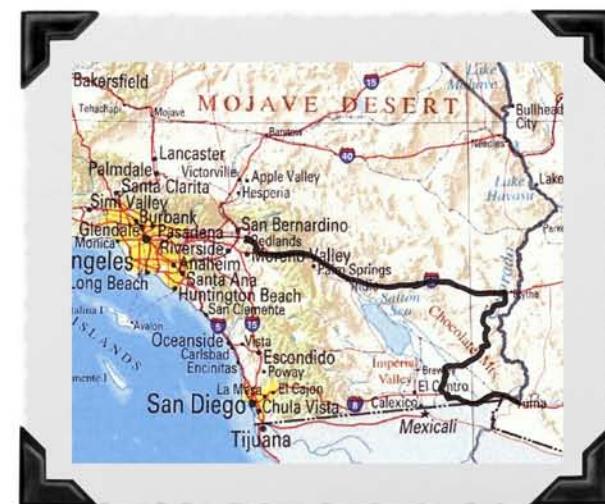
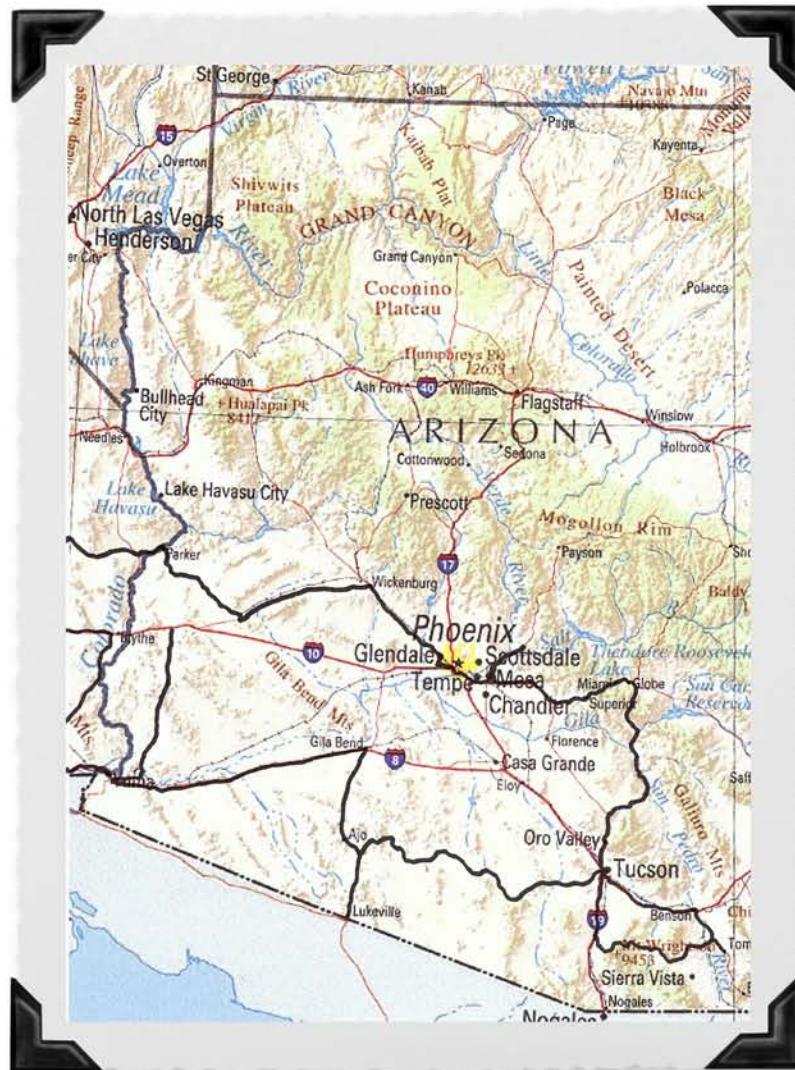


July 2011



♪Southeastern California - July 2011♪



Imperial Sand Dunes east of El Centro



Southeastern
California - July 2011

~Southeastern California - July 2011~



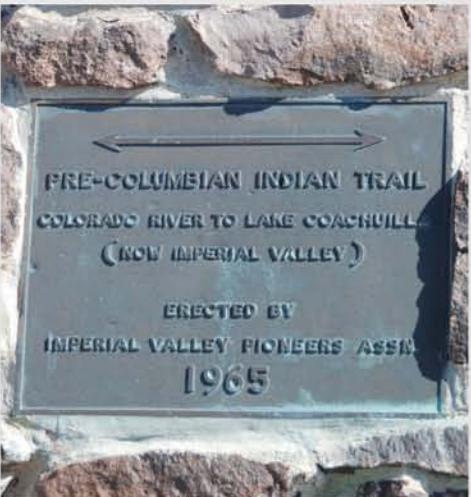
Chocolate Mountains



Abandoned homestead



Southeastern
California - July 2011



Southeastern
California - July 2011



State Highway 78 south to Yuma

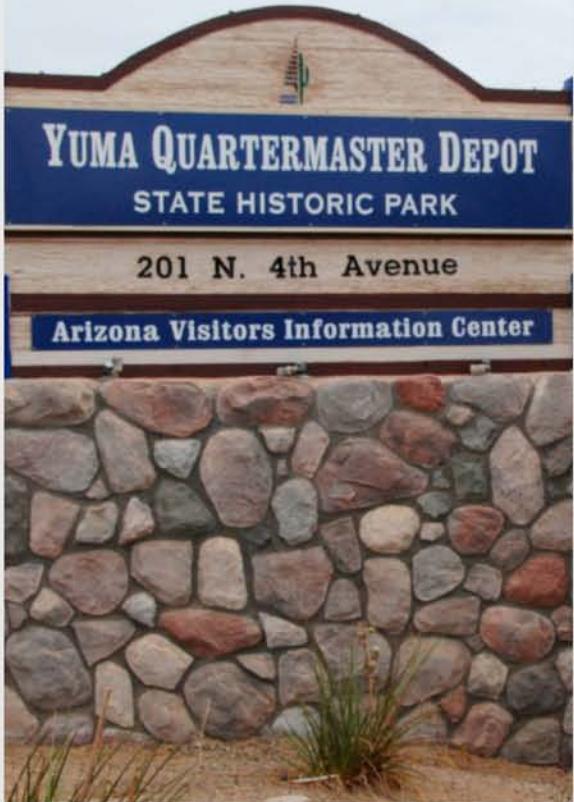


Union Pacific RR main line

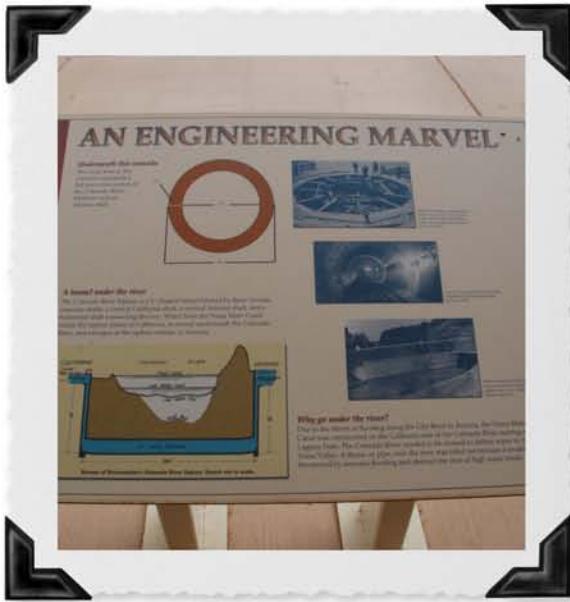


Holtville Court House

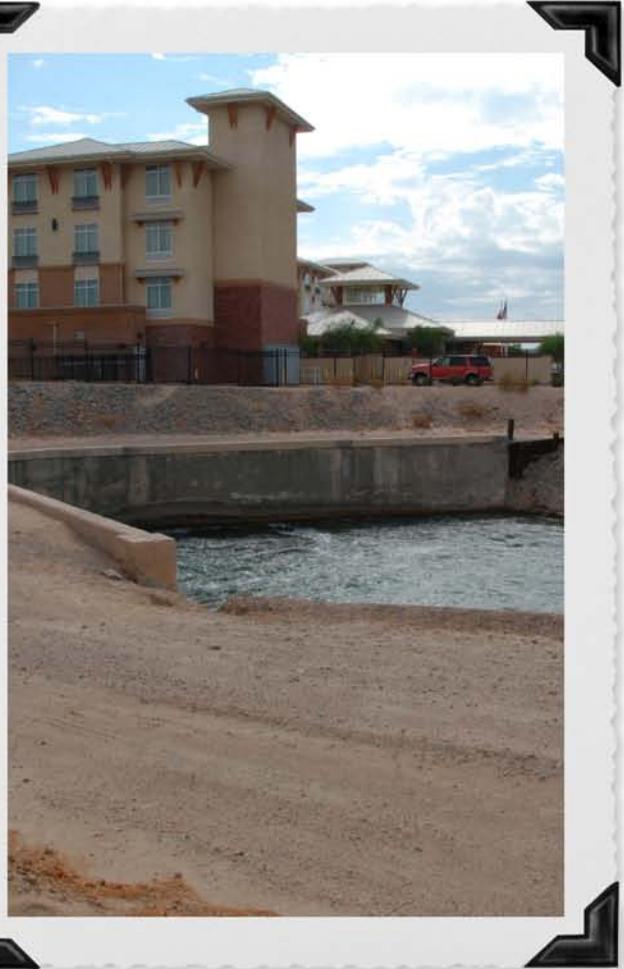
Southeastern
California - July 2011



Southern Arizona
July 2011



Inverted siphon -
Colorado River



Outlet of the inverted siphon



Yuma Quartermaster Depot

Southern Arizona
July 2011



Yuma Quartermaster Depot



Southern Arizona
~ July 2011 ~

US Army uniforms - 1860



Identifying Army Uniforms

One purpose of both past and present Army uniforms has been to identify both the rank and branch of the wearer. Thus 1859 model uniforms identified rank by the number and arrangement of chevrons on the sleeve, the appearance of any additional symbols above the chevrons, and the number and width of stripes along the pant legs. The various Army branches were identified by the color of the chevrons and pant stripes, as well as by the insignia affixed to the cap.

Army Branch	Color	Insignia
Artillery Cavalry	Scarlet Yellow	Cross-sabers
Corps of Engineers	Yellow	Crossed sabers with points down
Dragoons	Orange	Crossed sabers with points up
Infantry	Sky Blue	Trumpet
Medical Service	Crimson	Bugle
Mounted Rifles	Green	Caduceus
Ordnance	Crimson	Flaming shell

Uniform Identification (From left to right):
1859 Signal Corps Sergeant
Inset to Telegrapher's desk
1859 Light/Mounted Artillery Private
1859 Infantry Private



US Army Insignia of each Branch

Southern Arizona
July 2011

Quartermaster's Office





Yuma Quartermaster Depot - Railroad Station

Southern Arizona
July 2011



Mule drawn US Army supply wagon - 1867





Ford Model-T on a section of the original "plank road"

A WOODEN PLANK ROAD

Just west of the Yuma Crossing in California lay the **Algodones Dunes**, a great sand tract stretching more than 40 miles. Throughout history, travel of any nature was severely inhibited by these great shifting sand dunes. With the building of the Ocean to Ocean highway and bridge through Yuma in 1915, a way had to be found for automobiles to cross the dunes. That way was the wooden plank road.

The dunes were probably produced by winds which blew sand and sediments from the beaches of a lake located within the Calusilla Basin up until roughly 300 years ago. The Calusilla Basin includes the Imperial and Coschella Valleys.

The first plank road was constructed in 1915 and was rapidly replaced in 1916 with a second plank road. The second road was built in 8 foot by 12 foot sections comparable to what you see here in the visitor's center. In 1925 problems began to appear when traffic increased to 30 cars per day.



10 mph Speed Limit

"Announcement has been made that traffic control system will be installed beginning Sunday (March 14, 1926) on the plank road over the Imperial County sand hills, whereby the traffic will move in one direction for a length of time and then will be stopped for that direction while the flow travels in the other direction."

*Yuma Morning Sun
March 13, 1926*



After ten years of use, the road was falling apart, cars were driving off the road, and traffic jams were frequent: when the right-of-way was disputed. On August 11, 1926, the opening of California State Route 80 (a two-lane, paved highway across the dunes) put an end to travel on the wooden plank road.



1932 Ford with family possessions from Oklahoma

Southern Arizona
July 2011



Old Southern
Pacific coach

STEAMBOATS ON THE COLORADO

Two factors – the steam engine and the navigability of the Colorado River – provided an early solution to supplying desolate but strategic Fort Yuma and nearby settlements. However, it was the ability and perseverance of navigation entrepreneur George Alonzo Johnson that proved river traffic could be efficient and profitable.

