street address and other common designation, if any, shown herein. Said sale will be made, without covenant or warranty, expressed or implied, regarding title, possession, or encumbrances, to pay the remaining principal sum of the note(s) secured by said deed of trust, with interest thereon, advances, if any, fees, charges and expenses of the trustee and of the trusts created by said deed of trust. The total amount of the unpaid balance of the property to be sold and reasons for the sale are: 351 North Arrowhead Avenue, San Bernardino, California. The property heretofore is situated in said county and state described as: Block 14, Lot 20, as more fully described in Instrument No. 87-2214981.

The undersigned trustee shall sell the Property at public sale and advances at the time of the initial publication of this notice. The trustee disclaims any liability for any incorrectness of the street address and other common designation, if any, shown herein. Said sale will be made, without covenant or warranty, expressed or implied, regarding title, possession, or encumbrances, to pay the remaining principal sum of the note(s) secured by said deed of trust, with interest thereon, advances, if any, fees, charges and expenses of the trustee and of the trusts created by said deed of trust. The total amount of the unpaid balance of the property to be sold and reasons for the sale are: 351 North Arrowhead Avenue, San Bernardino, California. The property heretofore is situated in said county and state described as: Block 14, Lot 20, as more fully described in Instrument No. 87-2214981.

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The Ancient and Honorable Order of E Clampus Vitus
Billy Holcomb Chapter 1069

Presents Their

Thirty-Fifth Anniversary Clampout

Old Woman Springs Ranch

October 8, 9, 10, 6009

Written by
Gary “Big Hands” Bancroft
XNGH & X-Head Abbot
OLD WOMAN SPRINGS RANCH

A History
by
Gary L. Bancroft
XNGH '03, DA#3, & XPBC
Billy Holcomb Chapter
of
The Ancient and Honorable Order
of
E Clampus Vitus
The Old Woman Springs Ranch took its name from the two springs that provide this area of Johnson Valley with plentiful water. The springs became known as the Old Woman Springs after the United States Government survey under the command of Lieutenant Colonel Henry Washington encountered some old Native American women living in the area during 1856. Alternately, the name may have been Washington's translation from the Chemehuevi language name for the area of either Mo-mopwits or non-opeoits, both meaning "Old Woman." The eastern spring is now known as the Old Woman Springs while the western spring is now known as Cottonwood Springs.

The Old Woman Springs Ranch history was intertwined with the life of Albert Riley Swarthout, the son and nephew of a prominent pioneering Mormon family in the San Bernardino and Cajon Pass areas. The Old Woman Springs Ranch history was also intertwined with the history of the Heart Bar Ranch in the Big Bear Lake area.

The Swarthout saga began when Philip and Charity Bates Swarthout married in Utica, New York, about 1820. They had seven children: George, Nathan, Harley, Charles, Truman, Hamilton, and Lucinda. The family emigrated west: first to Ohio; then to Kansas; and finally to Salt Lake City, Utah, where Grandpa Philip worked on the Mormon Temple.

Albert’s uncle, Nathan Swathout, joined the Army and served with General Kearney and the Army of the West during the Mexican War of 1847. He participated in the march from Leavenworth to Los Angeles and was later part of a detachment sent to San Bernardino to quell an Indian uprising. Uncle Nathan’s letters to Utah extolling the beauties of the San Bernardino Valley led to the Swarthout clan becoming part of the 1851 Mormon colonization of San Bernardino by joining the wagon trained captained by Andrew Lytle.

George, Nathan, and Harley Swarthout established adjacent ranches in San Bernardino that stretched from Little Mountain to Baseline. At age 45 George Swarthout returned to Utah and married Elizabeth, age 19, who had been born in Bath, England. George and Elizabeth had 5 children; the youngest was Albert Riley, born February 11, 1872. Two months later his father died at age 55.

Albert Swarthout first homesteaded the Box S Ranch near Rabbit Springs in Lucerne Valley during 1893. He built a log cabin and drilled a well and became friend with Peter Davidson, his nearest neighbor, who had been the first homesteader in the area in 1877. Davidson was a cantankerous old Scotsman who ran a way station for teamsters freighting to and from the numerous mines in the area.
The fact that “Swarty” was able to forge a lasting relationship with the prickly Davidson gave us a clue about his personality and character. Julian “Junie” Gobar, the noted well-digger, described Swarthout as shrewd, with a good sense of humor, a “tease” who was able to get along with everybody. Swarthout himself declared he was a “cattleman, first, last, and always.”

Swarthout met Lillie Furstenfeld in Hesperia and married her at the Alhambra home of her parents on February 10, 1895. There daughter, Helene, was born in 1896 and died before her second birthday of appendicitis. Their son Donald was born in 1899.

“Swarty” held a number of jobs before he found enough good grazing land to start his cattle operation. He supervised firewood cutting for the railroad before they began burning oil in their steam locomotives. He became the first United States Forest Service Ranger in charge of the area from Cajon Pass to Lake Arrowhead, serving from 1899 to 1905. He walked the flume for Pacific Power and Light for a year. The next year he spent in Otis, now Yermo, managing a store, hotel, and post office for a brother.

Squatter James “Dad” Goulding took up residence at the Box S Ranch in 1897. Swarthout relinquished the homestead to Goulding, who brought in a new fangled rotary drill that allowed him to drill a well that provided steady water, making a successful cattle operation possible. Goulding would later become a pillar of Lucerne Valley society.

1907 was pivotal year for Albert Swarthout. First he homesteaded the Old Woman Springs Ranch. Also, on November 18, 1907, he purchased one-half of the Heart Bar Ranch in Big Meadows south of Big Bear Lake from Riverside County cattleman Robert F. Garner. For $915 he obtained 37 head of Heart Bar branded stock cattle, a bay Arizona horse, and two old wagons. The sale included range privileges in the forest reserve at Big Meadows, South Fork, and other Santa Ana Canyon ranges. The property also included desert side range and water privileges northeast of Big Meadows known as Rock Corral, One Hole Springs, Two Hole Springs, Clear Springs, and Quail Springs. The ranch also included two cabins connected by a breezeway, a cabin with a fireplace, and a blacksmith shop. Swarty moved another one-room cabin from South Fork for his family’s first home at Heart Bar.

The Heart Bar Ranch came with another “asset”: a partner, Charlie Martin, who owned the other half of the ranch. Charlie Martin was an interesting and hard case. He and his partner, Willie Button, had first recorded the Heart Bar brand on January 14, 1884, as signed by County Recorder, W. F. Holcomb. Charlie Martin was at various times a miner, cattle rancher, killer, robber, arsonist, perjurer, game poacher, convicted felon (1877 -- 5 years at San Quentin for assault and theft), and cattle rustler. Junie Gobar characterized Charlie as a cold, hard, tough 200-pounder to be treated with care. Charlie’s motto was “if anyone does you dirt, do him ten times worse.” The record is unclear on exactly where Martin and Button pastured their herd or, for that matter, what became of Willie Button.
During the 1880s Charlie homesteaded Glen Martin, later Camp Angelus and now Angelus Oaks. The area also became known as Mountain Home due to Charlie’s hospitality and largesse. He became Donald Swarthout’s second father during his partnership with Albert Swarthout. He sold his share of Heart Bar Ranch to Dr. E. Scott Blair of San Bernardino in 1914. In 1917 the one-time member of the Mc Haney gang of cattle rustlers became the Chief of Police in San Bernardino. The tough old coot died after a long bout with cancer on March 7, 1927, at least age 70 years.

The Big Meadows passed through numerous hands. Mormon settlers were the first known white persons to live in the area in the 1850s, followed by Bert Coombs, who in turn was followed by William and James Mc Haney in 1890. Dudley and Dewar became the owners of record in 1893 when they sold to Charlie Martin and Connie Mack. Mack in turn sold to R. F. Garner who ultimately sold the ranch to Albert Swarthout.

The practice of running cattle in the Big Bear Lake area during the summer and on the Mojave Desert during the winter had begun as early as 1884 when Augustus “Gus” Knight teamed up with Peter Davidson with their cattle spending the summer at pasturage in the eastern half of Bear Valley before descending to winter pasturage at Rabbit Springs in Lucerne Valley. Another pioneer cattleman was James Smart, whose IS Ranch was located in what is now known as Moonridge. His IS brand became the IS brand when the tip of his new branding iron broke. The biggest operation in the area was that of the Talmadge brothers – Will, Frank, and John – purchased the IS Ranch and brand in 1892. They eventually controlled 1,640 acres south and east of Big Bear Lake. Their winter pasturage had originally been at Old Woman Springs but was later at Pipes Canyon and Whitewater Ranch. Their holdings eventually included the Las Flores Ranch in Summit Valley. John Metcalf and partner Robert Garner began an operation in 1891 in Bear Valley with winter pasturage as far away as the Colorado River. Will Hitchcock and his descendants ran cattle at their Hitchcock Ranch in Holcomb Valley with ranges that included Big Pine Flat, Coxey Meadow, and Heaps Ranch with winter pasturage in Apple Valley. Ramon and Felipe Quiroz ran a herd of 600 Mexican longhorns in Coxey Meadow, Big Pine Flat, and Holcomb Valley, often in conflict with the Hitchcock Ranch. Relative late comer Will Shay purchased the Rathbun acreage southeast of Big Bear Lake in 1906. In 1914 Shay and partner Charles Barker, a successful Banning businessman, purchased 3500 acres and 600 head of cattle adjacent to Baldwin Lake for $30,000 from the estate of Lucky Baldwin. Their winter pasturage included Quail, Queen, Stubby, Horse, and Barker Tanks, now located in Joshua Tree National Park.

The twice yearly cattle drives were not the month long ordeals of the Great Plain ranchers. The Shay – Barker, Talmadge brothers, and Metcalf-Knight herds were driven on a mostly east-west axis. The cattle were rounded up on first of May on the high desert from Old Woman Springs around the northeastern flank of the San Bernardinos to the Whitewater River. The cattle were driven up the historic Morongo Trail, through the rock gap of the “Needle’s Eye,” and up the steep Golden Staircase to holding pens near the Rose Mine. The principle problem during the week long drive was keeping the herds from stampeding or rounding them up when they did stampede. In early September meat
buyers from as far away as Los Angeles would select the cattle for slaughter. These cattle were driven to the railroad at Victorville, the rest of the herd was herded back to the high desert via the Morongo Trail when the weather turned cold around the middle of October.

The Swarthout – Martin operation was mostly along a north-south axis with the winter pasturage at the Old Woman Springs Ranch and summer ranges at the Heart Bar Ranch south of Big Bear Lake. Their twice annual cattle drives generally took about three days compared to the month or longer cattle drives of the Great Plains but were exacerbated by cattle-crowding narrow canyons, rocks on the trails that cause the cattle to slip and their hooves to wear down, bad weather, stampedes, and long days. The cattle were moved through Rattlesnake Canyon to Big Meadows generally during May, where a handful of summer thunderstorms kept the pastures growing. Two or three hundred cattle were rounded up into Big Meadow for selection of meat buyers during early fall. The fall cattle drive was up Cienega Seca Creek, over the divide, down Arrastra Creek, through Broom Flats, and on to the corral at Round Valley on the first day, where there was shack with a stove, provisions, supplies, and tools. The second day’s journey was down Rattlesnake Canyon to Mound Springs, where Charlie Martin’s portable shack was waiting. The third day’s drive was to the desert floor, where the cattle had free range and roamed wherever they wanted.

The Heart Bar cowboys were also responsible for maintaining desert grazing and water stations at Ames Well, Mound Springs, Rock Corral, and Rabbit Springs. These stations usually consisted of a water source, a corral, and a shack that contained a stove, provisions, supplies, and tools required to care for the herd. Wells required regular cleaning to keep them functional. Windmills necessary to lift the water from the well to watering troughs also required frequent maintenance.

Water is the critical, limiting factor for desert cattle ranching. Albert Swarthout was instrumental in developing two major desert water sources. The first of these was the Old Woman Springs where he and Charlie Reche were credited with thinking up, figuring out, and digging the hole that resulted in the siphoning of 150 miner’s inches of irrigation water. A miner’s inch of water equals 9 gallons per minute, which converts to an astonishing 1350 gallons per minute and a mind-boggling 81,000 gallons per hour. They developed a siphon system that could be turned off and on at will that allowed for the irrigation of 50 (another sources says 12) acres of alfalfa at the Old Woman Springs Ranch. Heart Bar cowboys harvested the alfalfa monthly during the summer. Charlie Reche later drilled a similar well 12 to 15 mile southeast of Old Woman Springs on the same fault that opened an additional 50 square mile of desert grazing for Reche and the Talmadge brothers. (Charlie Reche was shot and wounded by Willie Boy during the chase in 1909. Willie Boy had fled to Old Woman Springs before going on to his doom at the Rock Corral. Swarty always felt that he might have talked Willie Boy into surrendering if he had been at Old Woman Springs Ranch.)

The other significant water development was at Ames Well. Swarthout hired Julian "Junie" Gobar and Paul Hoak to dig a four-foot-square shaft. They averaged eleven feet
per day and on the sixth day puddles began collecting on the bottom of the shaft. They set a curb and began tunneling, which caused a quicksand cave-in and led to their development of a more complicated and effective method of timbering and shoring. Swarty said he would be happy if the well produced for 20 years. The well was still producing satisfactorily in 1956, 40 years later without unduly agitating the quicksand.

The Heart Bar cowboys also had to herd the cattle sold to the meat buyers down the Santa Ana Canyon during the fall. The cattle were driven to a field west of Glass in Section 17 on the first day, then through very rough and narrow defile to a natural corral by Camp Weeha on the second day, and finally to San Bernardino on the third day. Later, the herd would be driven to Riverside when the buyer was John Garner. In 1914 loading pens were built between Mentone and East Highlands, a control road was built between Camp Angelus and Seven Oaks, and twelve acres of fenced corral at Harvey's Pack Station, all of which made these drives to market easier. An alternate cattle drive began with the cattle being rounded up to Bill Shay's corral just north of Baldwin Lake on the first day and then moved down the Cushenberry Grade to the Box S Ranch on the second day, where the cattle were held in a field until nightfall. The cattle were then driven on a cool, moonlit night to the railroad at Victorville. This drive was discontinued because it was too hard on the men and the cattle. The last and most successful drives were down Mission Creek and across the Indian reservation to the railroad at Whitewater. This route required only one overnight stop at a camp that was stocked with hay and oats.

As mentioned previously, Charlie Martin sold his half of Heart Bar Ranch to Dr. E. Scott Blair of San Bernardino during 1914. Dr. Blair was an obstreperous individual who disagreed with Swarthout about cattle ranching, causing Swarthout to sell his share to Bob Bryant in 1918. Bryant couldn't get along with Blair either, selling out to Blair in 1920. Blair, his wife, and son were killed while crossing railroad tracks in Hesperia during 1921. Albert Swarthout and his new partner, J. Dale Gentry, a San Bernardino hotelier and businessman, purchased the Heart Bar Ranch from the Blair estate for $35,000. The purchase included 600 head of stock cattle and 179 bull calves and heifers. Another 250 feed steers were bought for an additional $7,171. The operation broke even during 1922, the first year of operation: 1,069 cattle grazing, expenses of just over $12,000, and cattle sales of almost $13,000.

