

ARIZONA TRAILS



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ARIZONA CHAPTER
OF OCTA

Editor - Rose Ann Tompkins - (602) 963-3565

THE "PRES" SEZ

Our last outing in November where we participated in the annual get together of the Friends of the Mojave Road gave me some interesting insight. As a reasonably new member of OCTA, it is my impression that although OCTA is now rather broad based, it probably started as a somewhat paternalistic organization with one person being the primary ramrod. The Friends of the Mojave Road appears to be the creation of Dennis Casebier and its vitality still depends on his efforts.

The meeting was extremely well organized. The main tour that we took started at the river just opposite Fort Mojave and covered about 45 miles of the Mojave Road. The tour started and finished on time. There were about 25 four-wheel drive vehicles and the tour guide told us about what we were seeing over a CB (4x4 and CB both required).

As we approached one particular section, the guide explained that we would have to drive around this section since the rancher would not let them put the jeep road through his property over the Mojave Road. The tour guide seemed sorry that that was the case. From an OCTA point of view this appeared to me to be what we would have called "pristine trail". The Friends of the Mojave Road appear to emphasize use more than preservation.

Most of the participants appear to be off-road enthusiasts who are casually interested in history whereas I sense that most of OCTA are historians who use off-road vehicles to get us to some interesting historical locations. Each different organization has its own emphasis. Theirs has a very large following. In any event, we enjoyed the meeting, as something different.

We held a tail-gate social hour and informal chapter meeting before the barbecue. We didn't conduct any formal business, but did discuss the chapter in general.

I would remind you of the Butterfield Stage outing in January in New Mexico. Jim Carter has the plans well in hand. We covered one section of the Butterfield Trail last year. This outing will pick up where that outing left off and should prove

to be very interesting. A later outing this year will pick up the Butterfield when it gets into Arizona.

I brought up the subject of a Name Change for the chapter in the last newsletter. When the chapter was formed, there was some talk of using "Southwest" in the name but some concern was expressed that Southern California might dominate the chapter. I see no signs of this happening either now or in the future. The amount of influence which we exert in the national organization for our relatively small size suggests that we are pretty good at doing the dominating, ourselves.

There are several reasons why this name change seems to me to be appropriate. Based on participation in outings, some of our most active members are from New Mexico and from California, even when the outing is in Arizona. We have tried to schedule outings in both the eastern southwest and the western southwest so that some of our meetings are close to all of the active members. The most pressing reason that I favor this change, however, is that it enlarges the possible leadership pool. If I were on the nominating committee, I would be embarrassed to ask someone from New Mexico or from California to be the president of Arizona OCTA. This is a somewhat selfish preference since I would like to eventually hand over this job to someone else, and I would like as many contenders as possible.

It appears that the matter will come up at our next business meeting. I am not sure whether this will require a letter ballot or a simple vote at the meeting. I will consult with our founding fathers/mothers (founding persons) for some guidance in this procedural matter. If you feel strongly one way or the other on changing the name and are not going to be at the next meeting, you should let someone who will be at that meeting know how you feel. Put it in writing and send it to me. I will see that your preferences are noted. Better yet, come to the next meeting.

Harland

FOLLOW THE BUTTERFIELD TRAIL IN JANUARY

Arizona OCTA will have its next weekend outing in January, 1991. Jim and Marion Carter of Las Cruces, New Mexico will lead another trail weekend on the Butterfield Trail. It will be held in western New Mexico on January 19 and 20.

The Carter's have set Lordsburg, NM as our meeting place on Saturday at noon. Please eat lunch before the meeting time. We will gather at the Kranberry's restaurant parking lot, which is 1/2 block south of the Main Street exit from I-10 (exit 22).

Adjacent to Kranberry's on the north is the Best Western-Western Skies Inn. Carter's plan to spend Saturday night at this motel. One block west of Kranberry's is the KOA campground.

The intended sites to be visited will not require 4WD unless there has been rain or melting snow to make the dirt roads to and from Cow Spring and Soldiers Farewell muddy and slippery.