The first steamboats up the river were side-wheelers like the *Uncle Sam* (65 feet long with 25 horsepower) and the *General Jesup*, (104 feet long with 50 horsepower). By 1854, the 240-mile round trip from the Colorado River estuary to Yuma Crossing was taking only four or five days, carrying fifty tons of cargo, and grossing \$4000 per trip. Soon ocean-going ships were bringing passengers as well as goods up the Gulf of California to Robinson's Landing, ten miles above the mouth of the river, for transfer to low-draught riverboats. By 1859, navigation of the Colorado and shorter trips up the Gila River to mining camps were routine.

Forming the Colorado Steam Navigation Company, George Johnson built docks and shipyards at Port Isabel at the head of the gulf, added an ocean steamer, barges, and large stern-wheelers like the *Colorado*, the *Explorer*, and the *Cocopah* to his fleet. He expanded upstream, beyond Fort Yuma to the Mormon settlements in Utah, as far as Calville, now under the waters of Lake Mead.

George Johnson and several of his early steamboat captains, Isaac A. Polhamus, David C. Robinson, and Jack A. Mellon, built homes on the Arizona side of the river.



Capstan from Colorado River Steamboat

Southern Arizona
July 2011



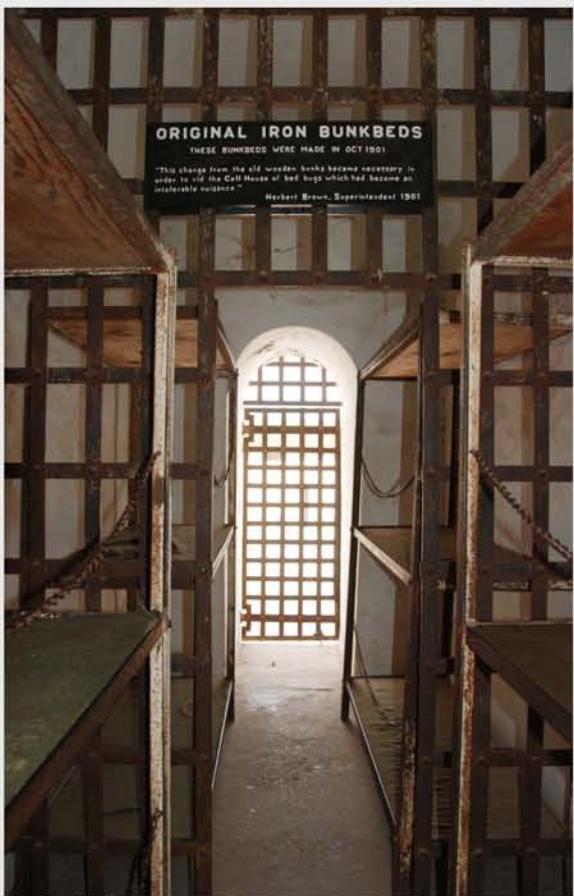
Yuma Quartermaster Depot Headquarters

Southern Arizona
July 2011

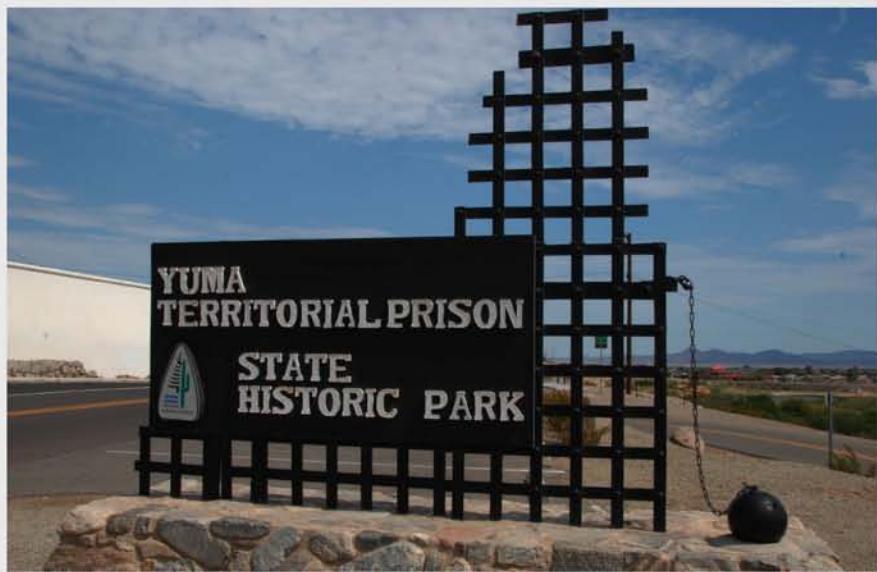
♪Southern Arizona - July 2011♪



Yuma Fire Department Ladder Wagon - circa 1900

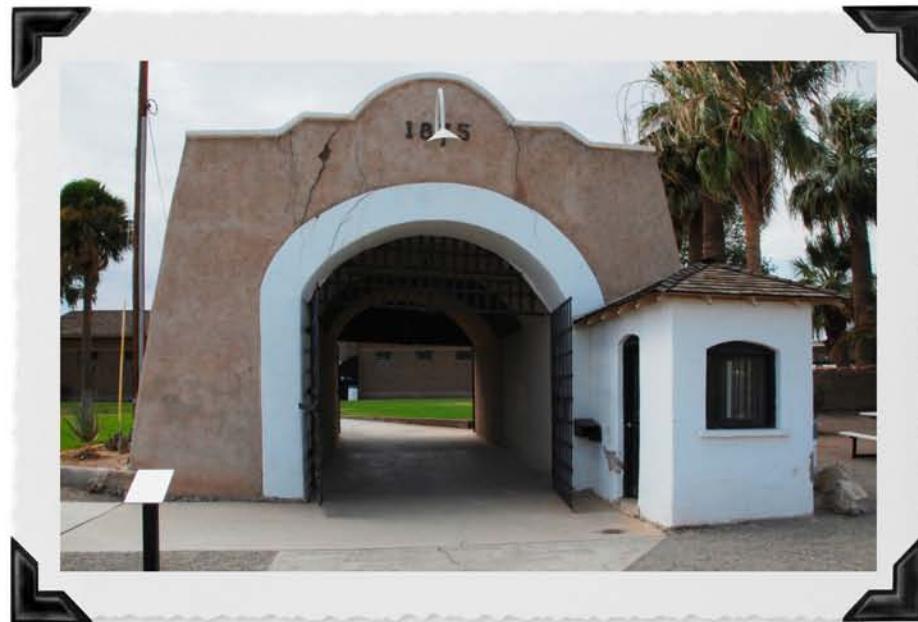


Typical of the original cells - 4 men to a cell

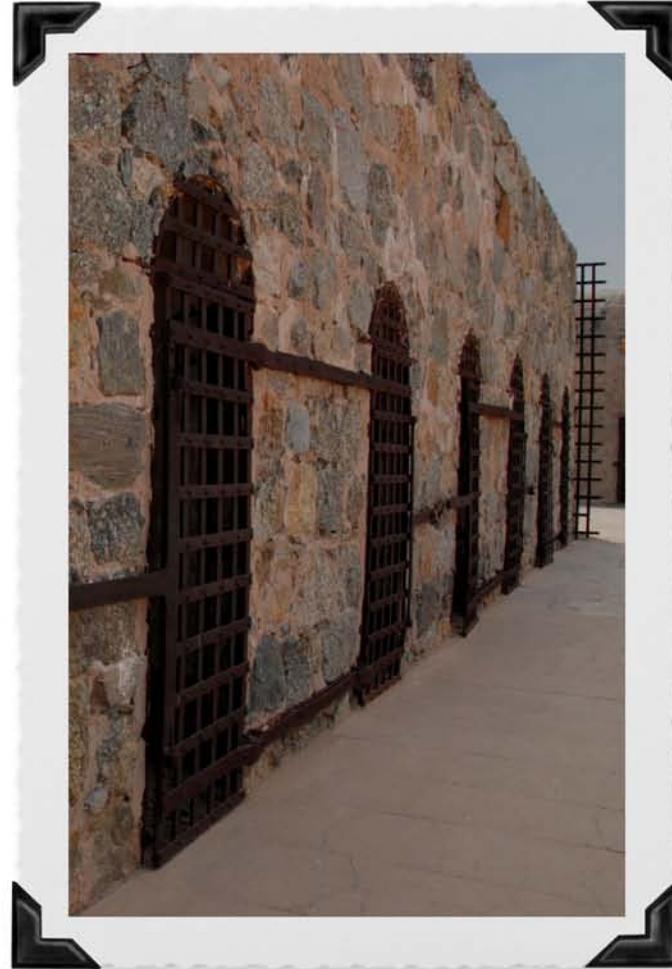


Entrance to the prison

Southern Arizona
July 2011



Prison main gate



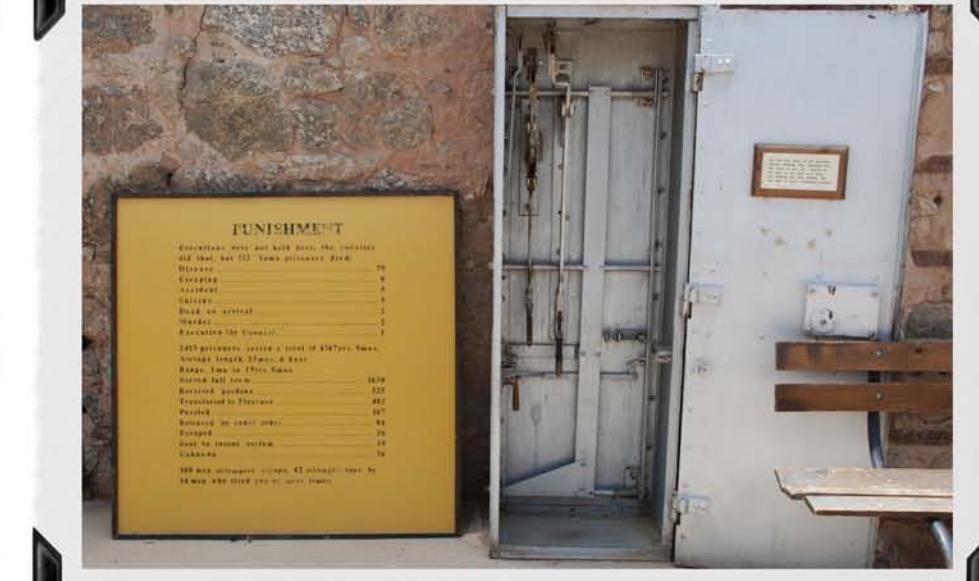
Original cell block

Southern Arizona
July 2011



Original entrance to cell blocks - now a museum

Southern Arizona
July 2011



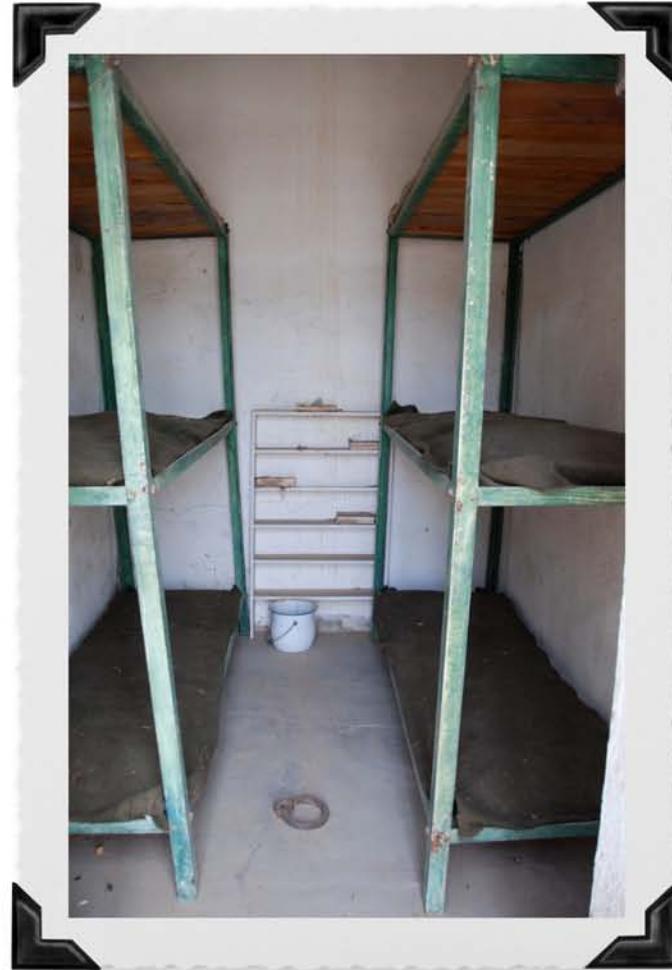
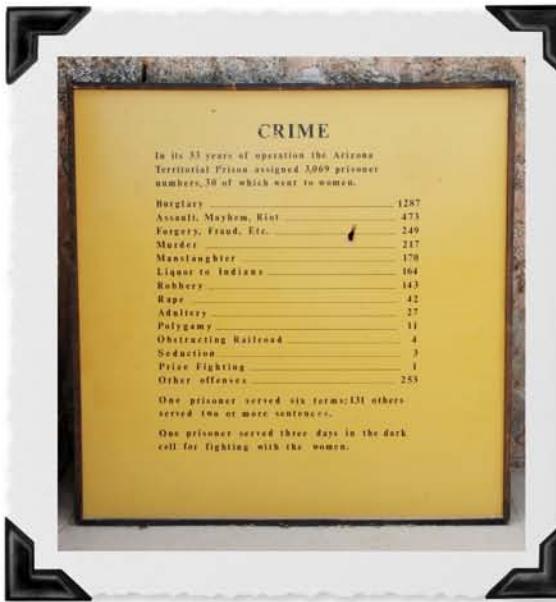
Earliest device to remotely open cell doors



Gatling gun for controlling prison riots



Original cell block



Later, more modern cell

Southern Arizona
July 2011



The "Dark Cell" (solitary confinement)

Southern Arizona
July 2011



In 1904 an incorrigible ward, consisting of five steel cages, was constructed on this site. The total budget for the building, including steel cages, corrugated iron roofing and lumber, was five hundred dollars. Approximately 4,000 adobe bricks, manufactured by prisoners, were used in the construction of cell house. The steel cages were ordered from the Champion Iron Company of Kenton, Ohio. The cells were later moved to Florence when the new prison was built. Since then four of the five doors have been returned. The locking mechanism is on display in the museum.