The partnership between the cattleman Swarthout and the business savvy Gentry worked well for many years. Gentry built a two-story ranch house and lodge at Heart Bar and often entertained as many as one hundred guests for the weekend. Cowboys including Warren and Walter Reche, D. H. Richardson, Tom Pierce and Buck Haddan earned $40 and board per month. The profits rose to $2,000 in 1924 and $6,000 in 1925. The profits rose to $10,000 during 1926 and the cowboys' pay was raised to $50 per month.

The Crash of 1929 ended profitable cattle ranching for the Heart Bar brand. Things got so bad that Swarthout was forced to borrow a total of $3500 from his mother-in-law, Mrs. Furstenfeld, in 1931, 1932, and 1933. The mountain cattle operations were doomed for a number of reasons. Overgrazing led to Forest Service allotments, limitations, and regulations to prevent the attendant soil erosion. Grazing fees of 35 cents per cow and 40
cents per horse were instituted as early as 1910. Mountain pasturage was dwindling as Big Bear Lake and Lake Arrowhead covered prime grazing land. Residents and tourists competed with cattle ranches for land. Finally, a warm rain fell on four feet of snow at Heart Bar during the winter of 1938-39, creating a sheet of water in the meadows. The creek washed out causing a tremendous and permanent drop in the water table. The meadows at Heart Bar were never again as lush and green as they had been.

The partnership between Albert Swarthout and Dale Gentry ended in 1938 and in 1940 the division of the property landed in the courts. The Heart Bar was leased to Joe Denny and H. B. Ward during litigation. Swarty ran the operation for Denny and Ward even though he was in his seventies.

Finally, on March 18, 1947, the court referees allocated the Big Meadows acreage to Dale Gentry and the desert land to Albert Swarthout. Gentry protested that the division was unfair, that Swarthout was getting the best of the deal, and that the referees were biased and prejudiced. Swarthout contended that the division was fair and offered to take the Heart Bar Ranch as his share of the division. Thus, the forty year tenure of Albert Swarthout at Old Woman Springs Ranch came to an end with the stipulated ceding of Old Woman Springs Ranch to Dale Gentry.

Dale Gentry took sole possession of Old Woman Springs Ranch and installed a narrow-gauge Hawaiian pineapple plantation train consisting of a steam engine, tender, two flatcars, one boxcar, and a caboose. He bought 10 miles of narrow-gauge rail and built a round house. He operated his Cottonwood Springs Railroad between his two springs, using it to survey his alfalfa fields and cattle herds until his death in the 1950s.

Albert and Lillie Swarthout ceded some Heart Bar land to Donald Swarthout and his family after the division. They continued to live at Heart Bar Ranch until 1952 when the land was sold to the Blackwell Corporation. The Blackwell’s lost the Heart Bar Ranch to their lawyer, Harold Slain, in 1956. In 1965 the California Department of Parks and Recreation gained control of Heart Bar Ranch and created a state park, which was converted to a United States Forest Service campground in 1976. Albert and Lillie retired to San Bernardino, where she died at age 84. Albert remarried and died at age 91 on November 10, 1963.

Old Woman Springs Ranch has passed through a number of hands since the death of J. Dale Gentry. The current owners, as this was written, were Bert and Donna Barber, who plan to renovate the Ranch and its buildings. The current caretaker is Bob Humphries, a man seemingly from the mold of Albert Swarthout. The Ranch, consisting of 400 acres of deeded land with water and grazing rights to another 1600 acres, was also listed for sale at $1,490,000. The Billy Holcomb Chapter of the Ancient and Honorable Order of E Clampus Vitus and the Morongo Basin Historical Society hope that the Old Woman Springs Ranch remains accessible to the public so that it can serve as a vivid memorial to the desert cattle ranching days of Albert Swarthout, Charlie Martin, and J. Dale Gentry.
OLD WOMAN SPRINGS RANCH

THIS AREA OF LUCERNE VALLEY BECAME KNOWN AS OLD WOMAN SPRINGS WHEN A GOVERNMENT SURVEY PARTY DISCOVERED A NUMBER OF INDIAN WOMEN CAMPING HERE IN 1856. THE ORIGINAL WATER SOURCE, NOW CALLED COTTONWOOD SPRINGS, IS DIRECTLY IN FRONT OF YOU. IN 1907 CATTLEMAN ALBERT “SWARTY” SWARTHOUT HOMESTEADED OLD WOMAN SPRINGS RANCH FOR USE AS WINTER PASTURE. HE AND PARTNER CHARLIE MARTIN, CATTLE RUSTLER AND LATER POLICE CHIEF IN SAN BERNARDINO, PURCHASED HEART BAR RANCH, SOUTH OF BIG BEAR, FOR SUMMER RANGE. BY 1918 BOTH HAD SOLD OUT. IN 1921 SWARTHOUT AGAIN BOUGHT THE HEART BAR, THIS TIME WITH SAN BERNARDINO BUSINESSMAN J. DALE GENTRY. THEIR CATTLE WERE DRIVEN TO HEART BAR RANCH VIA RATTLESNAKE CANYON IN THE SPRING, RETURNING TO OLD WOMAN SPRINGS RANCH IN THE FALL. IN 1938 THEY HAD A FALLING OUT. THE CASE WAS LITIGATED UNTIL 1947, WHEN “SWARTY” WAS AWARDED HEART BAR RANCH AND GENTRY RECEIVED OLD WOMAN SPRINGS RANCH. “SWARTY” SPENT THE REST OF HIS LIFE AT HEART BAR, DYING IN 1963 AT AGE 91. HISTORIC OLD WOMAN SPRINGS RANCH REMAINS PRIVATE PROPERTY TO THIS DAY. THE RANCH CONSISTS OF OVER 400 ACRES OF DEEDED LAND WITH WATER AND GRAZING RIGHTS TO ANOTHER 1600 ACRES.

PLAQUE DEDICATED OCTOBER 10, 2004, BY THE BILLY HOLCOMB CHAPTER OF THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS, IN COOPERATION WITH THE OLD WOMAN SPRINGS RANCH AND THE MORONGO BASIN HISTORICAL SOCIETY.
REFERENCES

Coutant, Martha Wood;  *Heart Bar and Johnson Valley Neighbors*. 1985

Core, Tom;  *Big Bear: The First 100 Years: Bearly Remembered II*. The Core Trust, Big Bear City, 2002

Garrett, Lewis;  *Place Names of the San Bernardino Mountains*. Big Bear Historical Society, Big Bear City, 1998

Gobar, Julian Smith;  *Raising the Dust*. The Caxton Printers, St. George, Utah, 1970

Hemphill-Gobar, Virginia C.;  *Range One East*. The Caxton Printers, St. George, Utah, 1972

La Fuze, Pauliena B.;  *Saga of the San Bernardinoss*. Hogar Publishing Company, Colton, 1971


Robinson, John W.;  *The San Bernardinoss*. Big Santa Anita Historical Society, Arcadia, 1989


What sayeth the Brethren?

SATISFACTORY!!!
OLD WOMAN SPRINGS RANCH

Ranch House Interior

Out Buildings

Barn

Main Ranch House

Pond and Trees
Caretaker’s House and Outbuildings

Pond and Barn
Overview of Old Woman Springs Ranch looking north

THIRTY-FIFTH ANNIVERSARY

THIRTY-FIFTH ANNIVERSARY CLAMPOUT

which will be held on

October 8, 9, 10, 2004

A BRONZE HISTORICAL MARKER WILL BE ERECTED TO COMMEMORATE

OLD WOMAN SPRINGS RANCH

LOCATED ON HIGHWAY 247 IN LUCERNE VALLEY, CALIFORNIA

PBCs WILL BE CONDUCTED UNDER GRAND COUNCIL RULES
IN A CANDLELIGHT CEREMONY ON SATURDAY NIGHT

REDSHIRTS - $50.00 - P.B.C.s - $60.00
LATE SIGN-UPS POSTMARKED AFTER SEPTEMBER 22, 2004 AND WALK-INS WILL BE CHARGED $60.00
• • NO PROMISE OF SHIRTS FOR LATE REGISTRATIONS • •

REGISTRATION FEE INCLUDES A "BADGE OF THE DAY", A HISTORY KEEPSAKE, AND A MEAL TICKET GOOD FOR 5 FANTASTIC MEALS - IF YOU COME YOU PAY!

SPECIAL EVENT SHIRTS AND PINS ARE BEING OFFERED WHEN YOU PRE-REGISTER

BRING WATER, SHADE, CAMPING GEAR & YOUR FAVORITE BEVERAGES - NO CAMPFIRES !!!

NO WIDDERS • NO PETS • NO DOGS • NO FIRES • NO GUNS • NO BAD ATTITUDES
NO FIREWORKS • NO EXPLOSIVES • NO ANVILS • NO COLLECTING OF ARTIFACTS
NO OHVs • NO MOTORBIKES • NO GOLF CARTS ("THE MULE" EXCEPTED) • NO SCOOTERS

MAKE YOUR PAYMENT TO: BILLY HOLCOMB ECV. MAIL IT TO: JIM JACKSON GDR, 28345 MEADOW CT., HIGHLAND, CA 92346

CLAMPSITE ACCESSIBLE TO ALL VEHICLES - TRAVEL ON MARKED ROUTES ONLY !!!
SCHEDULE OF EVENTS

FRIDAY
4:00 pm  CHECK-IN (un-official) at the Official Place.
6:30 pm  DINNER is served by Clampchef Art Bjornstead and his crew of Clampculinary experts.
7:01 pm  GREYBEARDS DINNER for all Visiting Indignitaries, XNGHs, Humbugs and Officers is served at the Cookshack.
7:32 pm  Check-in is open. All PBCs report to Hangman.

SATURDAY
6:01 am  All PBCs report to the Hangman's Camp.
6:46 am  PBCs & SPONSORS meet at the Cookshack for Breakfast with the Hangman.
6:57 am  BREAKFAST is served at the Cookshack.
7:20 am  PBCs report to the Cookshack for clean-up.
8:10 am  CHECK-IN is open (at the official place)
8:30 am  Presentation of PBCs to the Greybeards for inspection, enlightenment and Clamphistory.
9:30 am  Sign-ups for Clamper Olympics.
10:17 am  Presentation of PBCs to the Greybeards for inspection, enlightenment and Clamphistory.
12:02 pm  Presentation of PBCs to the Greybeards for inspection, enlightenment and Clamphistory.
12:35 pm  Presentation of PBCs to the Greybeards for inspection, enlightenment and Clamphistory.
1:00 pm  Presentation of PBCs to the Greybeards for inspection, enlightenment and Clamphistory.
5:16 pm  Presentation of PBCs to the Greybeards for inspection, enlightenment and Clamphistory.
5:45 pm  Presentation of PBCs to the Greybeards for inspection, enlightenment and Clamphistory.
7:12 pm  Presentation of PBCs to the Greybeards for inspection, enlightenment and Clamphistory.
7:20 am  PBCs report to the Hangman’s Camp.
8:10 am  PBCs report to the Hangman’s Camp.
9:30 am  Presentation of PBCs to the Greybeards for inspection, enlightenment and Clamphistory.
10:17 am  Presentation of PBCs to the Greybeards for inspection, enlightenment and Clamphistory.
12:02 pm  Presentation of PBCs to the Greybeards for inspection, enlightenment and Clamphistory.
12:35 pm  Presentation of PBCs to the Greybeards for inspection, enlightenment and Clamphistory.
1:00 pm  Presentation of PBCs to the Greybeards for inspection, enlightenment and Clamphistory.

SUNDAY
6:30 am  PBCs report to the Hangman’s Camp.
7:01 am  BREAKFAST is served at the Cookshack.
7:57 am  Camp clean-up by EVERYONE !... PLEASE ! Use the Dumpster, Leave nothing behind !
10:30 am  Plaque dedication at the Monument site.

HANGMAN NEAL "SKUNK" SAMSON SAYS... BRING A PBC!
and show him the other side of the mountain in a way he will never forget! But be sure he is clean, sober and not wearing women's clothing!
PBCs are under the authority of the Hangman at all times!

WHAT TO BRING
Your Favorite Beverages • Artificial Shade
Bring a P.B.C. • All Your Camping Gear
• Water - Dry Camp

CLAMPSITE RULES
NO FIRES ALLOWED - HIGH FIRE DANGER!
• NO OHV's, DIRT BIKES or ATC's •
Anyone who brings one will be sent home !
“"The Mule" is allowed for our Handicapped Bretheren

TRAVEL ON MARKED ROUTES ONLY !
Do Not Disturb the Delicate Remnants of the Original Wagon Route by Vehicle or On Foot
NO COLLECTING OF ARTIFACTS !!
Including Bottles, Tin Cans and any other stuff that may look to you like it is garbage !!!

SPECIAL EVENT SHIRTS
Special Event T-Shirts are on sale for this event and can be ordered when you sign up before the cutoff date. These shirts are not on sale at the event, so order yours now and one for your PBC too.
Mark your choices on the Sign-up Form.

NO PROMISE OF SHIRTS FOR LATE SIGN-UPS OR WALK-INS

OLD WOMAN SPRINGS RANCH TOUR
There will be a Guided Walking / Driving Tour of the Old Woman Springs Ranch on Saturday at 1:00pm

24 Hour Gas & Supplies In:
Lucerne Valley • Yucca Valley • Barstow
Victorville • Hesperia • All I-15 Exits Shown
Clampsite Accessible To All Vehicles.
Travel Only On Marked Routes In Camp.
Stay Away From Rock Corral & Wagon Roads
ECV Direction Signs Up Thursday After 3 PM

TO: BARSTOW
VICTORVILLE

TO: BARSTOW
BESEMER MINE RD.

LUCERNE VALLEY

247

X

LET A BROTHER OF SOBRIETY HOLD THE REINS

TO: BIG BEAR

ECV Direction Signs Up Thursday After 3 PM

TO: 1-10 & PALM SPRINGS

YUCCA VALLEY
TO THE GRAND NOBLE RECORDER:

I hereby petition for membership in the Ancient and Honorable Order of E Clampus Vitus. I certify that I have received my novitiate instruction from my sponsor, Clamper ____ and hereby solemnly affirm my belief in the Dictum of the Order, "PER CARITATE VIDUARIBUS ORPHANIBUSQUE, SED PRIME VIDUARIBUS" and wholeheartedly, without reservation, agree to render SATISFACTORY SERVICE at all times.

I further agree to present myself at the ECV Hall of Comparative Ovations at such time and place designated by the NOBLE GRAND HUMBUG, guaranteeing that I shall arrive fully equipped to negotiate the Chasm of Terror and Despair and to reach the safe haven of CLAMPERDOM.

As evidence of my good faith, I forward herewith my gold dust ($) in payment of the initiation fee usually charged each POOR BLIND CANDIDATE. In return I humbly beseech you to transmit my Badge of Office which I will proudly wear when presenting myself for infamous induction. I realize that without this Badge of Office, the Grand Hangman and the Damnfool Doorkeeper cannot permit me to enter the Hall of Comparative Ovations.

Be it known, if you are accepted and inducted, that to remain a Clamper you must attend each and every Clampout or send the required gold dust for remaining active if you can't make it. If you do not you are no longer a Clamper.