The following accommodations are given as they will be close to our meeting sites. They are not the only ones available. Reservations are probably a good idea at this time of year.

Best Western-Western Skies Inn
1303 South Main
(505) 542-8807
\$41 to \$45 per night for 2 persons
AAA and AARP discounts

KOA Lordsburg
(505) 542-8003
\$14.50 per night, full hook-up, 2 people
one kamping kabin available at \$18.50 for 2

The tentative schedule is as follows:

Saturday, January 19

12:00 noon	Leave Lordsburg from Kranberry's parking lot (lunch eaten)
1:30 pm	Arrive Cow Springs Station
2:00 pm	Leave Cow Springs
3:00 pm	Arrive Soldiers Farewell Station
3:45 pm	Leave Soldiers Farewell
4:45 pm	Arrive Barney's Station (no remnants, view of site only)
5:00 pm	Arrive Lordsburg
7:30 pm	Business meeting, probably at Carter's motel room

Sunday, January 20

8:45 am	Leave Lordsburg from Kranberry's parking lot (breakfast eaten)
9:00 am	Arrive Shakespeare Ghost Town and post Civil War Stage Station (\$2 donation per person requested)
10:30 am	Leave Shakespeare
11:30 am	Arrive Steins Peak Station
12:30 pm	Leave Steins Peak
1:30 pm	Arrive at I-10 at Steins (dilapidated railroad town) and disband for home.

It would be helpful for Jim to know by **Jan 10** if you are going to be attending the weekend. Please drop him a line or give him a call if you will be there. Indicate if you have a 4WD vehicle, just in case. If you want more information, contact Jim.

Jim Carter, 4091 Sotol Drive, Las Cruces, NM 88001 phone - (505) 522-1189



This is a postcard, probably dating from 1958. The copy on the card reads: "The illustration is a reproduction of a mural painted by Frank Nuderscher, noted St. Louis artist, for the Missouri Pacific Lines' museum. It represents the artist's conception of the scene at Tipton, Mo., on September 16, 1858, when the Pacific Railroad, predecessor of the present Missouri Pacific, brought mail from St. Louis and the east, to Tipton; then rail's end, for handling to San Francisco for the first time via the Butterfield Overland Mail route."

card courtesy of
O.E. Griessel, Columbia, MO

BOOK REVIEW

"Roadside History of Arizona"

by Marshall Trimble

Pen & Ink Sketches by Joe Beeler

Mountain Press Pub. Co., Missoula, 1986, 482 pages

If you like your Arizona history in easy doses, this is your book. If you enjoy cruising around the state, vicariously from your recliner, or in real time in your wheels, this is also your book.

Marshall Trimble has carved Arizona into five geographic segments for his purposes. He then describes what you can see along all the principal roadways in each of the segments. There are 41 different roads followed, ranging from the concrete and steel behemoths of modern commerce, to the sleepy little country lanes of our youth.

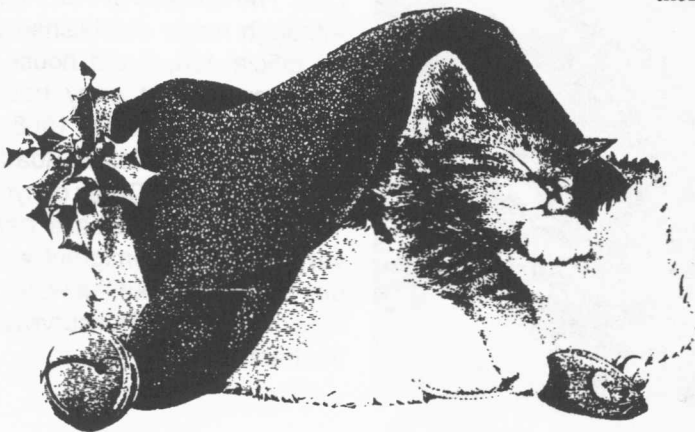
Roads, and the trails they evolved from, are keys to the history of our young and restless land. Sprawling cities, quiet towns and forgotten stream crossings, military posts and mining camps lie along or near these roads. The Roadside History tells us why these places grew, declined, or passed into oblivion.

