

March 31, 2018 | 7.3

# de Stolfe Journal *Candid*



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## de Stolfe Journal Candid

The de Stolfe Journal *Candid* is a publication made by Robert-George de Stolfe. The first issue was published in March 1986 as the de Stolfe Journal and published irregularly until 1998 (17 issues total). The *Candid* variety of the Journal started in July 2012, with a production now of over 60 regular and special issues. Archives of all issues—including the original ones (1980s-1990s)—are available on the website: [www.tophandgraphics.com/rg/journals](http://www.tophandgraphics.com/rg/journals)







**Publisher/Owner/Editor**  
Robert-George de Stolfe

**Graphics/Layout\***  
Robert-George de Stolfe  
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# Candid Comments



**Producer, RG de Stolfe**

*Even though this tree is called a Bradford Pear, it does not have any actual fruit, but rather small reddish berries along with bright red leaves in the fall.*

I was wanting to get this issue out in early March, buuuuutt... This is why I use a date for the issue instead of a month. That way, I don't have to keep to any rigid pattern nor do I need to keep to any kind of schedule!

Happy Spring! We are about two weeks into the season and for West Texas we have already been having spring type weather with temps getting even into the 80s on some days. While other areas of the country are still being pounded with feet of snow, we've been really mild this winter and especially over the recent weeks. The trees started flowering a little later than in the past two years, but have been in full bloom since early March with other flowering plants to follow.

March has had a few holidays. We had Pi Day on 3.14, St. Patrick's Day on 3.17, first day of spring on 3.20, Palm Sunday on 3.25, and Resurrection Sunday on 4.1.

I've had three of my four art classes so far. One class I canceled for no one signed up, but the first two classes also had very limited attendance. I have one class left to teach on April 7. I have already made the schedule for my summer season classes and have completely restructured the classes to be modular. All of the classes are single evening classes with each as a single topic instead of trying to cover a range of subjects. Each class will focus on one subject and have one art project based upon it. I have also expanded the selection for more variety and repeated all the classes at least once. I will include the final schedule in the next issue. The summer classes start in mid May.

This issue contains some more historical content of a variety of topics. I do plan to include some more variety in future issues.

Enjoy!



# Word for Life

## Do Not Be Deceived By Look Alikes!

First, look at the images below and read the text by them.

...

If you think that the below passage is just about sodas, think again!! If you don't see a problem with the various other sodas copying the original soda, you are probably the wolf!

This concept of copying a real thing for some self benefit goes all across the board and is all over the world. Any time someone sees something that is hugely popular and is perceived as a success, that person often wants to try to claim that same success, often by trying to copy, as much as legally possible, the same thing for themselves. While legally, there might not be any issues, you would be hard hearted not to see that it is still wrong! You most definitely should want to be successful, but not by copying someone else's success!

*Ecclesiastes 10:10, "...wisdom brings success."*

Use wisdom in everything you do. Without it, foolishness abounds. I don't have to give you examples for you to know foolishness is rampant right now, today.

*Exodus 23:7, "Keep yourself far from a false matter..."*

In essence, this is saying to stay away from lies and deceit. Isn't that what trying to copy something else is? It is a lie, a false representation. Doesn't matter if you try to present it as something else, it is still copied—or stolen—from something else.

Some things, like sodas, probably will not cause much harm since everyone knows that the copies are lies of the original. That is common knowledge. What is destructive is when something copied tries to intentionally deceive and mask the fakeness to appear real without declaring it as real by using people's laziness of assumptions and vague recognition of similarities. While there might not be anything illegal about it, it is still deceptive and evil when one is not overtly honest.

*2 Thessalonians 2:3, "Let no one deceive you by any means..."*

This scripture specifically refers to the Second Coming, but we can also understand it and stand upon it for all things that try to deceive. Be deceived not!

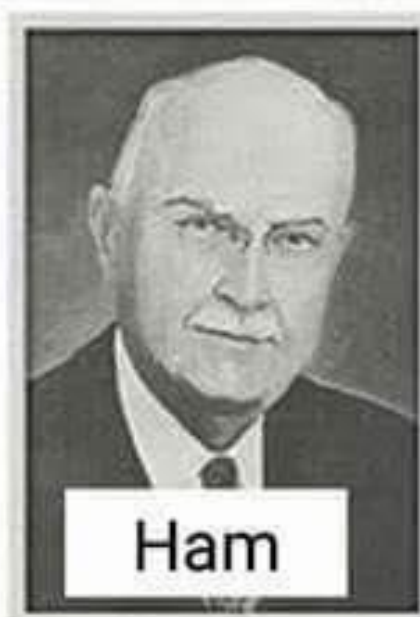
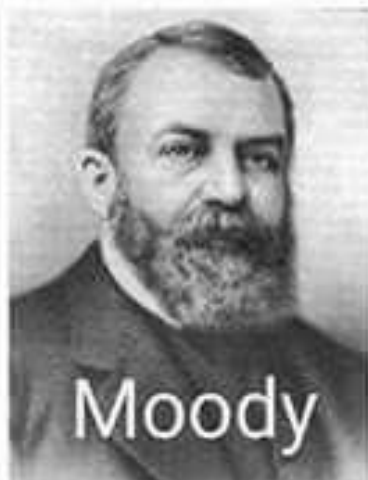
←.....→

**Matthew 7:15-16 NKJV**  
15 "Watch out for false prophets. They come to you in sheep's clothing, but inwardly they are ferocious wolves.  
16 By their fruit you will recognize them.

The image to the right showing all of the cans of soda is only to illustrate a point. Many try to copy a real thing then pass it off as exactly the same! In this example, the real soda is Dr Pepper, but all of the other sodas are trying to copy the real thing by using the Dr theme with the name, colors, graphics, and font to make you think that it is the same as Dr Pepper. Likewise, the fakes are trying to siphon the popularity of the brand to deceive people for their own benefit.



# A Note About Billy Graham



Edward Kimball led D.L. Moody to the Lord.  
Under Moody's ministry Wilbur Chapman was saved.  
Billy Sunday was converted by Chapman's preaching.  
Through Sunday's preaching Mordecai Ham was saved.  
**BILLY GRAHAM** came to Christ at a Ham crusade.

Edward Kimball, 1823-1901  
Dwight L. Moody, 1837-1899  
Wilbur Chapman, 1859-1918

Billy Sunday, 1862-1935  
Mordecai Ham, 1877-1961  
Billy Graham, 1918-2018

# Saddle Break Reads

## “You’re a daisy if you do.”

I just figured this out after 25 years!! (Took long enough!) When Doc Holliday in a scene in *Tombstone* said “you’re a daisy if you do”, what he was meaning is that the other guy will be “pushing up daisies” or that he will be dead or he will be killed. Apparently, Daisy is an old slang term to mean dead. I don’t know if anyone else knew this or heard of it, but a dictionary definition just explained that. Now, I don’t know if Doc actually said that in real life, but it is definitely one of the character’s colorful expressions in the film.



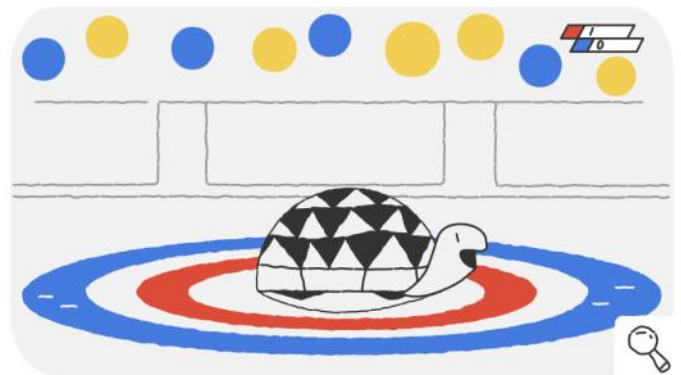
## $\pi$ Day

March 14 is the annual  $\pi$  day! All I did this year was buy a “Key” lime pie. I say “Key” because a real Key lime pie is hard to find. But, no matter the lime, this pie was good.

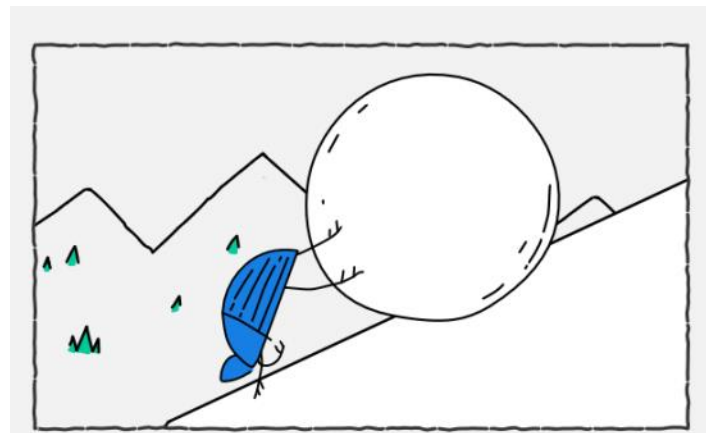


## Google and the Winter Olympics

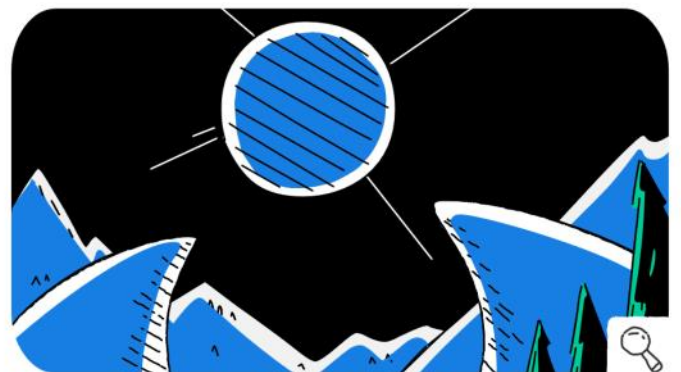
The Winter Olympics in 2018 was February 7 to 25. Every day, Google put up a doodle animation with each day being a different sport. Also, because the Olympics overlapped with other holidays, some of the days were double themes. The holidays that overlapped were Valentine’s Day and Chinese New Year that Google specifically included.



*This turtle was curling.*



*This tumblebug was doing a sort of skeleton...*



*...and at the same time did a ski jump with the snowball causing a sort of eclipse.*

# Saddle Break Reads

## Winter Olympics 2018 PyeongChang

The 2018 Winter Olympics was in PyeongChang, South Korea with competitions starting on February 7 and continuing through February 25, 2018. To be honest, I did not keep up with the Olympics at all this year. My favorite competition though is curling, but never did get to see any of it. As for results, apparently, Norway blasted everyone else off the ice! They also appeared to do it in style as you can see from these photos!



Medals by country				
Country	Gold	Silver	Bronze	Total
Norway	14	14	11	39
Germany	14	10	7	31
Canada	11	8	10	29
United States of America	9	8	6	23
Netherlands	8	6	6	20

*Not all of these photos are necessarily from 2018.*



# Saddle Break Reads

## Don't Be Too Personal

This is just what happens in real life when you post things that are too personal BEFORE doing them! If you are going to post anything, do it AFTER you finished. Then, you can avoid being ambushed!