Application received ____________________________________________________________________________
Application approved ____________________________________________________________________________
Application rejected ____________________________________________________________________________
Ritual taken ____________________________________________________________________________________
Scroll mailed ____________________________________________________________________________________

Witness my Hand and Privy Seal

this __________ day of ____________________ 20___

Illegal Signature

TO BE DETACHED ONLY BY THE GRAND NOBLE RECORDER

PBC APPTITUDE TEST
(to be filled out by R.B.C.)

I am a jolly good fellow ................................................................. □ □
I am interested in California / Arizona / Nevada / Utah History ... □ □
( state any Special Field ............................................................ □ □
I can draw or cartoon ............................................................... □ □
I can sing .................................................................................. □ □
I enjoy theatrical work .............................................................. □ □
I play a musical instrument ...................................................... □ □
( state which kind ................................................................. □ □
I am willing to help if called upon ........................................... □ □
I am not a jolly good fellow ..................................................... □ □
(For G.N.R.) Clamperating ........................................................ □ □

FOR P.B.C. TO FILL OUT. PLEASE PRINT

Full Name _________________________________________________________
Mailing Address ____________________________________________________
City __________________________ State ______ Zip _______________
Phone # ( ) ______________________________________________________
Occupation _______________________________________________________
Age ______ Place of Birth ___________________________________________
The Ancient and Honorable Order of E Clampus Vitus
Agreement and Release from Liability

1. I, _______________________________ (print your name here) acknowledge that I have voluntarily requested to accompany the Ancient and Honorable Order of E Clampus Vitus for the purpose of dedicating various plaques and/or monuments to major and lesser events of California history.

2. I AM AWARE THAT THE MEETINGS OF THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS OCCUR IN THE WILDERNESS, AND THAT: DRIVING FROM MY POINT OF DEPARTURE TO SAID MEETING, HEREINAFTER CLAMPSITE; MY PARTICIPATION IN THE VARIOUS ACTIVITIES AT SAID CLAMPSITE; AND DRIVING BACK TO MY POINT OF DEPARTURE ARE POTENTIALLY DANGEROUS AND HAZARDOUS ACTIVITIES. I AM VOLUNTARILY PARTICIPATING IN THESE ACTIVITIES WITH THE KNOWLEDGE OF THE DANGER INVOLVED, AND HEREBY AGREE TO ACCEPT ANY AND ALL RISKS OF INJURY AND DEATH, AND VERIFY THIS STATEMENT BY PLACING MY INITIALS HERE ——————— INITIAL HERE

3. As consideration for being permitted by the Ancient and Honorable Order of E Clampus Vitus to participate in these activities, I hereby agree that I, my assignees, heirs, distributees, guardians, and legal representatives will not make a claim against, sue, or attach the property of the Ancient and Honorable Order of E Clampus Vitus or any of its officers or members for injury or damage resulting from negligence or other acts, howsoever caused, and by any member, agent, or officer as a result of my participation in or travel to and from the CLAMPSITE. I hereby release the Ancient and Honorable Order of E Clampus Vitus and any of its officers or members from all actions, claims, or demands that I, my assignees, heirs, distributees, guardians, and legal representatives now have or may hereafter have for injury or damage resulting from my above-described participation at the CLAMPSITE.

KNOWING AND VOLUNTARY EXECUTION

4. I HAVE CAREFULLY READ THIS AGREEMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY AND A CONTRACT BETWEEN MYSELF AND THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS, ITS OFFICERS, AND MEMBERS AND I SIGN IT OF MY OWN FREE WILL.

Executed at __________________________, California, on ___________ 20_________.

Releasor ___________________________ (signature required)

name ________________________________

address ________________________________

city ____________ state ______ zip ______

phone ________________________________

e-mail ________________________________

PBC's name ___________________________ please include pbc application

chapter ________________________________

[ ] check here if this is a new address

$50.00 Here is my gold dust, I'll be there!

$60.00 I'm bringing a PBC, here is his money

$60.00 My payment is late (after April 14, 2004)

$ 5.00 My jackass is sick, keep me on the list

$ 5.00 I want a 35th Anniversary Holcomb Pin

[ ] I want to buy a special event shirt.

[ ] Add price from the chart below.

[ ] TOTAL PAYMENT

Make your payment out to: BILLY HOLCOMB ECV

Mail your payment to: Jim Jackson GDR
28345 Meadow Court, Highland, Ca. 92346

[ ] check here if you are a XNGH or NGH

CHOOSE YOUR SHIRT SIZE

<table>
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<tr>
<th>Shirt Size</th>
<th>Price</th>
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<tr>
<td>Medium</td>
<td>$15.00</td>
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NO PROMISE OF SHIRT FOR LATE SIGN-UPS !!
35th ANNIVERSARY CLAMPOUT
OLD WOMAN SPRINGS RANCH
OCTOBER 8, 9, 10, 6009

To CLAMPER:
Phil Holdaway Archivist
3559 N. Wall Ave.
San Bernardino Ca. 92404

You can download copies of this mailer and get up-to-the-minute information on all Billy Holcomb Chapter 1069 Events just by logging on to www.billyholcomb.com

BILLY HOLCOMB CHAPTER 1069
“KING OF THE MOUNTAINS AND DESERT”
CLAMPER FAMILY, FRIENDS AND DEATH VALLEY 49ERS

FAMILY CAMPOUT
NOV. 11-14, 2004
COME FOR ALL OR PART OF THE TIME

WHERE: DEATH VALLEY-STOVEPIPE WELLS CAMPGROUND

CAMPGROUND HAS FLUSH TOILETS, PAY SHOWERS AVAILABLE AND POOL NEARBY.

POTLUCK DINNERS FRIDAY AND SATURDAY NIGHT-

SATURDAY MORNING CLAMPER PARADE

WHAT TO SEE AND DO THERE:
A MASSIVE ART SHOW       DANTE’S VIEW       DEVIL’S CORNFIELD
SCENIC WONDERS           BAD WATER          FURNACE CREEK
SCOTTY’S CASTLE           ARTIST’S PALLET    STOVEPIPE WELLS
HARMONY BORAX WORKS      MUSEUM OF MINING
MANY MORE THINGS TO SEE AND DO

COST: CAMP FEES ONLY: ALL EVENTS FREE

TO GET THERE TAKE HIGHWAY 395 TO HIGHWAY 190 AND GO EAST TO STOVEPIPE

ROOM FOR TENTS, RV’S ETC.
QUESTIONS CALL SID BLUMNER AT (909) 985-8347
The Ancient and Honorable Order of E Clampus Vitus

BILLY HOLCOMB CHAPTER 1069

SCHEDULE OF EVENTS 6010-2005

January 5, 2005  General Meeting
January 8, 2005  Emperor Norton Day
January 21, 22, 23, 2005  4x4 Vituscan Winter Trip
January 29, 2005  Billy Holcomb's Birthday Party
February 2, 2005  General Meeting
February 5, 2005  Work Party – 8:00 am.
March 2, 2005  General Meeting
March 18, 19, 20, 2005  H.E.M.O.R.R.H.O.I.D. TRIP
April 6, 2005  General Meeting
April 9, 2005  Work Party – 8:00 am.
April 29, 30, May 1, 2005  Spring Clampout
May 20, 21, 22, 2005  Grand Council of ECV
June 1, 2005  General Meeting
June 4, 2005  Work Party – 8:00 am.
July TBA, 2005  Crestline Freedom Days Parade
July 6, 2005  General Meeting
August 3, 2005  General Meeting
August 19, 20, 21, 2005  4x4 Vituscan Summer Trip
September 7, 2005  General Meeting
September 10, 2005  Work Party – 8:00 am.
October 7, 8, 9, 2005  Fall Clampout
November 2, 2005  General Meeting
November 11, 12, 13, 2005  Death Valley Fam-clamp
November 19, 2005  Officers Meeting – 10:00 am
December 7, 2005  General Meeting
December 10, 2005  Work Party – 8:00 am.
January 4, 2006  General Meeting
January 20, 21, 22, 2006  4x4 Vituscan Winter Trip

Billy Holcomb Chapter 1069 holds its monthly meetings at The Red Fox, a Clumper watering hole located at 3142 N. “E” st. in San Bernardino. All redshirt members are welcome to attend and help the Chapter, and meet with your friends. All meetings start promptly at 7:00 pm. Meeting dates listed above. No meetings in May or October.

We have several scheduled work party dates where volunteers can help maintain and repair the Chapter equipment. All of the work parties listed above are at the home of Jim Phillips in Riverside. Use the map on the back or you can get directions at 951-789-7071 or from e-mail: Jimndellie@sbcglobal.net. Food and beverages served to those who come and help!!

CHAPTER OFFICERS 2005

NOBLE GRAND HUMBUG - Bob Green
760-365-5098 - shortneckecv@hotmail.com

CLAMPPATRIARCH - Mike Johnson XNGH
951-785-8820 - Jfam4fun@aol.com

VICE-HUMBUG - Jim Jackson
909-862-1277 - rvfriendly@earthlink.net

GOLD DUST RECEIVER - Paul Renner
310-781-3798 - ecvwarhorse@hotmail.com

RECORDE - Neal Samson
951-780-3179 - nealsamjam@cs.com

CLAMPCHEF - Rick Gavigan
909-337-9886 - ecvrick1069@earthlink.net

STOREKEEPER
Rev. Bill Pearson XNGH - X Head Abbot
909-862-0358

HANGMAN - Brian Nash
626-590-8841 - brian.nash@wellsfargo.com

UNDERTAKER - Cass Ellsworth
951-776-1817 - zyzxx1069@sbcglobal.net

GRAVEDIGGER - Doyal Teel
714-649-4439 - emaildoyal@yahoo.com

CLAMP-AUCTIONEER - Randy Rodda
626-791-4343 - roddar@diebold.com

VITUSCAN HEAD ABBOT - Cass Ellsworth
951-776-1817 - zyzxx1069@sbcglobal.net

The Red Fox
3142 North “E” Street, San Bernardino
Humbug Bob Green invites all redshirts and their families to help celebrate Billy Holcomb's Birthday on January 29th, 2005. We will meet at the Pioneer Cemetery in San Bernardino at Billy's Grave for a short ceremony and proceed to The Red Fox at 3142 north "E" st. where there will be birthday cake for everyone.

BRING YOUR FRIENDS & FAMILY!
WATER AND ORANGES:
A STORY OF
CALIFORNIA'S SECOND
GOLD RUSH


Platrix Chapter No. 2
The Ancient & Honorable Order of E Clampus Vitus
Spring 6010 Clamp Trek at Hemet Dam, Hemet, California

April 22, 23 & 24, 2005
WATER AND ORANGES:
A STORY OF CALIFORNIA'S SECOND GOLD RUSH


THE BEGINNINGS OF AN INDUSTRY

Father Junipero Serra is credited with planting the first citrus tree in California at the San Diego Mission in 1769. The state's first citrus groves were planted at the San Gabriel Mission in 1804. Orange and lemon seeds taken from those trees and planted in what is now downtown Los Angeles in 1841 by William Wolfskill grew into the first commercial citrus groves in California. Wolfskill is credited as being the founder of the early California citrus industry.

Although his groves were thought of as a foolish endeavor by many, Wolfskill was soon selling oranges and lemons to the gold miners in northern California for one dollar a piece. With the completion of the transcontinental railroad, Wolfskill's fruit was the first to be sent east by rail to St. Louis in 1877 by the Southern Pacific Railroad. That first of many shipments marked the beginnings of the California citrus industry.

*This will be on the test, to be administered by the Humbug immediately following the Hall Of Comparative Ovations.
A BETTER MOUSETRAP COMES ALONG

The citrus industry really came into its own in the 1870's due to the importation into the state of two (or three, depending on whom you wish to believe, because no one really knows for sure) seedling navel orange trees in 1873 (or 1874, depending on whom you wish to believe, because no one really knows for sure). Although they were quickly dubbed "Washington" navel oranges because the trees were shipped from Washington, D.C., the original seedling trees came to Washington, D.C. from a monastery in Bahia, Brazil in 1870. Hence the other name they are also known by, Bahia oranges.

What is known for a fact is that those first trees were sent to Mrs. Eliza Tibbets in Riverside. (Unless you prefer to believe those who claim the trees were sent to her husband, Luther C. Tibbets.)** At any rate, the Tibbets' planted those two (or three) trees and in 1878 the first of the navel oranges were ripe and ready to eat. Which they were, at a small party thrown by the Tibbets' for their friends.

THERE'S GOLD IN THEM THAR ORANGES!

The fruit was so exceptional that many cuttings were made from those trees and given to friends. Mrs. Tibbets soon realized there was a profit to be made and instead of giving away the buds those original trees were used exclusively for growing and selling buds which sold for $5 each. One of those original trees is still alive and on display in Riverside. The Washington Navel Orange's popularity was so great that it soon became the centerpiece of an entirely revitalized citrus industry with Riverside County being the center of activity. By 1910 those original trees were the parent trees for over 100,000 acres of Washington Navels in production in the state and sales were over $200 million.

Naturally the growth of the citrus industry brought more and more people to the greater Riverside area. There were those that came to make their fortune growing and selling oranges. There were those who came to work in the groves. There were those that came in to develop and sell the land so they could name things after themselves and their friends, and get incredibly rich in doing so. And some of those latter men came to the Hemet area.

WHAT'S IN A NAME?

The town of Hemet is named after Lake Hemet Dam and Hemet Lake which is conveniently located immediately behind Lake Hemet Dam. The dam and the lake take their names from the mountain valley where the dam (in front of the lake) is now located. The valley's name comes from, well, no one actually knows where the name 'Hemet' comes from. Some believe it is derived from the Indian word meaning 'box.' Others believe the word has a Scandinavian origin and point (even though it's not polite to do so as their dear, sweet mothers taught them) to the tovra of Hemet in Denmark.

Noted anthropologist Alfred Kroeber (Handbook of the Indians of California, Bureau of American Ethnology Bulletin 78. Washington, D.C.: Smithsonian Institution, 1925) agreed with the former in thinking the name might have had an Indian origin.

THE FOUNDING OF HEMET

Not knowing the origin of the word Hemet didn't stop the promoters*** from coming to the area, and on October 15, 1886 Edward Mayberry, Albert Judson and Peter Potts bought 3,000 acres of land from Francisco Estudillo, the son of the original owner of the Rancho San Jacinto Viejo.

** Due to the confusion over the number of trees, when they were sent and to whom they were sent, this entire subject will not be on Humbug Guettler's test.
In December of that same year Mayberry, Judson and Potts, along with Hancock Johnston and Mayberry's San Francisco capitalist friend William Whittier, bought an additional three thousand acres of land from H.T. Hewitt.

On January 27, 1887 they formed two companies, the Lake Hemet Company and the Hemet Land Company, with Mayberry and Whittier holding a majority of stock in both companies. Their original plans were to build a dam in order to supply water to the lands of the Hemet Land Company and for the two townsites of Hemet and South San Jacinto. Whittier became the principle developer by building an opera house, a warehouse, various business shops, rental cottages, a thoroughbred stock farm with a half-mile race track. He also founded the Bank of Hemet.

LAKE HEMET DAM

The Lake Hemet Water Company began building the dam in 1891. Before the actual work on the dam could be begun much other work needed to be done. First, a road had to be constructed from Hemet to Garner Valley. Due to the steep hillside the road had grades as steep as 18 percent and a number of switchbacks so the six-mule teams could rest while taking the loads of equipment and supplies, including 400-pound barrels of cement, up to the damsite.