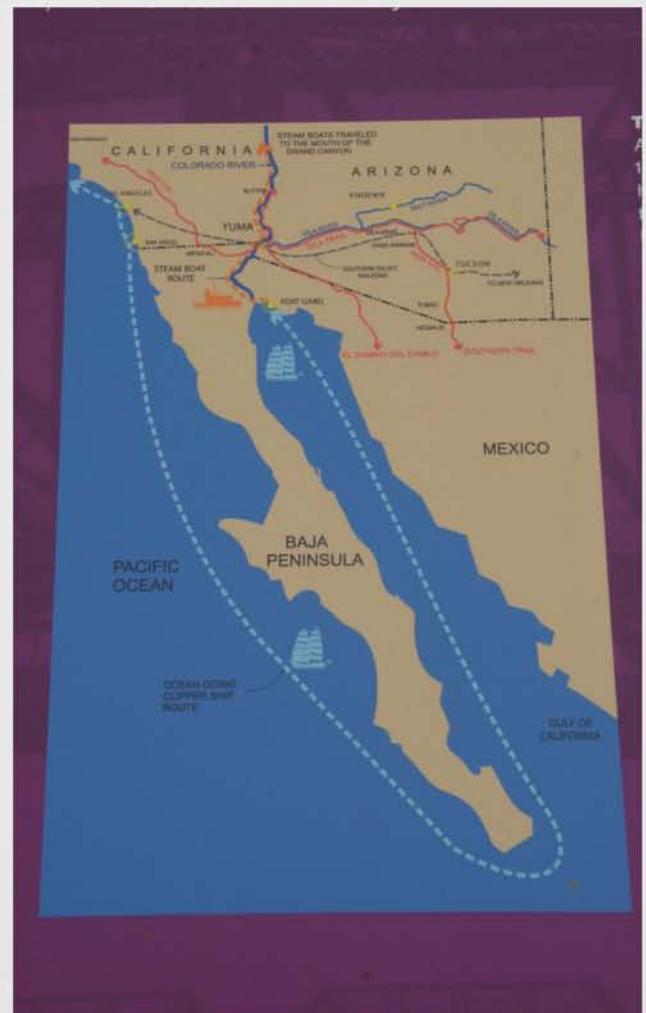
♪Southern Arizona - July 2011♪



Castle Dome Mountains - view from Yuma Territorial Prison



"Yuma Crossing" - shallowest point on the Colorado River



Route of ocean going ships to supply Riverboats at Yuma

~Southern Arizona - July 2011~

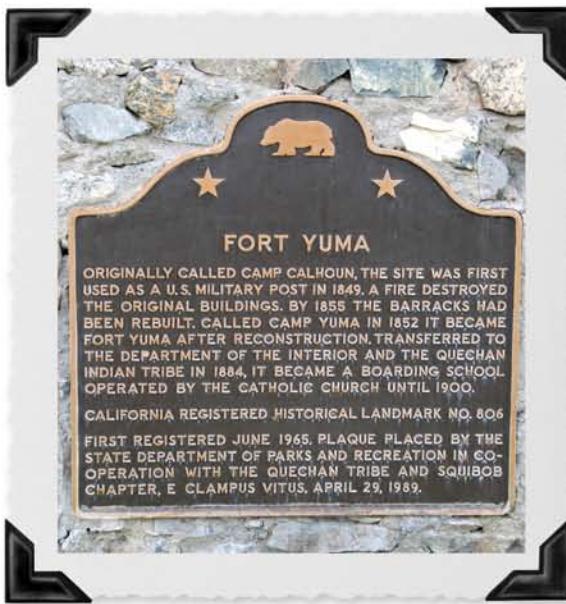


Original location of "Yuma Crossing"



Southern Pacific steam locomotive

Southern Arizona
July 2011



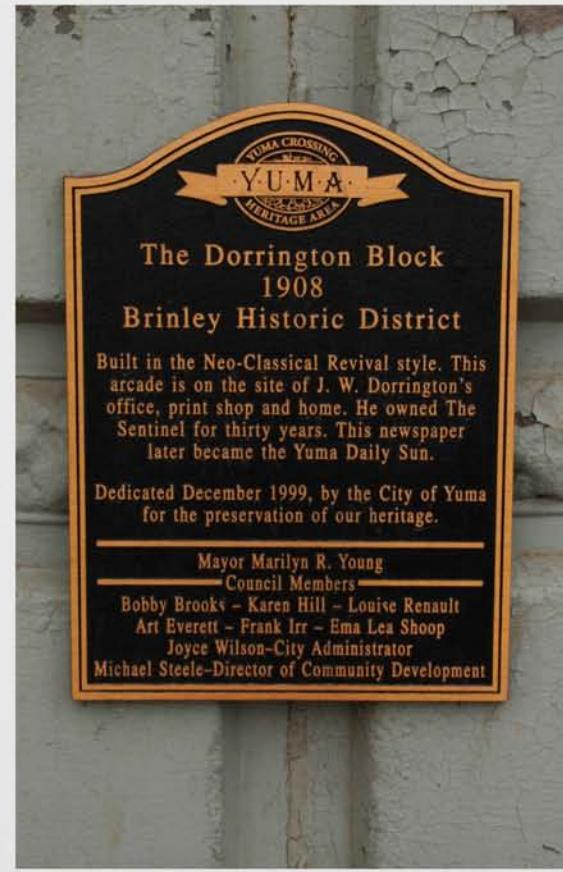
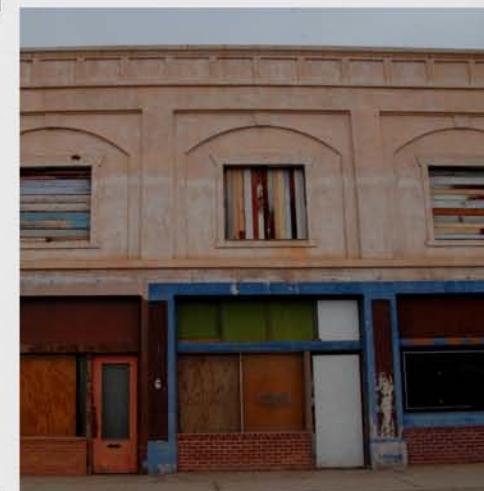
Old Fort Yuma - now part of the Quechon Indian Reservation

Southern Arizona
July 2011

♪Southern Arizona - July 2011♪



Former Post Commander's residence - old Fort Yuma



Yuma Downtown Historic District

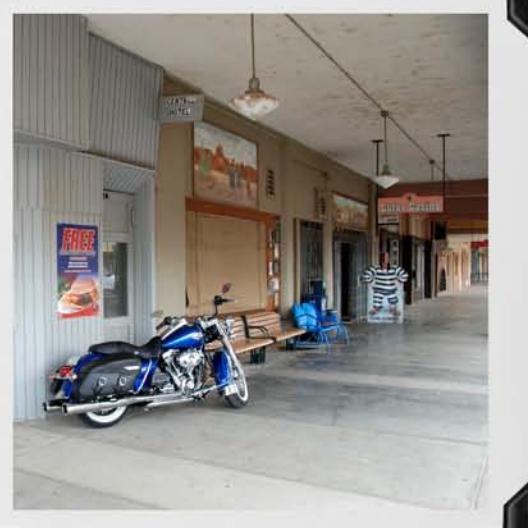
Southern Arizona
July 2011



Old Town Yuma



Downtown Yuma



Harley on Main Street in Yuma

Southern Arizona
July 2011



Murals on Main Street in Yuma

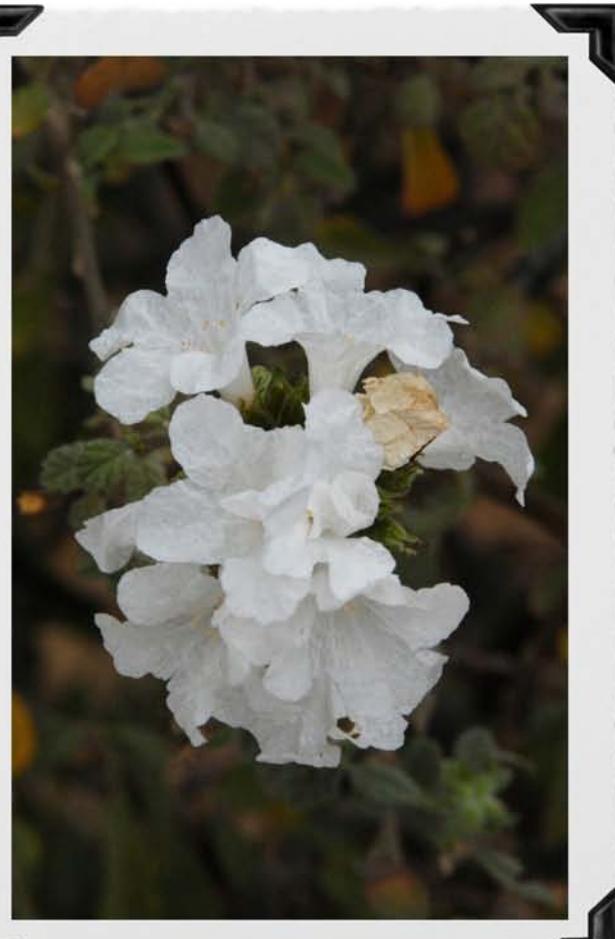


Murals on Main Street in Yuma

~Southern Arizona - July 2011~



"Fern of the
Desert"