## A Few Modifications

These are not the divisions that Travel Texas uses to divide the regions of Texas, but this map does more accurately show the areas most commonly referred to. My only addition to this map would be the Hill Country which is the area west of the blue dot (which is Austin).



Can of biscuits—Before

Can of biscuits—After



# Saddle Break Reads

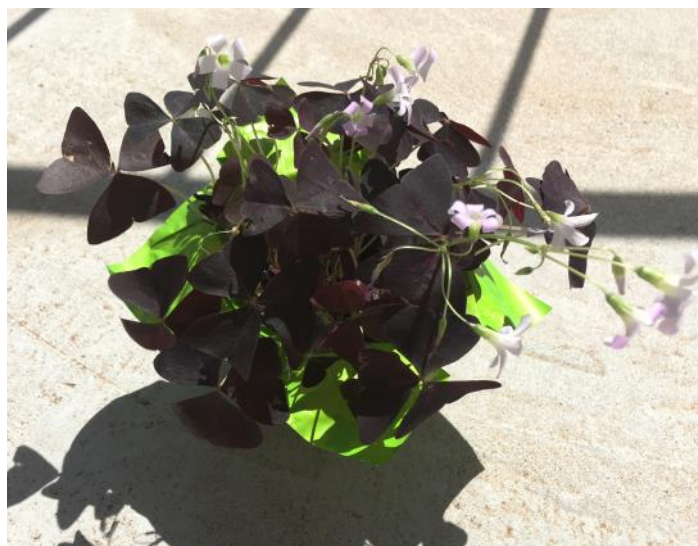
## 1st March Full Moon

The first full moon was on March 2nd, a little above the horizon. It was orangey, but my iPhone couldn't quite focus on it enough to get the clarity.



## St. Patrick's Day

By mid March, the next holiday was St. Patrick's Day! I only did a few things: I got this purple oxalis and ate corned beef and cabbage at Cracker Barrel! You can read more about oxalis in my March 2013 issue of the Journal where I talked a little more about this plant. As for the food, I have not had corned beef in quite a few years; not particularly a food I like. The beef was good along with the potatoes and carrots. I generally don't like cooked cabbage, even though I do like cole slaw. (And I do sometimes like the ingredients of egg rolls, since it does have cabbage in it. However, the other flavors are strong enough to keep the cabbage flavor in check.)



*Clovers: oxalis regnellii atropurpurea*

## 2nd March Full Moon

Here are some better photos of the second full moon on March 30. The orangey one was just after sunset while the more white one was two hours later.



*Corned beef and cabbage from Cracker Barrel.*

# Where I Live

## West End Place

West End Place is the specific name of the area where I live. It is not a town nor a development, but rather a neighborhood that spans about 2.5 miles vertically and about 2 miles horizontally in a weird shape. The entire area is west of and bordering Loop 289. I have lived in several places within this area over the past 13+ years, including the same apartment complex twice. In the recent 5 years, there has been a boom of construction of residential and commercial areas, most notably the tan area north of 34th Street. The tan area along the diagonal was built around 2005-2006, along with the inner red line of Milwaukee Avenue that didn't exist, nor south of there either. In fact, south Milwaukee area (mostly not shown) is currently booming like crazy! You can see some train tracks that curve around. They originally went all the way into town, but were removed a little over a decade ago. These tracks were part of the Santa Fe Railway passenger train line in West Texas. (See the next page for more about that.)



## West End Center

West End is the new shopping development that started in 2013. It was once a very large grassy field, that sometimes had crops, along with a playa (the blue spot in the map above), and a few old houses. Today, it is about half built up with some of it currently in construction. The most notable stores there include: Costco (the first one built), Cabela's, Marshall's, Home Goods, Nike, Converse, Gap, Banana Republic, J. Crew, DXL, Northern Tools, and Skechers. Many of these stores are called "Outpost" or "Factory", meaning that they are a little smaller compared to regular stores. As for restaurants, they are: Chick-fil-a, Panera Bread, Chipotle, Pie Five, Aspen Creek, Bone Daddy's, P.F. Chang's, Walk-on's Bistreaux, and a few smaller ones. They are currently building a Starbucks, Bed Bath & Beyond, World Market, Best Buy, and Duluth Trading Company. Other places to come TBD include In-N-Out Burger, Sheraton, and Aloft. *Image is from Google Earth, October 2017.*

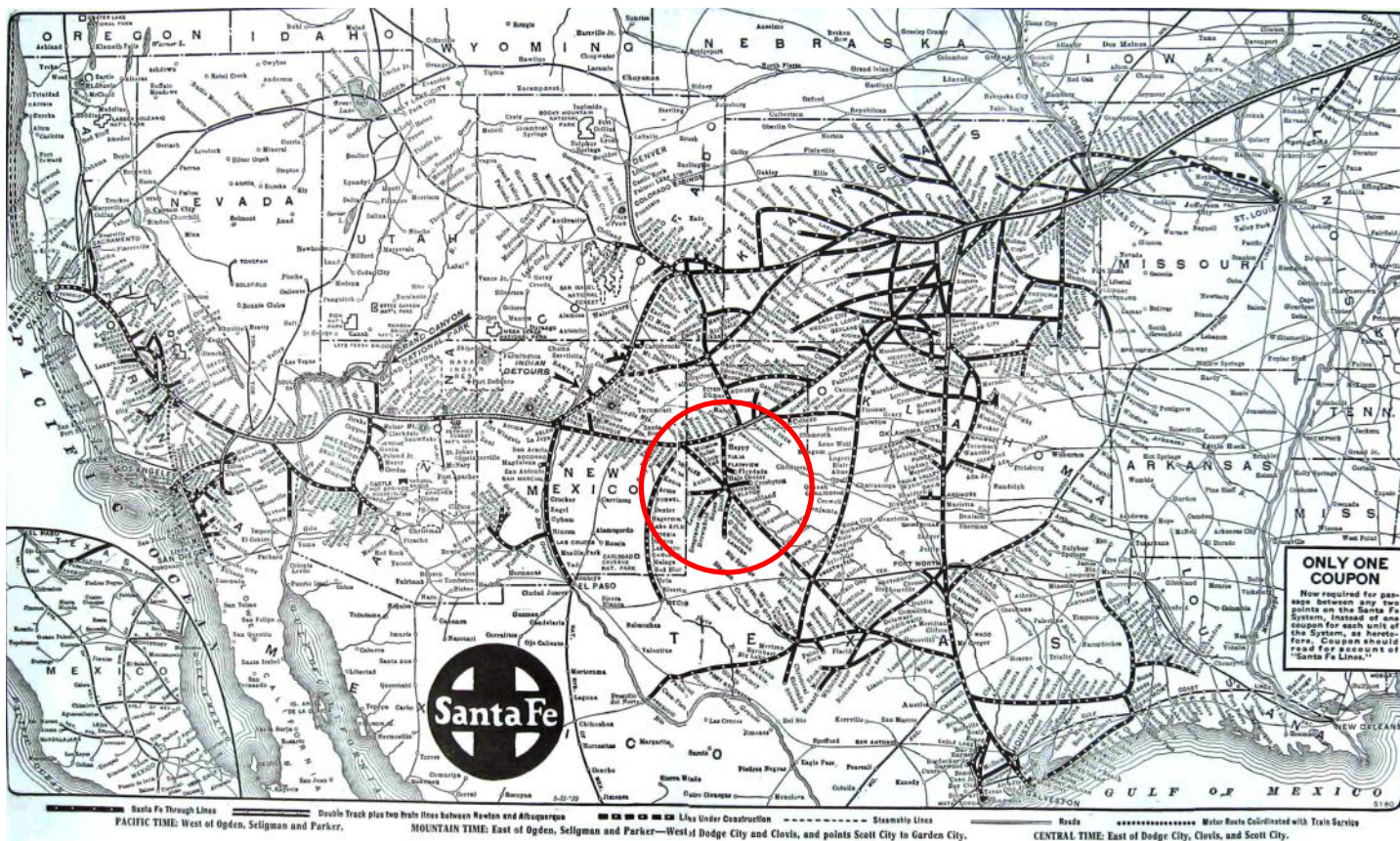


# Lubbock Santa Fe Railroad

Once upon a time, Lubbock was a hub for the Santa Fe Railway in West Texas. The main route was from Brownwood to Sweetwater to Lubbock. From there, there were several directions to go. One branch was just short of Lubbock in Slaton and went south to Lamesa. The rest of them would dead end or connect with another route. One branch went to Canyon (with a small spur to Floydada) to connect to another route, while another branch went to Clovis to connect along the same route. The others were dead end branches that each ended in Crosbyton, Seagraves, and Bledsoe. (Look at the next page for more info about the Bledsoe Depot.) Some of these main tracks are still used today as freight runs, especially the Sweetwater to Clovis run and beyond. (For a section of tracks near my apartment, I can hear the horn from my apartment. Trains go through maybe once a day.) The Santa Fe had tracks and routes all over the country until the government took over all passenger rail travel in 1971 and is now known as Amtrak.



*This map above showing the West Texas routes was taken from the map below that shows the routes in the southwestern part of the country. Map probably dates to the 1920s or 1930s, possibly the late 1940s.*



# Bledsoe Depot

Just over two blocks from my apartment is a small piece of history of the Santa Fe Railway in West Texas. That history is the Bledsoe Depot. It is located between a 7-11 and a church on 19th Street in Lubbock. Today, it is an antique store that is never open. I covered this building in an article in my January 2016 issue.

There is a small bit of information about this building's history. First, Bledsoe is a tiny town at the very west end of the Texas Panhandle, about an hour west of Lubbock, that is about two miles from the Texas/New Mexico border. Bledsoe was a dead end stop of the branch going from Lubbock to Levelland to Bledsoe. (The tracks are still there and in occasional use by freight trains.) Built in 1925 with the town and depot named after Samuel Thomas Bledsoe, originally the Santa Fe's representative, then the 16th president of the Atchison, Topeka, and Santa Fe Railway (1933-1939). "Bledsoe was in a good location to serve as a shipping point for local ranchers, so it grew rapidly and quickly became a cattle-shipping center... In 1926, a post office was established... By 1929, Bledsoe had a population of 400, several stores, four filling stations, three lumberyards, two hotels, a church, a café, an electric plant, an ice plant, a barbershop, a movie theater, and a dance hall. By 1936 the population had declined to 150, and only ten businesses remained." (Today, there are a little over 100 residents.) The original plan was to continue the line into New Mexico, but it never happened. It was only used about 40 years until phased out in 1966 when the branch was shortened to Whiteface.

The building today is known as the Train Station Antiques (which is never open!) and is associated with the Grand Central Station Antiques store located on Avenue Q. The building was moved from Bledsoe to the current location and was the personal residence of Gene Hemmle who worked in the Music and Theatre Departments at Texas Tech University and was the co-founder of the TTU Carol of Lights. Charles and Maxine Bolton bought the building in 1993 to make it an antique store. Then in 1999, they purchased the old Lubbock Bowling Alley (Mac Davis and Buddy Holly bowled there) and adjusted it to be a larger antique store.

