LOS ANGELES WESTERNERS
The Branding Iron
CORRAL
J. GOODMAN

SPRING 1986 LOS ANGELES CORRAL NUMBER 163

The Old Ridge Route
Los Angeles to Bakersfield the Hard Way

by John W. Robinson

John Robinson Collection

The Grapevine near Old Fort Tejon in 1920.

It's a ghost highway now, a twisting ribbon of cement and asphalt snaking along the ridgetop from Castaic to Gorman. Weeds sprout through cracks in the pavement and crowd the shoulders. Gusts of wind sweep across the old roadbed, occasionally stirring up dust devils. The panorama is far-reaching across the ridge and canyon country of this northeastern corner of Los Angeles County. Stillness reigns here now, broken only by the wind and the faint hum of trucks grinding along Interstate 5 a few miles to the west.

This haunted roadway is the old Ridge Route, the main artery of traffic between Los

(continued on Page Three)

The Branding Iron

THE WESTERNERS

LOS ANGELES CORRAL

Published Quarterly in
Spring, Summer, Fall, Winter

Address for Exchanges
and Material Submitted for Publication:

The Publications Editor
Abraham Hoffman
19608 Gifford Street
Reseda, CA 91335

THE BRANDING IRON solicits articles of 2,500 words or less, dealing with every phase of the Old West. Contributions from members and friends welcomed.

THE MONTHLY ROUNDUP

Photograph by - Frank Q. Newton

Al Miller

JANUARY 1986 MEETING

Former Corral Sheriff (1971) Al Miller spoke on the early history of the University of Southern California Medical School and its interesting connections with such local landmarks as sycamore trees and vineyards. Founded in 1885, the medical school was USC's second school, estabished just five years after the founding of USC itself. Dr. Joseph M. Widney, a founding trustee, recruited a faculty and admitted the first twelve medical students. As USC grew, so did the medical school, which graduated most of the doctors and dentists practicing in southern California over the next half-century. The first building was in downtown Los Angeles in a location known for its vineyards and wine industry, amid sycamore trees. Early medical students ate their lunch

(continued on Page Ten)

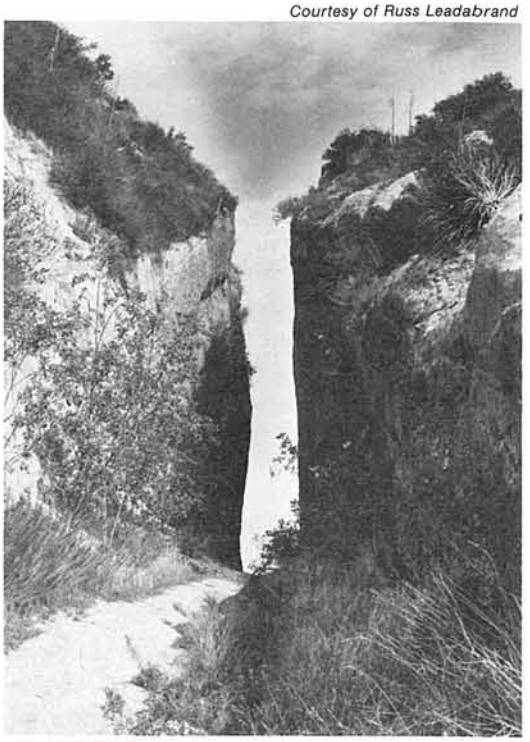
Angeles and Bakersfield sixty years ago. Its 48 miles of winding pavement was a driver's nightmare, encompassing 39,441 degrees of turn — 110 complete circles — and over 6,000 feet of elevation gain and loss. It was unique among California highways.

How did such a tortuous mountain highway come to be built? The story goes back to the late 19th century, before there was a State Division of Highways (precursor of today's Caltrans). California's road network was a loose hodgepodge of pavement, gravel and dirt (mostly the latter), built and maintained by the counties, the cities, or by any private enterpreneur who wished to invest money and charge a toll.

A motorist traveling from Los Angeles to Bakersfield at the turn of the century needed more than an automobile. He needed lots of intestinal fortitude.

Leaving Los Angeles, he crossed the Los Angeles River by a rickety bridge and reached pavement's end near Burbank. He then followed the dusty road alongside the Southern Pacific tracks northwesterly, across the vast, treeless San Fernando Valley. His adventure began a few miles past the small village of San Fernando, where he entered the mountains. The dirt tracks, built for wagons rather than automobiles, wound up and over Fremont Pass via historic Beale's Cut, then dropped to the sleepy communities of Newhall and Saugus. From here our driver faced a choice. He could take either Bouquet or San Francisquito canyon across the ridge country to Elizabeth Lake, where he faced a second choice. The longer but slightly easier route went north across the Antelope Valley, over Tehachapi Pass, and down into the San Joaquin Valley. The shorter but more tortuous route turned northwest, followed the foothills of Liebre Mountain past Quail Lake to Ralphs Ranch (today's Gorman), climbed over Tejon Pass, then dropped past crumbling Fort Tejon and down the twisting Grapevine to the valley. By either route, this was a tedious, all-day trip and our driver reached Bakersfield in a state of near exhaustion.

Courtesy of Russ Leadabrand



Beale's Cut, the way early travelers went from Los Angeles to Bakersfield.

As the 19th century drew to a close, and the horseless carriage began to replace the horse-drawn wagon, California acted to improve its highways. By an act of the legislature in 1895, the State Bureau of Highways was created and Governor James H. Budd was empowered to appoint three highway commissioners. The Governor promptly appointed R.C. Irvine of Sacramento, Marsden Manson of San Francisco, and J.L. Maude of Riverside. These three officials purchased a team of horses and a buckboard wagon and proceeded, in the next year and a half, to cover almost every nook and cranny of the state, logging some 7,000 miles of roadway. On November 25, 1896 they submitted to the Governor a report recommending a system of state highways "traversing the great belts of natural wealth which our State possesses, connecting all large centers of population, reaching the county seat of every county, and tapping the lines of county roads so as to utilize them to the fullest extent." Specifically suggested was a direct route from Los Angeles to the San Joaquin Valley to replace the round-

... Page Three

about route then in use.