They used portland cement, which hardens under water. Since there were no suppliers of portland cement in the Western United States at that time they imported it from Belgium. It was shipped around South America to San Diego, where it was transferred to railroad cars and delivered to San Jacinto. At San Jacinto the cement was loaded onto mule team wagons for the final leg of the trip up the new steep mountain road to the damsite.

The reservoir area had to be cleared of trees. They used those trees to provide wood for the project. They sawed one million board feet of lumber. Half of it was used to construct buildings and stagings at the damsite. The rest was taken down the canyon at various points for use as flumes, scaffolding and forms for construction.

Much of the dam was comprised of massive granite stones weighing between 5 and 15 tons each which were quarried from the surrounding bluffs. The granite blocks were moved by carriers suspended by two sets of 800-foot cables that had been strung across the canyon. The cables were moved back and forth by steam engines. The thousands of giant stones were secured by the portland cement.

Construction was halted from time to time because of bad weather and flooding. When the dam was completed in October of 1895 it stood at 122.5 feet and was the largest solid masonry dam in the world. The Lake Hemet dam retained that title for 26 years, until the completion of Arizona's Roosevelt Dam in 1911. Reservoir capacity was increased in 1923 when the Lake Hemet Water Company increased the height of the dam by 12.5 feet, raising the dam's height to 135 feet.

Today the Lake Hemet Dam is owned by our hosts, the Lake Hemet Municipal Water District, which has almost 14,000 service connections operating through 139 miles of pipeline.

What say the Brethren?

****The Humbug has cancelled the test. Seems his cat ate the master copy of the test before he could get copies made and he has not yet been able to retrieve all of the pieces of paper yet. The Humbug thanks those of you who purchased copies of the answers to the test and hopes you enjoy the coffee from the used grounds that came free with the answers.
From the Clamper Archives:

In this rare photo (circa 1893) of the construction of the Lake Hemet Dam, two Clampers are shown hard at work digging for gold, instead of hard at work cutting down trees (seen in the background of photo) as they were hired to do, thus creating delays in construction, which were blamed on 'bad weather' for public relations purposes.

Selected Biography


Wilson, Albert J., *History of Los Angeles County, California, with Illustrations Descriptive of its Scenery, 1880*, Thompson & West, Los Angeles, California, 1880.

Suggested Reading


*Orange Empire, California and the Fruits of Eden*, by Douglas Cazaux Sackman.

**Editor's note:** This keepsake has been published in accordance with the President's "Leave No Clamper Behind" program for a more literate America. If you have been unable to read it, or have been unable to find anyone who can read it to you, please send for our "point and say" Clampers' "Beginning Readers" edition with all the pretty pictures in it. This keepsake has been printed under the guidelines of U.S. Title 17, for educational purposes, but should not be confused with an educational product unless of course you believe reading Clamper stuff is an education in and of itself.
Previous Platrix Treks to Riverside County resulted in the following three erections:

**AGUANGA - BUTTERFIELD**
OVERLAND MAIL STATION, 1858-1861
The first west bound coach passed this swing station Oct. 6, 1858. Later it was called 'The Dutchman's' after Jacob Bergman, stage driver, station keeper, soldier and rancher, who settled here. To all the keepers of such lonely stations this plaque is dedicated. E Clampus Vitus, Platrix Chapter No. 2 Los Angeles, Oct. 5, 1958
Plaque located at Anguanga Station site.

**THE VIRGINA DALE GOLD MINE**
Platrix Chapter ECV
October 17, 1964
Plaque located at site of Virginia Dare Gold Mine, at Joshua Tree.

**RANCHO SANTA ROSA**
47,815.1 Acres. Granted by Governor Pio Pico to Juan Moreno January 30, 1846 and patented to him by the United States October 10, 1872.
Dedicated by
Platrix Chapter, E Clampus Vitus,
October 6, 1968
Plaque located near Temecula, at California Nature Conservatory.

**A note on Clamper Plaques**
Platrix placed the first of our order's modern disposition's Clamper plaques in 1934. While Platrix does not have the distinction of having placed the most plaques (that honor goes to Billy Holcomb Chapter) Platrix has placed plaques in more California Counties than any other chapter. The 16 counties are: Alpine, Inyo, Kern, Los Angeles, Mariposa, Mono, Orange, Riverside, Sacramento, San Benito, San Bernardino, San Diego, San Luis Obispo, Santa Barbara, Tuolumne and Ventura.

Platrix has the distinction of placing the very first plaque of the California Sesquicentennial, at Campo de Cahuenga in January of 1997. In addition, Platrix placed a plaque in St. Joseph, Missouri in 1999 in honor of the 49'ers, in cooperation with the Oregon-California Trail Association.
As originally planned, this page was to be used for a list of the questions to be asked on the Humbug's test to be given immediately after the Hall Of Comparative Ovations. But since the Humbug's cat ate the damn test it had to be cancelled and this page would have had to have been left blank so instead of wasting all this space we have decided to print the answers to the test instead.

ANSWERS TO THE HUMBUG'S LOST TEST:

01. True
02. True
03. False
04. His navel
05. Yes
06. No
07. Maybe
08. Sometimes
09. Never
10. John Homles
11. 15 inches
12. TRUE!
13. Before
14. After
15. Full Moon
16. More taste
17. Less Filling
18. Hurlothrumbo
19. Pasadena
20. Dumbellican
21. One more time
22. F
23. The Humbug!
24. Says who?
25. Everyone
26. True

(You may want to keep these answers and study them because Humbug Guettler says if he gets all the pieces of the test back from his cat, he'll give the test during the Fall Clampout.)

OUR STAFF

Dave "Name That Tune" Guettler
Noble Grand Humbug
Publisher

Abe "Water & Power" Hoffman
Humbug Erectus,
Assistant Publisher & Circulation Manager

Glenn Thornhill, XNGH
Wordsmith & Editor

Larry Skiles, XNGH
Cover Art

Bill "Guillermo" Pierpoint, XNGH, GNR
Generally In Charge of Everything
By Order of
Dave "Name That Tune" Guettler
Noble grand Humbug of
Platrix Chapter No. 2
of the
Ancient & Honorable Order of
E Clampus Vitus
1895 copies of
WATER AND ORANGES:
A STORY OF
CALIFORNIA'S SECOND
GOLD RUSH
THE COMPTELY EXPURGATED PARTIAL
HISTORY OF THE FOUNDING OF HEMET, THE
BUILDING OF LAKE HEMET DAM, AND
THE RISE OF THE CALIFORNIA CITRUS
INDUSTRY, NOT NECESSARILY IN THAT
PARTICULAR ORDER
Have been printed
for the
Spring 6010 Clamp Trek
April 22, 23 & 24, 2005
at
Lake Hemet.
by the
Bitter Bean Press
Los Angeles, Alta California
of the 287 copies not needed to plug a hole in the Lake Hemet Dam
caused by a backfire of the Humbug's van this is copy number:

2
(Or 3 depending on whom you wish to believe,
because no one really knows for sure.)
HISTORIC LAKE HEMET DAM

CONSTRUCTION ON LAKE HEMET DAM BEGAN IN 1891 AND WAS COMPLETED FOUR YEARS LATER IN OCTOBER OF 1895. IT STOOD AT 122.5 FEET AND WAS THE LARGEST SOLID MASONRY DAM IN THE WORLD. A TITLE IT HELD FOR SIXTEEN YEARS. BUILDING OF THE DAM ITSELF WAS NOT THE ONLY ENGINEERING FEAT OF ITS BUILDERS. PRIOR TO BUILDING THE DAM A ROAD FROM HEMET TO GARNER VALLEY HAD TO BE BUILT SO SUPPLIES AND EQUIPMENT COULD BE TAKEN TO THE DAMSITE. IN SOME SPOTS THE STEEP WINDING ROAD HAD GRADES OF AS MUCH AS 18 PERCENT. THE RESERVOIR AREA HAD TO BE CLEARED OF TREES AND ONE MILLION BOARD FEET OF LUMBER FROM THOSE TREES WAS USED FOR THE CONSTRUCTION OF BUILDINGS, FORMS FOR CONSTRUCTION, FLUMES AND SCAFFOLDING. MUCH OF THE DAM WAS COMPRISED OF GRANITE STONES WEIGHING BETWEEN 5 AND 15 TONS EACH AND WERE QUARRIED FROM THE SURROUNDING BLUFFS. THE THOUSANDS OF STONES USED WERE SECURED BY PORTLAND CEMENT IMPORTED FROM BELGIUM. RESERVOIR CAPACITY WAS INCREASED IN 1923 WHEN THE LAKE HEMET WATER COMPANY INCREASED THE HEIGHT OF THE DAM BY 12.5 FEET, RAISING THE DAM TO ITS PRESENT HEIGHT OF 135 FEET.

PLAQUE DEDICATED, APRIL 24, 2005 BY THE PLATRIX AND BILLY HOLCOMB CHAPTERS OF THE ANCIENT & HONORABLE ORDER OF E CLAMPUS VITUS
DAM WEEKEND IN STORE FOR PLATRIX CLAMPERS
APRIL 22, 23 AND 24

LAKE HEMET DAM SITE OF SPRING TREK
Pasadena - Noble Grand Humbug Dave "Guess That Tune" Guettler has announced that Platrix will head for the hills above Hemet in Riverside County for the Spring Trek. The Clampsite will be at the Lake Hemet Campground, courtesy of our host the Lake Hemet Municipal Water Company, and with the blessings of our Clampbrothers of Billy Holcomb Chapter in whose territory we will be Clamping. Fishing in the lake is available to those with proper governmental forms such as fishing licences and such, for a nominal fee and boats of both the rowing and motoring kind are also available for a fee. The Humbug guarantees a great weekend for all those in attendance. So get your gold dust and PBC applications in the mail now!

CARLOS TO COOK FRIDAY NIGHT DAM CHILI
Chili Valley- Dusting off the Platrix chili pot (and hopefully seeing that it gets washed too), Carlos Romero, XNGH, renowned chili chef extraordinaire, and rumor has it, graduate of the C.I.A. (Chili Institute of America) will once again be ladling out the chili at the Spring Clampout. Well, he'll be cooking it, you'll probably have to ladle it out by yourself.

PLATRIX STORE UNDER NEW MANAGEMENT
SIERRA MADRE - N.G.H. Dave Guettler has taken over the helm as the new general manager for the Platrix Store and is pleased to announce that the entire staff will be returning for another year.

In order for the store to operate efficiently, he has promised not to interfere with the expert job being done by Grand Noble Sutler, Ray Redtail" Fox, and his competent staff including the likes of Larry "Mark It Up" Skiles, XNGH, Ron "Big Sale" Baudino and Steve "Gettem While They Last" Branch, in purveying the finest of Clampwares available to the Clamping public. As always, the Platrix Store will be well-stocked with all those Clamp-Doo-Dads you don't need but can't live without.

WIDDERS' BALL
Clamper Central - Plans are under way for a Platrix Widders' Ball this year. Details are being worked out by the NGH and Gary "Dr. Dirt" Turner, XNGH. Look for further information like a date, time and location sometime in the near future.

- MORE DAM NEWS ON BACK PAGE -
DAM PLAQUE TO BE PUT UP AT CLAMPOUT

Owensmouth - We would like to announce that Erectus Abe Hoffman would be using this article to announce that a dam plaque will be dedicated at the trek concerning the Lake Hemet Dam, but since the first he'll know about it is when he reads this article, he won't be making the announcement. Nevertheless, we will be putting up a dam plaque and will be joined in the effort by our Clampbrethren of Billy Holcomb Chapter 1069 as co-sponsors of the dam plaque. Abe will be available at the trek to discuss water allocation in Southern California to anyone having problems falling asleep.

CLAMPER RECEIVES COVETED "PLATRIX PERSISTENCE AWARD"

Yerington, Nevada - Proving once again that persistence pays off, Clamper Bob Witek, XNGH, has received the much sought-after "Platrix Persistence Award" for his multi letters to various Platrix Officers of Equal Indignity. The award was given, according to an unnamed source, not just for his dogged persistence, but also because in his quest he proved to be one of those rare Clampers who can both, read AND write. Well done, Bob!

NEW EXPLANATION FOR WHY THINGS SEEM TO BE GETTING WORSE

Darwin, Australia - Scientists at Charles Darwin University here in Darwin, Australia believe they have discovered why it seems things just keep getting worse. Prior to this new discovery it was blamed on entropy. But after careful study it now seems to be caused by de-evolution, or in scientific terms "Clamperlution." Evidently, the decline began in 4005 B.C. Scientists say it is best explained to the public by this easy to understand pictorial graph.

HISTORIC REDWOOD GROVE PLAQUE

Canoga Park - Plans are being finalized for a plaque dedication at Canoga Park High School in Canoga Park in honor of their redwood grove. Started in 1938, it became the largest grove of Coast Redwoods in Southern California. This event will take place on what is known as Clamper Alternate Arbor Day, Sunday June 5, 11:30 at Canoga Park High School, 6850 Topanga Canyon Blvd., in of all places, Canoga Park. After the dedication and speechifying and such we will all be hightailing it on over to Sierra's Restaurant for a cerveza or two and maybe some grub for those who get hungry listenin' to speechifying. Look for an event flyer somewhere in all this stuff we just sent you.

BOSCO OUIJI BOARD SEES CLAMPOUTS IN YOUR FUTURE

Cyberspace - The Bosco Ouiji Board has once again been taken down and dusted off and was asked the following question: "Where will the next Platrix Clampouts be held?" Five responses were received. The first was that we need to send more beer. The second, third and fourth responses were: Fall 2005 at Tehachapi Loop, Spring 2006 at Steckle Park near Santa Paula in Ventura County and Fall 2006 at Boron, California as members of the Southern Alliance. The fifth and final response was "You really need to send more beer."
BILLY HOLCOMB CHAPTER
OF THE
ANCIENT AND HONORABLE ORDER OF
E CLAMPUS VITUS

ANNOUNCES ITS 36TH ANNUAL
SPRING CLAMPOUT

THE INTEGRATRON

APRIL 29, 30, MAY 1, 2005
(IN THE RECKONING OF OUR ORDER 6010)

HELD UNDER THE REIGN OF NOBLE GRAND HUMBUG
BOB "SHORTNECK" GREEN
THE INTEGRATRON

To the casual observer, the Integratron appears to be an observatory for scanning the heavens, or perhaps a domed dwelling built by some eccentric desert resident. Although it is neither, there is an element of truth in both descriptions.

The building is 38 feet high and 50 feet in diameter, originally made without any metal fasteners. It was constructed by legendary UFO proponent George Van Tassel over an 18-year period, and remained uncompleted at the time of his death in 1978. Under private ownership today, it is open for tours and is frequently rented to such disparate groups as historical societies, scientists, astronomers, yoga and meditation groups, and musicians and recording artists.

According to Van Tassel, its location on a large magnetic vortex was critical to its intended function. The site was determined according to a complex set of theories involving the earth's magnetic field and the location of the Great Pyramid in Egypt and nearby Giant Rock, claimed to be the "world's largest free-standing boulder." He believed that the great weight of Giant Rock created a piezo-electric effect on its quartz crystals, thus generating the necessary magnetic field.