Mr. Trimble has packed an amazing amount of Southwest History and lore into these pages. There is fact, legend and humor galore. A guide of this nature needs a good index; this book has it.

Want to know where Jacob Hamlin (noted Mormon explorer) is buried? It's on page 374. Want to read of a famed citizen of Bapchule? See page 162. Why is Phoenix the state capitol? Who was Bill Williams? Trimble tells us. The mines, the missions, the military, the railroads, the politicians, the characters, the heroes, the goats, they're all here.

Trimble, a teacher of Southwest History at Scottsdale Community College for many years, has skillfully woven a tapestry of Arizona History into his guide book. Buffs and serious explorers alike will find this an absorbing and useful addition to their libraries.

review by Jack Root



MEMBERSHIP LIST

CHANGE OF ADDRESS:

Fred & Joyce Rozum
5616 N. Palacio Place
Phoenix, AZ 85014
phone number - no change

PICTURES FROM THE NEEDLES, CALIFORNIA WEEKEND



Left: Tailgate social hour at the Rodeo Grounds in Needles with chapter members (left to right) Harland Tompkins, Ruth Root, Jack Root, Bill Mueller, Mary Mueller, Ormie Lamsom and Baldwin Lamsom.

Right: On the Mojave Road in the midst of the Joshua Tree Forest. This is part of a multi-car caravan on one of the Saturday tours. The country looks much as it must have looked when it was being used by emigrants.



Left: The remains of Fort Piute. Although never established as an official fort, it did house a small number of army troupes from Nov. 1867 to May 1868. It is located on the Mojave Road in the rugged Piute Creek canyon. The canyon would have been very difficult for emigrant wagons to manage, but the water of the creek was vital for survival in the harsh desert.

OUTING TO NEEDLES, CALIFORNIA

Editors note: Jack Root suggested we go to the FRIENDS OF THE MOJAVE ROAD gathering in Needles Nov. 9-12. Ten chapter members attended part or all of the four day event. Many tours were offered with members participating as they wished. Member Vivian Davies wrote the following article as her experience of the weekend.

Arriving on Thursday evening, Dennis Casebier, Chairman, and Jo Anne were pleased to meet me, and gave me my packet and tickets for the tours and then I drove back to my motel for dinner and rest from the 250 mile drive from home.

Tour #1 on Friday was a 2WD introductory tour of the east Mojave Scenic Area on county roads, total distance, 185 miles. The BLM tour guides suggested we consolidate the number of vehicles, so I road with Martha & Dwayne in their International Scout. First stop was the Goffs Schoolhouse, built in 1914, now being restored by Dennis who owns it. He plans to house his library and also have a museum there. The railroad used to stop there and was a desert shortline called the Searchlight Branch of the Santa Fe.

Lanfair Townsite, in beautiful Lanfair Valley was homesteaded between 1912 & 1915 with regular train service until 1923. Homesteading was possible but rainfall was scanty and unreliable with no water supply for irrigation. Today several homes are clustered there.

The scenery was now changing from distant valley hills to nearby rugged and spectacular low mountains and Joshua trees. A short hike to the site of Camp Rock Spring which was an old Army post in the 1880's and an important water source on the Mojave Trail even earlier. The spring could be seen by the trickle of water coming out of large boulders. After a short tour through Mid Hills Campground, beautiful with green pine trees, and comfort stations, there was lunch beneath the spectacular volcanic rock formations known as Hole in the Wall Campground. Approaching the intersection with Kelso-Cima road we could see Cima Dome. The dome is approximately 75 square miles in size, a molten mass of rock that stopped rising well below the surface, uplifted and eroded to its present form.