A road over the mountains from Los Angeles to Bakersfield would be very expensive, and the Bureau of Highways had no way to raise the funds necessary for such a project, so the dream of a direct route lay dormant for a decade and a half.

The early years of the 20th century saw the automobile replace the horse as the major mode of transportation in California. Auto registrations doubled or tripled every year from 1902 through 1908. The pressure for a better system of state highways mounted dramatically and the state legislature responded. In 1909 the legislature passed an act providing for a bond issue of $18,000,000 (a large amount in those years) for the purpose of acquiring and constructing a State Highway System. The voters approved the highway bonds in the 1910 general election, and the following year the State Highway Commission was formed. A general plan was formulated to provide California with 3,052 miles of highway. Included in the plan was the long discussed mountain route between Los Angeles and Bakersfield.

W. Lewis Clark, State Division of Highways engineer based in Los Angeles, and J.B. Woodson, division engineer in Bakersfield, were given the task of locating the new route. Clark, working from the south, made a reconnaissance by pack mule high atop the ridge north of Castaic and laid out a route over the west shoulder of Liebre Mountain and down into the head of Antelope Valley. Surveyors followed in January 1912. "Chopping their way through the brush, clinging to the precipitate walls of canyons where no pack mule could keep his feet, across ravines and along the crests of the mountains, the surveyors fixed their stakes, and, link by link, laid the lines along which this mighty highway should run."

The first construction crews climbed into the mountains in early 1914. Most of the labor in hewing out the roadbed was done by hand, using pick and shovel. Steam shovels were hauled up the ridges to dig the big cuts. Two of the largest excavations were Culebra Cut and Swede's Cut, from which over a million cubic yards of earth were removed by the big steam-powered shovels. The roadbed was graded by large mule-drawn scrapers. Equipment and supplies were hauled in by mule team from railroad sidings in Newhall and Lancaster. Mother Nature provided the biggest obstacles. Winter storms hurled gale-force winds, rain, and snow at the exposed ridgetop construction crews, halting work for days at a time. Summer heat and water scarcity took their toll, too. Despite these handicaps, the twisting mountain highway was graded from Castaic to Gorman by mid-1915.

Meanwhile, engineer J.B. Woodson was having difficulties on the Kern County end of the new highway. From Bakersfield to Grapevine, the road passed through five miles of "the worst adobe soil that can be imagined. It was so bad that a strong horse could not drag a light buggy through it after a rain." The adobe quagmire was conquered by an absolutely straight cement ribbon called the 17-mile Tangent. Grapevine Canyon posed a problem because of its frequent flash floods. To surmount this threat, the new highway was placed on the east slope of the canyon, gaining elevation via a series of spectacular hairpin curves. The tightest of these cement hairpins gained infamous notoriety, after a number of fatal accidents, as Deadman's Curve.

The major problem at the south end of the new highway was solved before mountain construction began. In 1910 the Los Angeles County Road Department bored the Newhall Tunnel under San Fernando (Fremont) Pass, bypassing Beale's Cut. Automobiles now had a high gear route between San Fernando and Newhall, after years of struggle to surmount the precipitous route fashioned by Edward F. Beale in the 1860s.

The new mountain highway had been oiled but not completely paved when it was opened to the public in November 1915. The press hailed it as one of the state's great engineering triumphs. The *Los Angeles Times* ran numerous features on it, as did the Auto Club's *Touring Topics*. Even the *San Francisco Chronicle* was caught up in the excitement: "One of the most remarkable engineering feats accomplished by the State Highway Commission, and one which will prove of incalculable value to the San

Page Four . . .

Joaquin Valley and southern California, was accomplished recently when the new ridge route between Saugus and the Tejon Pass was thrown open for travel. Cutting off forty-five miles of the distance between Los Angeles and San Francisco, it provides the shortest route between San Francisco and the southern metropolis.... It is southern California's *magnum opus* in mountain highway construction."

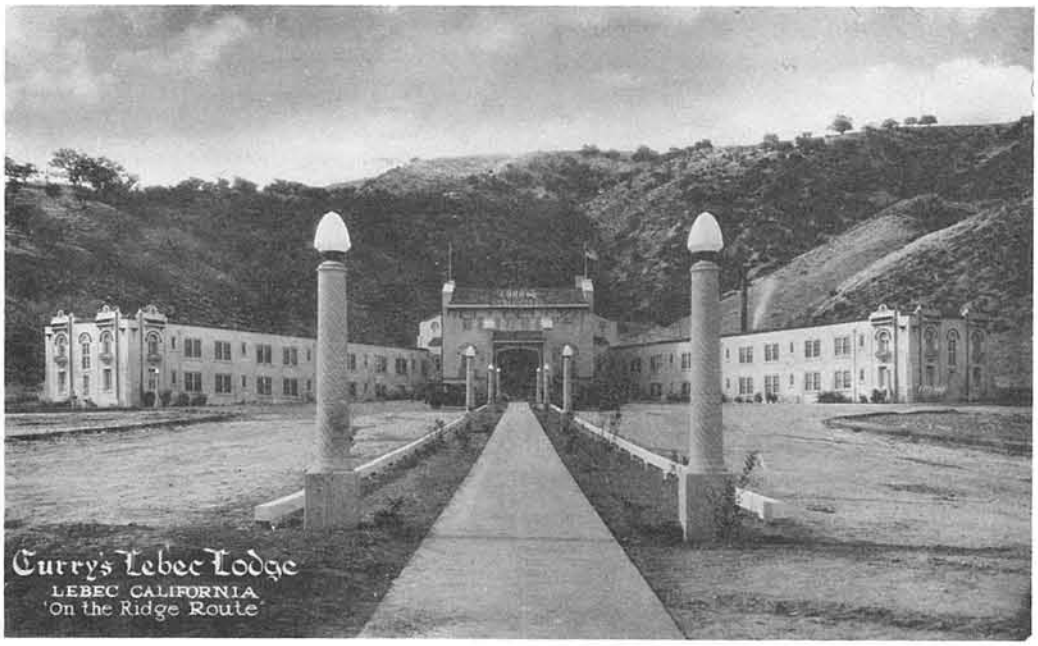
Traffic was heavy right from the start on the new mountain highway, which was officially called the Tejon-Castaic Ridge Road but soon became known to all who drove it as the Ridge Route.