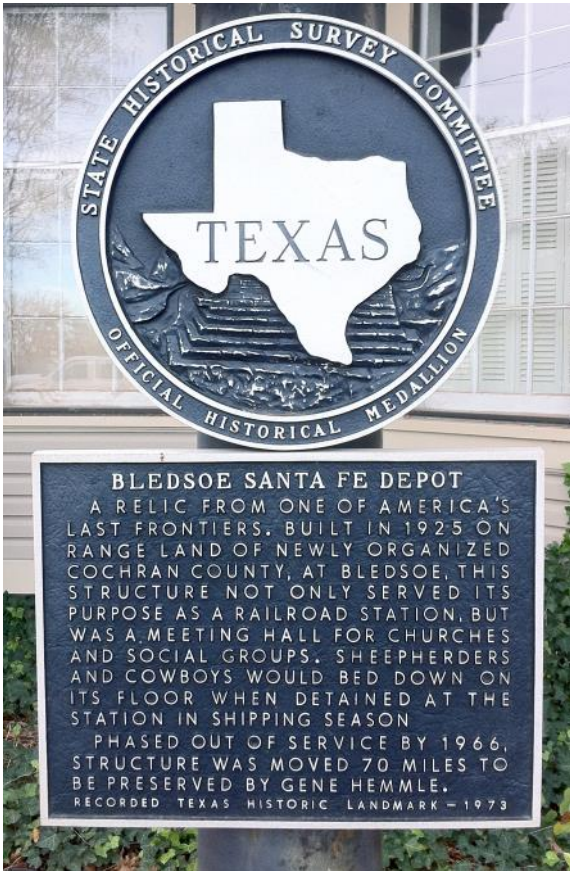
As for today, I really don't know what the building is used for. I would imagine that the inside probably still has some antiques and other furniture. Maybe about a decade ago, I went in the store on one of the very rare times it was open. I remember that there was a lot of very nice stuff.



## Read More

- <https://tshaonline.org/handbook/online/articles/hlb35>
- [https://www.revolvvy.com/main/index.php?s=West%20Texas%20and%20Lubbock%20Railroad&item\\_type=topic](https://www.revolvvy.com/main/index.php?s=West%20Texas%20and%20Lubbock%20Railroad&item_type=topic)
- <https://atlas.thc.state.tx.us/Details/5303000434>
- <http://atsf.railfan.net/depots/bledsoe.html>
- <http://www.grandcentralantiques.com/about.htm>

# Bledsoe Depot



*The plaque shown here was put up in 1973. It has written:*

## Bledsoe Santa Fe Depot

A relic from one of America's last frontiers. Built in 1925 on range land of newly organized Cochran County, at Bledsoe, this structure not only served its purpose as a railroad station, but was a meeting hall for churches and social groups. Shepherders and cowboys would bed down on its floor when detained at the station in shipping season. Phased out of service by 1966, structure was moved 70 miles to be preserved by Gene Hemmle. (1973)

*The side of the building shown here (and facing 19th Street) is the side that faces the tracks in its original location and is probably still in its original orientation. The bay window is where the employee would sit to keep watch for the trains.*



# Animal Cars

What cars have animal names?

Dodge Ram



Ram (Sheep)



Ford Mustang



Mustang (horse)



Volkswagon Rabbit



Rabbit



Chevy Bison



Bison



# Animal Cars

## What cars have animal names?

Porsche Cayman



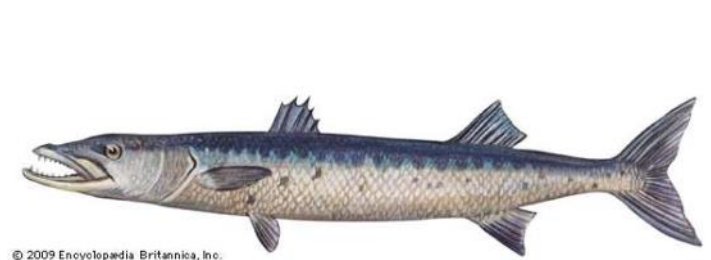
Cayman (Not an alligator)



Plymouth Barracuda



Barracuda



Chevy Impala



Impala



I have a 2006 Impala with less than 100,000 miles!



The Mother Road...  
Est. 1926

# Historic Route



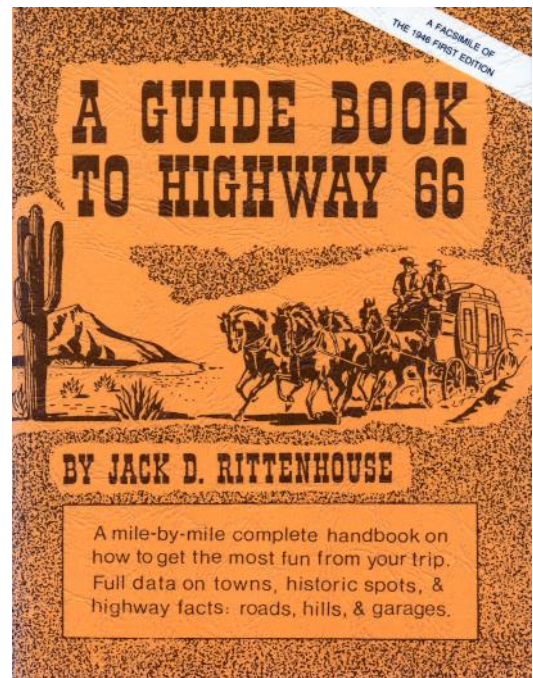
**ROUTE 66**

1. Chicago, IL
2. Springfield, IL
3. Litchfield, IL
4. St. Louis, MO
5. Springfield, MO
6. Joplin, MO
7. Tulsa, OK
8. Oklahoma City, OK
9. Elk City, OK
10. McLean, TX
11. Amarillo, TX
12. Tucumcari, NM
13. Albuquerque, NM
14. Gallup, NM
15. Winslow, AZ
16. Flagstaff, AZ
17. Kingman, AZ
18. Barstow, CA
19. San Bernardino, CA
20. Los Angeles, CA

## Get Your Kicks on Route 66 (Part 4) - California

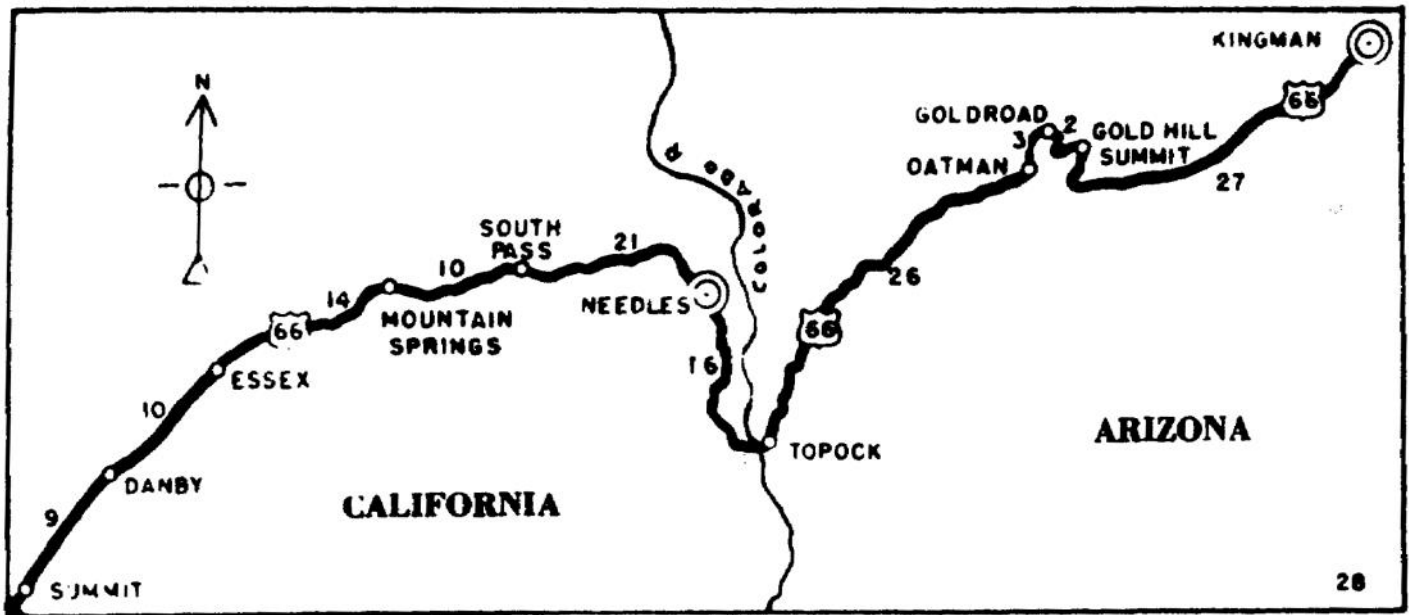
Let's recap. I started this series at the Texas border by Oklahoma through Texas in the December 2016 issue. I then moved on westward into New Mexico with the February 9, 2017 issue. Then, we continued into Arizona with the last issue, the February 10, 2018 issue. We now finish with California, the last section, to the Pacific Ocean. If I feel like it, I might backtrack to Chicago and run from there to the Texas border. Or I might just cover highlights of the eastern half of the road. We'll see.

As for this issue, westward ho to California and the Pacific Ocean! [My notes are in brackets and in blue.]



*A Guide Book to Highway 66* by Jack D. Rittenhouse, University of New Mexico Press, Albuquerque, 1946. Reprint, 1989.

## Get Your Kicks on Route 66 (Part 4) - California



[...you are nearing] the Colorado River... At the western edge of Topock, you cross a steel bridge over the COLORADO RIVER. Boulder Dam is on this river, far to the north. At the middle of the bridge, you cross the ARIZONA-CALIFORNIA STATE LINE. [This steel bridge mentioned is probably the same bridge that still exists today (called Old Trails Bridge) over the Colorado River just south of I-40. There appears to be a firehouse on the Arizona side at the foot of the bridge, and it is not accessible by the public.] [One time, I made the mistake of not turning off I-40 in Kingman to go to Las Vegas and ended up going to Needles! From there, we had to take the road just outside of Needles, California through Searchlight, Nevada to get back on track to Las Vegas, at least an additional hour's drive!]

[Just north of Needles and due west of Kingman at the very south end of Nevada is a town called Laughlin, on the Nevada side of the Colorado River. Most of Nevada has gambling, and Laughlin is a little riverside gambling town that people from Flagstaff and other areas nearby would go to for a daytrip if they didn't want to go all the way to Las Vegas. For me, I know I did that little excursion at least three times in the five years I lived in Flagstaff, usually as a bus tour excursion out of Flagstaff. (That bus line called Nava-Hopi Tours ended up closing after 9-11.)]

On the California side of the river, US 66 climbs a few short, steep grades onto a plateau, over which the highway runs into Needles. [I-40 today pretty much runs the same course next to the old road to Needles and beyond.] Between the river and Needles is the site of the great DESERT TRAINING CENTER, where U. S. troops trained for the North African campaign in World War II. At one time, 90,000 men were encamped here, practicing desert warfare. Units included infantry, artillery, and tank and other armored outfits. General Patton was one of the first commanders here. The units ranged across the wide desert for many miles, and the maneuver areas are still posted with signs warning against mines and unexploded ammunition. Hunters and prospectors still find abandoned jeeps and other equipment, and recently found the body of an officer who had died of thirst when he became lost. Tracks of the armored vehicles can still be seen on the hills along the road. [Hard to see where this was on Google Maps.]

