

Hathaway Ranch Museum



News From the Ranch

Spring 2000
Volume 10, Number 1



Eleanor H. Brown

Born in Peoria, Illinois, her family moved to South Euclid, Ohio, and lived there until she was 24 years old. Her higher education was at the Rhode Island School of Design, where she was the first person to graduate with an emphasis in "Illustration." Next, she moved to Ohio, while continuing her Masters in Art, as well as doing some teaching. That same year she met her soon to be husband, Robert H. Brown, before moving to California and settling in San Gabriel, California. By the time Eleanor was 31 years old she had a family of four children. As their construction business grew, they moved to Montebello, California, and built a home along the Rio Hondo River. At this location (which was zoned for livestock), the family became very active in 4-H, Girl Scouts and Equestrian Trail, Inc., where leadership in the community became a way of life.



Eleanor H. Brown (standing) receives the annual Gertie award from Nadine Hathaway.

Eleanor became a teacher in the Montebello School System, subbing and teaching full time for 25 years. At 63 years of age, she went back to school and received a second Masters in Art Education, following her passion. She also continued to free lance, using her expertise in graphic art design. For 41 years she designed the business and family Christmas cards (scratch

board with India ink), including renderings of every mission in the state of California, as well as interesting churches and cathedrals all over the world.

All four Children are married. **Megan** Lynch has 3 children: Garrette, Saul, & Michelle. **Jan** Jones and Jake Jones have no children. **Scot** and Cheryl Brown have two kids, Molly and Andrew, and **Lindee Brown** Larsen and her husband Ken Larsen are blessed with twins, Aliya Lynn and Lecya Lorraine.

Jumping Jesse!

It was 27 years ago when Jesse R. Hathaway was in the Marines, with orders to attend jump school. This schooling required another 18 months of active duty, but Jesse only had 12 months remaining and did not want to extend beyond 4 years. So, he didn't attend, but finally found closure to that chapter of his life. On September 2, 1999, Jesse states, "When the plane took off I was fairly anxious, but I thought of Frederic the Great, who was not only one of the greatest generals of history, but a poet, composer, musician and philosopher, too, a man who could hold Voltaire at bay. Before each battle he would ride up and down the lines of his men and tell them no one lives forever ..., and so I jumped!"



Jesse R. Hathaway Skydiving. Does anyone out there want to share a similar experience? If so, we would like to print it in the newsletter!

Eleanor's life has taken many twists and turns, but one of the worst was in 1989, when she and her husband were traveling to Northern California and crashed their Beechcraft airplane. Eleanor was the only survivor, and only after the amazing work of a top-notch team of Doctors, along with much support of friends and family, she made an amazing recovery. Unfortunately, the accident did leave her with limited vision, causing a great difficulty in seeing clearly enough to continue her art-work.

Undaunted, Eleanor took up singing and performed with local groups in the Montebello community. She is active in the community Historical Society (holding the office of President 3 times), P.E.O., Montebello Woman's Club, Montebello Breakfast Club, and the Whittier Blind Center. And her sense of adventure remains as boundless as ever, having traveled to Greece and Alaska, and with plans for visiting Hawaii and Paris afoot.

Museum Schedule

Except during major holidays
the weekly schedule is as follows:

Monday, Tuesday, Thursday & Friday

Tours & Activities 11:00 A.M. to 4:00 P.M.

First Sunday of Each Month

Tours & Activities 1:00 to 4:00 P.M.

Special Events

May 7, 2000 2:00 P.M.
Antique Automobile Club of America



Lifetime Members

O.K. Flood	Thomas Scott
Nadine Hathaway	Ray & Phyllis Stenson

HATHAWAY RANCH MUSEUM GUILD

Youth (high school or younger)	\$1.50
Individual	\$3.00
Family (two adults & minor children)	\$5.00
Business	\$10.00

"Angel" Membership Categories

Supporting	\$50.00
Sustaining	\$100.00
Lifetime	\$500.00

Make checks payable to Hathaway Ranch Museum, 11901 E. Florence Ave., Santa Fe Springs, CA 90670

Notice of membership dues are sent on a twelve-month basis. Donations are tax-deductible in the amount allowed by law.