Numerous inns and gasoline stations sprang up almost overnight to serve motorists. The traveler driving north from Castaic came first to the Ridge Road House, a small cafe and gas station frequented by those whose engines had started to overheat. A mile farther was Martin's, another little cafe and service station. Ten more miles of up and down winding brought the traveler to Old Reservoir Summit (3883'), a restaurant, store and gas station with a fabulous view. The highway then dipped, circled and climbed, passing National Forest Inn and Tumble Inn, two small resorts with far-reaching vistas, to its high point at Liebre Summit (4233'). Just beyond the driver reached Sandberg's Summit Hotel (later called Sandberg's Lodge), a three-story log hostelry set amid a grove of magnificent live oaks. Here the weary traveler enjoyed a hearty meal, topped off with a piece of Mrs. Sandberg's delicious apple pie, and relaxed before the crackling fire in the great stone fireplace. Herman Sandberg, local rancher who founded the resort, served as postmaster of Sandberg Post Office, established in 1918. From Sandberg's, the highway wound down into the head of Antelope Valley and turned northwest, passing Quail Lake and the Bailey Ranch, to the small community of Gorman. After eating at the Gorman Cafe and perhaps filling his car at the Standard Gasoline Station so long a fixture there, our traveler climbed over Tejon Pass (4183') and descended to Durant's magnificent Hotel Lebec. Many a tired tourist spent the night in this spacious two-story hotel with its lush green lawns and flower gardens. A mile beyond was Holland's Summit Cafe, a favorite trucker's stop. After passing the crumbling adobe remains of old Fort Tejon, our driver descended the winding Grapevine Grade and its notorious Deadman's Curve to

Sandberg Lodge on the Old Ridge Route. *John Robinson Collection*

. . . *Page Five*

John Robinson Collection



the small cafe and gas station at Grapevine, at the southern tip of the vast San Joaquin Valley. Our traveler had now conquered the Ridge Route and faced only a straight-as-an-arrow concrete ribbon into Bakersfield, 25 miles north.

Maintenance crews were always busy along the Ridge Route, repaving, clearing rock slides and winter snow drifts, and repairing guard rails. Cement paving of the entire route was completed in 1919, and in the early 1920s some of the sharpest curves were straightened and the road was asphalted. (In driving the old Ridge Route today, you can see the older cement roadway twisting back and forth across the newer, straighter asphalt paving.)

Although praised as an engineering marvel when it opened in 1915, it was not long until a more sober appraisal took hold. The Ridge Route was a tortuous, twisting nightmare of a highway, disliked by most drivers and hated by truckers. Its endless curves and drop-offs affected the nerves of travelers and many accidents resulted. A truck driver who frequented the road in the 1920s remembered, "The highway was very narrow and often accidents resulted from impatient passenger-car drivers trying to pass. And they were never small accidents, for the onrushing traffic could not see the disaster piled up beyond the curve. Car would crash on car with the jangle of glass, the pig-squeal of tires and the rending of metal, climaxed with the explosion of gas tanks and the screams. Police cars patrolled the highway, signs marked the dangerous curves, but impatient cannon-balling drivers never learned."

The great terror for truckers was the Grapevine Grade. If a rig lost its brakes on this twisting downhill run, it was curtains for the truck, its driver, and any unlucky automobiles unfortunate enough to be in the careening truck's path. The hillside below Deadman's Curve became known as the Junkyard, so littered was it with the broken remains of vehicles that had hurtled off the highway.

From 1921 to 1928 alone, 32 persons lost their lives negotiating the Ridge Route. Hundreds more suffered injury. The road bore the dubious distinction of having the worst safety record of any major highway in California.

The State Highway Commission was not long in realizing that building the Ridge Route was a mistake, that the circuitous

mountain highway was obsolete almost as soon as it was completed. It was built for an era of few cars. With the phenomenal increase in automotive traffic after World War I, the Ridge Route by 1920 was carrying far more traffic than it had been designed to carry. By 1925, a mere ten years after the mountain highway was opened, state engineers were looking for a new, safer, high speed route to connect Los Angeles with points north.

The engineers and surveyors found their new, safer route in the canyons immediately west of the Ridge Route. The State Highway Commission approved the canyon route and work commenced in 1927 on a new three-lane highway between Castaic and Gorman. The highway, called the "New" Ridge Route even though it did not follow the ridges, ascended Violin Canyon from Castaic, climbed over Violin Summit, dropped into the Piru Creek drainage, then ascended Canada de los Alamos and Peace Valley to join the old Ridge Route at Gorman. It was three lanes all the way, save for the rebuilt Grapevine Grade which was four. The new Ridge Route was opened to public travel on October 29, 1933, cutting eight miles off the distance between Castaic and Gorman.

The old Ridge Route overnight became a ghost highway. Harvey Anderson, later assistant chief of the L.A. County Fire Department, was a patrolman stationed at Quail Lake on the old route when the new highway opened. He remembers, "The traffic just stopped coming. Within a few months most of the gas stations and tourist stops had burned to the ground for one reason or another."

Sandberg's was the only resort that remained. It was operated as an out-of-the-way guest lodge for several years, then abandoned. The old log hotel stood as a lonely monument to yesteryear until fire destroyed it in the early 1960s.