59 mi. (310 mi.) Gas station here. Another gas station and coffee shop at 69 mi. (300 mi.).

74 mi. (295 mi.) NEEDLES. (Pop. 3,624; alt. 483'; hotels: California, Gateway, El Garces, Monarch; courts: Monarch, West End, Gray's, Swain's, The Palms, Havasu Court & Trailer Camp, Motor Inn Motel; garages: Old Trails, California, Howard, and Johnson; cafes; stores; all facilities.) Needles is named for a group of sharply pointed peaks in the Black Mountains of Arizona. The peaks are southeast of Needles and are visible when driving east, just before you cross the Colorado River. The town was jammed during the war training period, but is now returning to its leisurely way of life again. Local folk lounge in the plaza, with its cool trees: palm, cottonwood, pepper; and Mojave Indians and Mexicans are often seen. The town is a railroad and trading center. Many mines are located in nearby mountains.

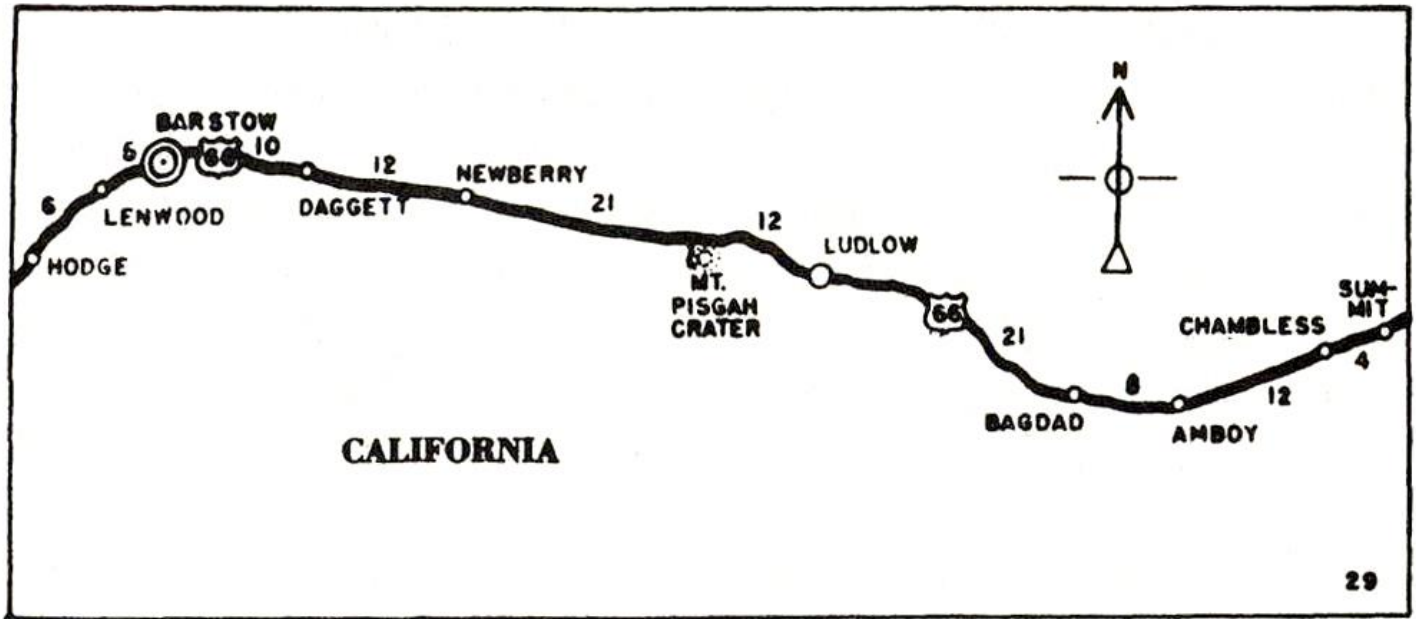
Leaving Needles, you drive along the west bank of the Colorado a short way and then turn west to climb a long slow grade up through the mountains. At 95 mi. (274 mi.) you reach SOUTH PASS, high in the Sacramento Mts. (Alt. 2,650'.) Gas station is the only establishment here.

In the hot months, it is advisable to make the drive from Needles to Barstow, over the Mojave Desert, either in the evening, night, or early morning hours. In any case, it is advisable to carry extra water for the car.

Now US 66 descends a straight, 5-mile stretch and climbs for an equal distance to reach MOUNTAIN SPRINGS at 105 mi. (264 mi.). (Alt. 2,700'.) Here you will find one establishment offering gas, lunchroom, and a few cabins, also a small garage. Water is hauled here, so there is a charge for water unless you purchase gasoline. In the valley between South Pass and here, you passed under a power line from Boulder Dam. By the roadside are the neat cottages of the maintenance workers.

US 66 now descends a long, easy slope into the MOJAVE DESERT. Once this region lay beneath a great sea, but violent earth movements and volcanic action created many sharp peaks. Through the hundreds of centuries, these peaks eroded and formed the wide valley of this great desert. It is a region of memorable desolation and shimmering heat, yet after its occasional rains the floor of the desert is dotted with flowers. Occasionally you pass "dry lakes" where water collects during rain and later evaporates, leaving mineral salt deposits behind.

## Get Your Kicks on Route 66 (Part 4) - California



119 mi. (250 mi.) ESSEX. (Pop. 55; alt. 1,720'; gas; lunch-room; small grocery; post office.) Like so many of the small places along US 66 through the Mojave Desert, Essex chiefly serves the needs of the tourists. For the next 100 miles, there will be scarcely any change in the scenery. Mountain ranges parallel the highway—each cluster of mountains having its own name. Far ahead lie the San Gabriel Mountains, beyond which lies the orange grove country which so many people consider the true California.

129 mi. (240 mi.) DANBY. (Alt. 1,235'.) A gas station, store, and a garage providing light repairs.

138 mi. (231 mi.) SUMMIT. (Alt. 1,250'.) A handful of tourist cabins, a cafe and gas station comprise this desert oasis.

142 mi. (227 mi.) CHAMBLESS. (Alt. 800'.) A wide-porched gas station, with a cafe and several tourist cabins. One of the few shady spots in the entire desert route. Except for Ludlow, California, there are no "towns" which merit the definition between Needles and Daggett, California, a stretch of 150 miles. Across the road from Chamblless is an artillery range used for training during the war.

154 mi. (215 mi.) AMBOY. (Pop. 264; alt. 615'.) This desert community consists of two cafes, a garage and a cafe—nothing else. A popular tourist stop. Just west of Amboy is AMBOY CRATER, an extinct volcano, whose lava flow touches US 66 about 2 miles west of town. There is a footpath to the top of the crater, providing an opportunity to actually visit a volcano. [You can see the edge of the lava flow right at the edge of the road and the crater on Google maps.]

US 66 continues across the desert, occasionally passing the remains of burned-out gas stations. [There seems to be a lot of these "burned out gas stations" mentioned in this book! I'm guessing the volatile and flammable nature of gasoline was not particularly payed attention to then and why so many gas stations burned.] Occasionally a mine can be seen in the far distance, at the foothills of a brown mountain range. Skeletons of abandoned cars are frequent along the roadside. [I suspect that this might be a result from the mass exodus of people leaving the Dust Bowl region in the middle of the country to California in the early and mid 1930s.]

162 mi. (207 mi.) BAGDAD. (Pop. 25; alt. 788'.) Except for a few railroad shacks, this community consists solely of a service station, cafe, garage, and a few tourist cabins, all operated by one management. At one time, Bagdad was a roaring mining center. Between 1875 and 1910 the mountains of the Mojave were extensively exploited for their deposits of copper, silver, borax, gold, and other minerals. Great wagon trains hauled freight and ore, and boom towns arose and died quickly.

[In 1990 to 1991, a TV show called Bagdad Café briefly aired on CBS starring Whoopie Goldberg and Jean Stapleton. This short lived comedy series is likely loosely based on the German film by the same name released a few years earlier in 1987.]

183 mi. (186 mi.) LUDLOW. (Pop. 170; alt. 1,782'.) Although quite small, Ludlow appears to be a real town in comparison to the one-establishment places passed on the way here from Needles. It offers a garage, motels, cafe, and gas station. Ludlow is still a busy little center, providing supplies for nearby mines. At one time, narrow-gauge railroads ran north from here to Death Valley mines.

US 66 continues westward through the desert. To many easterners, the desert is a terrifying thing, but to many who frequent the region the desert is a thing of majestic beauty. There are many desert lovers, who find its scenery, minerals, history and pioneer lore a fascinating interest. If the desert becomes your "hobby" as well, you should become acquainted with an excellent publication: DESERT MAGAZINE, which describes routes to points of interest in California, Arizona, and New Mexico.

195 mi. (174 mi.). Here you pass close to MOUNT PISGAH VOLCANIC CRATER, whose lava flow comes to the very edge of US 66 (left). If you did not visit Amboy Crater, it is worth your while to stop for a few minutes to walk over and examine this lava flow. It is possible but difficult to climb the crater itself. [Again, you can see the lava flow on Google maps. There are lava tubes in this flow.]

197 mi. (172 mi.). At this point you pass under a power transmission line. Just east of the transmission line and on the south (left) side of the highway, you will find the ground littered with semi-precious stones: agate and jasper predominating. Of little value in the raw state, these stones make excellent rings, brooches and pins when properly ground and polished. [These are the same gems found in some petrified wood, the more colorful kind.]

# Get Your Kicks on Route 66 (Part 4) - California

205 mi. (164 mi.) Gas station, with cafe, few cabins, and garage for light repairs. Similar, but lacking a garage, is another establishment at 206 mi. (163 mi.).

207 mi. (162 mi.) At this point you pass TROY DRY LAKE on the north side of the highway (R[ight]), with an airplane beacon (L[eft]). After rains, this is actually a shallow lake. [If I'm identifying it right on Google maps, this area appears to have scattered irrigated farmland and an airport on the west side.]



Gas station with garage and tow car at 211 mi. (158 mi.). Two more gas stations, one with a garage, at 213 mi. (156 mi.). The desert in this vicinity is dotted with frequent small ranches. [These might be the same irrigated farmland areas I just mentioned.]

216 mi. (153 mi.) NEWBERRY. (Pop. 52; alt. 1,830'.) Nestling at the foot of the cliffs of Newberry Mountain is the single establishment which comprises this town: a gas station with a cafe, grocery, several tourist cabins, and a post office. Behind the cafe is a small swimming pool, closed during the war but now to be reopened. The spot is cool and shady. [I think I found the remains of the pool on Google maps. On private land now in the back of the lot. (You can see lots of things on Google maps!)]

Just west of Newberry, the railroad is demolishing an entire mountain, crushing the rock to provide ballast for the tracks.

At 224 mi. (145 mi.) you pass the Daggett Air Field (R[ight]), home of the 444th Army Air Force Bombardment Unit during World War II.

228 mi. (141 mi.) DAGGETT. (Pop. 245; alt. 2,006'.) As you approach Daggett from the east, you will be stopped at the CALIFORNIA INSPECTION STATION, located at this point to check cars coming from the east. Here all westbound cars are stopped and careful inspection made to prevent unwitting importation of fruit and plant diseases and parasites.