Golden Wedding Bell Marriage Chapel - Yuma

Southern Arizona
July 2011

♪Southern Arizona - July 2011♪



Gila River in the foreground - Chocolate Mountains in the distance

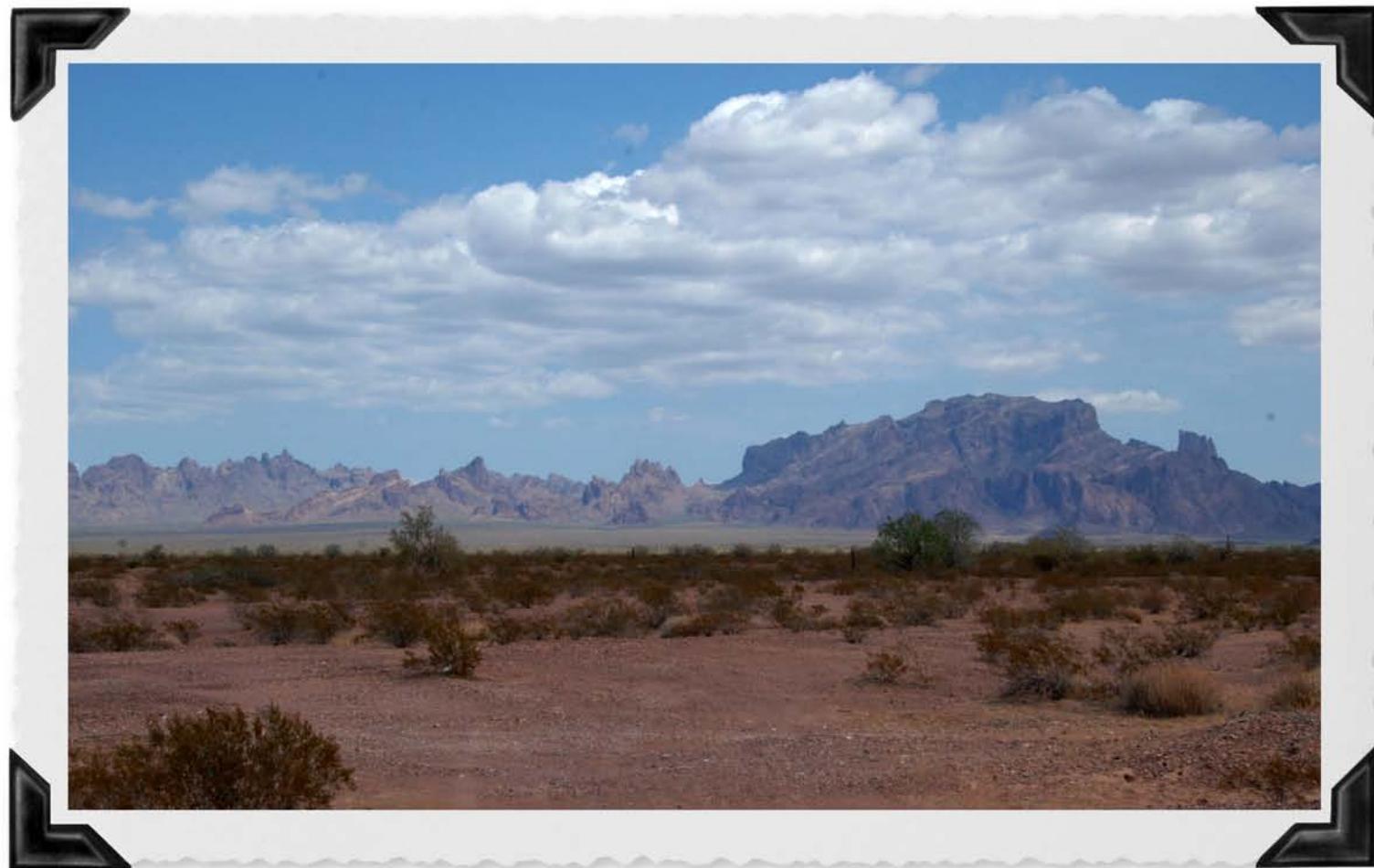


Castle Dome Mountains
north of Yuma



Southern Arizona
July 2011

♪Southern Arizona - July 2011♪



Gila Mountains east of Yuma



Castle Dome Mine - ghost town



The entire "town" of Stone Cabin, Arizona

Southern Arizona
July 2011

No Tresspassing - a third grave awaits you!



Main gate - Yuma Proving Grounds



Kofa National Wildlife Refuge within Yuma Proving Grounds

Southern Arizona
July 2011

♪Southern Arizona - July 2011♪



On the road to Castle Dome Mine



Saguaro Cactus



Ajo Mountains



Southern Arizona
July 2011



Organ Pipe
Cactus



Saguaro Cactus



Organ Pipe Cactus National Monument

Southern Arizona
July 2011

♪Southern Arizona - July 2011♪



Ajo Mountains - Organ Pipe Cactus National Monument



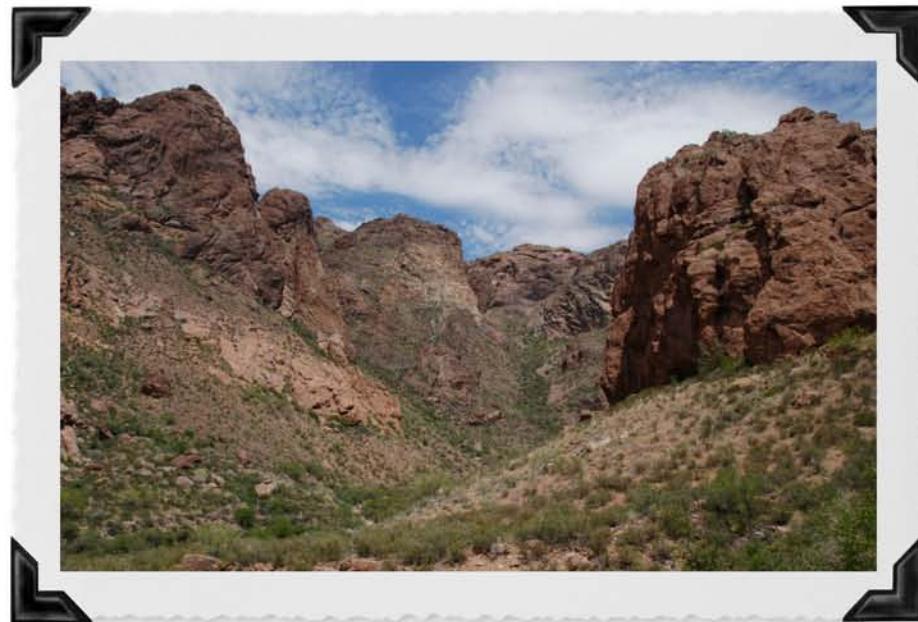
Arch Canyon - Organ Pipe Cactus National Monument