Van Tassel further stated that, in addition to the powerful magnetic forces, there was a large underground aquifer in the area. These conditions, along with concentrations of gold, copper, quartz, and granite, result in a powerful vortex of energy. The Integratron's parabolic shape, its "sacred geometry", is said to focus and amplify this energy, creating an environment beyond normal audible and visible parameters.

Our story of Giant Rock and the Integratron begins with Frank Critzer in 1930. In that year Van Tassel, born in Ohio in 1910, came to California to visit his uncle, who owned an automotive garage in Santa Monica. A penniless Critzer visited the garage in an attempt to get his automobile repaired. Van Tassel and his uncle took a liking to this friendly man who exhibited knowledge of desert prospecting. They invited him to stay at the garage while his car was being repaired and sent him on his way with a $30 grubstake. They also loaded up his car with canned goods, all in return for a promise to write to them and share in any mining claims that he might discover.

A year passed without any word. Then came a letter from Critzer with a hand-drawn map to Giant Rock. Van Tassel and his uncle left the next
weekend for the desert, where Critzer had tunneled out a small living space underneath the giant boulder. This served the dual purposes of being cool in the summer and warm in the winter, while eliminating the necessity to purchase lumber, nails, etc. to construct a more conventional dwelling. He graded five straight roads leading to Giant Rock, which are still in use today. He built a runway on the nearby dry lake and set out a windsock. Curious pilots saw it and began to land, and Critzer soon found himself in the aircraft repair business.

In July of 1942, in response to allegations that Critzer had stolen gasoline, dynamite, and tools from Banning and Palm Springs, he was visited by three Riverside County deputy sheriffs. There were also rumors that Critzer was using his desert airstrip to transport illegal aliens, had failed to register for the draft, and perhaps since he had a German name, that he was a Nazi spy using a clandestine radio to send reports to the Fatherland. Despite protests that they were in San Bernardino County and therefore had no jurisdiction, the deputies advised Critzer that they were taking him to Banning for questioning.

What happened next is subject to interpretation. Since Critzer was a miner and prospector, he often stored dynamite in his home under the rock. Some reports say that Critzer asked to get a jacket from his house before leaving, then went inside and blew himself up to avoid capture. Others say that he barricaded himself inside and refused to come out. One of the deputies tossed in a tear gas grenade, which ignited the dynamite. Either way, Critzer was dead, and the rumors could be neither proved nor disproved. Inside the remains of his home were a rifle, a radio (a receiver, not a transmitter), and binoculars, but the same could be said for many desert dwellers, and dynamite was sold to the public at the store in Twentynine Palms.

The explosion is also said to have destroyed Critzer's personal papers, some of which had previously been examined by Van Tassel. The paperwork allegedly detailed the manufacture of a glass crankshaft stronger than steel for internal combustion engines, and chemical formulas for plastics, which were unknown at the time. Also said to be missing was a nearly completed formula for what would later become Teflon.

George Van Tassel, friend and benefactor of Critzer, began working in the airline industry at the age of 17 in his native Ohio. After coming to California he worked for Douglas, Hughes, and Lockheed for 27 years. He was employed as a flight engineer, and according to Rosemary Evans was
considered somewhat eccentric by his associates. Evans states that even at this early time he was interested in the possibility of manned space travel. Van Tassel got Critzer a job with Douglas, and when Critzer left to live full-time in the desert, the two men frequently visited at Giant Rock. They forged a strong bond of friendship, and Van Tassel was shocked and dismayed by its abrupt end.

He was unable to visit Giant Rock until a month after his friend's death, finding the place stripped and Critzer's belongings hauled away. During the war years, while still mourning his friend, he continued to visit on family outings and vacations, and grew to love this spot in the desert.

In 1945 Van Tassel applied to the BLM to acquire the property and to make a proper airport here. In 1947 the paperwork was completed, and he finalized the lease on 2,600 acres of government land and moved here with his wife and three young daughters. They seemed like a normal family, except that they lived under a rock! More and more people flew in to the Giant Rock Interplanetary Airport, and they built the Come On Inn Café to feed campers, fliers, and rock hounds. Howard Hughes is said to have often flown in on weekends for a piece of the pie made by Van Tassel's wife. The locale became a popular desert destination.

In 1951 an event occurred that changed Van Tassel's life forever. According to his story, a great airship passed over the mountains on the far side of his airstrip. It seemed very large, perhaps 400 feet in diameter, and far faster than any normal aircraft. At first he kept his story to himself, but when the sighting was confirmed by two other men, George Van Tassel determined that he had seen an unidentified flying object. Unlike many others who claim to have had a similar experience, he set out to do something about it. If contact with alien beings was to be made, Giant Rock seemed a likely place to do so. He began holding weekly meditation meetings under the giant boulder, leading to what he believed were alien contacts received through channeling. These meetings continued on into the 1970s.

About 2 a.m. on the morning of August 24, 1953, Van Tassel was sleeping outside in the warm desert night, as he often did. He stated that he was awakened by an alien being from Venus named Solganda, who telepathically invited him to come into his spaceship, which was hovering nearby, 25 feet off the ground. He was actually taken up into the ship and shown its layout and propulsion plant, although it did not take off. He experienced nausea and dizziness in the process, but was helped through this by the aliens.
The Venusians were said to be impressed by the human race, but felt that human beings were hampered by their short life span. During his visit to the spaceship he was given instructions for a machine that would rejuvenate human cells, much like recharging a battery, thus increasing human longevity. Van Tassel described it as "a high-voltage electrostatic generator that would supply a broad range of frequencies to recharge the cell structure" and thereby extend human life for 20 to 50 years. This "machine" would come to be called the Integratron.

Construction began in 1954 and continued up to the time of Van Tassel's death in 1978, at which time the building was approximately 90% complete. Van Tassel helped fund construction of the Integratron by staging annual UFO conventions at Giant Rock for seventeen years and by asking supporters for donations. At their peak, as many as 15,000 people attended the conventions. Sometime around 1970 the conventions began to be frequented by a tougher crowd that seemed more interested in fighting and causing trouble than in UFOs, and the conclaves were discontinued.

In 1958 Van Tassel founded a scientific and philosophical organization called the Ministry of Universal Wisdom, Inc., for "the purpose of research into the unseen truths of life." He also founded the College of Universal Wisdom, which published a magazine, Proceedings, which featured articles and photos on UFO sightings, many of which were said to have taken place at Giant Rock. The Ministry called the Integratron "a time machine for basic research on rejuvenation, anti-gravity, and time travel." Howard Hughes was a big contributor to the project.

The building is unique. It was constructed as a 16-sided dome supported by glued and laminated wooden spines held together by the pressure of one ton of concrete at the apex. The dome was to rotate, generating 50,000 volts of static electricity. The concept was for seekers of rejuvenation, dressed in white clothing, to walk through the building while in operation, thus exposing every cell in the body to the cosmic forces that would prolong life.

During this time, Van Tassel made numerous TV and radio appearances, and authored several books outlining his theories. He was widely considered to be an expert on extraterrestrials and space travel. Despite all his efforts, however, he was unable to complete the Integratron before his death, passing suddenly on February 9, 1978 in Santa Ana. His epitaph read "Birth through induction, death through short circuit."
The machinery that was to make the Integratron operational was never installed, and whether it would have worked as advertised will never be known. The buildings on Van Tassel’s Giant Rock property were vandalized, and eventually fell into such a state of disrepair that the BLM had to bulldoze them. Some materials and equipment were also “salvaged” from the Integratron.

Today, the Integratron is privately owned and is open to the public for tours, “sound baths”, musical recording, meetings, etc. Although it never achieved its intended purpose, it remains as a monument to man’s continuing interest in UFOs, extraterrestrials, and contact with intelligent life from other planets and galaxies. Perhaps further instructions will be forthcoming some day, allowing the Integratron to fulfill George Van Tassel’s quest for cosmic enlightenment.
A NOTE ON SOURCES

Although there is considerable data on the Integratron, there are frequent conflicts among sources. Some of the sources are apocryphal, and it is difficult "to separate the wheat from the chaff." The author has made a good faith effort to present a balanced view of the subject, but cannot be held responsible for the final accuracy of the data.

The main source for the article was the Integratron's website, www.Integratron.com. It will also prove useful for those wishing more information on the subject.

Also used was an article entitled "The Legend of Giant Rock" by Pat Rimmington from the 1993 edition of the Landers Area Visitors Guide and Civic Directory.


Desert Magazine provided two sources: "This is a True Story about Mr. Van Tassel Who Lives in a Rock and Has a Time Machine", June Pearson, March, 1967 and "George W. Van Tassel and His Anti-Gravity Time Machine", Rosemary Evans, May, 1981.
GRUB STUB PRESENT TO COOK

BILLY HOLCOMB CHAPTER 1069 FALL CLAMPOUT
THE ANCIENT & HONORABLE ORDER OF E CLAMPUS VITUS

THE INTEGRATRON • APRIL 29th, 30th, May 1st, 6010

PRESENT THIS GRUB STUB OR YOU WILL NOT EAT

CAPUT TUUM IN ANO EST — ST VITUS LIVES
The Ancient and Honorable Order of E'Clampus Vitus

Billy Holcomb Chapter 1069

Post Office Box 56086 • Riverside • California • 92517

BILLY HOLCOMB CHAPTER 1069 OF THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS

PRESENTS ITS

SPRING 2005 CLAMPOUT

WHICH WILL BE HELD ON

APRIL 29, 30 and MAY 1, 2005

A BRONZE HISTORICAL MARKER WILL BE ERECTED TO COMMEMORATE

THE INTEGRATRON

LOCATED OFF HIGHWAY 247 IN LANDERS, CALIFORNIA

PBCs WILL BE CONDUCTED UNDER GRAND COUNCIL RULES

IN A CANDLELIGHT CEREMONY ON SATURDAY NIGHT

REDSHIRTS - $50.00 • P.B.C.s - $60.00

LATE SIGN-UPS AND WALK-INS WILL BE CHARGED $60.00

- NO PROMISE OF SHIRTS FOR LATE REGISTRATIONS -

REGISTRATION FEE INCLUDES A 'BADGE OF THE DAY', A HISTORY KEEPSAKE,

AND A MEAL TICKET GOOD FOR 5 FANTASTIC MEALS - IF YOU COME.. YOU PAY!

SPECIAL EVENT SHIRTS ARE BEING OFFERED WHEN YOU PRE-REGISTER!

BRING WATER, SHADE, CAMPING GEAR & YOUR FAVORITE BEVERAGES -

CONTAINER FIRES ONLY - BRING CLEAN FIREWOOD!

NO WIDDERS • NO PETS • NO DOGS • NO GUNS • NO BAD ATTITUDES

NO EXPLOSIVES • NO FIRING OF ANVILS • NO OHVs • NO KNIVES

MAKE YOUR PAYMENT TO: BILLY HOLCOMB ECV.

MAIL IT TO: Paul Renner, 1820 Arlington Ave., Torrance, CA 90501

CLAMPSITE ACCESSIBLE TO ALL VEHICLES • TRAVEL ON MARKED ROUTES ONLY!

SMALL SITES ″NO 30′ MOTORHOMES!"
CLAMSCHEDULE

FRIDAY
4:00 pm CHECK-IN (Unofficial) at the Official Place
6:30 pm DINNER is served by Clampchef Rick Gavigan & his crew of culinary experts at the Cookshack
7:01 pm Greybeards Dinner for all visiting Indignitaries: XNGHs, Humbugs, and Officers... At the Cookshack
7:32 pm CHECK-IN is Open. All PBC's report to the Hangman

SATURDAY
6:01 am All PBCs report to the Hangman's Camp
6:46 am PBCs & Sponsors meet at the Cookshack for Breakfast with the Hangman
6:57 am BREAKFAST is served at the Cookshack
7:20 am PBCs report to the Cookshack for Cleanup
8:10 am CHECK-IN is open (at the Official place) & it's Official!
8:30 am Presentation of PBCs to the Greybeards for Inspection, Enlightenment, Clamphistory, and Recitation on "How Good It's Gonna Be"
9:30 am Sign-ups for Clamper Olympics
9:53 am PBCs Leave for Monument Erection
10:17 am Clamper Olympics Begin
12:02 pm LUNCH is Served at the Cookshack
12:35 pm PBCs Report to the Cookshack for Cleanup
3:00 pm PBC Entertainment, Including IQ Test and Singing
5:16 pm DINNER is served at the Cookshack
5:45 pm PBCs Report to the Cookshack for Cleanup
7:12 pm PBCs report to the Hangman's Camp for Preparation for the Queries and the Ordeals
8:00 pm Candlelight Ceremony of Induction at the Hall of Comparative Observations... Also, Raffle Prizes and Clamper Olympics Awards!

SUNDAY
6:30 am PBC's report to the Hangman's Camp
7:01 am BREAKFAST is served at the Cookshack
7:57 am Camp Clean-up by everyone! Use the dumpster... Leave nothing behind!
10:30 am Plaque dedication at the Monument Site, X-PBC Certificates and Membership Cards distributed AFTER dedication!

HANGMAN
BRIAN "BATWING" NASH
SAYS...
"BRING A PBC"!
and show him the other side of the mountain in a way he will never forget!
But be sure he is clean, sober and not wearing women's clothing!
PBCs are under the authority of the Hangman at all times!

WHAT TO BRING
Your Favorite Beverages • Artificial Shade • Bring a P.B.C. •
All Your Camping Gear • Water - Dry Camp •

CLAMPSITE RULES
NO OHV'S, DIRT BIKES, OR ATC'S
"The Mule" is allowed for our Handicapped Brethren

SPECIAL EVENT SHIRT
Special Event T-Shirts are on sale for this event and can be ordered when you sign up before the cutoff date. These shirts are not on sale at the event, so order yours now and one for your PBC too. Mark your choices on the Sign-up Form.

NO PROMISE OF SHIRTS

Chapter intends to buy land... Donations to "Land Fund" will be accepted. Not tax deductible.

Directions to: **THE INTEGRATRON**

From Los Angeles and points west: The Integratron is located about a two and a half hour drive east of Los Angeles. Take I-10 east to the CA Hwy 62 exit (Yucca Valley, Joshua Tree, 29 Palms) past the highway 111/Palm Springs exit. Drive northeast about 25 minutes to the town of Yucca Valley. At the main intersection in town just past Carl's Jr., turn left at Old Woman Springs Road/Hwy 247. Drive 10 miles to Reche Road, where there is a large "Landers" sign on the right. Turn right, and drive 2.2 miles to Belfield Blvd. Turn left and drive about 1 mile. The Integratron is at the end of Belfield Blvd, just before the intersection of Linn Road. The Clampsite is at Homestead Valley Park, down the road from the Integratron. Look for the ECV signs!

* Coyote Pines
* Park
* Moose Lodge

"LET A BROTHER OF SOBRIETY HOLD THE REINS!"
THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS

Agreement and Release from Liability

1. I, ____________________________ acknowledge that I have voluntarily requested to accompany the Ancient and Honorable Order of E Clampus Vitus for the purpose of dedication various plaques and/or monuments to major and lesser events of California history.