The inspection is quite thorough: you will probably be asked to open all suitcases, untie all parcels, and unlock rear trunk compartments for inspection. The state has expressed regret at being compelled to make this inspection, but the great citrus and vegetable industries of the state make it imperative that a check be made. Even a few disease-bearing fruits or plants can multiply quickly. Keep the admission certificate they give you.

[Seeing that this was in the mid 1940s, it is unlikely that they still do this today with private citizens. I do suspect, however, that commercial vehicles probably do have some sort of modern day inspection, which is true of most states anyway, but would be handled just across state lines along interstates.]

Daggett itself is a tree-shaded little old town that was formerly the location of smelters which handled the ore brought down from nearby mountains. Some of the old store buildings remain, but the town is now quiet. There are two trailer camps but no cabins. Cafes, garage, and gas stations.

[This concept of abandoned mines and smelters from the 1800s/turn of the century period seems to be common by this point in the 20th Century all across the United States.]

232 mi. (137 mi.). Here US 66 passes the mile-long area of the Marine Corps Supply Depot. The stockpiles which once towered high when the war in the Pacific was at its crescendo are now dwindling. [In the 2010s, this site looks very modern and well used, even with a gold course!]

You are now leaving the vast desolation of the Mojave and are entering a region in which many small towns lie close together. The nearby Mojave River provides enough water to enable shade trees to grow in these towns, although there is still bare desert between. The region is full of dude ranches, small farms, and "desert hideaways."

At 235 mi. (134 mi.) you pass the Greystone Auto and Trailer Camp (L[eft]).

238 mi. (131 mi.) BARSTOW. (Pop. 2,500; alt. 2,106'; hotels: Beacon Tavern, Melrose, Casa del Desierto, Drumm, Jordan, and Ray; many tourist courts, including: Richfield Cottages, California Inn Camp, 91 Motel, Hollon Motel, Barstow, Henning, Kelly, Clover Leaf, La Casa, Barstow Oasis, Hav-A-Nap, Blythe, Cottonwood, Casa Loma, Kail; garages: Barstow, Pontiac, Dean & Lawson, McMullin and Boucher; cafes; stores; hospitals; all facilities.)

From 1870 to 1900 and later, Barstow was a busy supply point for prospecting expeditions and for Death Valley mine operators. Great Wagon trains rolled out daily to nearby mining towns. It was also a "wide-open" center to which miners and others came for relaxation. Today, it is a busy little town with a modern atmosphere, and while it still supplies miners and ranchers, it is a great tourist center and also a railroad center where giant diesel engines are repaired. [Today, there is the Route 66 Mother Road Museum and the Western America Railroad Museum at the old Santa Fe Railway depot and Harvey House just north of the town (with added on wings, of course). Amtrak still stops there on the way to Los Angeles. You can also see the railyard to the west.]

At the western edge of Barstow is a hill which appears to mark the edge of town. Unseen beyond this hill, however, are more tourist courts, garages, and cafes.

Heading west from Barstow, you continue on a plateau that rises slowly toward the distant San Gabriel Mts. In the next 40 miles, you will pass through five towns. The first of these, at 243 mi. (126 mi.) is LENWOOD. (Pop. 181; alt. 2,240'; no hotel; courts: West Barstow, Lenwood, and Radio; Lenwood Service Garage; two cafes; mineral shop.)

Through this section are many chicken and turkey ranches, small farms, and occasional orchards in the valley bottom along the Mojave River (R[ight]).

249 mi. (120 mi.) HODGE. (Pop. 225; alt. 2,160'; only business establishment is a gas station with cafe and a few cabins.) Railroad maintenance crews live in this quiet little desert center.



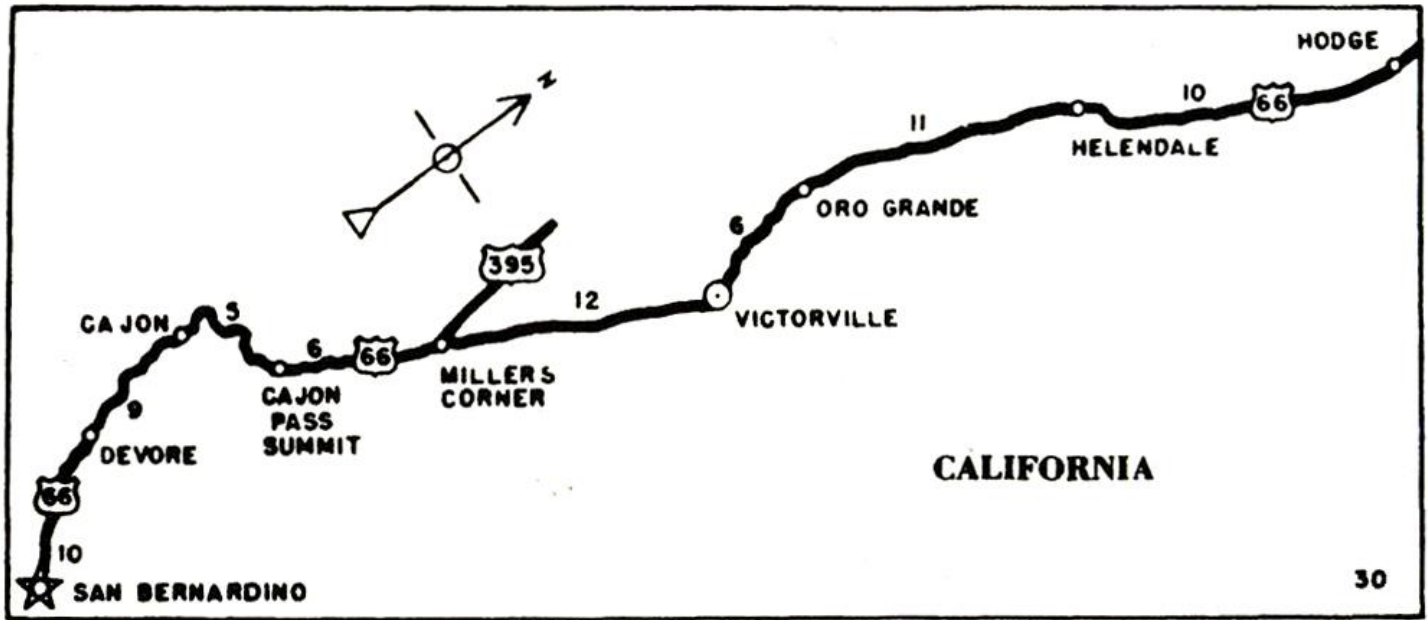
255 mi. (114 mi.) Old Trails Service station here, also providing groceries and minor auto repairs. No cabins.

Here the Mojave River can be seen quite near US 66. This odd river runs underground for much of its length, appearing suddenly along here. In California, along the coast, the palms

and other trees are green the year around, but the cottonwoods along the Mojave River "observe the seasons" and their leaves turn color in autumn. [This "river" now appears to be divided into two lakes with jetties of housing all around the lakes and a country club.]

259 mi. (110 mi.) HELENDALE. (Pop. 170; alt. 2,450'.) In one building here are the post office, store, and gas station. Nearby is a state highway maintenance station. Considerable alfalfa is grown in the vicinity, and there is some small-scale mining. [Maybe the country club replaced the alfalfa farm.]

## Get Your Kicks on Route 66 (Part 4) - California



White-Orange Motel is at 262 mi. (107 mi.) with a gas station just west, offering minor repairs. At 264 mi. (105 mi.) is a cafe and garage.

Off to the right, high bluffs can be seen in the distance, on the far bank of the Mojave River. Pre-historic Indians lived in the region west of here, and the Mojave Desert appears today much as it did in those long-gone times.

At 266 mi. (103 mi.) is a gas station with cafe and a few cabins. A similar establishment one mile west, at 267 mi. (102 mi.). The countryside is now often greener.

270 mi. (99 mi.) ORO GRANDE. (Pop. 305; alt. 2,631'.) This town, whose name means "great gold," [literally "big gold"] had a population seven times its present size when the nearby gold mines were busy, about 70 years ago. Today its only major industry is a large cement plant which you pass (L[eft]). Across from the cement plant are the "company homes" of drab yellow. The town contains about 10 stores, but offers no tourist facilities except one trailer camp with a few cabins. [There's still a sizable cement plant at this spot, but not sure about the company housing. Google maps shows that there is a "Cross Eyed Cow Pizza" restaurant there! Interesting name!]

At 272 mi. (97 mi.) you cross the Mojave River and climb a short grade to enter the environs of Victorville. At 273 mi. (96 mi.) is a road (R[ight]) to the Victorville Army Air Field. Just ahead, to your left, is the switching station and tall towers of the Victorville Station of the Los Angeles Municipal Power & Light Co., bringing power from Boulder Dam. Two miles farther, you pass the big plant (L[eft]) of the Southwestern Portland Cement Co., the chief industry of Victorville. [Has a different name now, but still a processing plant there.]

276 mi. (93 mi.) VICTORVILLE. (Pop. 3,000; alt. 2,714'; several tourist courts, small hotels, garages, cafes and all tourist facilities.) Mormon pioneers came through here a decade after the Civil War, and 10 years later the town was a hustling mining center. Today it is a resort and farming center. Once there were many orchards here, but now it is devoted to turkey ranches and potato farms. [Victorville is now a well settled and established city of over 122,000 people.] Many western movies have been filmed here "on location," ranging from early Bill Hart films to recent "talkies." Stars such as Pat o'Brien, Tom Mix, and many others have been in films made here.

[What Rittenhouse refers to a recent "talkie" is what we know of films to day to have combined sound and picture. The first talkie was about 20 years earlier than this book date.] The town holds a horse and stock show early each June. [This stock show is probably what is now part of the San Bernardino County Fair.] During the war, it was a recreation center for soldiers from the big airfield nearby.

Heading west from Victorville, you enter BALDY MESA, named for the tall peak visible to the southwest (L[eft]). Here are many Joshua trees, twisted, shaggy plants. The region is full of cabins built by city folk who find a desert week-end a pleasant diversion. [Joshua trees are all over southern California and parts of southwestern Arizona.]