The "arch" in Arch Canyon



Southern Arizona
July 2011



Arch Canyon - Organ Pipe Cactus National Monument

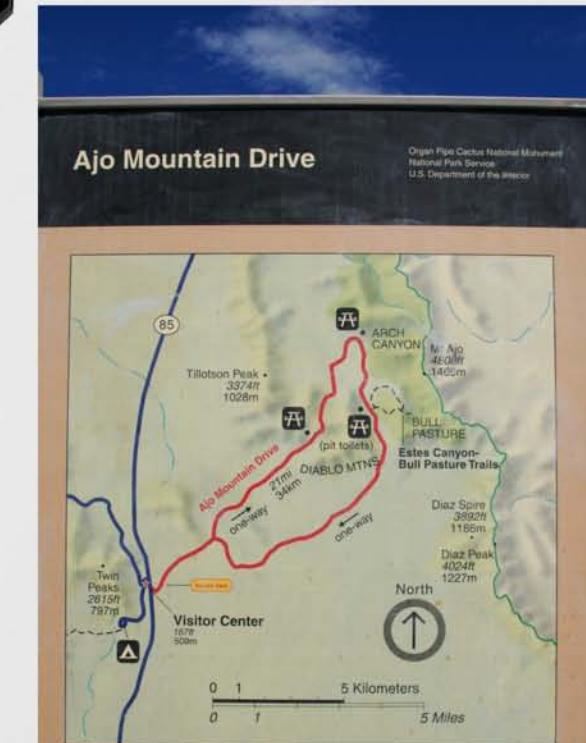


Barrell Cactus in bloom on the trail in Arch Canyon

Southern Arizona
∞ July 2011 ∞



Ajo Mountain Drive - mountains in Mexico in the distance



Organ Pipe Cactus National Monument

Southern Arizona
July 2011

Ajo Mountain Drive

♪Southern Arizona - July 2011♪



Ajo Mountains - Organ Pipe Cactus National Monument



Ajo Mountains

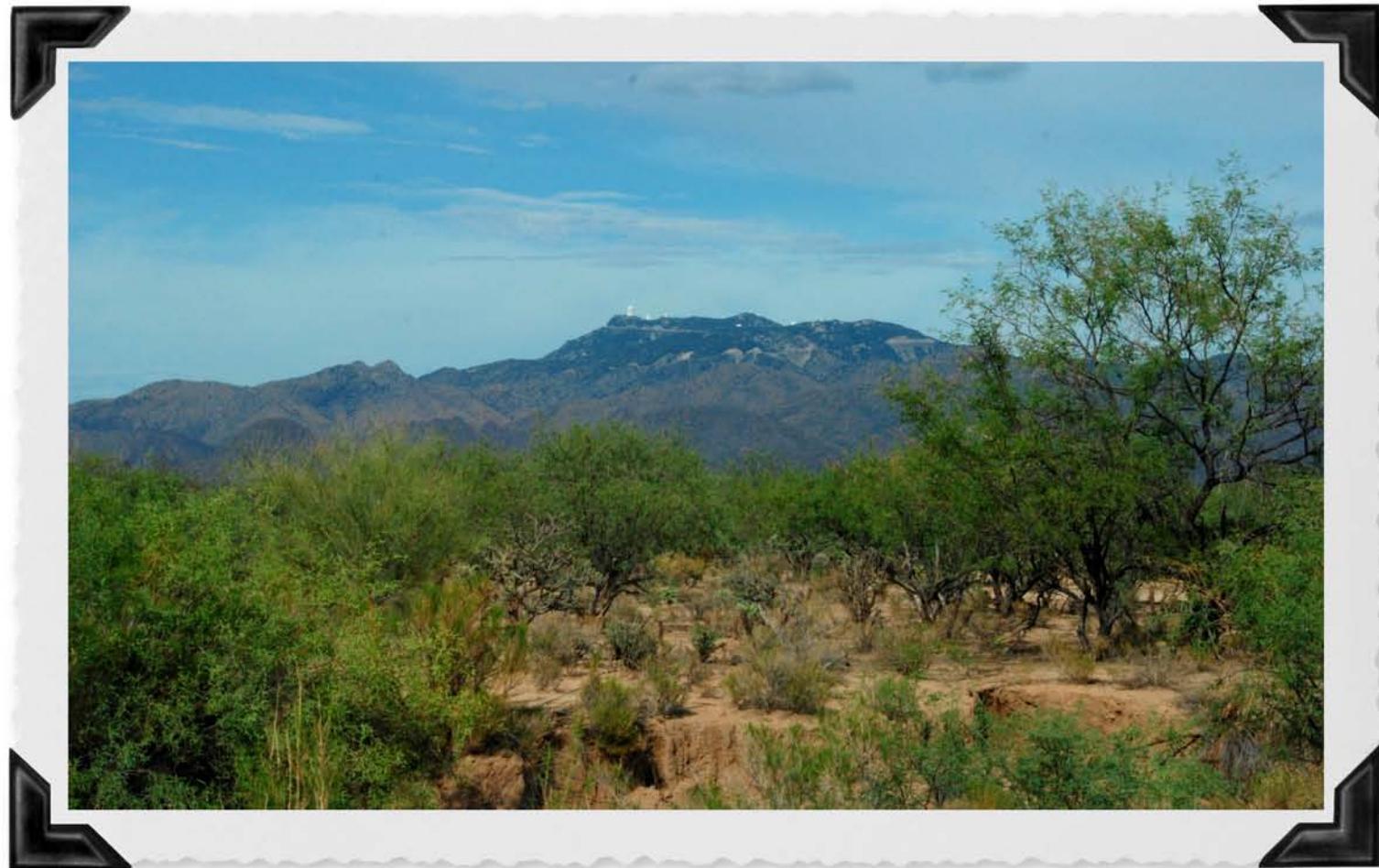


Organ Pipe Cactus

Southern Arizona
July 2011

Diaz Peak - Ajo Mountains

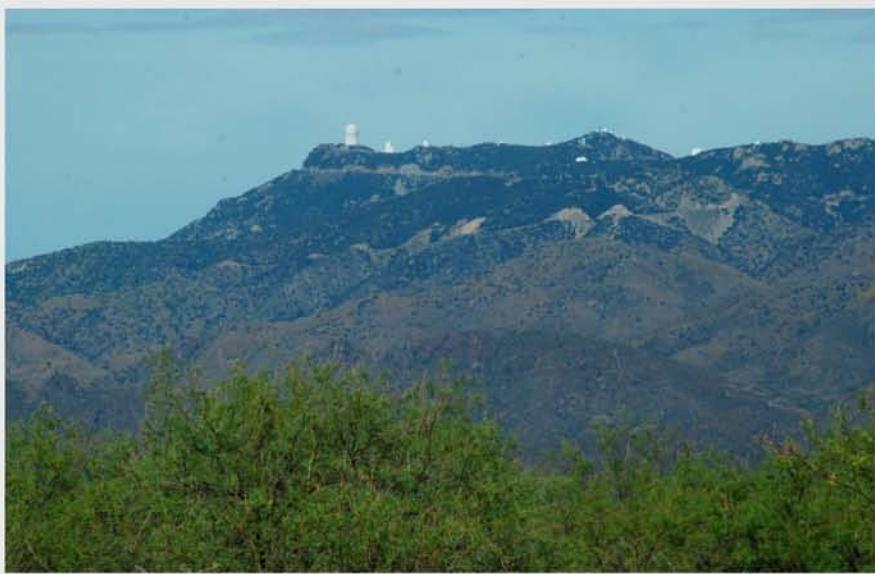
♪Southern Arizona - July 2011♪



Kitt Peak in the distance



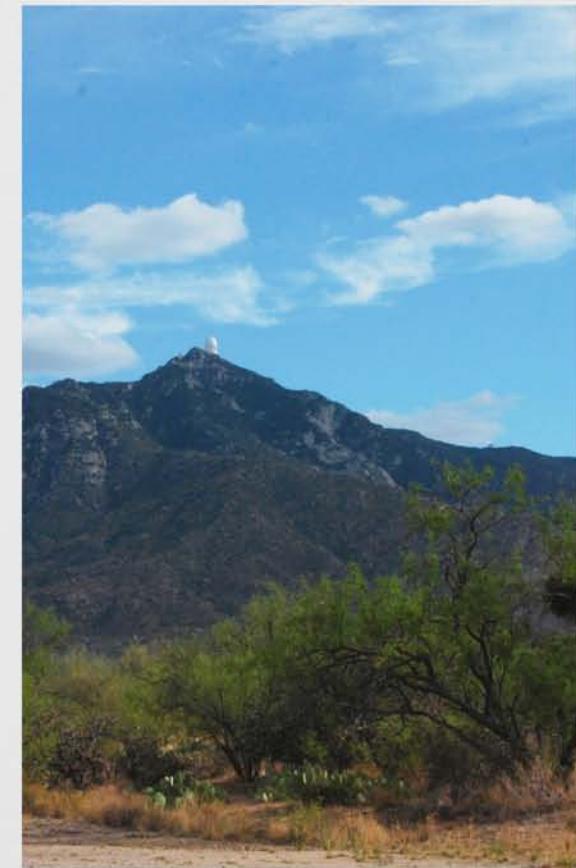
Elevation 6,785 feet



Southern Arizona
July 2011



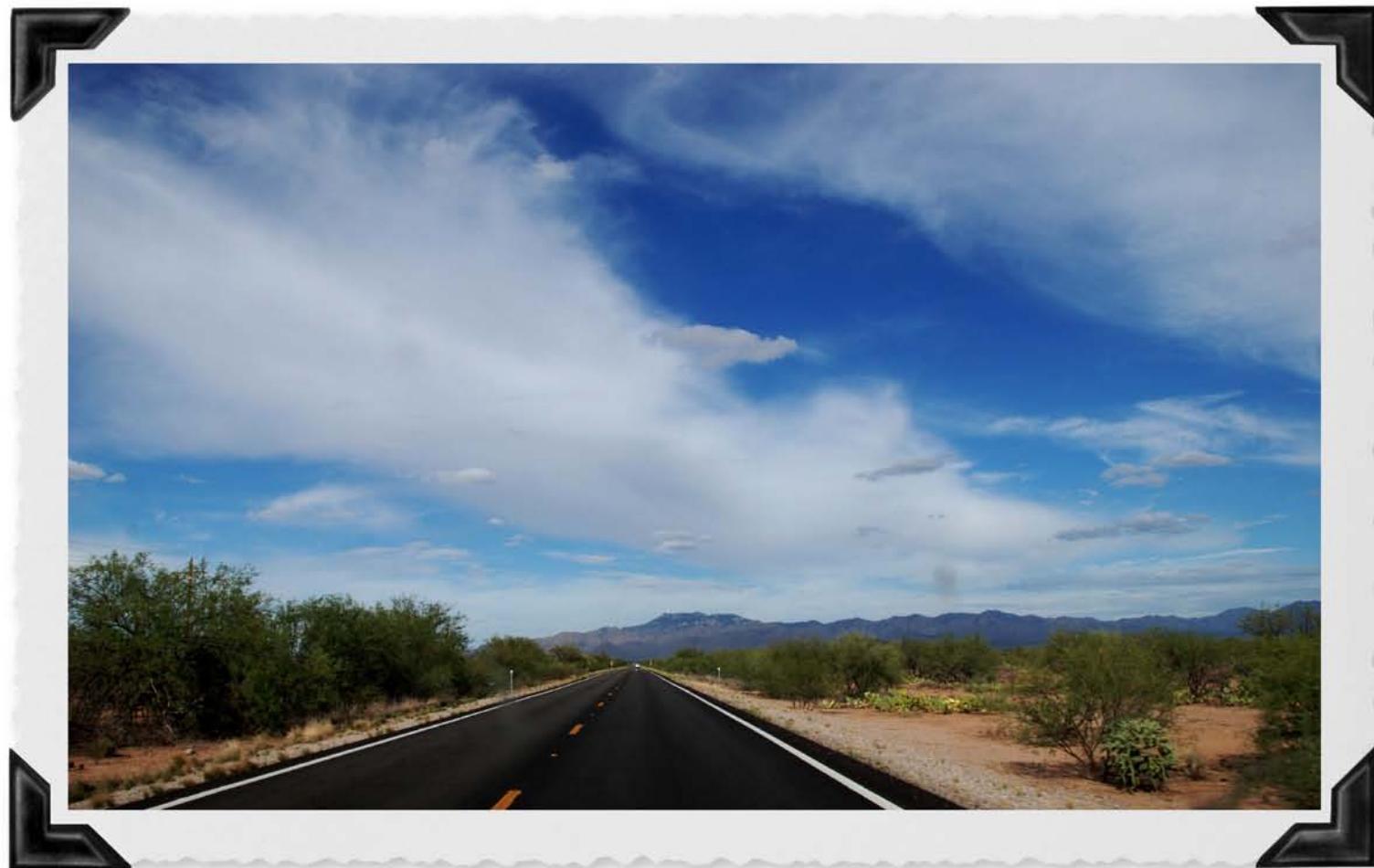
Sentinel Peak - south of Tucson



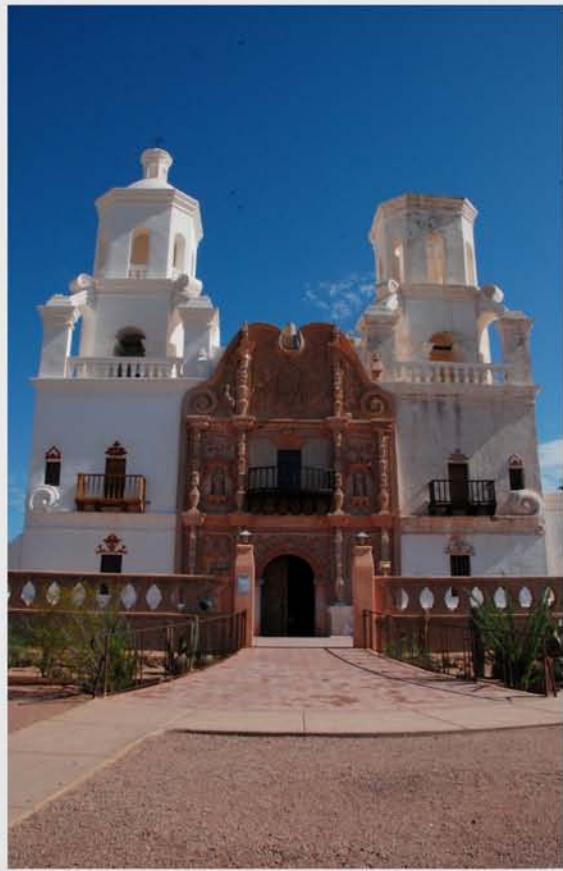
Kitt Peak

Southern Arizona
~ July 2011 ~

♪Southern Arizona - July 2011♪



On the road to Tucson - Kitt Peak in the distance



San Xavier Mission south of Tucson

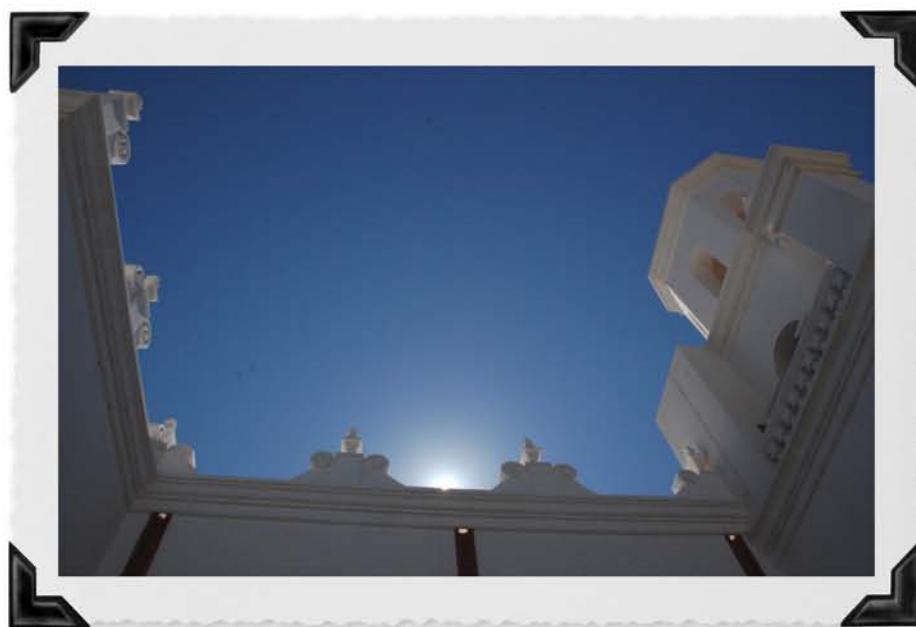
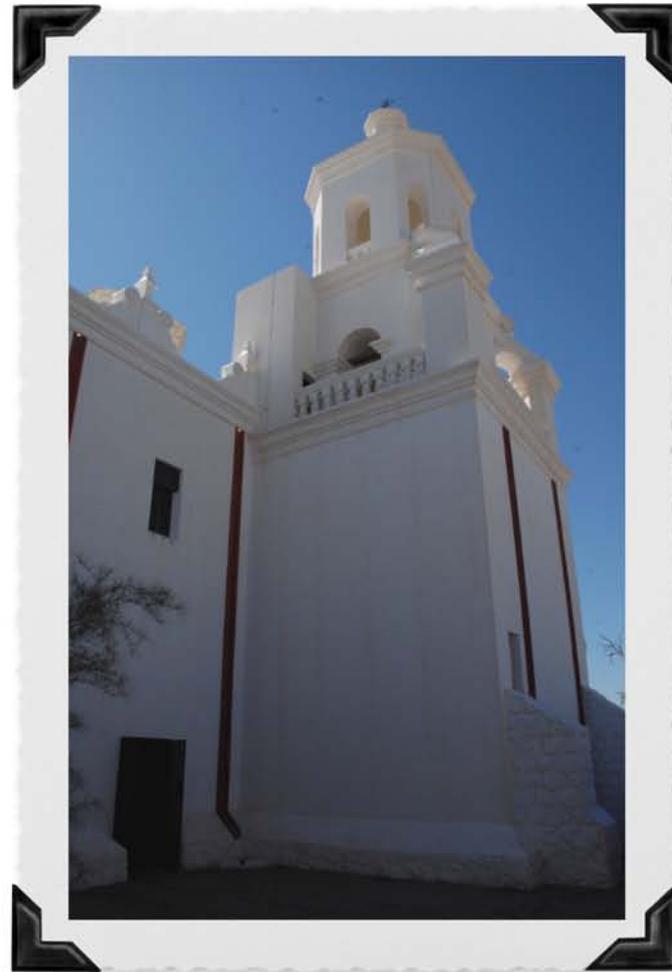
Southern Arizona
July 2011



San Xavier Mission



Southern Arizona
July 2011

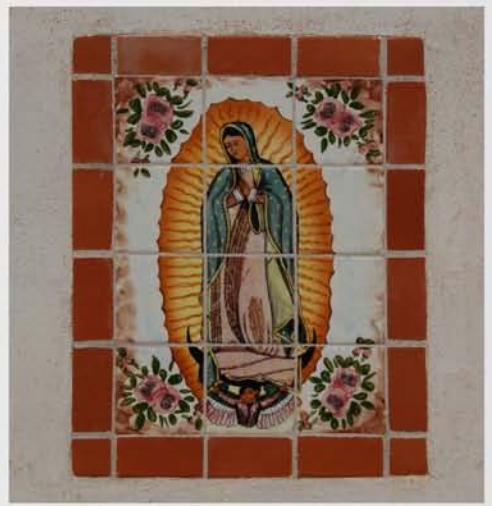


San Xavier Mission

Southern Arizona
July 2011



San Xavier Mission



Southern Arizona
July 2011

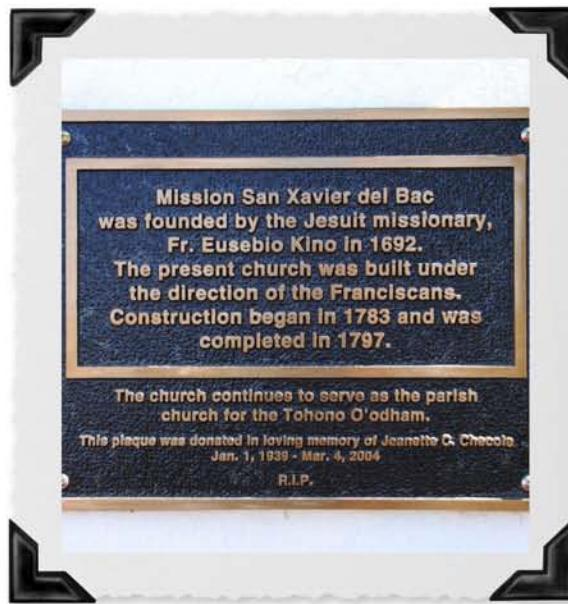


San Xavier Mission - main alter after restoration



San Xavier Mission - main alter after restoration

~Southern Arizona - July 2011~



San Xavier Mission - convent



San Xavier Mission museum

Southern Arizona
July 2011

♪Southern Arizona - July 2011♪



Green Valley - Madera Mountains in the distance



Titan II ballistic missile (deactivated in 1985)