The new Ridge Route, although certainly a great improvement over the old highway, proved none too safe. Its three lanes proved a hazard to high speed driving. The center, passing lane saw a number of bloody head-on collisions. Runaway trucks continued to be a problem on the downhill side of the Grapevine Grade. Grapevine itself, a small tourist stop located too close to the down-slanting lanes, was twice wiped out by out-of-control rigs.

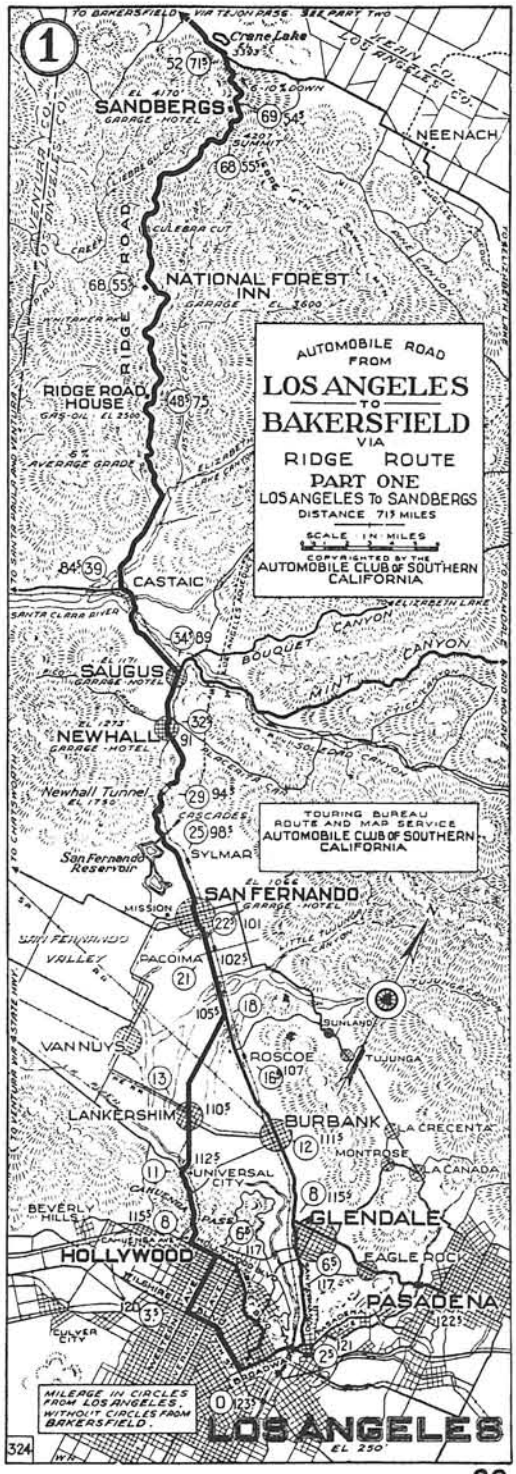
The highway was expanded to four lanes in 1951, and the dangerous Grapevine section was partially rerouted and made eight lanes in 1960. Grapevine itself was moved lock, stock, and barrel to a new, safer location on the plain below, where it stands today.

This second Ridge Route, in use from 1933 to 1971, is vividly remembered by thousands of southern California drivers. To those who traveled it, who can forget Frenchman's Flat, shaded by great oaks and alders, where Piru Creek elbowed west into the mountains. The flat, a favorite rest area, was always filled with picnickers, campers, and tired drivers letting their engines cool. Just to the north, the highway wove through Piru Gorge, a geological wonder of slanting rock strata. Most of the gorge now slumbers beneath the sparkling waters of Pyramid Lake, part of the California Aqueduct system. Farther north, eight miles short of Gorman, was Caswell's, with its service station, garage, restaurant and store. Only foundations grace the once popular tourist stop now.

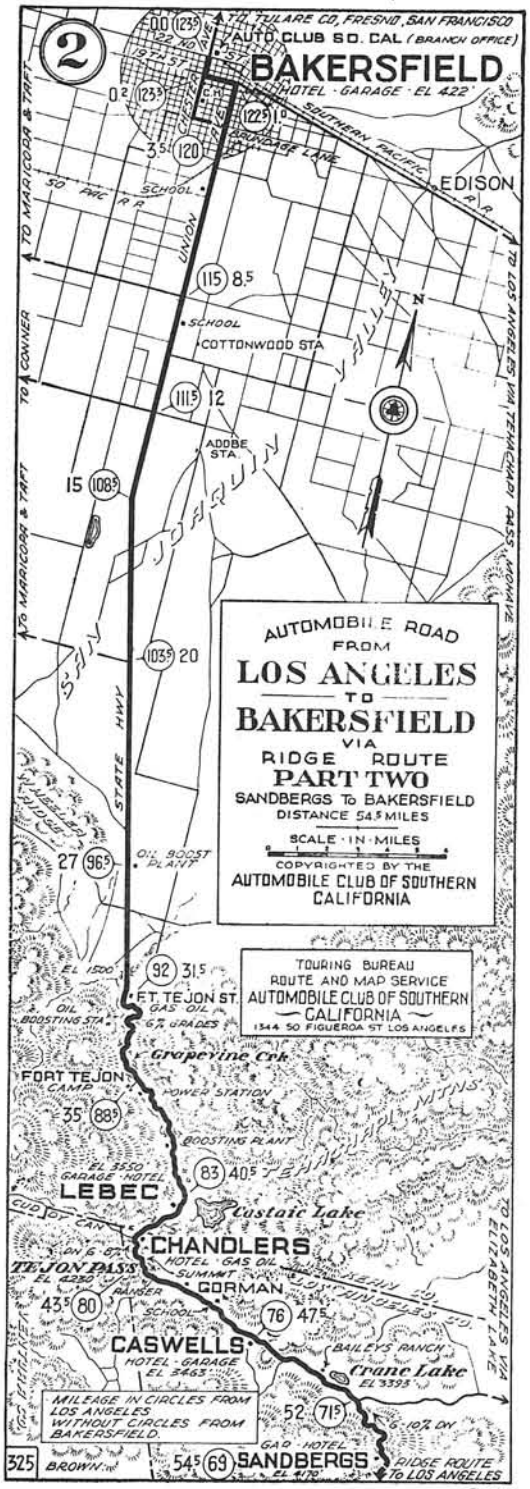
The tremendous increase in automobile and truck traffic during the 1950s and '60s overwhelmed the highway planners. Armed with federal funds, the California Department of Transportation (Caltrans, successor to the State Division of Highways) drew up plans for a divided, eight-lane freeway to travel the length of the state from Mexico to Oregon, to be part of the federally-sponsored interstate highway system. Work commenced on this mammoth project in the mid-1960s. The section of this Golden State Freeway, or Interstate 5, between Los Angeles and the San Joaquin Valley was completed in 1971, and a new, third Ridge Route was born. This is the great brute of a highway you follow today. Parts of it are rebuilt and widened sections of the 1933-1971 route, other stretches are completely re-routed. The longest new section is from the Templeton Highway junction (Violin Summit) to Hungry Valley, built halfway up the