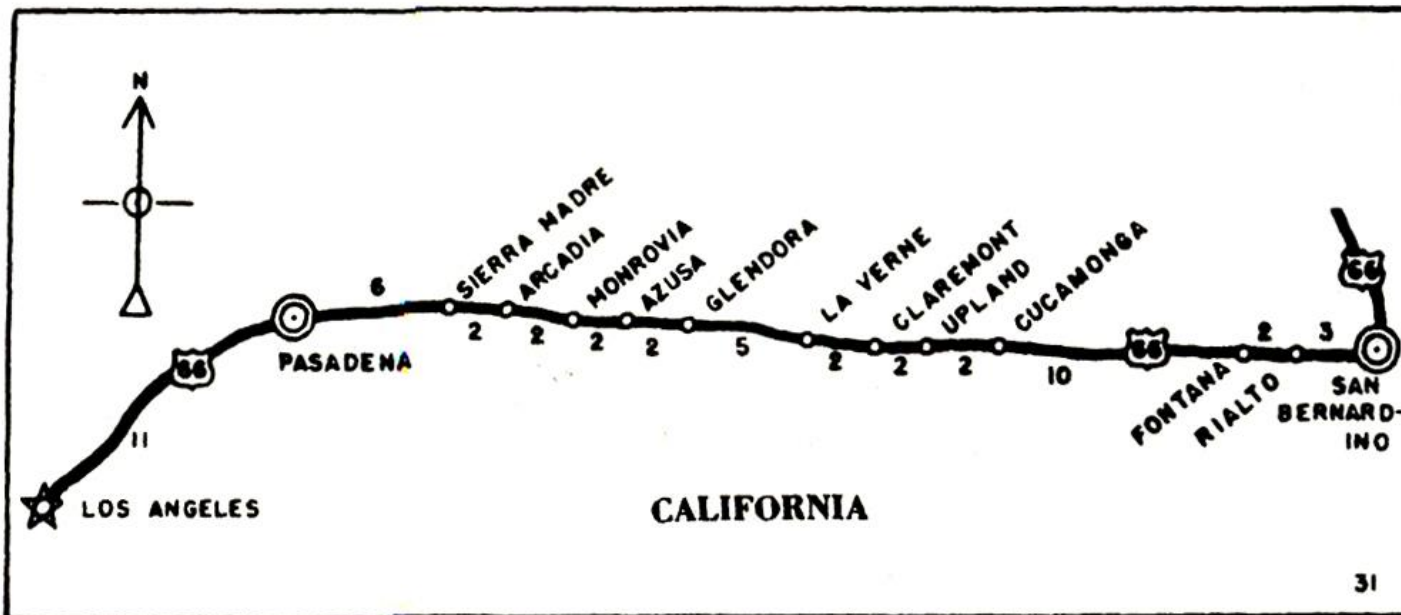
From Victorville west, you climb slowly for 18 miles to the summit of CAJON PASS. Along the way are several gas stations, one of the best establishments being at 288 mi. (81 mi.), at "Millers' Corners." At 290 mi. (79 mi.) is a junction with US 395, and at 293 mi. (76 mi.) you enter the SAN BERNARDINO NATIONAL FOREST. During the dry summer months, no smoking is allowed—even in cars—for the next 15 miles, because of fire hazards. [As we've seen in recent years, maybe smoking should be banned statewide all year! (Add that to the long list of crazy rules in that state!)]

At 294 mi. (75 mi.) you reach CAJON SUMMIT. Gas station here, US 66 then begins to descend through deep cuts in the rock, and winds around to the right in a great descending sweep. This is Cajon Pass, famous gateway to Southern California, used for over 100 years. As you descend (sometimes it is necessary to use second gear for safety), you get wonderful, changing vistas of green valleys and mountain ranges in various shades of blue.

At 298 mi. (71 mi.) is the town of CAJON, providing gas and lunchroom. Other gas stations are found frequently along the route of descent. At 299 mi. (70 mi.) is a junction with State Road 2, which runs left to Lake Arrowhead, one of the leading mountain resorts of the region. [Still there and appears to be well populated with homes and a country club.]

US 66 continues downgrade, past the gas station and store at DEVORE, at 307 mi. (62 mi.), and reaches a fork at 315 mi. (54 mi.), where City 66 runs (L[eft]) to San Bernardino, and Alternate 66 goes (R[ight]) to Los Angeles.

# Get Your Kicks on Route 66 (Part 4) - California



Since this Guide Book is primarily written for the traveler to Los Angeles, it is assumed that you will take the right (alternate) fork, through the edge of San Bernardino. At the center of a small business district US 55 turns right and heads almost straight west toward Los Angeles, about 53 miles distant.



From this point on, the traveler is practically "in" Los Angeles. Tourist camps of the best type, fine cafes, and other roadside facilities are found all along the way, so no further detailed description is necessary.

Enroute you will pass through 12 small communities before reaching Pasadena. Many of these are so close together as to be practically indistinguishable from each other. [And today, even more so!] At 318 mi. (51 mi.) you reach RIALTO, a town of about 2,000; at 320 mi. (49 mi.) you pass through one edge of FONTANA, where Henry Kaiser built the first steel blast furnace west of the Rockies, during World War II.

Now you pass through vineyard country and orange groves [not anymore!], through CUCAMONGA, at 329 mi. (40 mi.), UPLAND, at 332 mi. (37 mi.), and CLAREMONT, at 334 mi. (35 mi.). All of these suburbs of Los Angeles are served by electric trains running from the metropolis. [Not anymore! Just a whole lotta endless roads and houses!]

More towns you pass through include LA VERNE, at 336 mi. (33 mi.); GLENDORA, 241 mi. (28 mi.); AZUSA, 343 mi. (26 mi.); DUARTE, 347 mi. (22 mi.); MONROVIA, 350 mi. (19 mi.), and ARCADIA, 352 mi. (17 mi.). Just west of Arcadia, you pass the PONY EXPRESS MUSEUM (L[eft]), containing a historic collection of stagecoaches and old western relics. Famous SANTA ANITA RACETRACK is just beyond.

[If I understand right, the PONY EXPRESS MUSEUM existed until 1955 when W. Parker Lyon died. Then, William Harrah (yes, that Harrah of casino fame) purchased the museum and trained up the collection to Reno. After Harrah died in 1978, the museum collection was broken up and sold during an auction. See a separate article about this museum for more detailed information.]

Now you pass through SIERRA MADRE, at 353 mi. (16 mi.) and soon enter PASADENA, at 359 mi. (10 mi.). Pasadena is famous for its Rose Bowl, Tournament of Roses, and the Pasadena Playhouse.

From Pasadena, you drive over city streets into LOS ANGELES, where you reach the City Hall at 369 mi. (0 mi.). As was stated in the introduction to this Guide Book, no detailed directions to large cities are given, hence the GUIDE BOOK ends its directions at this point. If you wish to make a complete trip over all of US 66, you will have to drive west through BEVERLY HILLS to the shore of the Pacific Ocean at SANTA MONICA, about 17 miles from the Los Angeles City Hall. There US 66 ends.

[Today you would take the I-110 to the I-10 junction, then take the I-10 straight west to Santa Monica. The I-10 then turns into the Pacific Coast Highway curving north. You'll go past the Tongva Park on the left and start to turn north onto the Pacific Coast Highway. Right there, there is the parking lot just north of the Santa Monica Pier and the beach all around there.

(Did you catch my subtle hint of Saturday Night Live's skit, *The Californians*, of directions giving? :-)]

In closing, the author hopes you had a pleasant trip. If you have any suggestions on improving this Guide Book, address them to the publisher, so they can be included in future editions.

[As far as I can tell, no other edition of this book by Rittenhouse was ever made. All the books you can find today of this title are exact copies of that 1946 book reprinted and published at various times decades later (with additional pages added in the reprinted versions). Of course, many, many other authors have their own versions of books about the "mother road" with their own take of the road long after Route 66 was a main road.]

THE END

[Compared with today, I can only imagine what these areas of California must have been like! Much of the span of this road would have been much less built up and populated even despite the influx of depression/Dust Bowl refugees a decade earlier.]



# Historical Spotlight

## The Pony Express Museum of Arcadia, California

As I was reading through the California part of the Route 66 guide book, there was a reference to a pony express museum near Los Angeles. I wanted to find out more and see where exactly it was. It turns out that the museum no longer exists and has not for over 60 years. But the story of what happened to the museum is interesting!

I came across an online article in the Los Angeles Times from August 24, 2012. Scott Harrison wrote the article titled, "W. Parker Lyon and his Pony Express Museum". Here are some selected quoted passages along with some reinterpretations.

William Parker Lyon was a mayor of Fresno, California and moved to San Marino in 1913. He started collecting things and eventually encompassed a museum. The LA Times stated in an article (January 17, 1955) that the "museum started as a stamp collection and grew into a mammoth exhibit which included a narrow-gauge railroad, stagecoaches, dance hall, and other antiques valued at more than \$250,000". By 1935, the collection opened as a museum called Pony Express Museum, which was across the street from the Santa Anita Racetrack in Arcadia, California along Route 66.

Lyon died in 1949 at age 84, just a few years after the Guide Book to Highway 66 was published. His obituary stated "Every one of his hundreds of thousands of relics in his museum was gathered by him personally in collecting trips to all parts of the state, particularly the Mother Lode gold country" but would also brag that "when he got through cleaning out the gold towns from Mariposa to Hangtown and Weaverville there wasn't enough left to fill up a midget's room in the State Museum at Sutter's Fort in Sacramento..." "To the 100,000 or so visitors who paraded annually through the fantastic museum, Parker Lyon was curator, guide, mentor, and prevaricator supreme. Everything possessed a colorful history, or if it didn't, he invented one for it." Indeed, Lyon seems to be quite the colorful character with an equally impressive collection. Even the film production companies would rent props from him.

After he died, there was no one who could equally sustain the museum. In 1955, William Harrah (yes, that Harrah of casino fame) purchased the museum for \$150,000 and then moved it to his casino in Reno, Nevada, which took 14 railroad cars! By 1962, the museum was reestablished in Reno.

Fast forward to 1978, William Harrah then died. Two years later in 1980, Holiday Inns Inc. took over Harrah's properties and later decided to sell off the old Pony Express Museum collection. As it turned out, one man purchased the entire collection in 1986 in the range of three quarters to one million dollars. This man was Greg Martin. He originally only wanted three particular firearms, but ended up buying the whole museum after Holliday Inns Inc. would not piece off the individual items. Martin then put up the bulk of the items for auction with Butterfield & Butterfield in July of 1986 in San Francisco. They put up the items for display to the public before the auction. In January of 2002, Martin formed Greg Martin Auctions with two veterans of Butterfields auction company.

Coming from the museum field, I have strong mixed feelings about the selling of historical items through auctions to private personal collectors. While not illegal by any means, it does seem questionable at the least for a private collector to have such high profile Americana objects that other citizens of the United States would only love to enjoy seeing in a museum or some other entity that holds items in the public trust. One note of fairness, however, private collectors often donate significant personal collections to museums prior to or after the death of the collector.