2. I AM AWARE THAT THE MEETINGS OF THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS OCCUR IN THE WILDERNESS, AND THAT: DRIVING FROM MY POINT OF DEPARTURE TO SAID MEETING, HEREINAFTER CLAMPSITE; MY PARTICIPATION IN THE VARIOUS ACTIVITIES AT SAID CLAMPsite-AND DRIVING BACK TO MY POINT OF DEPARTURE ARE POTENTIALLY DANGEROUS AND HAZARDOUS ACTIVITIES. I AM VOLUNTARILY PARTICIPATING IN THESE ACTIVITIES WITH THE KNOWLEDGE OF THE DANGER INVOLVED, AND HEREBY AGREE TO ACCEPT ANY AND ALL RISKS OF INJURY AND DEATH, AND VERIFY THIS STATEMENT BY PLACING MY INITIALS HERE __________. INITIAL HERE

3. As consideration for being permitted by the Ancient and Honorable Order of E Clampus Vitus to participate in these activities, I hereby agree that I, my assignees, heirs, distributees, guardians, and legal representatives will not make a claim against, sue, or attach the property of the Ancient and Honorable Order of E Clampus Vitus or any of its officers or members for injury or damage resulting from negligence or other acts, howsoever caused, and by any member, agent, or officer as a result of my participation in or travel to and from the CLAMPsite. I hereby release the Ancient and Honorable Order of E Clampus Vitus and any of its officers or members from all actions, claims, or demands that I, my assignees, heirs, distributees, guardians, and legal representatives now have or may have for injury or damage resulting from my above-described participation at the CLAMPsite.

KNOWING AND VOLUNTARY EXECUTION

4. I HAVE CAREFULLY READ THIS AGREEMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY AND A CONTRACT BETWEEN MYSELF AND THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS, ITS OFFICERS, AND MEMBERS AND I SIGN IT OF MY OWN FREE WILL.

Executed at ____________________________, California, on ______________________ 20_____.

Releasor ____________________________ (signature required)

☐ Check here if this is a new address.

Name________________________________________________
Address _____________________________________
City ____________________________ State _____ Zip ______
Phone ____________________________
e-mail ____________________________
PBC's name ____________________________ (please include pbc application)

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Phil Holdaway-Archivist*
3559 N. Wall Ave.
San Bernardino, Ca 92404

BILLY HOLCOMB CHAPTER 1069 OF THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS presents

"THE INTEGRATRON"
TO THE GRAND NOBLE RECORDER:

I hereby petition for membership in the Ancient and Honorable Order of E Clampus Vitus. I certify that I have received my novitiate instruction from my sponsor, Clamper _______ and hereby solemnly affirm my belief in the Dictum of the Order, "PER CARITATE VIDUARIBUS ORPHANIBUSQUE, SED PRIME VIDUARIBUS" and wholeheartedly, without reservation, agree to render SATISFACTORY SERVICE at all times.

I further agree to present myself at the ECV Hall of Comparative Ovations at such time and place designated by the NOBLE GRAND HUMBUG, guaranteeing that I shall arrive fully equipped to negotiate the Chasm of Terror and Despair and to reach the safe haven of CLAMPERDOM.

As evidence of my good faith, I forward herewith my gold dust ($) in payment of the initiation fee usually charged each POOR BLIND CANDIDATE. In return I humbly beseech you to transmit my Badge of Office which I will proudly wear when presenting myself for infamous induction. I realize that without this Badge of Office, the Grand Hangman and the Damnfool Doorkeeper cannot permit me to enter the Hall of Comparative Ovations.

Be it known, if you are accepted and inducted, that to remain a Clamper you must attend each and every Clampout or send the required gold dust for remaining active if you can’t make it.

Application received ____________________________
Application approved __________________________
Application rejected ____________________________
Ritual taken ____________________________
Scroll mailed ____________________________
Witness my Hand and Privy Seal this ______ day of ______ 20 ______

TO BE DETACHED ONLY BY THE GRAND NOBLE RECORDER

PBC APPTITUDE TEST (to be filled out by P.B.C.)

check yes no

I am a jolly good fellow .............................................. □ □
I am interested in California / Arizona / Nevada / Utah History (state any Special Field) .............................................. □ □
I can draw or cartoon .............................................. □ □
I can sing .............................................................. □ □
I enjoy theatrical work ............................................. □ □
I play a musical instrument ...................................... □ □ (state which kind) .............................................. □ □
I am willing to help if called upon .............................................. □ □
I am not a jolly good fellow .............................................. □ □
(For G.N.R.) Clamperating __________

FOR P.B.C. TO FILL OUT. PLEASE PRINT

Full Name ____________________________________________
Mailing Address ______________________________________
City ____________________________ State ______ Zip ______
Phone # ( ) ____________________________
Occupation ______________________________________
Age ______ Place of Birth ____________________________
Bob Green, Noble Grand Humbug of Billy Holcombe Chapter 1906 of the Ancient and Honorable Order of E. Clampus Vitus, in association with the Morongo Basin Historical Association, recognizes the Integratron as historic site on Sunday morning. This Clamper chapter is a lifetime member of the MBHS.

Earthlings extol Landers rejuvenation machine

By Sara Munro
Hi-Desert Star

LANDERS - Cars lined both sides of the road outside the Integratron, which was blazing a brilliant white in the morning sun this weekend. About 400 Clampers, members of the fraternal organization E. Clampus Vitus, clad in red T-shirts and black hats, mingled and drank beer. They gathered, in all their finery, for the dedication of the Integratron as a Morongo Basin historic site on Sunday.

It’s safe to say that aside from their function assigning historical landmarks in the West, this group of spirited individuals likes to get together with the fraternal order for a good party. It’s been said that it’s unclear whether they’re a historical drinking society or a drinking historical society.

The Billy Holcombe Chapter 1906 of the Ancient and Honorable Order of E. Clampus Vitus, in cooperation with the Morongo Basin Historical Society, recognized both the Integratron and its builder, George Van Tassel, part mad scientist, part influential member of the 1950s UFO contactee movement, for their unique and unusual history.

The plaque reads, “The Integratron is the creation of George Van Tassel and is based on the design of Moses’ Tabernacle, the writings of Nikola Tesla, and telepathic directions from extraterrestrials.”

Historical tidbits refer to the Giant Rock airport opened by Van Tassel in 1947, his alleged contact with extraterrestrials initiated in 1953 and 17 spacecraft conventions he held for UFO enthusiasts.

Green was 12 when he met Van Tassel in 1968, and he also participated in early space conventions, where he met Bob Short, who claims to have been a contactee in 1952. Short also spoke at the ceremony.

Established in 1969, the Billy Holcombe chapter has erected 116 monuments and plaques across Southern California. The E. Clampus Vitus chapter is also a lifelong member of the Morongo Basin Historical Society. The Clampers conveniently “clamped out” just down the road from the Integratron at the Homestead Valley Park and Recreation campground.

For more photos and details on the Clampers, turn to page 12.
Volunteers swear in as sheriff's newest eyes and ears

By Michelle Willey
Hi-Desert Star

MORONGO BASIN — The faces of six new volunteers will be seen helping the sheriff's department around the Basin, having graduated from their Citizens on Patrol volunteer training Monday evening at Sizzler in Yucca Valley.

Sheriff's Capt. Jim Williams told the volunteers without them the sheriff's deputies and officers wouldn't be able to do what they do.

"You are really stepping up to the plate," said Williams.

The volunteers help keep the communities safe and the sheriff's department really thanks them for their service, added Williams.

Sheriff’s Safety Specialist Arden Wiltshire talked about the program and the six volunteers went through.

Wiltshire said during the training they had a lot of fun and tried their best to teach each volunteer everything about being a sheriff’s volunteer including being the eyes and ears for the community.

With the help from Williams, Lt. Donnie Miller, Sgt. Richard Boswell, Sgt. Dale Mondary and Yucca Valley Town Council member Frank Luckino, the certificates were presented to the graduates.

Michael Mansell and Brian Washburn are taking on the task to help to cover Yucca Valley.

Darryl Jones and Robert Culp will be joining the Chaplain Corps.

Lynn Meese will be handling up with the equestrian patrol and Frank Frans will be helping out as a citizen patrol officer in Joshua Tree.

After all the graduates received their certificates, Williams swore them in.

Michael Mansell shakes hands with sheriff’s Lt. Donnie Miller during Mansell’s graduation ceremony as a new citizen patrol volunteer.

Hi-Desert Star Ad

GREAT AMERICAN AUTHORS PROGRAMS CONTINUE

Scholar Randy Fischer will highlight California authors Joaquin Miller, Ray Bradbury and Walter Mosley.

Fischer will give an overview of the life and influences on the authors. Short video clips will be shown.

Your Local Weather

Wed

Thu

5/4

5/5

75/57

64/51

F

G

Winds W at 10 to 15 mph.

Wed

Rain showers. Highs in the upper 60s.

Thu

Highs in the low 30s.

Lows in the low 50s.
Meet the Clampers

The Ancient and Honorable Order of E. Clampus Vitus, which has no direct Latin translation and is just one of the group's many inside jokes, was established in the Sierra foothills in the California gold rush era. Miners considered too low-brow for admission into the Masons or the Independent Order of Odd Fellows got together and made their own organization which spoofed and mocked the intricate and secret rituals of other fraternal orders. It provided entertainment, camaraderie and community for the growing population of miners. Later they developed a social calling and provided assistance to the widows and orphans of miners killed in the diggings.

"We take our history seriously," said Green, laughing. "We don't take ourselves seriously. We are somewhat secret and outrageous."

According to Ex-Noble Grand Humbug Mansel Hutsell, they're more goofy than anything, and their secrets are "all in jest."

There are 150,000 Clampers throughout the western states with 2,800 members from San Bernardino and Riverside counties in the Billy Holcombe chapter. According to Hutsell, it's the fastest growing fraternal order in the country.

Representatives from the Morongo Basin Historical Association and the Pioneertown Posse are present for the dedication of the Integratron; from left are John Ziagos, Anitra Ekstrom and Greg and Kim Hary.

Right: Bob Short, who knew Integratron builder George Van Tassel, speaks at the ceremony.
School custodians deserve more thanks

ISSUE: The men and women who clean schools

OPINION: School custodians fight dirt, grime and messes most of us would run from — and they frequently do it with little thanks.

Being a school custodian has to be near the top of the list of jobs for which no amount of payment could ever be enough. For most parents, cleaning up after one or two youngsters could be a full-time job. Imagine cleaning up after 800 kids — some very neat and clean, others holding the opinion that a bathroom ceiling just isn't complete until it's dripping with spitballs.

That's why we were so pleased to see the Yucca Valley Masonic Lodge had decided to add to its annual student awards, an awarding of school custodians, as well.

A list of those honored appears on A4 of this edition.

The task of a school custodian is thankless and messy, to say the least. Think back to your own public school's cafeteria or bathroom. Remember that kid who had trouble keeping the meatloaf surprise down, and you'll realize while those messes may seemed to the schoolchildren to magically disappear, there was actually a small staff (or maybe just one person) wielding mop and broom against an avalanche of garbage and muck.

Like other school staffers, they are at school before it starts and stay long after the last bell rings. They return set up for night meetings and weekend events and stay until the shindigs break up so they can clean and get everything ready for the kids to return.
The Integratron in Landers was built as a "rejuvenation machine." Today, it is frequently the site of concerts; its structure is said to produce a "sound bath" effect.

LANDERS — The Integratron, designed by the engineer George Van Tassel as a rejuvenation and time machine, will be honored as a historical site by the Ancient and Honorable Order of E. Clampus Vitus, Billy Holcomb Chapter 1069, in cooperation with the Morongo Basin Historical Society in a special dedication ceremony at 10:30 a.m. May 1 at the Integratron in Landers. Approximately 400 "Clampers" — members of the historical E. Clampus Vitus fraternity — are expected in attendance from throughout the Southwest. The public is invited to attend the dedication ceremony and the ensuing docent-led tours.

The monument's plaque will read in part: "In 1947, (George) Van Tassel began operating the Giant Rock Airport a short distance northeast of here, and in 1953 initiated communications with extraterrestrials. He subsequently hosted 17 spacecraft conventions for UFO enthusiasts."

"The purpose of the Integratron is the rejuvenation of the human body, similar to recharging a battery, and basic research in time travel. "According to Van Tassel, the Integratron is located on an intersection of powerful geomagnetic forces that, when focused by the unique geometry of the building, will concentrate and amplify the energy required for cell rejuvenation. This energy is created by the revolution of an external ring at the shoulder of the building, generating electrostatic forces that are fed to the stator centered in the lower room."

For more on the Integratron, visit www.integratron.com
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HI-DESERt MEDICAL CENTER
Your Partner for Life
Integratron owners, sisters Nancy and Joanne Karl, hold helmets created by UFO enthusiasts at the dedication ceremony Sunday.

Belief in space aliens inspires Inland group

INTEGRATRON: Some claim a landmark desert building was inspired by visitors from Venus.

BY DARRELL R. SANTSCHI
THE PRESS-ENTERPRISE

LANDERS—Bob Green is the noble grand humbug of the Billy Holcomb Chapter of the Ancient and Honorable Order of E Clampus Vitus.

He says he believes that an alien from the planet Venus dropped by this San Bernardino County desert community half a century ago and provided instructions for building a combination time machine and fountain of youth.

When Bob Green says he believes something, it may or may not be true.

“We believe because it is absurd,” he said. “That’s our credo.”

About 200 of the 400 members of the Holcomb chapter, serving Riverside and San Bernardino counties, turned out in Landers recently to dedicate a historical marker that they — and the Morongo Basin Historical Society — erected at Belfield Bou-
of its literacy program. The organization, which provides schools with book grants, is donating $3,500 to Vermont to buy new library books.

Wal-Mart salutes Grand Terrace teacher

Third-grade teacher Enrique “Vidal” Cesena of Grand Terrace Elementary School has been honored as part of Wal-Mart’s ninth annual Teacher of the Year program.

As one of the program’s local honorees, Cesena will receive a certificate and a blue, Wal-Mart award on May 21 in San Diego.

Troops to Teachers is a program that helps those in the military become teachers, primarily for math, science and special education.

James was in the Army for 22 years and has been a teacher for nine years.

Board of Education hires two principals

The Fontana Unified School
Bob Green says he believes that an alien from the planet Venus visited Landers half a century ago, giving instructions for a combination time machine and fountain of youth.

**The Plaque**

The Historical Plaque

placed at the Integratron by E Clampus Vitus and the Morongo Basin Historical Society reads in part:

"The Integratron is the creation of George Van Tassel, and is based on the design of Moses' tabernacle, the writings of Nikola Tesla, and the telepathic directions from extraterrestrials. The domed structure, 38 feet high and 55 feet in diameter, was originally constructed of wood and fiberglass without the aid of metal fasteners... He subsequently hosted 17 spacecraft conventions for UFO enthusiasts. The purpose of the Integratron is the rejuvenation of the human body, similar to recharging a battery, and basic research in time travel. According to Van Tassel, the Integratron is located on an intersection of powerful geomagnetic forces that, when focused by the unique geometry of the building, will concentrate and amplify the energy required for cell rejuvenation... Construction began in 1957, but was incomplete at Van Tassel's death in 1978."

"When I'm 89 years old, I'd be lucky enough to live that long. I'd sure like to see it still standing here for generations to come," he said.

He's not troubled by the fact that nobody can prove the Integratron is real.

"Would it have worked? In my opinion, yes," he said. "I don't believe they would have gone to all the trouble — the Venusians themselves coming and giving this project to mankind — without some kind of credence to it."
boring well after rattlesnake bite

The girl was treated with antivenom and was "doing well, for being bit by a snake," hospital spokesman Joel Jameson said late Sunday. Jameson said the girl would remain in the hospital overnight before being discharged.