Southern Arizona
July 2011



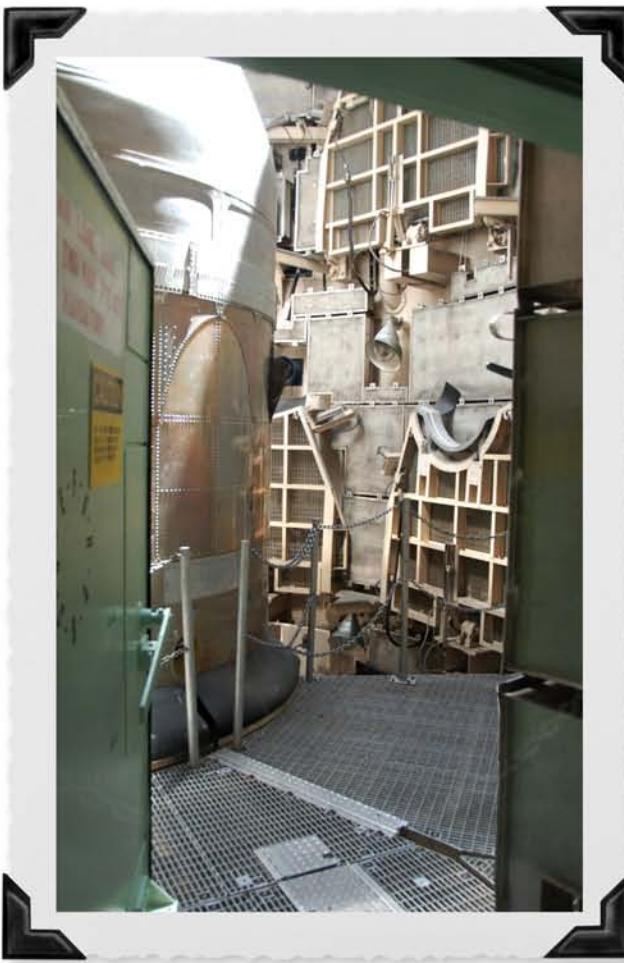
Launch control center



~Southern Arizona - July 2011~



Passageway from launch control center to missile silo



Service entrance to the Missle silo



Secure cabinet with launch control secret codes

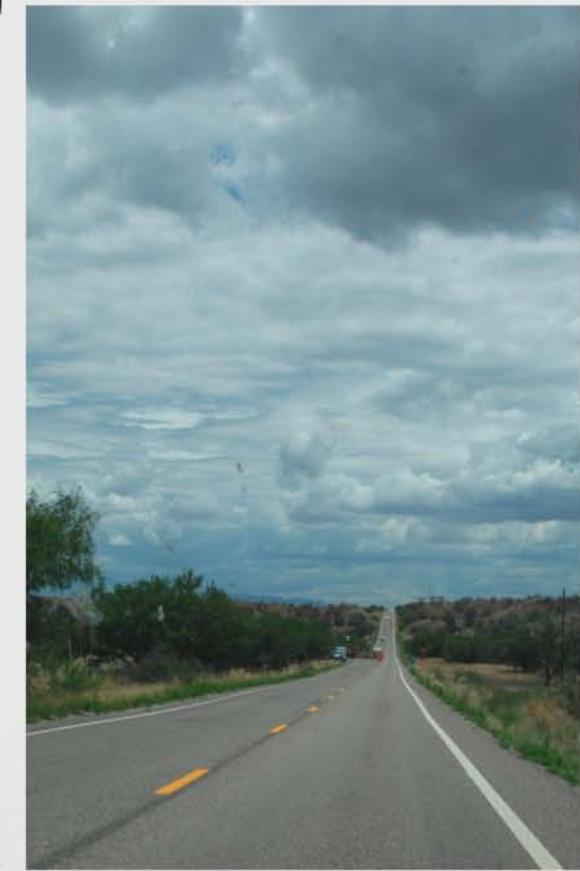
♪Southern Arizona - July 2011♪



Commandant's console in the launch control room



Madera Mountains



Route 83 in southeastern Arizona

Southern Arizona
July 2011



Patagonia Valley in southeastern Arizona



Southern Arizona
July 2011

♪Southern Arizona - July 2011♪



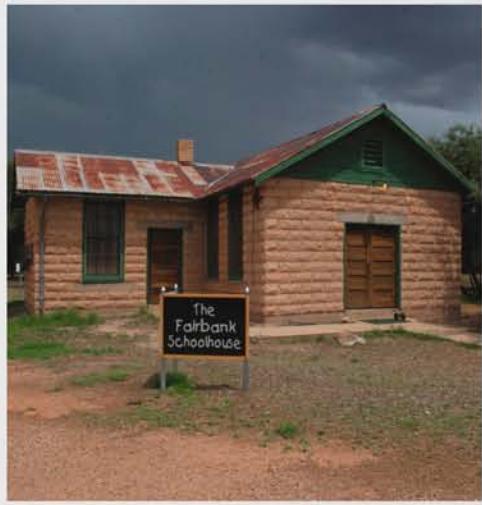
Patagonia Valley - southeastern Arizona



Highway 82 on the way to Tombstone



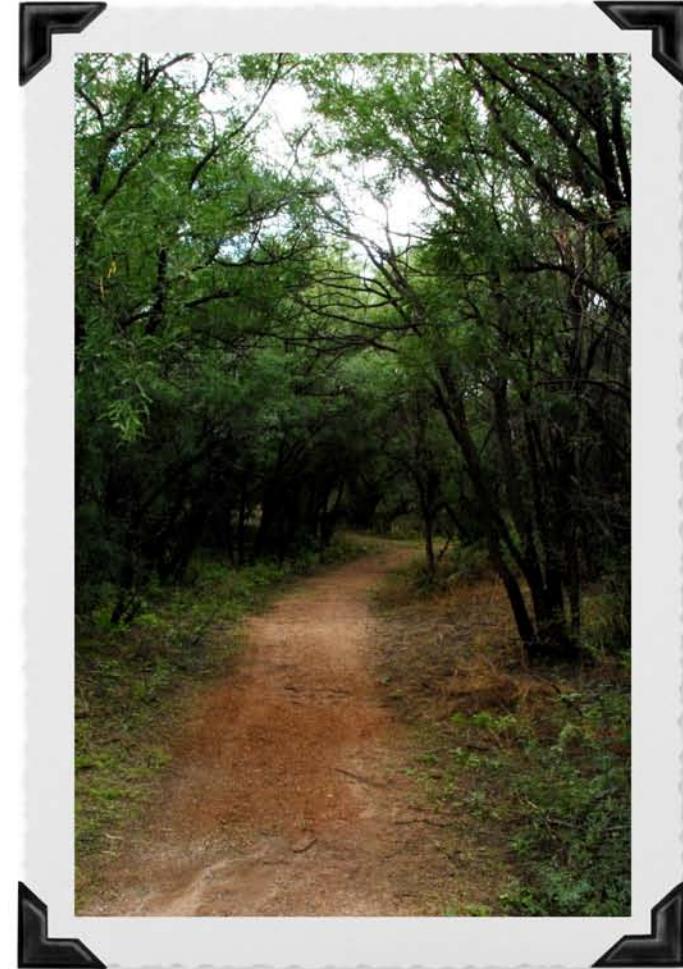
Railroad Ave in the old mining town of Fairbank