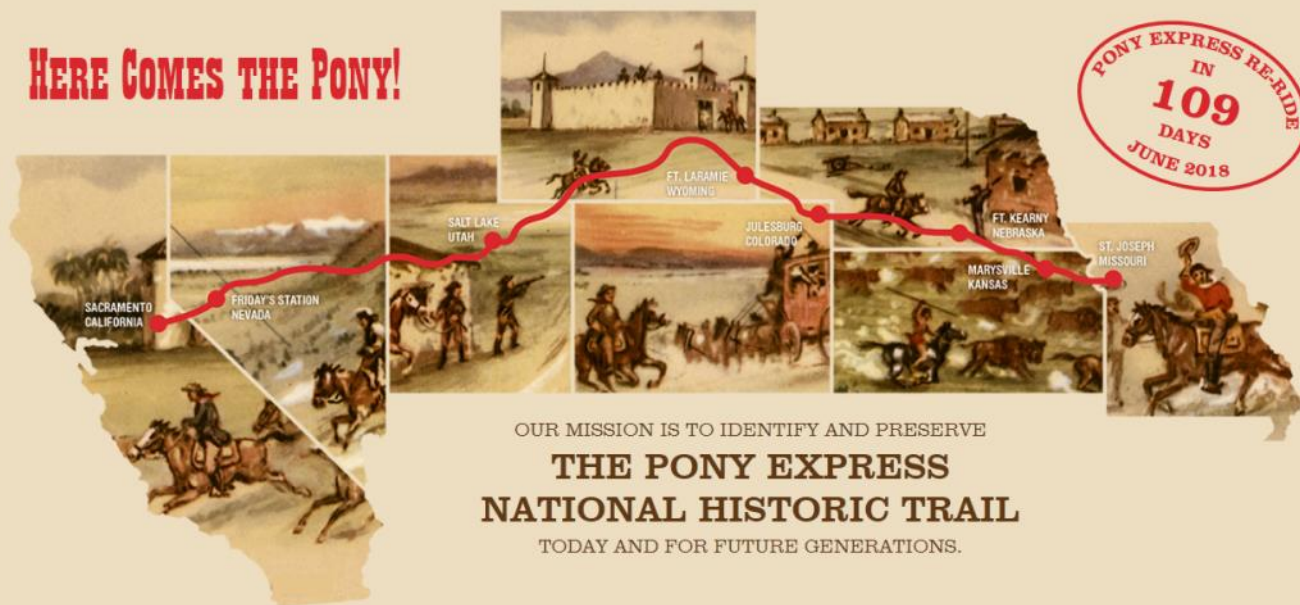
### Read More

- <http://framework.latimes.com/2012/08/24/w-parker-lyon-and-his-pony-express-museum>
- [http://articles.latimes.com/1986-07-17/news/vw-21469\\_1\\_collection](http://articles.latimes.com/1986-07-17/news/vw-21469_1_collection)
- [http://www.antiquearms.com/viewuserdefinedpage.aspx?pn=about\\_greg\\_martin](http://www.antiquearms.com/viewuserdefinedpage.aspx?pn=about_greg_martin)

# Historical Spotlight

## Pony Express Reride 2018—Send a Letter!

Send a letter with the 2018 Re-Ride - Information here ...



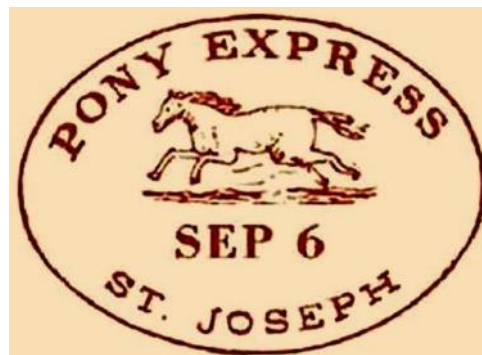
Okay, so talking about the Pony Express, here is an opportunity for you... today... 2018! There exists a National Pony Express Association that has an annual reride of the original route of the Pony Express. (See map above.) For only \$5, you can have a commemorative letter sent horseback along the original route from Sacramento, California to St Joseph, Missouri in 10 days!

So how I understand this to work is that you basically fill out a form (downloaded from their website) with a check and mail it normally to an address. I am guessing that the entire bundle of letters will be taken to Sacramento and loaded up. The letters will depart Sacramento, California on Wednesday, June 20th at 3:00 PM PT and will arrive in St. Joseph, Missouri on Saturday, June 30th at 8:30 PM CT (of course, this is approximate). So the 10 days go with hundreds of riders and horses (and you can track it on their website). After arriving at the specified location in St. Joseph, the letters will get a special postmark and each mailed by the post office to the respective destinations by normal mail. You also have the option to send a personal letter written on special stationery for \$10, which you will need to order ahead of time and mail back by the deadline.

Get info: <https://nationalponyexpress.org>

### About the Pony Express

“The Pony Express was a mail service delivering messages, newspapers, and mail. Officially operating as the Leavenworth and Pike's Peak Express Company of 1859, in 1860 it became the Central Overland California and Pikes Peak Express Company; this firm was founded by William H. Russell, Alexander Majors, and William B. Waddell, all of whom were notable in the freighting business. During its 19 months of operation, it reduced the time for messages to travel between the Atlantic and Pacific coasts to about 10 days. From April 3, 1860 to October 1861, it became the West's most direct means of east–west communication before the transcontinental telegraph was established (October 24, 1861), and was vital for tying the new state of California with the rest of the United States.” [Wikipedia—Pony Express](#)



# Historical Spotlight

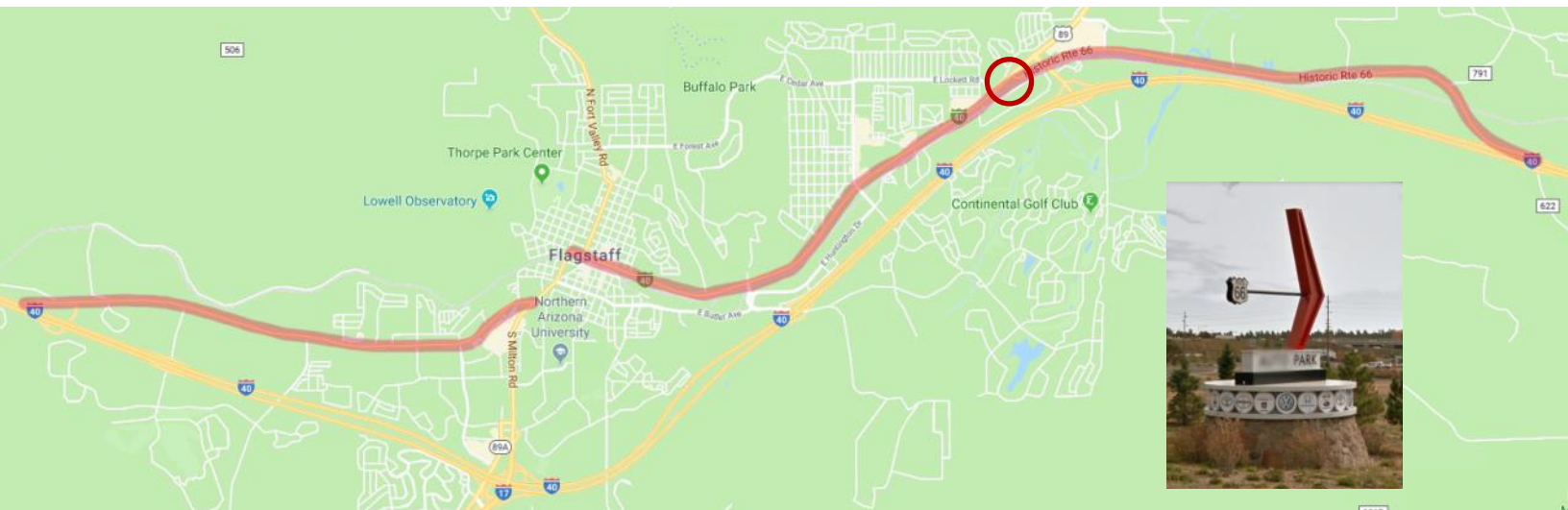
## Update: Route 66 in Flagstaff

In the early 20th Century, Flagstaff was a major town along Route 66. US 66 was established on November 11, 1926 with road signs erected the following year. Even today, the “Mother Road” is still a main active road through most of Flagstaff, with I-40 and railroad tracks paralleling it most of the way through the very middle of town. Well, as the interstate system got going in the 1950s, interstate roads eventually replaced many of the national roads, got sucked up into the interstate, or else minimized their existence. Route 66 managed to hang on in an interstate world until June 26, 1985 when it was officially decommissioned from the United States Highway System. As for Flagstaff, the town remained large enough (as did other towns along the road) to maintain active portions of the road. You can see with the

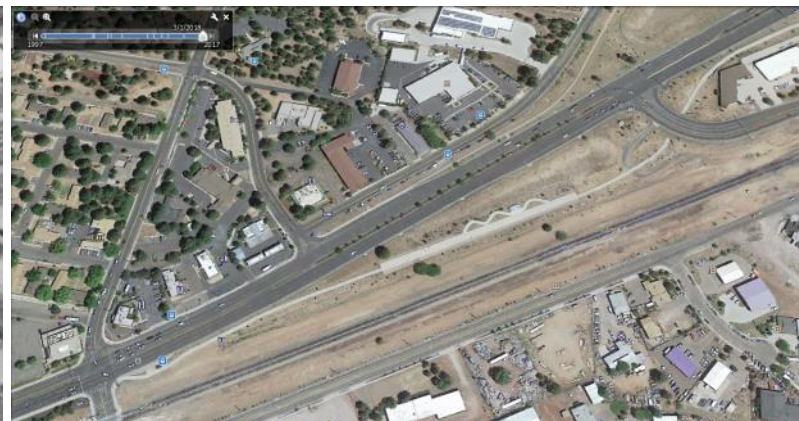
Read More

- [https://en.wikipedia.org/wiki/U.S.\\_Route\\_66](https://en.wikipedia.org/wiki/U.S._Route_66)
- <https://www.nps.gov/nr/travel/route66/maps66.html>

map below that Route 66 highlighted in red spans the entire width of the town and is even considered the Business I-40. The Mother road continues in use to some degree further east and west from this map. The red circle highlights an intersection that was weird and got restructured in 2007. They kept part of the road and made it into a little “Route 66” park. When I lived in Flagstaff between 1996 and 2001, I drove on this little piece of road a few times! (Mainly between 1999 and 2001.)



*You can see between these two photos from Google Earth the difference of 20 years: left is 1997 and right is 2018. This particular area of the road was a little weird and even unsafe with all of the intersections. Flagstaff kept a portion of the road that was there, cut*



*off the rest of it, and restructured the roads around it. In addition, one of the hiking trails was routed to include the part of Route 66 that was left here. The rest of the road is still there to the east and to the west. It was just this weird intersection that got carved out of the traffic*

# Travel Stumblings

## Semaphores

Okay, so you are saying or thinking, what the heck is a semawhat?? A semaphore. The word defines as “an apparatus for signaling, consisting of an upright with movable parts”, where sema comes from Greek meaning “sign” and phore is an English suffix meaning “an agent or bearer of a specified thing”. I guess you could say that a semaphore is a sign holder. In a generic sense, semaphores mean a variety of things, like the Navy men who wave nautical flags in coded patterns. However, the reference here is in the train industry. Here, a semaphore is a tall tower of a signal with green, yellow, and red lights, just like a stop light is for cars. They were most commonly used up to probably the 1970s when they were eventually replaced with more modern signals that look much like the intersection lights we have on roads today. While most of them are long gone, in more remote places, they still are around and even in use.

Last December, I was driving from Santa Fe to Colorado Springs before Christmas along I-25. Along the stretch between Las Vegas and Raton were five of them within a mile of each other by the tracks near the interstate! It had been a very long time since I had seen any at all! So, needless to say, I stopped really quick to photograph them. There was one by itself at first, then a pair of them a little further down and another pair further down some more. It was near sunset, so the light worked out good for an interesting photo.

Back while I was working at the National Ranching Heritage Center in the late 2000s, I wrote an article about the various train signals that were in the museum’s collection on the grounds. You can read that article in the Back Page Literature in this issue.