The MUSEUM GUILD supports the aims and activities of the HATHAWAY RANCH MUSEUM, a 501(c)3 nonprofit corporation dedicated to preserving and presenting the eras of farming, ranching and oil development in early Santa Fe Springs.

HATHAWAY RANCH MUSEUM NEWSLETTER

Published by	The Hathaway Ranch Museum
Mailing Address	11901 E. Florence Ave. Santa Fe Springs, CA 90670
Telephone	(562) 944-6563 or (562) 944-7372

This Newsletter is a general news journal and solicits articles regarding the general interest and the technical aspects of historical maintenance or restoration. Submissions must be sent to the Hathaway Ranch Museum, 11901 E. Florence Ave., Santa Fe Springs, California 90670.

MEMBERS IN THE NEWS

Kids dig in at the WILL HATHAWAY Adventure Playground dedication, by Sylvia Bogert, Executive Director, SWNI

Neighborhood kids really dig the new *Will Hathaway Adventure Playground* which was Officially opened at a dedication ceremony on October 29th in Portland, Oregon. The playground is located in and around the new red buildings adjacent to the covered basketball courts at the west end of the Multnomah Center. 7688 SW Capitol Highway. The purpose of the adventure playground is to provide an after-school opportunity for children to explore and create their own play. Play includes elements of construction, art, digging and theatre in a supervised environment. Materials, tools, space and safety instruction are provided at no cost. The play area includes: two small red buildings, which have work space for building projects on those rainy days; a play structure for kids to climb; and, best of all, a place for kids to get down and dirty—digging creative highways and byways. The supervised activities are open from 3:30 to 4:30 p.m., Monday through Friday (weather permitting).. Cost: free!

The adventure playground is a joint effort combining resources from: Portland Parks and Recreation, Multnomah Arts Center Association, Two Rivers Montessori School, and Merrill Lynch. The adventure playground has been a longtime dream of former Multnomah Center director Will Hathaway. For information, contact Leo Franz or Nicole Rawlins at the Multnomah Center.

PS: When will the Museum get something like this, Will?

PPS: Nadine, you already have this. It's just that the kids are a little bit older—WAH.

Generous Members

Who donated more this period than the basic membership dues
(If we omitted your name please let us know for the next newsletter)

Rodger Applegate	Mary Jo Haller
Eddie Aycock	Wayne and Eleanore Journigan
Willa Enloe	Betty and Marvin Putnam
Richard and Hazel Fields	

Volunteers

R. A. Gibson	Joyce Virnala
Frances Agapoff	Mollie Teschler
Mildred Carizen	Louise Thorson
Jeanne Grant	Joe Salvatore
Carrie Long	Mary O'Connor
Frank Martinez	Chris Marker
Betty Putnam	Merrie Hathaway
Josie Ramirez	Francine Rippy
Henry Lynn	Slats Seeley
Melvin Smith	Loline Hathaway
Jack Johnson	Patrick Kundtz
Ray Stenson	

MISSION BELLS OF CALIFORNIA

Researched by Virginia Mathony

California's first "highway" went north from San Diego and skirted the Whittier hills. It crossed the valley between Whittier and Montebello, where the first San Gabriel Mission was founded in 1771—at Temple Corners in the Whittier Narrows (now San Gabriel Boulevard and Lincoln Road). Father Serra walked his way from Mexico, going north into California, building the Missions along the way. He placed them a day's walk apart for the convenience of the priests and escort soldiers who ventured into this new land. Because the crops were destroyed by high water during flooding periods, the San Gabriel Mission was moved to higher ground—Mission Road—where it is now.

Father Serra died in 1784. That was the year the second Spanish grant was given to Jose Manuel Nieto, a soldier in the King's army. His grant ran from the Whittier hills to the sea and from the Old San Gabriel River to the Santa Ana River. Nine Missions had been built by 1784 and the travelers had established a well-marked trail.