. . . *Page Seven*

Ernest Marquez Collection



32



33

east slope of the Piru drainage to get around Pyramid Lake. Also new are the downhill stretches of the Grapevine and Violin grades.

Present-day travelers cruising I-5 on the two-hour L.A. to Bakersfield run would be hard put to visualize the tortuous old Ridge Route of sixty years ago. But the old highway is still there, lonely in its ridgetop isolation, intact and passable all the way from Castaic to Gorman. Someday, when you're in a relaxed frame of mind and have plenty of time on your hands, drive it. You leave Interstate 5 at the Lake Hughes exit in Castaic. Head east, then turn north onto Ridge Route Road at the stop sign. The road climbs into the hills and reverts from pavement to cement in two miles, and you are immediately thrust back in time. You wind up to the ridgetop and reach a junction with the Templin Highway. Beyond this intersection a sign warns "Not A Through Road," which means, in this case, that it is passable but not maintained. (From here on, watch for rocks on the road.) Continue up the old highway, twisting and turning, climbing steadily to Old Reservoir Summit and its panoramic view, 100 yards up a side road to your left. The old reservoir is still here, hidden in the brush just above the road. You'll want to rest here and recuperate from your prodigious use of the steering wheel. Beyond, you drop and then climb, passing the stone foundations of old Tumble Inn on your left, to Liebre Summit, high point of the route. You drop slightly to Sandberg, the clearing on your left surrounded by scattered oask and pines. Notice the concrete foundations where Sandberg's Lodge once stood. Now you wind downhill, with views over the west end of Antelope Valley, to a junction with Highway 138. Go left, passing marshy Quail Lake and Bailey Ranch. A mile past Quail Lake, take Gorman Post Road branching right. You're back on the old Ridge Route as far as Gorman. Beyond, the old route disappears into the shadows of history and you must use I-5. (There are short stretches of the old highway through Lebec and just south of Grapevine, but they don't connect.)

Interstate 5, "over the Grapevine," belongs to the drivers and their passengers, the motorcyclists, the bus riders and truckers of today's America. The old Ridge Route belongs to the ages.

Corral Chips

Garbed in his dashingly funky Zorro suit, *Bill Escherich* portrays Don Gaspar de Portola for the 100th birthday of Los Angeles' Elysian Park.

C.M. *Richard Hoffman* addresses some fifty Antelope Valley printers during International Printing Week on the subject of Benjamin Franklin's contributions to printing, culture, and history.

Appointed for a second term to the State Historical Resources Commission is *John Kemble.* The Commission meets quarterly and considers applications for districts or buildings to be placed on the National Register of Historic Places, or to be designated state Landmarks or Points of Interest.

The Historical Society of Southern California honors three of its members, *Doyce Nunis, Abe Hoffman,* and *Bob Cowan,* with an autograph party at El Alisal to celebrate the Society's centennial publication, *A Southern California Historical Anthology* — for which Doyce acted as Editor and Abe Pictorial Editor respectively — and Bob Cowan's latest volume *Foibles, Fun, Flukes, Facts.*

And speaking of *Doyce Nunis,* he has received the distinguished teaching award from the Division of Social Sciences at the University of Southern California. This is his fourth honor from the University for teaching. Moreover, Doyce has received the 1986 Summer Haynes Faculty Fellowship to

. . . *Page Nine*

support his research in Hawaiian archival/ library depositories on California-Hawaiian trade prior to the gold rush.

C.M. *Troy Tuggle* pens an article on "The Pistol of Jedediah Smith" for the Winter 1984 issue of *The Pacific Historian.*

Another C.M., *Gene Bear,* has been named an Honorary Mayor of Tombstone, Arizona.

Our own *Don Torguson,* has an abridged version of his prize-winning talk on "Hubert Howe Bancroft" printed in the *Buckskin Bulletin* for Winter 1986.

Los Angeles Times columnist Jack Smith pays tribute to C.M. *Anna Marie Hager's* latest book, *Winged Mail,* by devoting an entire article to it in the *Los Angeles Times Magazine.*

Honorary Member artist *Bill Bender* has been similarly honored by the San Dimas Corral of The Westerners. Bestowing the life-time membership on Bender was out-going San Dimas Sheriff and newly elected L.A. Corral Active Member *Ted Weissbuch.* By the way, Ted's interest in and collection of C.M. Russell books and artifacts were the subject of a column in the January issue of *The Tombstone Epitaph* book review section.

Jack McCaskill is featured on the front page of the *Monrovia News-Post* for his contributions to the book *Monrovia Centennial Review,* a volume authored by Pete Ostrye that features a number of historical photographs from the McCaskill collection.

Former Sheriff *Bill Escherich* has been elected president of the Idyllwild Arts Foundation, which operates the Idyllwild School of Music and the Arts (ISOMATA). Once a summer-only operation, the school is expanding into a year-round high school of the arts in September 1986.