*Here is a pair of semaphores in New Mexico along Old Highway 85 (I-15) north of Wagon Mound a few miles.*





# Puzzle Sheet

## Word Search

S L I V N A C T R E S S E S T  
B K D W T C L S R A E L C N O  
O C O R R O S I O N E U E R H  
L R L O A O W G S R F M S I S  
D O S I N G A O R F E B S M P  
E S M J S N N L A V U E L A A  
S P O H F I D O O R N R E G N  
T A V S O M E M B W M J S I S  
S R I I R A R L E E A A N N V  
E T E V M L E A T R N C I A F  
I I H A A F R H D T G K T R O  
H S T R T Y A T E I I E A Y L  
S A A S I Y S H L E U H D Y D  
U N B N O V E P D F W S W X S  
M S G A N O E O I N C I T E D

Actresses

Anvil

Bathe

Boars

Boldest

Burble

Clears

Corrosion

Cross

Dosing

Drown

Erase

Flamingo

Folds

Idled

Idols

Imaginary

Incited

Lefts

Lumberjack

Merged

Movement

Movie

Mushiest

Nooks

Ophthalmologist

Partisans

Radius

Ravish

Scuff

Smear

Snapshot

Thrive

Tinsels

Transformation

Treaty

Unman

Wanderer

Wearying

Wharf

Whittle

# Historic Archives

Leadville Evening Chronicle, March 15, 1892

## TEXAS LEGISLATURE.

It Is Called in Special Session to Consider Many Important Matters.

Austin, Tex., March 14.—The state legislature assembled in special session at noon to-day, in accordance with the call issued last month by Governor J. B. Hogg. In the call in question the governor stated that the live stock industries of Texas were seriously injured by the restrictive laws passed by congress, affecting the transportation and sale of cattle under quarantine regulations, and that this injury could be corrected only by legislative action. It is also stated that the extravagant issue of railway and municipal obligations without valuable, just or proper consideration, but for speculative purposes, threatened calamity to the public prosperity, depreciates honest securities, casts opprobrium on the state's reputation abroad, and should be checked by some just restrictive laws.

Although, in the opinion of the governor, those two matters alone are sufficient to constitute an extraordinary occasion requiring the convening of the legislature, the body will be called upon to consider many other important matters, some of them of national importance. The constitution requires the state to be reapportioned every ten years, and that period having nearly expired since the last apportionment, the congressional, senatorial and judicial districts must be reapportioned. The two houses will also receive and act upon the report of the committee appointed to investigate the case of Jay Gould vs. the International and Great Northern railway, under the concurrent resolution passed at the general session of the twenty-second legislature.

Legislation will be submitted to change the general laws limiting and regulating the right of aliens to real estate in Texas, also to strengthen the general laws of 1889 defining, punishing and prohibiting trusts and conspiracies against trade. A bill is being prepared providing for the protection of the public and investors against the fraudulent issuance of insurance, and against the circulation of railway bonds and state, county and municipal bonds, and also to restrict and regulate the issuance of bonds and stock by such corporations. Last but not least, the legislature will be called upon to elect a successor to United States Senator Horace Chilton, whose term expires next year.

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# Upcoming Issues

Here are some topics I plan to feature in future issues, not necessarily the very next issue, but in some future issue.

## Historic Archives

*The Herald Democrat [Leadville, Colorado], September 19, 1906*

**SPRAINS.**

S. A. Read, Cisco, Texas, writes, March 11, 1901: "My wrist was sprained so badly by a fall that it was useless; and after using several remedies that failed to give relief, used Ballard's Snow Liniment, and was cured. I earnestly recommend it to any one suffering from sprains." Sold by George E. Taylor.

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### Weird Cats

Them cats can get into some weird spots! Let's have a look at some of the strange places they like to hang out!



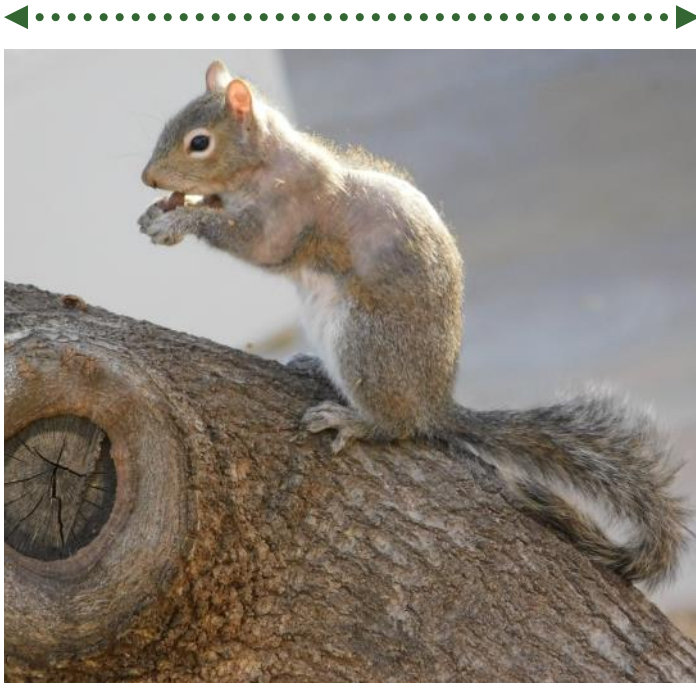
### Appalachia

In the early days of Texas, there were no Texans other than the native Mexicans living in the area. Many of the people who would be called Texan came from somewhere else. A large number came from Appalachia, which is basically the Appalachian mountains areas, or Blue Ridge Mountains.



### Boredom Happens

Do you know what happens when a graphic artist is bored? They take parts of historic paintings and superimpose them onto Google Street View, that's what! I'll include some of my favorite ones.



I have noticed two squirrels so far that roam around the quad of my apartments and the trees in them. I took this photo and thought that finally I got some good photos of this squirrel. However, after looking at them later, I was reluctant to include the photo. You can probably easily see why. Upon looking at the photo, it looked like the squirrel had some sort of skin disease with the hair loss on its back!

de Stolfe Journal Candid • 2102 W Loop 289 Apt 194 • Lubbock, Texas 79407

RG de Stolfe  
806.470.5867  
[rgdestolfe@yahoo.com](mailto:rgdestolfe@yahoo.com)

# Back Page Literature

## Caution, Train Coming!

*This issue's Back Page Literature page includes an article I wrote in 2009 for the Spring 2009 issue of the Ranch Record produced by the Ranching Heritage Association. The RHA is a member supported support organization for the National Ranching Heritage Center that is part of Texas Tech University, where I worked from May 2006 to February 2010. The article in the text is my original submitted article before any editing for the magazine. The images are the finished article as seen published in the magazine.*

### Caution, Train Coming!

By Robert-George de Stolfe

During the early twentieth century, the increasing number of collisions between automobiles and trains obligated the railroad industry to create better and clearer communication for the safety of the trains and for those who encounter railroad crossings. In a special article in the New York Times on March 17, 1907, the Inter-State Commerce Commission stated,

“It is undeniable that collisions on our railroads could be reduced...by the efficient management of block signals now used...[and] that an efficient automatic stop would prevent that last small percentage of such accidents...”

The article also quoted the commission stating that railroads will want to change their safety efforts to protect their reputation “knowing that passengers will feel safer under a scientific system and that this feeling will influence their patronage... [Managers and subordinates will] all breathe more freely after getting rid of anxieties incident to the time interval and flagging system.”

The railroad companies improved the accident rate by using unique signals to communicate messages to the engineer as well as warnings to the public. Most of the signals explained here came from the section of track removed in 1984 of the Santa Fe Railway between Whiteface and Bledsoe and donated by former Lubbock County Commissioner, Alton Brazell.

#### Station Signal

The Ropes Depot itself shows one of the earliest signals. This type of signal was a red, metal plate with rounded ends attached to the lower portion of a spoke. A horizontal pole, attached to the side of the depot and stabilized with cables, held the spoke in place. The upper portion of the spoke held a bracket that held a lantern (not shown). A hand-crank system, just inside the bay window of the depot office, rotated the red plate to either a parallel or a perpendicular position to the tracks. When the signal plate was parallel, it was not visible to the engineer. However, when the plate was perpendicular, it was visible and indicated to the engineer to stop the train at the depot to pick up passengers. A lantern that would sit on top of the bracket would signal a train at night.

**CAUTION!**  
**TRAIN COMING** STORY AND PHOTOS BY ROBERT-GEORGE de STOLFE

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**SEMAPHORE SIGNAL**  
Another signal used specifically for the engineer was a semaphore. A railroad semaphore was a metal box with a lamp and a rotating arm holding a series of lenses (green, yellow, red) located at the top of a tower. When the blade of the arm was in the vertical position, the lamp lit the green lens and meant “go.” When the blade moved to a 45-degree position, the lamp lit the yellow lens and meant “go slowly.” When the blade was in the horizontal position, the lamp lit the red lens and meant “stop.” The arm descended by the force of gravity, but an electrical current returned it to the vertical position and held it in place. If the power failed, the semaphore would automatically shift by gravity to the stop position as a safety measure. These towers were often placed along intersections of multiple tracks to signal when it was clear to proceed.

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# Back Page Literature

## Caution, Train Coming!

### “W” Sign

Other signals were static, such as a “W” sign. This sign was a wood post with a “W” painted on an attached plate. The “W” stood for whistle and indicated to the engineer when to blow the train whistle. These “whistle posts” were located on the right side of the tracks, one quarter of a mile away on each side of the highway intersection. The train whistle gave a warning to drivers in advance to stop shortly, especially in areas where a train is not easily seen coming.

### Crossbuck

A crossbuck was a sign used to warn drivers on the roads. This x-shaped sign posted the words Rail Road Crossing. Early signs had a black background with white letters and clear glass “marbles” studded on the letters, acting as reflectors. However, these marbles did not give enough reflection for the signs to be fully visible at night. Eventually, the railroads replaced these signs with ones having a white background with black letters. Typically, smaller or rural intersections had crossbuck signs alone, while intersections with higher traffic levels, used crossbuck signs in combination with flashing lights outfitted with bells and traffic gates. These signs were 9 feet from the center of the sign to the ground, and were a suitable height to be visible by a rider in a horse-drawn buggy. Interestingly, the term crossbuck also refers to the cross bracing found on barn doors and on fences.

### Wigwag Flagman Signal

A more dynamic stop signal was a Wigwag. The Magnetic Signal Company manufactured two main styles: a lower quadrant and an upper quadrant. The historical park has an Upper Quadrant Magnetic Wigwag Flagman, which was a precursor to the double flashing lights found today at railroad crossings. This upper quadrant wigwag swung on a center pivot with a 35 lb counterweight at the bottom and a lamp with a red lens in the middle of a round “banner” at the top. A motor box contained electromagnets where an armature swung alternately between the two magnets, therefore swinging the attached banner. In addition, a bell attached to the motor box rang when the banner swung. According to the company’s design, a wigwag was visible from both sides and was often located in the center of a roadway, if not on the side of a road.



*Left: This is the station signal on the Ropes Depot at the NRHC. You can see where the lamp would sit at the top on a bracket.*

*Right: Semaphore at the NRHC near the Ropes depot. It is shown in the stop position with the red lens that would be lit.*