As pueblos and garrisons grew along the trail, it became El Camino Real, the King's Highway. But after the Spanish days were over, the king's messengers no longer had reason to travel El Camino Real, and troubles befell the Missions. The new settlers were called Californios and they raised cattle for the hides, which they sold and shipped back east. The market for hides was in San Francisco, so they drove cattle north along El Camino Real, but they called it Camino Viejo.

In 1902 Mrs. A. S. C. Forbes was state chairman of the California History and Landmarks Department of the State Federation of Women's Clubs. She and her husband became interested in this historic highway and, in 1904, formed the Camino Real Association of California. This group made a decision to mark the route by a distinguished marker to give it more dignity and restore its name, El Camino Real.

In 1906, Mrs. Forbes designed a bell, hanging from a standard, that we have known as El Camino Mission Bell. Outlying towns were invited to join in a drive for funds. Mrs. S. W. Barton, a member of the East Whittier Women's Improvement Club, persuaded the Club to sponsor the bell project locally. Mrs. Sam Mendenhall, president of the Club 1905 -1906, appointed Mrs. Barton chairman of the bell committee. She had the backing of the entire Club, as well as support from many other individuals.

Mrs. Forbes secured the copyright and the design patent and opened the California Bell Company in Los Angeles. She cast the first bell herself. Four hundred more bells were cast. The bell guideposts were erected at one-mile intervals along the highway to mark the road of the Missions. It took nine years to install them all. The money collected was used to cast the bells and place them at intervals from San Diego to San Francisco. The original bells bear the dates 1769 -1906 and the name A.S.C. Forbes. Several bells were placed along Whittier Boulevard

within the town of Whittier.

These bells were so popular that Mrs. Forbes then began making small Mission bells. Her company developed into a worldwide business since she made all type of bells and in all sizes—some as large as ship bells and church bells.

In 1958, the California State Legislature changed the name of El Camino Real to "Cabrillo Highway." When this was discovered by the Grand President of the Native Daughters of the Golden West, they took action to have the legislation reversed. The Native Daughters were successful. The highway remains El Camino Real.

There was a renewed interest in El Camino Real and the Mission Bells, in Whittier during the Bicentennial year—1976. A survey was made to locate existing bells and to replace some of those that had been removed by vandals and road crews when the highway was improved and widened.

Nine bells were located. Today, one is on Whittier Boulevard at the Orange-Los Angeles County line; one is in front of the Whittwood Shopping Center. Continuing west on the boulevard there is a bell in front of Quaker City Federal Savings and a fourth one on Whittier Boulevard at the Quad. The fifth bell is by the historic walnut tree on the boulevard across from Mar Vista Street. The sixth is located in the Whittier Civic Center. The seventh bell was installed at the Pio Pico Mansion in 1979, by the Pio Pico Docent Committee of the Whittier Historical Society. The eighth bell is displayed at the Whittier Museum, and the ninth bell, I was told, is being held by a private owner to be given to the Whittier Museum.

At the age of 88, Mrs. Forbes thought she had made enough bells and turned her business over to another woman. The Forbes bells have a special soft green finish. When the company closed in the 1950s, it was producing 130 different types of bells.

In 1963, a delegation from California, which included Chief Justice Earl Warren, Lieutenant Governor Glen Anderson, Father Noel Moholy of the Franciscan Missions and Mayor Sam Yorty of Los Angeles, delivered an original El Camino Real Bell to the museum at Majorca on the 250th birthday of the late Father Junipero Serra. Father Serra's birthplace was on the island of Majorca in the Mediterranean, off the coast of Spain.

Those who notice the Mission Bells on Whittier Boulevard today are reminded of the early days when Father Serra established the route of El Camino Real.