The *Los Angeles Times* notices the work of another Westerner, *Norman Neuerburg,* in a feature article on Norman's completed restoration work on the chapel that once was a part of Santa Barbata's original Spanish presidio.

Walt Wheelock leads the Noroeste Historical Society's trek to the various Kino Missions in Sonora, Mexico.

In living color and wearing a necklace of horse teeth, C.M. *Jerry Zorthian's* smiling, bearded face beams out from the front page of the harbor area's *News Pilot* as part of an article on the Los Caballeros annual ride on Catalina Island. The horses, incidentally, are barged across the channel for the event.

The First Annual *Ray Billington* Lecture at The Huntington Library is beautifully delivered by Senior Research Associate and Billington friend and colleague *Martin Ridge.*

Monthly Roundup continued...

beneath the sycamores, drinking free beer supplied by a nearby brewery.

Early medical school teaching involved lectures, with minimum time given to bedside instruction. Faculty members were young and energetic, serving without salary, a practice that continued until World War II. The county hospital provided the source for in-patient teaching as private physicians made the link between hospital and medical school. Tuition for the three-year course of study was $315. Within a few years the first Los Angeles children's hospital was opened; doctors went on bicycles to make house calls in those early days, and local hospitals offered internships. Doctors of the period wore high boots, a short frock coat, and a semi-stovepipe hat when making calls. They also rode horses or used buggies in addition to the bicycles.

World War I called faculty and students alike for war service, causing the medical school to close for almost a decade. The school reopened in 1928, ushering in the present era of the USC School of Medicine. One last obstacle remained before success: the Great Depression threatened to eliminate the school at the outset. The school survived the crisis, however, to grow into one of the major medical campuses in the United States. Miller illustrated his presentation with slides showing the campus in its early years.

This being the first meeting of the year, Corral officers for 1986 were introduced. It was announced that Paul Bailey and Hugh Tolford have been elected to the Board of Directors of Westerners International.

Photograph by - Frank Q. Newton

Bill White

Photograph by - Frank Q. Newton

Deputy Sheriff, Jim Gulbranson and Speaker, Jack Moore.

FEBRUARY 1986 MEETING

A packed house of 110 members and guests enjoyed a talk and slide presentation by CM Bill White entitled "Santa Catalina — The Magical Island." Focusing on the development of Avalon from 1887 when George R. Shatto purchased the island from the James Lick estate until the 1920s when William Wrigley assumed control of the Santa Catalina Island Company, the slides and talk provided an enlightening look back at the development and growth of the square mile once known as Timm's landing.

From a town of tents to a close knit community, from imported Wilmington water to a system of reservoirs and water works, the tale of this island paradise was well illustrated and developed with care.

Following the talk, Iron Eyes Cody spoke briefly on the importing of buffalo to Catalina for motion picture use, and several other members contributed anecdotes on the island.

A beautiful collection of historical photographs on Catalina were brought by Hugh Tolford for exhibit, as well as many rare pamphlets, books and other ephemera from the collection of George Geiger.

MARCH 1986 MEETING

The Corral welcomed Jack Moore who spoke on the first marshals of the City of Los Angeles. Himself a marshal for 25 years, Moore traced the beginnings of the city marshal's office in the 1850s. Los Angeles at that time had a population of about 1,600 people, mostly Hispanic, plus a large number of transients heading for the gold fields. In a tense atmosphere, as the War with Mexico had ended less than three years earlier, the town's citizens played an elaborate practical joke on newly elected Mayor Alpheus Hodges who was fooled into believing a bloody civil war had erupted in the city. Law enforcement seems to have been nonexistent during the prank. On July 3, 1850, Samuel Whiting was elected as the first city marshal, a position that remained elective until 1876. The marshal collected city tax money and license fees, and he kept order in the city court. But this description barely began to illustrate the problems of early city law enforcement.

Los Angeles in the 1850s was a violent frontier town. Forty-four homicides occurred in the county between August 1850 and October 1851, with no convictions. As the court system seemed helpless to deal with the problem, a citizens' committee formed in 1852 arrested six men accused of a murder and hanged five of them, including the person who had named the sixth one as the merderer — so the surviving defendant got off free! While the city witnessed several dozen more lynchings, the next city marshals came and went. In fact, fifteen men served as marshals in the office's first fifteen years. One marshal was accused of murder,

(continued on Page Fourteen)

A Festive and Fantastic Fortieth Fling

by Ted N. Weissbuch and Abraham Hoffman

Friday evening, February 28, 1986, will long stand in the collective memory of Corral members as a major event in the history of the Los Angeles Corral of Westerners. The date marked the fortieth anniversary of the Corral's founding. With the Huntington Library providing the site for the event, more than 200 Corral members, wives, and guests reminisced about the past and looked to the future.

To commemorate the event, special patches, pins, and a tile crafted by Judy Sutcliffe and based on a design by Andy DaGosta were available for sale. Rumors of t-shirts, ashtrays, and pennants circulated, and although there may have been some interested customers for these additional souvenirs, none were to be had at any price. After a social hour that provided the opportunity to swap stories and introduce spouses, everyone sat down to dinner. Curtis Peagler's Quartet provided a background of music from the 1920s, '30s, and '40s.

Msgr. Francis J. Weber delivered the invocation for the anniversary celebration:

"We gather this evening in thanksgiving for the forty years You have allotted to this band of brothers known as Westerners.

"We ask Your blessings on those who have gone ahead of us into Your presence, for those of us who remain behind and for those who will follow in our footsteps along this portion of Your vinyard.

"As a pledge of our gratitude, we promise to renew our dedication to preserving and making known the accomplishments of our predecessors to those who are unaware of our western heritage.

"In particular, we thank You for this anniversary gathering, the wonderful food and the noble fellowship that binds us together as Westerners now and hopefully forever."