Southern Arizona
July 2011



Fairbank
Merchantile



Trail from Fairbank to the San Pedro River

Southern Arizona
July 2011

Fairbank Merchantile was also the US Post Office until 1946



Abandoned line of the Arizona & New Mexico Railroad

Southern Arizona
July 2011

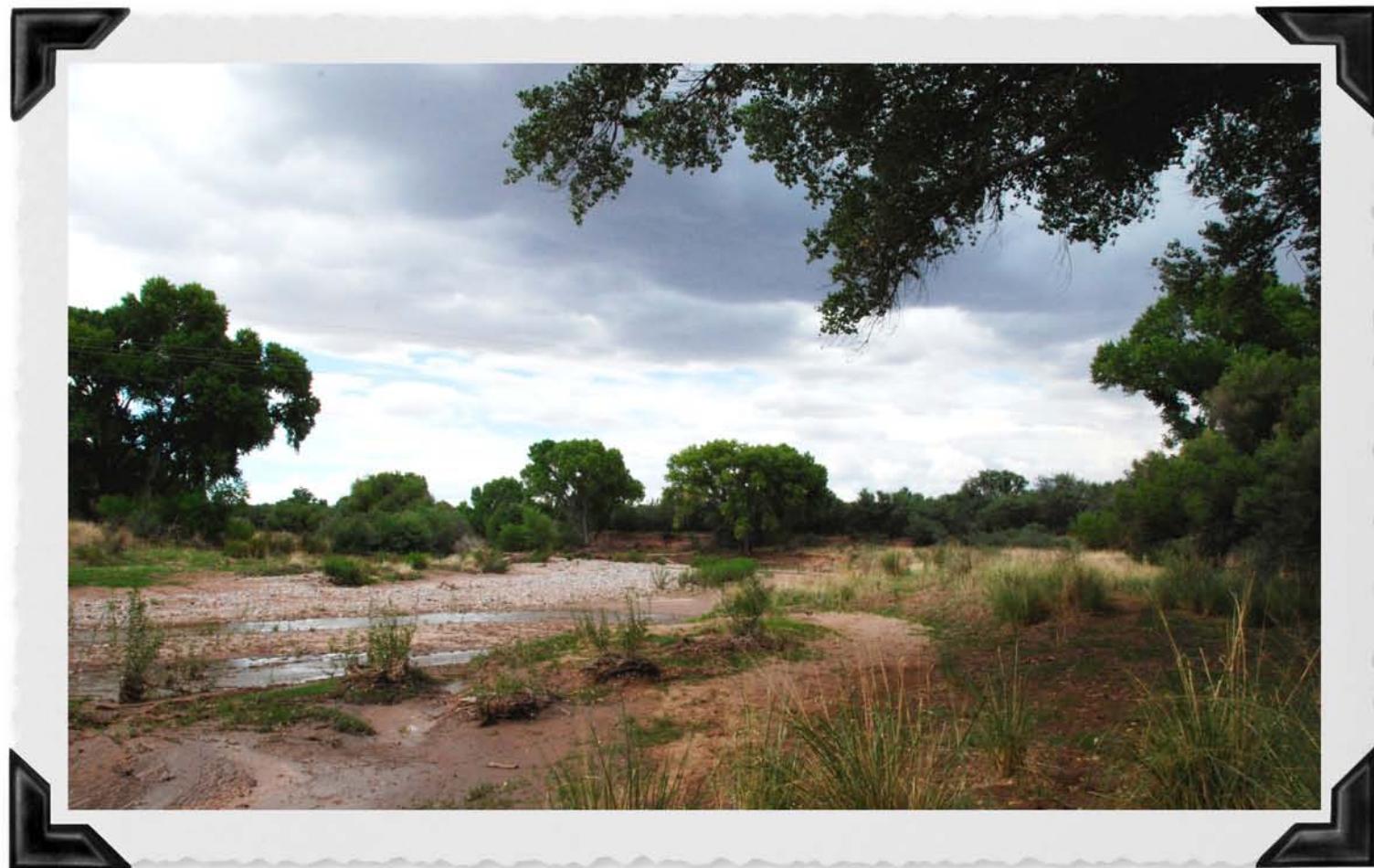


Railroad bridge over the
San Pedro River



Trail under railroad bridge

♪Southern Arizona - July 2011♪



San Pedro River - last wild river in Arizona



San Pedro River



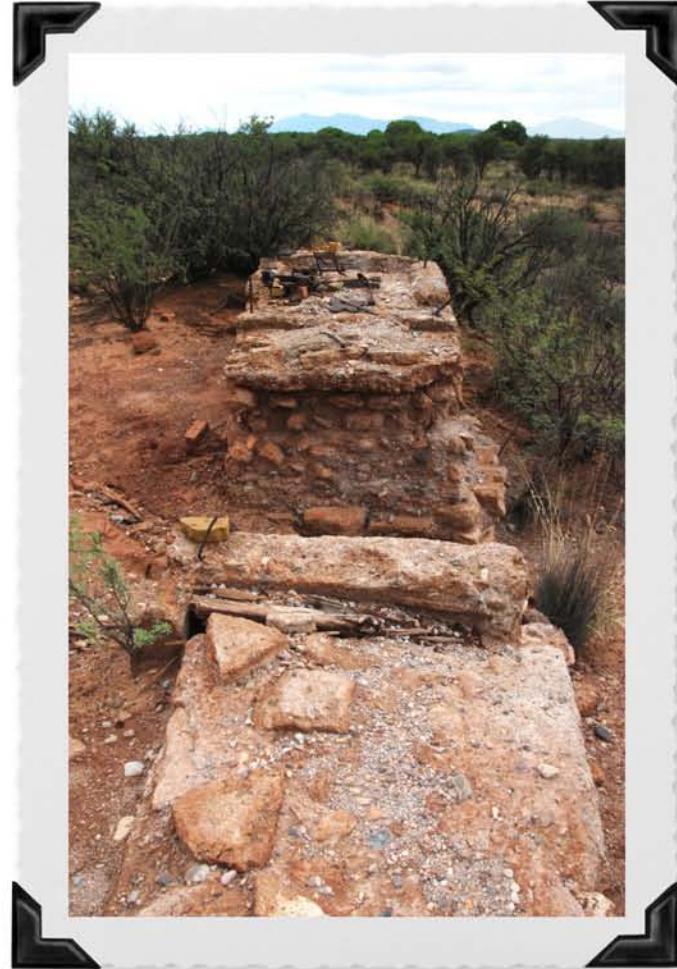
Southern Arizona
~ July 2011 ~



Site of the Grand Central Mill in Fairbank



Remnants of old mill equipment



Remains of foundation for stamp mill

Southern Arizona
∞ July 2011 ∞



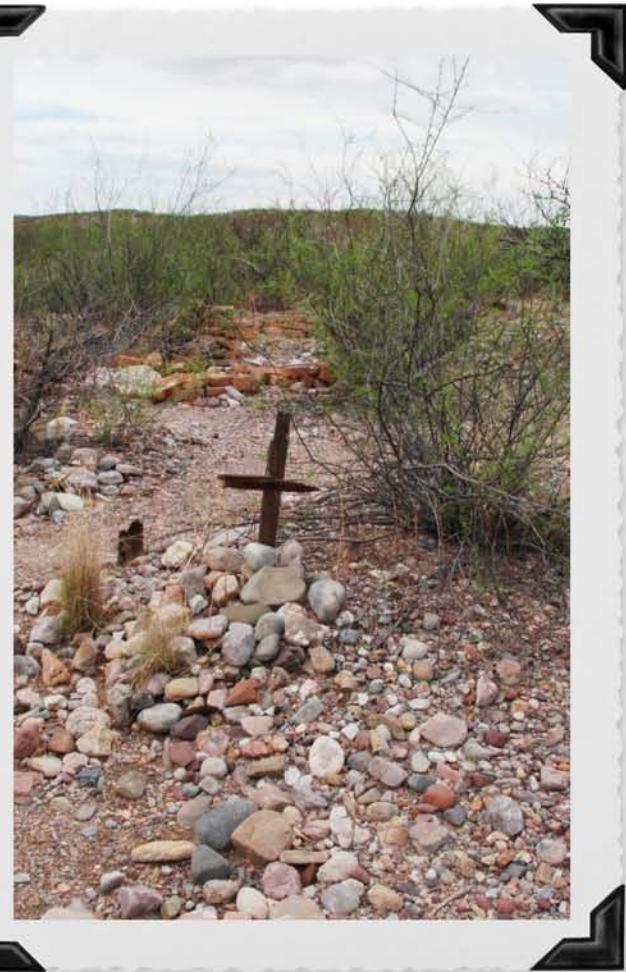
Remaining foundation of the Grand Central Mill



Upper level foundation of the Grand Central Mill



Southern Arizona
July 2011



Southern Arizona
July 2011

♪Southern Arizona - July 2011♪



Weathered knot from local Pine tree



Allen Street



Allen Street - Tombstone



Tombstone Fire Department

Southern Arizona
July 2011



Abandoned Southern Pacific Railroad line



Southern Arizona
July 2011

Tombstone Courthouse



Massive antique
bank safe



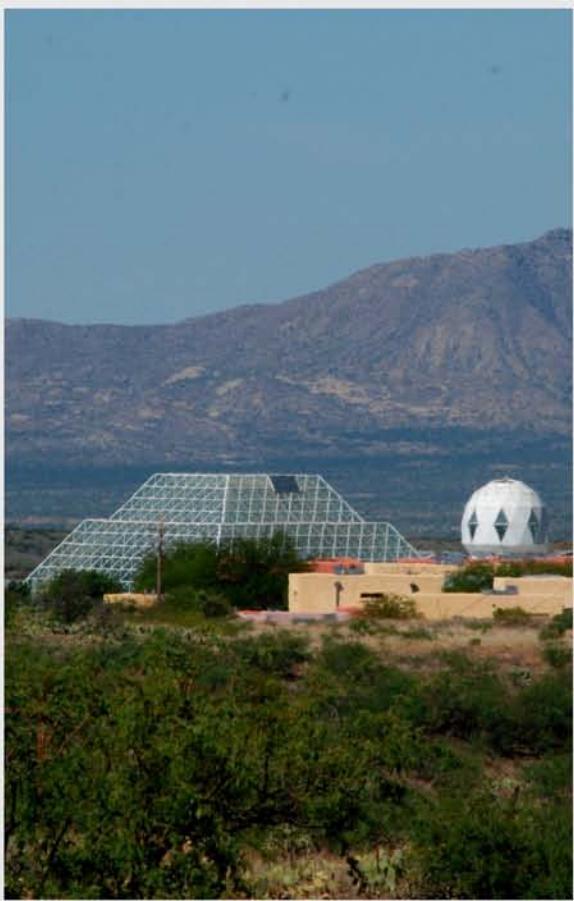
Miner's "cage" for lowering miners into mine shaft

Southern Arizona

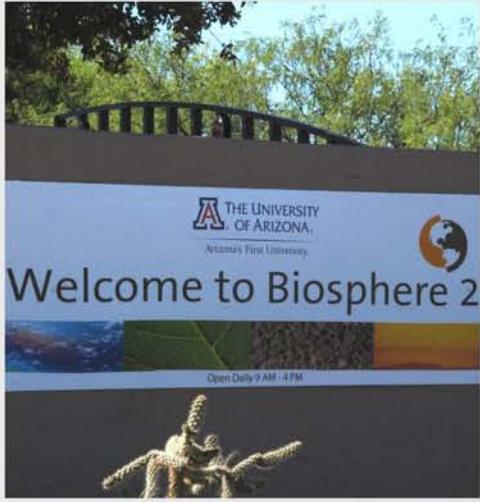
July 2011



Old Southern Pacific Railroad depot in Tombstone



Biosphere 2 complex north of Tucson



Southern Arizona
July 2011



El Capitan Pass - route of General Kearny during the Mexican War



Southern Arizona
July 2011

Mining museum in Globe, Arizona



Superstition Mountains near Apache Junction

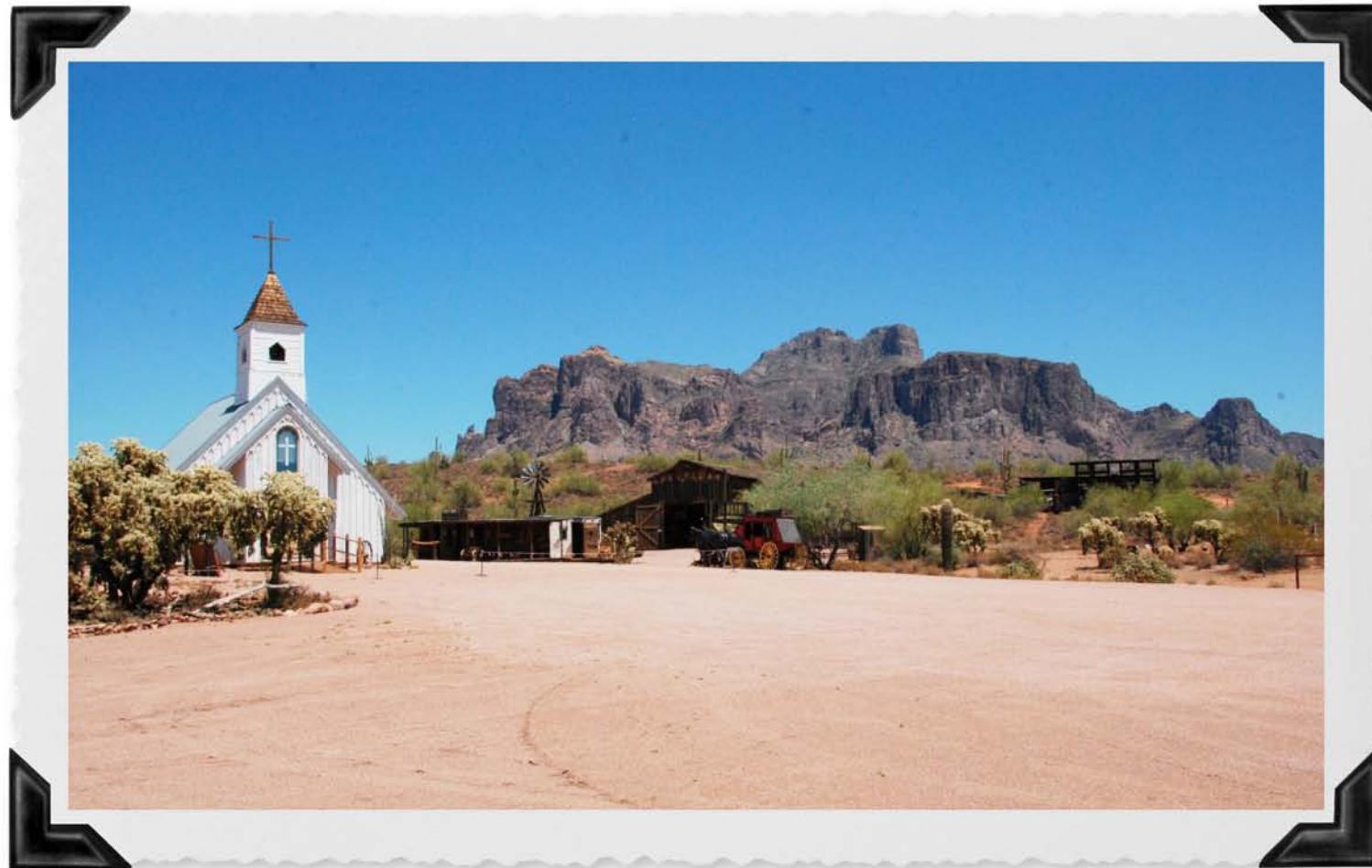


Road to Lost Dutchman Mine



Southern Arizona
July 2011

♪Southern Arizona - July 2011♪



Superstition Mountains near the ghost town of Goldfield



Superstition Mountains (Lost Dutchman Mine State Park)