Resources:

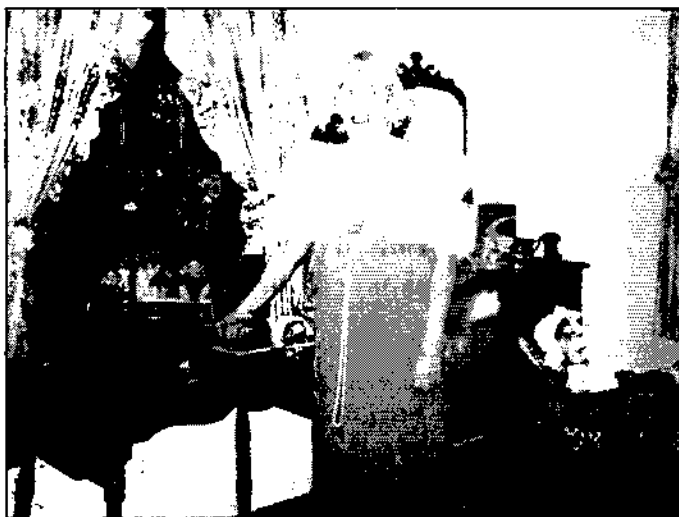
Out West Magazine, Whittier Revisited, p113 -114
Westways Magazine, 1963
Americana Magazine, Aug. 1982

Where Did The Flapper Go?

by Meredith Hathaway

1999 was the year of the big and traumatic move to Oroville! – some 70 miles north of Sacramento, California. Why Oroville? My connection there was a friend I've known since the early 1950's, as well as a son and daughter, three granddaughters, three great granddaughters and two great grandsons.

Why move? The house we were living in was owned by Jean's mother's Trust, which one day came up with three options: buy, rent or move. We couldn't afford the first two options, so we took the latter and moved out, lock, stock and barrel. Then, after we had gone, as it turned out, the family home was donated to the Hathaway Ranch Museum, which is just across the street from the house—so it must be historic!!



Meredith Hathaway in the museum's 1920's room shown here wearing her famous flapper dress.

My daughter, Sara, found a lady named Delores — a Real Estate agent - and told her what we would like, along with our price range. Delores made up a list of homes and we drove North to Oroville in late November of 1998 for some house hunting. The house we finally settled on had just come on the market and had been vacant for a year. It was owned by a trust in Portland, so here we were dealing with another trust! The house was about the fourth one we looked at, and from then on as we looked at other homes we'd find ourselves saying: "I think I like the red one best." Delores drove us back for another look and we were sold. We put a down payment on it that evening and the next day headed for Las Vegas to tell Jean's mom, Anna, that we were moving to Oroville!!

We took a ninety-day escrow because of the amount of stuff we had to get rid of—one way or another. There was some dramatic downsizing to do, since we were going from a very large four-bedroom house to a much smaller two bedroom home. We also had decided to sell our Whittier house to my youngest son. This house had been rented for many years, so-o-o there was a

lot to do to get it back into good condition.

When the moving day arrived, I started out following a Ryder truck loaded full of toy trains and soldiers, a Chrysler Le Baron and a 1957 Ford T-Bird. Jean and I would trade off the truck driving chore, and now whenever I'm doing the driving I seem to want to follow something. Once in Oroville, we and our cat, Friday, camped out in the empty house for a week, while waiting for out furniture to arrive, which it finally did on the 1st of April.

My welcome to the North Country was a severe case of poison Oak. I spent the month of June in agony, not realizing that I could get it from the cat, who was unaffected, but enjoyed playing outside in patches of poison Oak. For awhile it seemed like every time Jean or the cat went outside I would get some more poison Oak, but now I am finally itch free!!



Jean E. Hathaway with his birthday pie – June 1998

We are well settled in now, but there is still lots to do, and we have come to the conclusion that our move to Oroville was a blessing in disguise - a blessing that, at first, was very well disguised!!