The area that bit the girl, according to Dr. Sean Bush, a physician with the hospital, is not uncommon in the area.

"We've had a lot of rattlesnakes coming out now," said Kathy Seery. Although snake sightings are common on park grounds, someone bitten is still "quite rare," Seery said.

The girl who bit had followed her family on foot down a U.S. Forest Service road to the lakeshore, Pettit said.
A Sacred Geometry of Stars

The starry Milky Way stretches over the Integratron in Landers.
The Yucca Valley American Legion has selected four high school students as delegates to California's Boys State. The program is modeled after California's government structure, with mock state, county and local governments. Accompanying them will be American Legion member Mike Morrison and Past Commander Rolin "Bud" Young, himself a Boys State alumni. As a high school student in Crown Point, Ind., he participated in Hoosier Boys State in 1940. He now is a counselor in California's program. From left are Young, Joshua Springs Christian School counselor Beth Bogue, Joshua Springs students Raymond Boetger and Kyle McClay, Yucca Valley High School student Chris Fleischman, YVHS counselor Bob Hettig and Morrison. Not pictured: Reid Schweitzer and Connor Tucker.
INTEGRATRON BELIEVERS FLOCK TO DOME

The power of sound

ABOVE: Cody Hanford, 29, of Joshua Tree rises from a sound bath at the Integratron dome in Landers this weekend.

LEFT: Hundreds of people gathered to view the Perseid meteor shower and receive rejuvenation from sound baths. The Integratron was based on the design of Moses' tabernacle, the writings of Nikola Tesla and supposed directions from extraterrestrials. The Integratron's Web site says it is an "acoustically perfect" sound chamber.

Crowd gathers during meteor shower

By Andrew Edwards Staff Writer

LANDERS — It feels as if sound waves are vibrating up, down and around the skull.

Hummmmm. The sound waves move from the jawbone to crown.

Hummmmm. The sound reverses course, descending below the ears and eyes to the where the head joins the neck.

'Hummmmm.

What's happening is called a "sound bath." The place is the Integratron, a two-story dome at the outskirts of civilization.
TODAY IN HISTORY

Today is Tuesday, Aug. 18, the 230th day of 2009. There are 135 days left in the year.

In 1587, Virginia Dare became the first child of English parents to be born on American soil, on what is now Roanoke Island in North Carolina. (However, the colony Virginia was born into ended up mysteriously disappearing.)

In 1846, U.S. forces led by Gen. Stephen W. Kearny captured Santa Fe, N.M.

In 1894, Congress established the Bureau of Immigration.

In 1920, the 19th Amendment to the Constitution, which guaranteed the right of all American women to vote, was ratified.

In 1963, James Meredith became the first black student to graduate from the University of Mississippi.

In 1969, the Woodstock Music and Art Fair in Bethel, N.Y., which had fallen behind schedule, finally wound to a close after three nights with a midmorning set performed by Jimi Hendrix.

TODAY’S BIRTHDAYS

Former Interior Secretary Wally Hickel is 90. Former first lady Rosalynn Carter is 82. Movie director Roman Polanski is 76. Attorney and author Vincent Bugliosi is 75. Olympic gold medal decathlete Rafer Johnson is 74. Singer Johnny Preston is 70. Actor Christopher Jones is 68. Actor Henry G. Sanders is 67. Actor-comedian Martin Mull is 66. Comedian Elayne Boosler is 57. Actor Patrick Swayze is 57. Country singer Steve Wilkinson (The Wilkinsons) is 54. Actor Denis Leary is 52. Actress Madeleine Stowe is 51. The president of Mexico, Felipe Calderon, is 47. Bluegrass musician Jimmy Mattingly is 47. Actor Adam Storke is 47. Actor Craig Bierko is 44. Rock singer and hip-hop artist Everlast is 40. Rapper Masta Killa (Wu-Tang Clan) is 40. Actor Christian Slater is 40. Actor Edward Norton is 40. Actor Malcolm-Jamal Warner is 39. Actress Kaitlin Olson is 34. Actress—director Judd Hirsch is 33. Actor-comedian Andy Samberg (TV: "Saturday Night Live") is 31. Actress Parker McKenna Posey is 31.

REGIONAL EARTHQUAKES

Unofficial results for Mega Millions

DAILY 3 Afternoon: 54. 09. 95. 17. 41
DAILY 4 4, 3, 1, 7
FANTASY 5 10, 15, 22, 31, 32
SUPER LOTTO PLUS 7, 9, 25, 29, 47/Mega b
MEGA MILLIONS Tonight’s estimated

SLICE OF LIFE

A little old lady sits on a park bench. A hip-hop artist walks by and sits down next to her.

After a few minutes, the woman asks, "What are you doing here?"

He replies, "I’m looking for a park bench."

"So, if you weren’t here, how would you know this is a park bench?"

"In prison," he says. "Oh my!" she says. "What reason would you have for a park bench?"

He looks at her for a moment and says, "I kill people, I like sitting on the bench."
listened to and felt. The tones droning sounds that pitched included bell-like rings to low, generated from a set of seven quartz bowls - can be both the best ways to do it is to both sides of your brain, one of meditation-like experience.

Another participant, Terry Kuwano, 52, of Rolling Hills Estates compared her minutes spent in the sound bath to "heaven on earth." The sound chamber has its own multicultural shrine for visitors who have felt as if the sound bath has been a particularly profound experience.

"If nothing else, it's a great opportunity to lie down and think soothing thoughts," he said.

Another participant, Terry Kuwano, 52, of Rolling Hills Estates compared her minutes spent in the sound bath to "heaven on earth." The sound chamber has its own multicultural shrine for visitors who have felt as if the sound bath has been a particularly profound experience.

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Send your calendar items to calendar@inlandnewspapers.com

Learn to buy, sell foreclosed properties

A free foreclosure workshop will be held from 5:30 to 7:30 p.m. at the Norman F. Feldheim Central Library, 555 W. Sixth St., San Bernardino. Presented by the California Foreclosure Institute, the workshop will cover how to get started finding and buying foreclosed properties. Information: (888) 285-0101, www.foreclosureworkshop.net.

GOT NEWS? WE WANT IT

E-mail your news items to us at citydesk@inlandnewspapers.com or call 909-386-3877.

Crash probe under way

Small plane took off from Redlands

By Jesse B. Gill Staff Writer

HESPERIA — A man and a woman were killed when the plane they flew in crashed north of Hesperia Airport.

Federal Aviation Administration spokesman Ian Gregor said the couple, whose identities have not been released, were the only two aboard the Cessna 152 when it took off from Redlands Municipal Airport and crashed under unknown circumstances just north of Hesperia Airport.

Gregor said the single-engine 1978 Cessna crashed about 11:20 a.m. Sunday.

The San Bernardino County Sheriff's Department is investigating the crash.

"We found out about it when a citizen who lived near the Hesperia Airport called 9-1-1 and said he saw a plane disappear, and he was concerned about it," said Sheriff's Department spokesperson Arden Wiltshire.

"He said he saw smoke, too."

Arriving San Bernardino County Sheriff's deputies from the Hesperia station found the single-engine plane downed in the area of Summit Valley Road south of Los Flores Road in Hesperia. San Bernardino County Fire Department paramedics responded to the scene and determined that the two occupants of the airplane died on impact, Wiltshire said.

The plane went down in a mostly rural area, and there were no other injuries than on the plane's occupants, Wiltshire said. There were no structures damaged in the crash.

The names of the victims will not be released until the San Bernardino County coroner can notify their families, according to the coroner's Web site.

The coroner will conduct an autopsy on the victim's bodies this week to determine the causes of their deaths, according to the Web site.

Redlands Municipal Airport Manager Todd Housley said he does not yet know what time the plane left the airport.

The Associated Press contributed to this report.
CONDOR FIELD
TWENTYNINE PALMS
AIR ACADEMY

OCTOBER 7th, 8th, 9th, 2005

HELD UNDER THE REIGN OF NOBLE GRAND HUMBUG
BOB "SHORTNECK" GREEN
Condor Field
Twentynine Palms Air Academy

As early as 1937 the 29 Palms Chamber of Commerce made plans to acquire federal land at Mesquite dry lake for an airport, resort hotel and golf course. The local Valle de las Vistas Club had been active in road development on the north side of the area for scenic auto tours as well as access for potential homesteaders and tourists. Plans also included land yachting and sport soaring. These ambitious plans however never materialized as on December 7, 1941 World War II intervened and military needs took precedence.

Interest in the use of gliders as weapons of war first came to world attention with the successful use of glider borne troops by Germany in the capture of the Eben-Emael fortress in Belgium in May, 1940. This was followed in May, 1941 with the invasion of the island of Crete in the Mediterranean by German airborne troops using assault gliders. The U.S. government then decided to build a glider force “second to none in the world” in the words of General Henry “Hap” Arnold.

This event heralded great changes in the sleepy desert town of Twentynine Palms. It was here that the Army activated a glider training program at the 29 Palms airport on Mesquite dry lake under contract with the newly formed Twentynine Palms Air Academy. On October 3, 1941 F.R. “Bob” Whyers, obtained a contract for training army glider pilots under the supervision of the West Coast Air Corps Training Center. The contractor was required to “furnish and maintain, without expense to the Government, all necessary equipment, flying fields, supplies and facilities, and to furnish competent ground school and glider instructors. No flying instructor was to be employed without the approval of the Contracting Officer, and all instructors were required to have appropriate certificates of proficiency from the Civil Aeronautics Authority.” Due to the army’s total lack of experience in training glider pilots the program got off to a slow start.

On January 1, 1942 two offices were appropriated in the Tinlin bldg. in Twentynine Palms for administrative use. According to the Desert Trail “The ground school of the first class (42-1) which consisted of twelve second lieutenants was held at the Smoke Tree Broiler. They slept in convertible houses near 29 Palms Hwy., such as are used on movie sets.

The Desert Trail on January 16 reported that initial construction of buildings and facilities on the base would employ some 200 men and take a month. These facilities would eventually include a canteen, bowling alley and a swimming pool 90 X 120 & 12 feet deep as well as barracks offices, hangers and a control tower.

At the start there were no buildings and only one glider.” That one glider, a Schweitzer (Schweizer) TG-2 affectionately called the “gray goose” was launched by auto and winch tow. There were no tow planes available. Graduation ceremonies for the first class of 12 second lieutenants took place at the 29 Palms Inn on February 18, 1942.
The program called for 30 hours in two-place training gliders at Twentynine Palms which includes training in auto, winch, and airplane tow and further training in transport gliders at an advanced Army school. This was the start of what was to become the 1,000 Glider Training Program approved by General Arnold, Deputy Chief of Staff for Air on December 20, 1941 and formally inaugurated on February 19, 1942 which called for this number to be graduated by January 1, 1943.

“Among the policies established were the personnel procurement basis of enlisted men with previous aviation experience, promotion upon graduation to the grade of staff sergeant, the rating of glider pilot, primary training at civil contract schools, and advanced training at army schools.”

The program was eventually increased in several phases to a 6,000 Glider Pilot Program on May 8, 1942. It specified that 3,000 pilots be trained by September 1, 1942 and the remainder by December 31, 1942. It directed that “the 6,000 Program was to be accomplished by reducing the training program to six weeks duration. Trainees were now to receive 30 hours within four weeks on cub type aircraft, 8 hours within one week on one or two-place gliders, and 8 hours within one week on nine- or fifteen-place gliders, for a total of 46 hours' instruction.”

To accomplish these goals new Army glider schools were established under the jurisdiction of the Southeast, Golf Coast and West Coast Air Forces Training Centers. Two training centers were already operating, The Twentynine Palms Air Academy under the jurisdiction of the West Coast Training Center and the Elmira Area Soaring Corporation located in Mobile, Alabama, under the Southeast Training Center.

Times were tough and businesses were hurting. It was depression days but in this hardscrabble little town it was hardly noticeable. Many of the early homesteaders were World War I veterans and others afflicted with lung problems. They were sent out from Pasadena by Dr. James Luckie who would be later honored as the “Father of Twentynine Palms.” Lincoln Stonecipher an active member of the Chamber of Commerce and the Valley de las Vistas Club stated “The Academy is a wonderful thing for Twentynine Palms, for without it the town would probably vanish.”

The base brought prosperity to the town. A massive building program commenced employing 200 men to construct the 25 buildings on what the Army renamed Condor Field. These included barracks, mess hall, hospital, recreation hall and canteen as well as a large swimming pool and bowling alley.

During Condor Field’s Army days former child star Jackie Coogan flew gliders here and S/Sgt. Eduardo Cansino, Rita Hayworth’s brother, was assigned to the weather station at the base. Lieutenant Jimmy Stewart once paid a visit. Pinky Garlock who worked as a cashier at the canteen remembers Jim Backus as a popular tow pilot. A steak dinner was 60 cents. Steaks were 1 ½ inches thick & 15 inches in diameter. Gwyn Ferry worked as a waitress and was voted Miss Condor Field in 1943. She eventually married pioneer Bill Keys’ son Willis.
During the first year of operation 1240 aviation students and officers completed the glider pilot training course with only 39 eliminated. The amended contract called for the government to pay the academy $561 for each student who passed the course and for those who failed, $18.70 for each hour of flying instruction received. The initial contract called for four weeks of instruction including night flying.

Under provisions of a second contract dated March 27, 1942 the contractor was no longer required to furnish gliders and airplanes. The number of students in each class was increased to approximately 60 with classes starting at two week intervals. Total payment of contract not to exceed $605,880. Instruction, not to exceed four weeks, now included instruction in night flying.

On June 13, 1942 a provision to the contract required the contractor to provide not less than $50,000 insurance for damage to property of others. The contractor was to provide lodging and board for the students not to exceed their allowance from the government for this purpose.

On August 4, 1942 the length of the training was reduced to two weeks with classes entering every week.

In order to get the gliders airborne various methods evolved. At first an auto would pull the glider which was attached to a long steel cable. This was replaced with a fleet of 12 especially designed Ford Mercury trucks with a 327 cubic engine and a one-speed transmission that would accelerate to approximately 50 mph and bring the glider up. Charley Matherly, who was in charge of maintenance and all ground equipment, and his crew than developed the winch system which went through several modifications. A chassis mounted engine would drive a drum containing the cable which was attached to the glider far down field. The winch operator sat in a protected cage and engaged the drum which would rapidly pull the glider until it was above the winch where the cable would be disconnected and the glider would be in free flight. The released cable would then parachute back down. A truck mounted version evolved which could launch two gliders side by side and finally to get more gliders into the air at a time an aircraft was used for towing. The first was the L1-A which could pull three gliders at a time.