On the way to Kelso Dunes we passed through the town of Kelso which owes its beginning in 1905 to the Salt Lake Route of the Union Pacific Railroad and today Amtrak passes through there regularly. Water was plentiful from wells and a spring-fed reservoir and tall shake trees identify the area. In 1943 Kaiser Steel began operations in the nearby Vulcan Mine which was a key supplier of iron ore to the Kaiser steel mills in Fontana during WW II for construction of Liberty Ships.

The beautiful Kelso Depot, built in 1922, served the busy railroad hub for more than 60 years. It's boarded up now, but plans are in the works to reopen it for a variety of uses including a restaurant and museum. The Kelso Dunes' shifting sands rise to a height of 700 feet and the area provides outstanding displays of desert flowers.



---Dates for your calendar---

January 19-20, 1991 - Butterfield Stage Road in western New Mexico - led by Jim and Marion Carter.

March 16-17, 1991 - Butterfield Stage Road in eastern Arizona - led by Bob and Sheri Lee.

Back at the Rodeo Grounds, the evening program's entertainment featured delightful poems recited by cowboy Rob Blair who is the 5th generation living on the family ranch.

Touring rough 4x4 backcountry on Mojave Road Tour #2 on Saturday, I rode with Norm & Susan Zureske in their new Cherokee. From Needles the caravan of 24 vehicles drove to the Colorado River and followed the Mojave Road going west, passing Milltown's railroad berm whose gold mine, it is said, mined the easterner's investments more than actual gold. Also passed an abandoned turkey ranch, range cattle and tried to spot desert tortoises as we headed towards the Lanfair Valley.

It was extremely rough roads to get to the site of Fort Piute and while there we hiked over to view some Indian petroglyphs. Lunch was at a beautiful overlook of Piute Canyon. Back to downtown Needles in time to be in the 4WD parade to the Rodeo Grounds and an early barbeque dinner.

Another beautiful day, Sunday was even rougher backcountry roads towards Oatman, this time in a little Suzuki Samurai driven by Bill Salmon. The tour guides obviously knew what was behind every creosote bush as they guided us along abandoned Mohave & Milltown Railroad berms. Our road was the original Old National Trails Road, later, Route 66, that the emigrants took to get to Southern California.

We made stops at the Vivian Mine and the Leland Mine. Our guides made it very clear that no one should venture over to the nearby tailings and into the mine area because of possible danger from hidden shafts, etc. After others left for Oatman, Bill and another couple in their Toyota, lusted to drive over to the supposedly dangerous area and check it out. It was there I got a handle on what 4x4 backcountry driving is all about! It was a huge area with lots of concrete foundations with rotted stairways. The three of them enjoyed over an hour of hiking all over the place and I, not into that kind of mountain trekking, demurely watched them from afar. Oatman was wall-to-wall with Veteran's Day holiday tourists so Bill make a 180 and we returned to Needles.

Monday I decided I couldn't live without something I saw at one of the booths where an artistic gal was selling handmade garments, wall hangings, etc. She put beautiful Indian designs on the back and front of a denim jacket, and I, having paid many dues, decided I deserved it. Then into my 2WD Honda Accord and farewell to the Friends of the Mojave Road and, except for Cajon Pass, onto old Route 66, all the way home.

A more thrilling, perfect weekend over very rough backcountry roads with majestic scenery and beautiful people, couldn't ever be imagined.

Vivian Davies

—Dates for your cards

January 10 to 1991 9 x 4 1/2
February 10 to 1991 9 x 4 1/2

March 10 to 1991 9 x 4 1/2
April 10 to 1991 9 x 4 1/2

HOW TO NEEDLES CALIFORNIA

The first step for...
The second step...
The third step...

The fourth step...
The fifth step...
The sixth step...

The seventh step...
The eighth step...
The ninth step...

The tenth step...
The eleventh step...
The twelfth step...

The thirteenth step...
The fourteenth step...
The fifteenth step...

The sixteenth step...
The seventeenth step...
The eighteenth step...

The nineteenth step...
The twentieth step...
The twenty-first step...

The twenty-second step...
The twenty-third step...
The twenty-fourth step...

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FIRST CLASS MAIL



Season's Greetings