The program began with a slide presentation on the history, art, and gardens of the Huntington Library. Hugh Tolford then introduced the three remaining founding

Photograph by - Frank Q. Newton

Hugh Tolford

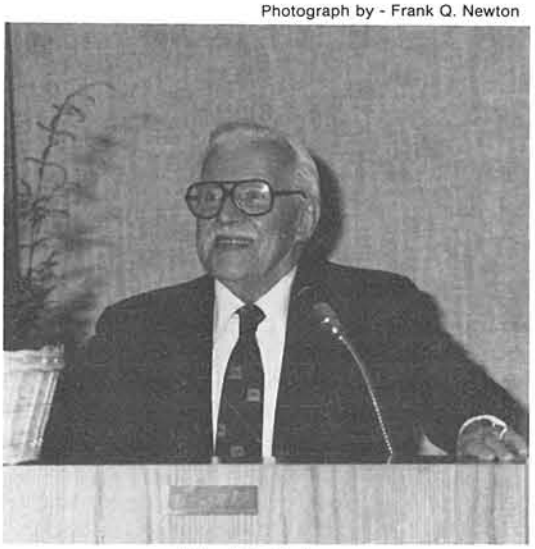
Corral members who were present. Glen Dawson discussed the early writer-members and publishers, and the first Brand Books. Paul Galleher spoke briefly about being in Homer Britzman's home and office, trying to get the Corral off the ground in 1946. The third founding member, John B. Goodman III, spoke of the work of Robert Woods and Homer Boelter, both of whom helped father the Corral.

The Los Angeles Corral was organized on

Photograph by - Frank Q. Newton

John B. Goodman III

Photograph by - Frank Q. Newton



Paul Galleher

Photograph by - Frank Q. Newton

Everett Hager and Glen Dawson

December 19, 1946, and is officially the fourth of the Westerner groups to be so created. By the 1980s there were some 170 Corrals! Early Los Angeles Corral meetings were held at the Shamrock Inn and other places before settling on the Taix restaurant. Goodman's reminiscences reminded everyone of the contributions of such members as Lonnie Hull, Iron Eyes Cody's predecessor as the Corral's photographer; and the dedication of Homer Boelter in getting a publications program going, and of Clarence Ellsworth's providing most of the early art work.

Following the reminiscences, Tolford read a list of the living Sheriffs, each of whom stood to be honored. Jim Gulbranson then introduced Martin Ridge, research associate at the Huntington Library and a Corral member, who in turn presented the evening's main speaker, Edwin H. Carpenter, who spoke on the life of Henry E. Huntington. If the name Huntington is familiar throughout California, it is because of the man behind the name. Carpenter noted how Huntington came to California in the 1890s and became involved in transportation, land, water, and tourism, succeeding in all these ventures.

Huntington's most enduring contribution may be the Library he founded, with its wealth of manuscript materials on California and the West, and such areas of interest as mining, the Mormons, western printing and photographs, and other rich lodes ripe for historical digging. Many scholars have come to mine those lodes, and not a few Corral members have made use of the fine sources necessary for their research.

At the conclusion of Carpenter's presentation the evening program ended, and as everyone went out to the parking lot there could be heard promises to make it to the *next* fortieth — give or take a few years.

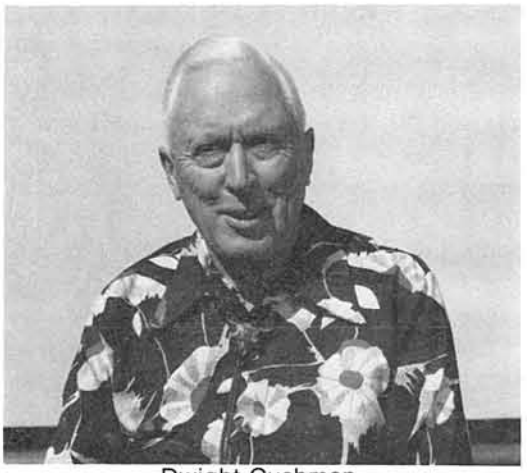
The success of the 40th anniversary event was due to the hard work of many people, with the driving force provided by Stan Malora, chairman of the anniversary committee. Usually "rank" is given when describing a Corral member's activities, but for this occasion all committee members are equals — except for the alphabet. A special thanks to Andy DaGosta, Don Franklin, Powell Greenland, Jim Gulbranson, Randy Joseph, Ken Pauley, Jerry Selmer, John Selmer, Hugh Tolford, Don Torguson, and Mike Torguson for their efforts in making the event a success. Naturally, if we missed anyone, our sincere apologies, and a special place on the pantheon of "unsung heroes" will be reserved for anyone we overlooked.

. . . *Page Thirteen*

Monthly Roundup continued...

bigamy, embezzlement, and abusing Indians — an inauspicious record for law enforcement.

Finally, William C. Warren brought some stability to the office, since he held the position for five years. But Warren was involved in several controversial gunfights, including his last in which he was killed by his own deputy. Moore entertained the Corral with a number of stories of such "exploits." These dubious achievements of Los Angeles' marshals demonstrate that the city antedated the better remembered Tombstone, Dodge City, Wichita, etc., owing nothing to the more famous counterparts for frontier violence and colorful characters.



Dwight Cushman

DWIGHT CUSHMAN, 1915-1986

At the March meeting the Corral was informed that Dwight Cushman had passed away on February 22. In accordance with tradition, everyone stood and awarded his memory with a moment of silence. Several members afterward noted that this seemed an inadequate tribute for someone who had done so much for the Corral. In fact, Dwight's contributions were so many and made so frequently that to list them would only be to overlook the many acts of kindness for which he asked nothing in return.