Skyways Magazine in its November, 1942 issue stated:

"You must be a licensed power-plane pilot with thirty-five hours in the air before you can start." If you are accepted the next step is "five weeks’ instruction at preliminary glider schools in light power-driven airplanes." The next hurdle is "two additional weeks in making ‘dead stick’ landings as an intermediate step to operation of gliders." And finally "Actual glider training will consist of a two-week course in two-place and larger gliders." The article goes on to state:

"On that field all the launching is done by tow planes, which take up two gliders at a time. The gliders stand ready at the take-off mark. The ropes are reeled out by the windlass car from near each glider to a common point where both will be attached to a plane. One rope is 300 feet long, the other perhaps 250-a precaution against the remote possibility of accident through the gliders’ side-swiping one another. The pilots take their
places, the aides tilt up the right wing from the ground to horizontal and stand by to signal to the plane, the ropes are attached to the tow plane, to the gliders; the plane taxis slowly downfield until the cables tighten, each aid drops an upraised arm to show that the gliders are in motion, the plane moves forward more rapidly, the gliders speed up and presently leave the ground, the plane raises next, and all three are off for a predetermined height of, say 4,000 feet. When they are up there, you see the gliders cut loose and turn outward away from the plane—again a precaution, against a possible tangling with the now dangling tow lines. The gliders go about their business of doing lazy eight’s, perfect stalls, precision spins, or whatever their specific ground instructions may have called on them to do. The plane circles round at a lower altitude, drops their cables conveniently and safely far down the field, the windlass car races out and reels them in, relays them in a V, and two more gliders take off. Presently the first two come slipping slowly, steadily, silently down, landing as lightly as a leaf.

The routine timing for such flights is fifteen minutes for going aloft and fifteen minutes for the downward glide, but in the long, hot afternoons there is a relaxation, and soaring can be done—with a two-hour limit. Riding thermals up to 10,000 feet is common and some exceptional records of 15,500 and 16,200 feet have been made...Night doesn’t stop the work of this twenty-four-hour, seven-day sky school where time is of the essence. Here are some of the official orders as to night-gliding precision and technique:

“Tow planes with double tow will be scheduled to take off at prearranged intervals, ranging from 10 to 15 minutes. The flight path of the tow plane will be so governed that the gliders may cut loose directly over the field at the end of 15 minutes of tow. The schedule has been so arranged and timed that it is absolutely imperative for each tow pilot to adhere to the scheduled times. This schedule has been so arranged to allow a safe distance between each aircraft at any one time. Since there are to be several gliders and tow planes in the air at once, a hazard will be created if the tow plane is off schedule during any part of its flight from take-off through release, landing and taxiing back to take-off position. Understanding this, no tow plane will take off except on exact schedule.”

Most of the students were enlisted men, preferably with some flying experience, who upon graduation from the advanced Army glider course became non-commissioned officers with the rank of Staff Sergeant. In all 1600 Glider pilots out of the 5000 that the Army produced trained at Twentynine Palms Air Academy during its 15 months of operation.

Types of gliders flown were Schweitzer TG-2’s, Aeronca TG-5’s, and Taylorcraft TG-6’s. To train glider pilots, Aeronca developed the TG-5 out of the 058, a standard liaison aircraft. The engine was replaced with a new front fuselage with a nose seat and the landing gear was lowered. The TG-6 built by Taylorcraft was a similar glider but with a wider wing span. Due to the wingload they were used for short duration take off and landing training not for long soaring flights.

The Bowlus all-plywood plastic glider was also successfully tested at Condor Field.

Entertainment in those days was at the Rollerink and 29 Palms Theater at Smith’s Ranch. There were Saturday night dances at the Smoke Tree Broiler. The Joshua Tree, the
Mission Inn, the 29 Palms Inn and Jessie Harters (formally Graham’s Cafe) at the Plaza were the best places to eat. The fountain at Kenney’s Drug Store and Dean’s Coffee shop were local hang outs. There was also a USO building in town. USO dances were occasionally held in the mess hall at Condor Field with young women in 29 Palms volunteering to be dance partners.

In March, 1943 the basic training of glider pilots was suspended at TAA as it was all over the country and Condor Field was switched to Power Pilot Training. PT-17 Stearman’s were used as well as Vultee BT-13’s. The base then came under the direction of the 17th Army Air Forces Flying Detachment.

The town provided good lodging for the officers. In April, 1943, The Flying Condor, the base newsletter under the heading The Adobe Condor Club stated:

“Before the war the Adobe hotel was the mecca for the movie stars and tired business men who were seeking the relaxation that only the desert can bring. Now it has all been changed, for it has been taken over by the Academy and made into the BOQ for Condor Field Officers.

Situated on a high eminence overlooking the valley it combines rest and relaxation. A nine-hole golf course lies immediately back of the hotel and immediately in front of the sun parlor are seen the badminton and croquet courts with the shooting range near at hand. Great cactus gardens are tastefully distributed over the grounds and are now in full bloom.

The lobby, with an enormous fireplace, and the enclosed sun porch offer plenty of space for card parties whenever the urge strikes the officers for relaxation. The commodious dining room, under the vigilant eye of the chef, has made it the meeting place for those who desire to eat in quiet and talk over the problems of the day.

Under the management of M.Garnett Watkins the Adobe Condor club has proved itself to be one of the best BOQ’s in the country and the list of waiting officers desiring accommodations there merely proves that it was a needed adjunct in the lives of the officers.”

The Desert Trail of July 16, 1943 stated that over 98 per cent of the civilian crew at Condor Field including flight and ground instructors as well as mechanics joined the Air Corps Enlisted Reserve. “The induction, it is explained by officials, is in line with a nationwide move on the part of civilian flight schools, to assure retention of their experienced personnel for instruction purposes following recent announcement by the selective service organization to the effect that no further deferments will be granted men of military age.”

The Army officially closed the base on April 30, 1944 with equipment moving to Victorville and March Field. The base was not idle for long for in July, 1944 the US Navy took over using it to train its flyers. It was officially called the Twentynine Palms Naval Auxiliary Air Station. Marston Matting was installed by the Seabees on the runway to accommodate the heavier aircraft. In all 51 squadrons completed gunnery, rocket and bombing training. In October the Adobe Hotel (later called El Adobe) on Two
Mile road provided accommodations exclusively for naval officers and their families continuing the tradition set by the Academy for Condor Field Officers.

The Navy announced the closing of the Naval Air Station in September, 1945 shortly after the Japanese surrender ended World War II. It was not until August, 1947, however, that the War Assets Administration (WAA) turned over the base with its 25 buildings to San Bernardino County. The Twentynine Palms Chamber of Commerce in turn took over the project for sub-leasing and in January, 1948 the chamber leased it to Cameron C. West and Dorothy West, local pilots who planned an air motel and resort project. The base was to be known as the Twentynine Palms Municipal Airport. Plans were also made for the CHP (Civil Air Patrol) to open an “Academy of the West” here for potentially several hundred students. Historian Lucile Weight stated, “Money had been placed in escrow against the lease, which would be transferred by the chamber to a San Bernardino civilian incorporated non-profit foundation, which in turn would be under direct CAP supervision. Plans called for a six-year course including academic subjects, flight theory, ground aviation, flight training, aeronautical engineering, and mechanical training. Cam West was to be retained as part of the operation”. These plans were dashed when the CHP officials in Washington retracted their previous approval for the Academy.

Wright further states, “In Navy days, many top entertainers came here, and Twentynine Palms became widely known through the weekly broadcast. Jack Benny did a world broadcast from the Naval Station in April, 1945. Other favorites performing here were Rochester and Mary Livingston, Phil Baker, Edgar Bergen and Charlie McCarthy.”

It remained in this state until 1952 when during the Korean War the Marine Corps took it over as a training center under the supervision of Camp Pendleton. It obtained base status on February 1, 1957. In 1979 it officially became known as the Marine Corps Air Ground Combat Center. The base covers 932 square miles.

The former glider pilots were a tough bunch. The “G” displayed on their silver wings they proudly said stood for guts. Gliders were used during the invasion of Sicily, at Normandy and in Holland, Belgium and Germany as well as in China, Burma and the Philippines.

According to the Silent Wings Museum Foundation in Lubbock, Texas where they have a museum located at the Lubbock International Airport, the life expectancy of pilots in combat is:

- Bomber Pilots 1 hour 46 minutes
- Fighter Pilots 19 minutes
- Glider pilots 17 seconds
The Colonel's Tow

O.K. Here is my story, now mind what I say
The Colonel went flying, and did it this way.

In a power plane with a tow astern
New experiences he did learn.

He roared down the field in an 0-49
The gliders a bobin on the end of the line.

The barracks loomed up and he kept straight ahead
Three puzzled students wished they were dead.

He came back on the stock; the students did too
They all missed the roof by an inch or two.

They zoomed the pool and on the other side
He opened the throttle full and wide.

Across the desert we all did go
Dodging cactus to and fro.

We finally gained altitude to a certain degree
An the Colonel went off on a regular spree.

Standing on wing tips I finally cut loose
Flying along in the Old Blue Goose.

He turned a square corner with the 0-49
And down came King with the old tow line.

Bean cut loose with a startled yell
And away went the Colonel like a bat out of hell.

To all future students we want you to know
Don't fly with the Colonel on a triple tow.

Bob Ridgely Glider pilot, class 42-7

Glider Pilots

Out in the middle of the desert
Where the lonely coyotes wail
And the only Highways
Are just a desert trail

You'll find the Air Corp flying
Neath the blazing sun
Wherever we can take a ship
Or mount an air cooled gun

Many a lonely rattlesnake
Crawl back in his hole
As the shadow of a glider
O'er the skies does roll

But we will keep 'em flying
No matter where we be
And by our flying
We'll keep our country free

So lets go everybody
Keep us in the air
If you build the ships
We'll fly 'em over there

We'll fly 'em and
we'll land 'em
It will be a great surprise
When the glider pilots
Drop down from the skies
Twentynine Palms Air Academy The Flying Condor, March, 1943
Vultee BT-13 Tow Plane

Schweizer TG-2 Glider

Glider Pilots and Instructors

Bill Helling and Tow Plane BT-13

Schweizer TG-2 Landing at Condor Field
Glider Pilot and Schweizer TG-2

USO Desert Battalion Visit to Condor Field, June 1943. Photo by Harlow Jones
Gwyn Ferry, Miss Condor Field 1943
Early method of towing Schweizer TG-2 Glider using Roadster

Aeronca TG-5's
Jan. 19, 1942. Class 42-1 started flying. Class consisted of 12 Officers. One school-owned Schweizer glider available to fly them by using Pulley tow. Operations from two small flight shacks on the lake.


Feb. 5, 1942. Double pulley tow tried and proved unsuccessful due to lack of power of tow car.


Feb. 10, 1942. Double Airplane Tow tried and proved to be successful. Tow plane was L1-A, then designated as 0-49.

Feb. 14, 1942. First night flight tried and proved successful. Flight was double tow with Lt. Rawl and Lt. Trueblood in the gliders. Lt. Adair flew tow plane.

Feb. 20, 1942. Class 42-1 graduated 100% from the 30 hour course; but 7 days behind schedule. Class 42-3, made up of 23 Officers, started flying.

Feb. 21, 1942. Lt. Salisbury had forced landing in Glider #1 five miles from field, walked back and reported major damage to ship.

Feb. 22, 1942. Wind Velocity 42 m.p.h., no flying. Wreckage of Ship #1 brought in.


Feb. 24, 1942. High wind. Ship #4 blown over on its back while being towed to starting line. Major damage. Two gliders left in operation out of original four.

March 5, 1942. One new Cinema glider arrived and went into operation, nicknamed the “Ruptured-Duck.”

March 10, 1942. Lt. Thomas made unauthorized parachute jump; was later eliminated from the course.

March 13, 1942. Glider #1 back in operation, also 2 new gliders. Lt. Paulson had forced landing five miles ENE of field, no damage. Glider towed back by tow plane next morning.

March 14, 1942. Class 42-2 finished 30-hour course, 15 days behind schedule.

March 16, 1942. Class 42-4, made up of 24 Officers, started flying.

March 17, 1942. Two ships flew by Winch tow from Deadman Lake.

March 19, 1942. Continued use of two ships on Deadman as auxiliary field, total of eight ships in operation.
March 22, 1942. Lt. Wojcik in Glider #1 flew through telephone lines by parking lot, causing major damage to ship. Lt. Wojcik was seriously injured, was picked up by a ship from Douglas Aircraft at 11:30 P.M. and taken to March Field, where he died a few days later.

March 25, 1942. Class 42-3 graduated 12 days late. Class 42-5, consisting of 24 Officers, started flying.

March 30, 1942. Three more L1-A’s arrived today.

April 4, 1942. Refresher course started.

April 5, 1942. Two solo ships collided while working a thermal, both landed safely with only minor damage.

April 6, 1942. Class 42-4 finished 10m days behinds schedule. Class 42-6, consisting of 24 Officers, started today.

April 10, 1942. Lt. Helm and Lt. Konchis collided in mid-air in ships #10 and #11. The ships locked together and landed on a pile of rock just over the ridge north of the field. Both students instantly killed and ships totally wrecked.

April 17, 1942. Flying called off due top high wind. Two ships were unable to get back to field and were blown over on their backs. No injury to personnel. Four gliders left in commission.

April 19, 1942. Class 42-5 graduated 9 days behind schedule.


May 2, 1942. Class 42-6 finished 8 days behind schedule, leaving only 42-7 to fly.

May 18, 1942. Class 42-8 (40 enlisted men) started flying.

May 27, 1942. Instructor’s refresher course started.

May 29, 1942. Class 42-7 finished 4 days late.

June 3, 1942. Class 42-9 (51 students, enlisted and Officers) started flying.

July 6, 1942. Class 42-12 (51 enlisted men) started flying on new program of 17 hours in two weeks. Instructors and tow pilots checking out at night flying. Field lighting and plan of night operations worked out and presented to Army supervisors for final approval.

July 10, 1942. Three flight shifts started, morning, afternoon and night.

July 13, 1942. Class 42-13 (42 students) started flying.

July 15, 1942. Nine-plane glider test flown off this field today.

July 18, 1942. Class 42-12 finished today on schedule.
July 20, 1942. Class 42-14 (20 students) started flying.

July 25, 1942. Class 42-13 completed course on schedule.

July 27, 1942. Class 42-15 (64 students) started flying.

July 28, 1942. Class 42-14 finished four days ahead of schedule.

August 3, 1942. Class 42-16 (53 students) started flying.

August 7, 1942. Instructor Wells and student landed at Ferry Command Field, Palm Springs. Glider hauled back in trailer.

August 8, 1942. Class 42-15 completed course on schedule. Instructor Tuntland and student had forced landing on north end of Deadman Lake just before dark. A search was started and continued until 9:30 P.M., at which time it was called off. A short time later the student and instructor walked in. Instructor Kimball and Morrison’s ships collided while on double tow at night. Minor damage to ships, no personnel injury.

August 10, 1942. Class 42-17 (39 students) started flying.

August 16, 1942. Class 42-16 completed course 1 day late.

August 18, 1942. Class 42-18 (58 students) started flying.

August 23, 1942. Class 42-17 completed course.


September 1, 1942. Class 42-18 completed course 3 days late. Class 42-20 (69 students) started course.

September 13, 1942. Class 42-19 completed course 3 days late.

September 14, 1942. Class 42-21 (67 students) started course.

September 18, 1942. Class 42-20 completed course 7 days late.

September 21, 1942. Class 42-22 (75 students) started course. Program changed back to 30 hours in four weeks.

September 24, 1942. Link Trainer time started today and incorporated into curriculum.

September 26, 1942. Class 42-21 completed course 8 days late.

September 29, 1942. Class 42-23 (150 students) started course.

October 13, 1942. Class 42-22 finished course 2 days late. Started use of BT-15’s as tow planes. Class 42-24 (150 students) started course.