Southern Arizona
~ (July 2011) ~



Trucks from a bygone era - Goldfield ghost town

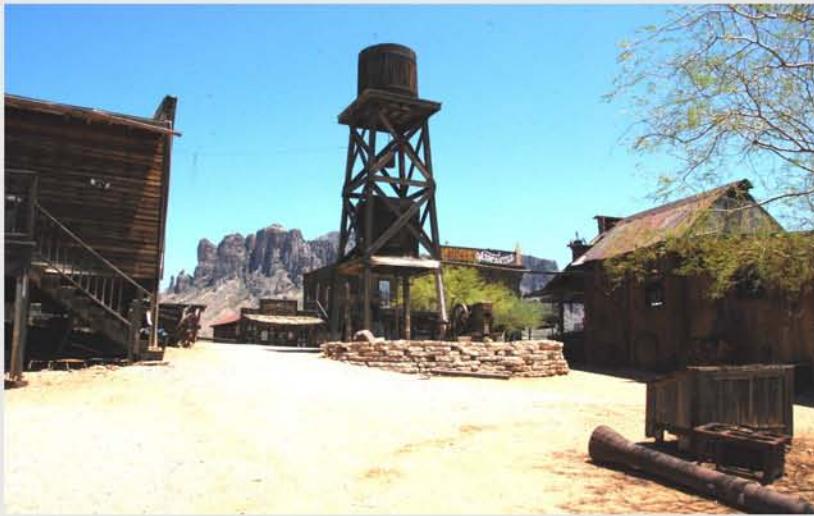


"Teddy Bear" cactus

Southern Arizona
∞ (July 2011) ∞



Headrig for old gold mine



Historic mining ghost town - Goldfield



Stamp Mill

Southern Arizona
∞ (July 2011) ∞



Main street - Goldfield

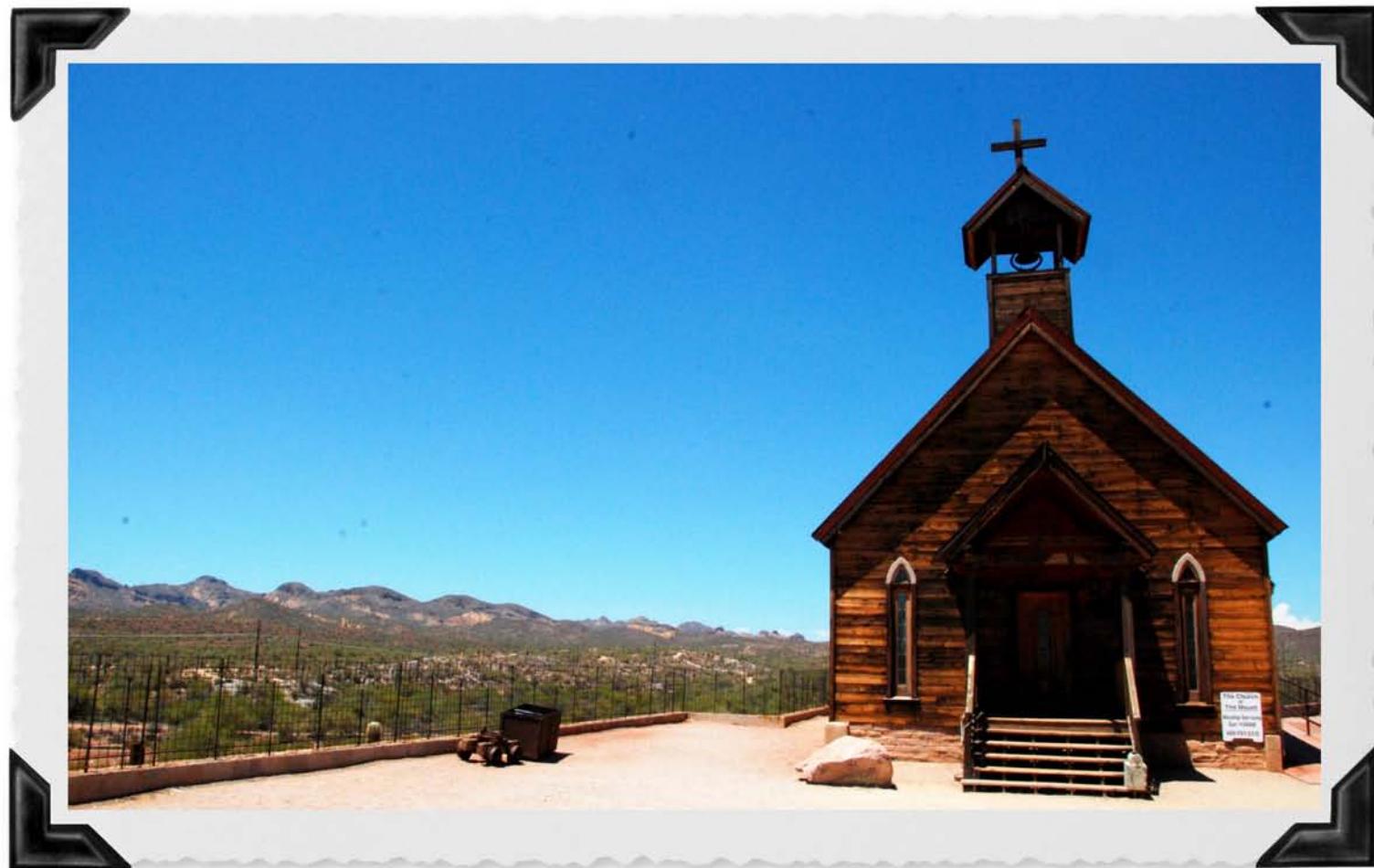


Unique alternative use of the bedpan!

Southern Arizona
∞ (July 2011) ∞

Bordello & Saloon (front) - Church (behind)

♪Southern Arizona - (July 2011)♪



Historic church in Goldfield



Original dress coat worn by Doc Holliday

Southern Arizona
~ (July 2011) ~



Saloon in Goldfield



Weathered boards

♪Southern Arizona - (July 2011)♪



Historic mining ghost town of Goldfield at the base of the Superstition Mountains



The village of
Hope, Arizona



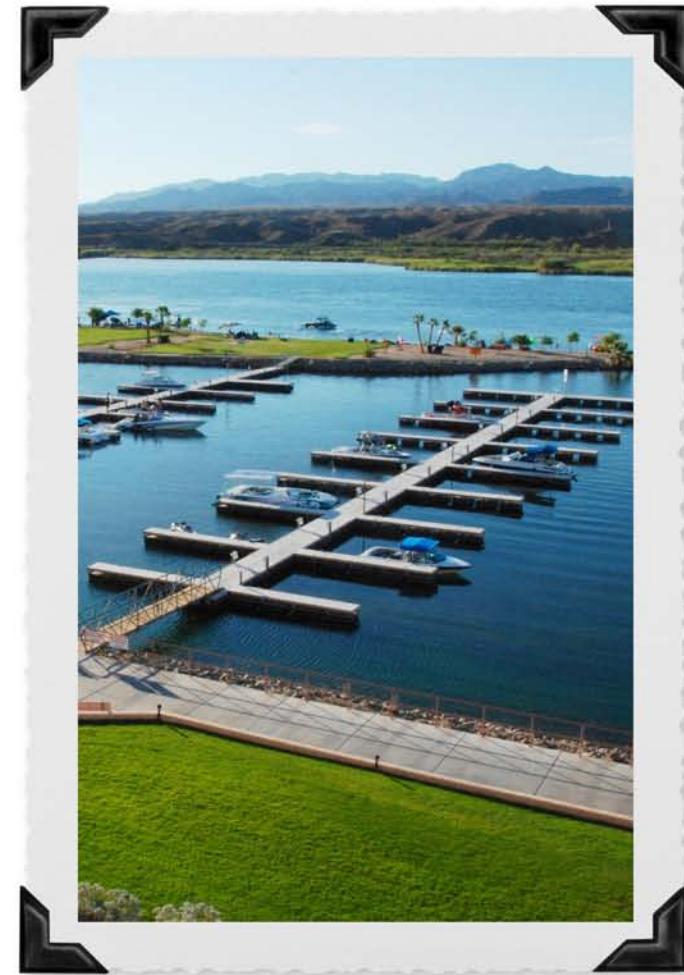
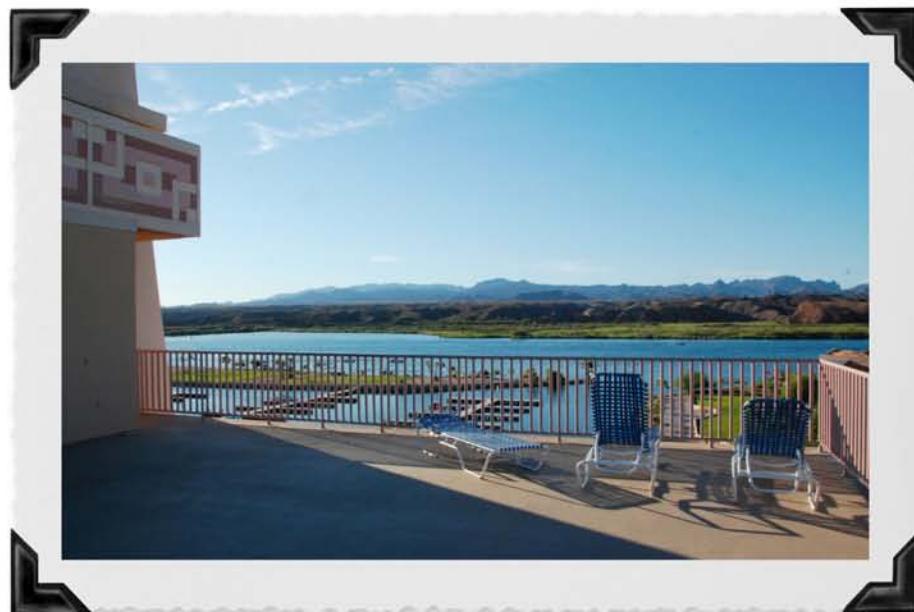
Colorado River Mountains



Southern Arizona
∞ (July 2011) ∞



Bluewater Resort & Casino on the Colorado River in Parker, Arizona



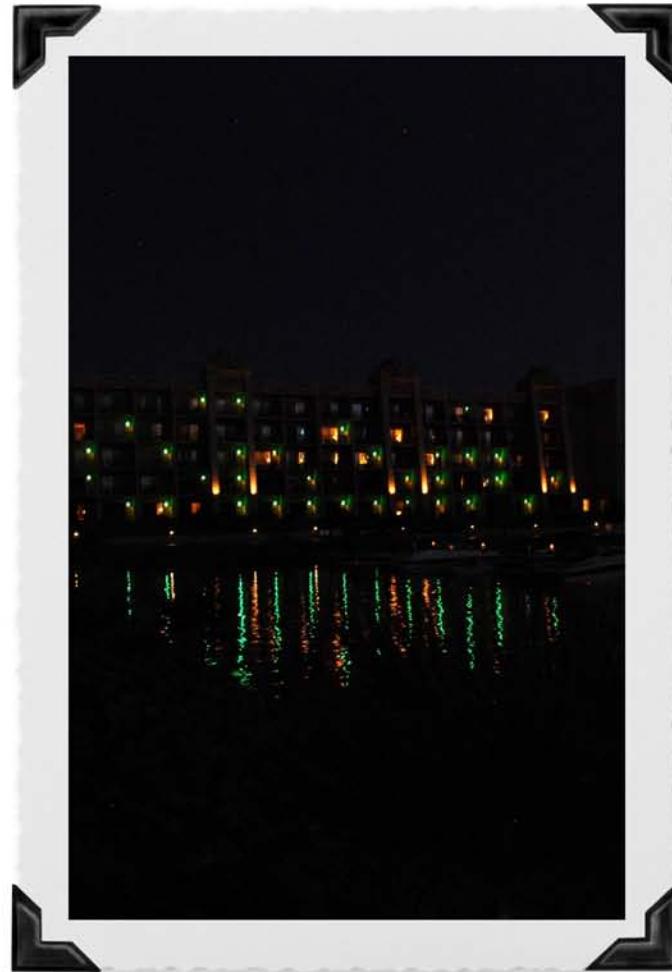
Marina on the river

Southern Arizona
∞ July 2011 ∞

View from my hotel room patio

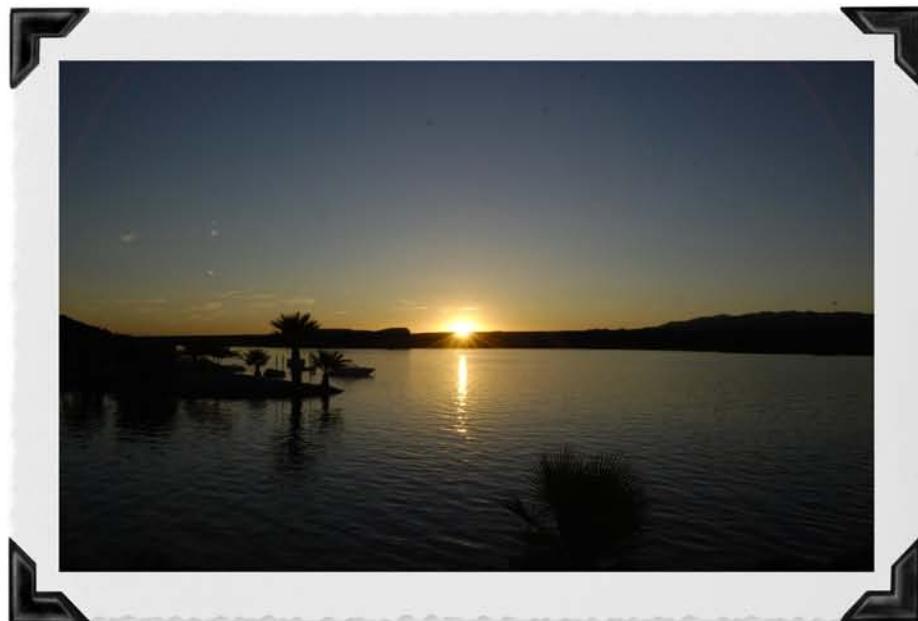


Bluewater Resort & Casino at sunset



Lights of the hotel reflected in the river

Southern Arizona
∞ (July 2011) ∞



Sunset on the Colorado River



Sunrise on the Colorado River



Southern Arizona
~ (July 2011) ~

♪Southeastern California - (July 2011)♪



Mojave Desert - Turtle Mountains in the distance



The site of Camp Hayes



The story of Camp Hayes - WWII desert training area



California Hwy 62 - Mojave Desert

Southeastern California (July 2011)

♪Southeastern California - (July 2011)♪



Mojave Desert near Fort Irwin