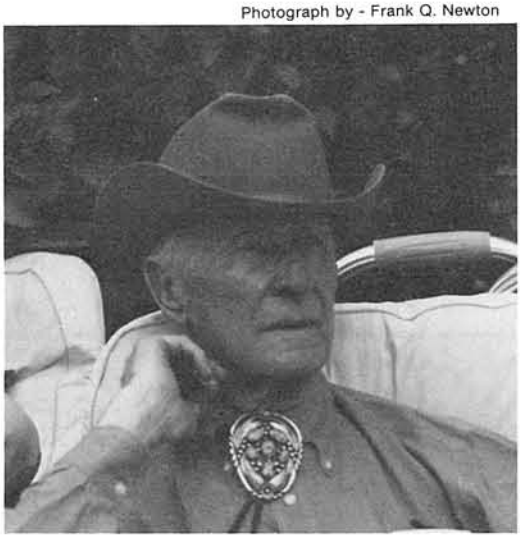
It was observed that Dwight led the Corral in bringing guests to meetings and sponsoring them as prospective members. Dwight also consistently provided material for the Corral chips column, not only about his own doings but also for anyone he noticed had made the news (Dwight would have loved the Bill Escherich/Gaspar de Portola story). The Westerners was but one example of his interest in history; like many Corral members he belonged to several groups. But he distinguished himself by being more than just a member, serving actively in the Society of Mayflower Descendants, the San Fernando Valley Historical Society, the Conference of California Historical Societies, and other groups. He couldn't avoid history even in church, as he was Historian of the First United Methodist Church of Canoga Park. For years he was the Corral's representative to Westerners International.

Dwight will be missed for his friendship, his sense of humor, and his dedication to history. He leaves a legacy with the Corral of the many members he sponsored, a legacy that helped assure the vitality of the organization he supported so loyally.

Earl Adams Passes On

Long-time Active Member Earl Adams died on March 31, 1986, at the age of 93. A twenty-year member of the Westerners, Earl served as Sheriff of the Corral in 1972 and helped with the Corral's financial work. Earl was known for his fine collection of Western art, especially his Charlie Russell bronzes. He liked jokes and would act them out as he told them. In April 1985 he presented a program to the Corral on the Custer legend and controversy. He himself had personally visited the battlefield where the Last Stand took place, and over a period of 35 years he did research on the topic, reaching the conclusion that Custer was an impetuous and lucky man whose luck finally ran out on him.

Photograph by - Frank Q. Newton



Earl Adams

Earl was a founding partner of Adams, Duque, and Walker, formed in 1935, followed by the formation of Adams, Duque, and Hazeltine in 1946. He was a graduate of Stanford, then went to Harvard Law School. After service in World War I he completed his law degree at Stanford. As a State Corporation Department lawyer he participated in the trial of C. C. Julian of petroleum notoriety. Under Governor Reagan, Adams chaired a committee to rewrite the California Corporate Securities Law, resulting in the California Corporate Securities Act of 1968.

Earl belonged to a number of organizations that reflected his Western interests, including the Los Angeles Corral, the Death Valley 49ers, the Zamorano Club, and E Clampus Vitus. His loss will be felt by the many friends he made through his support of these groups.

Corral Mourns Loss of Art Woodward

Long-time member and former Corral Sheriff Art Woodward recently passed away. He had been elevated to Honorary Member status in 1959 in recognition of his many years of service and loyalty to the Corral.

Art grew up in southern California, served in World War I, and attended the University of California at Berkeley. He worked as a reporter for the *New York Evening Journal* and as a curator of the Museum of the American Indian. The major portion of his career began in 1925 when he was appointed Curator of History and Anthropology at the Los Angeles County Museum, a position he held until his retirement in 1952. Art made many field trips for the Museum, including a number of visits to Alaska for study of the Russian period there. He also served in World War II with the Office of Strategic Services and as a special consultant to Admiral Richard E. Byrd in the South Pacific.

Art gained recognition both as teacher and researcher, served as the first Curator of Collections at the Arizona Historical Society, and aided in the creation of exhibits in Arizona parks and museums. He was noted for his amazing photographic memory in recalling minute archaeological and anthropological details. As a Westerner, Art served as Sheriff of the Los Angeles Corral in 1958, and his article "Historical Sidelights on California Joe" appeared in *Brand Book No. 8*. His program presentations were noted for his sometimes strong and salty language. Art was quite a conversationalist, particularly while holding one of his innumerable glasses of beer — despite the numerous surgeries on his stomach area! Though he moved to Patagonia, Arizona, he maintained contact with his many Westerner friends until his death early this year.

Readers will note that the *Branding Iron* jumps from #160 (Fall 1985) to #162 (Winter 1985). In keeping with the tradition of the Los Angeles Corral that Keepsakes be included in the *Branding Iron* numbering, #161 has been given to the index to the *Branding Iron* that has been prepared by Anna Marie and Everett Hager. The *Index* may serve as a Rosetta Stone for revealing the many fine articles, Corral activities, and participants of the past.

. . . *Page Fifteen*

BRAND BOOK No. 17
The Westerners, Los Angeles Corral

The Los Angeles Corral of the Westerners is proud to present the 17th volume in their series of Brand Books, containing twelve new articles on Western American history.

Transportation and its effect on life in the Far West is the particular focus of this new volume. In addition, the chronology of Western history is provided by the volume's editor. The contents are displayed at right.

The book was assembled and edited by Konrad F. Schreier, Jr., with help from Corral members Henry Clifford, Arthur Clark, and Donald Duke. Richard Cunningham was the book's art director, contributing his talents to the cover, illustrations and maps. The entire presentation is an important historical contribution, and a worthy addition to the Los Angeles Corral Brand Book series.

The book is uniform in format to previous volumes in the series. With 200 pages, the volume is hardbound with a printed dust jacket.

Brand Book 17 is issued in an edition of 500 copies, and will be out-of-print soon. Order now, or risk disappointment when it is no longer available. It will make an excellent gift for a friend or favorite library.

The Contents

Price to Corral members: $18.00 to non-members $22.50

(Additional copies available at 25% off list price)

(Californians please add sales tax)

Postage & handling $1.50. No charge if payment accompanies order.

Make check payable to The Los Angeles Westerners
P.O. Box 230, Glendale, CA 91209