The Pasadena Historical Museum

is located at 470 W. Walnut Street, Pasadena, at the corner of Orange Grove Blvd. Housed on the grounds of the historic Fenyes Estate, the museum offers visitors a chance to see what life was like on "Millionaire's Row" in the turn-of-the-century Pasadena. (818) 577-1660

Gibson and the "Little" Cletrac

by R. A. Gibson

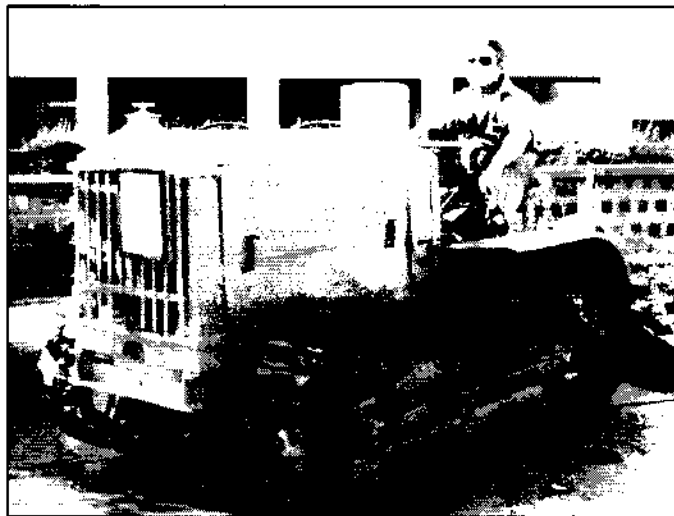
I was born in Brooklyn, New York, but moved upstate to a farm in the rural community of Red Hook, an area of mostly fruit and dairy farming, with an estimated population of 500. Then, at the age of seventeen I joined the Navy, taking on an 8 year contract: 4 years of school and 4 years of active service. At the end of Boot Camp Training I was accepted into a military trade school, but before I could go to school I had to decide on a military occupation. My decision was to be a diver, and I was accepted to try out. The school training was fluid power and motion control. To stay in this school I had to keep a 90% grade average. After my first semester I was sent to the 7th fleet carrier groups for hands-on training, with additional training as a Navy SEAL. I completed the training and was accepted into the SEAL teams and assigned to NAVSPECWAR. When I completed Military School I was sent to Vietnam.



R. A. Gibson sitting in the driver's seat of the Cletrac model 20K, circa 1926, tractor that he restored.

When discharged from Military duty, I went back to school for training on engines, as well as all kinds of construction and farming equipment. To earn a living while advancing my education, I worked as a line mechanic at a Chevrolet dealership. It was during this time that I married my high school girlfriend, Eleanore, who has been a school teacher for the Little Lake City School District since 1969. We have 2 children, Wendy (a college professor) and Jon (an aeronautical engineer).

Later, I worked at Douglas Aircraft as a fluid power test mechanic. In the late sixties I went to work for Paul-Munroe Hydraulics, working in the field of fluid power, including drill rigs, oil tankers, offshore oil rigs, amusement park rides, government missile sites and nuclear power plants. I was assigned to the R & D engineering service department, a job that took me around the world for some 25 years. Then, when Paul-Munroe sold out their R & D department, I went to work for Carlton Forge, designing and building the largest hydraulic ring mill in the world. When that job was completed I retired.



R. A. Gibson sitting in the Hathaway Ranch Museum's Cletrac model 20K, circa 1926, Cletrac tractor, which he recently finished restoring.

The Cleveland Tractor Co. got its start as a result of the experiments of Rollin H. White, who, along with his brother, was working to develop a crawler tractor design with integral implements. In 1916, the Cleveland Motor Plow Co. began production of the little Model R tractor. It was such a success that the company's name was changed and in 1918 the name "Cletrac" was trademarked.

A series of small crawler tractors followed the Model R. Cletrac also made front-mounted cultivators and other implements for their tractors, as did other manufacturers, who began to offer machines specially designed for use with Cletrac's crawlers. Thousands of crawlers, comprising some 75 distinct models, were built before the company became part of the Oliver Corporation in 1944.

The versatile model 20K (pictured above) was designed for agriculture, with extra long fenders to cover the tracks, as well as for industrial use, too, with short fenders covering the tracks. The Cletrac was well suited for both kinds of use, mainly because of its low profile and the ability to make tight turns, making it an ideal choice for use in orchards, market gardens, or anywhere where space was limited. And the tracks (instead of wheels) provided for better flotation in wet soil, permitting crawlers go where no wheeled tractor dared.

The Cletrac was manufactured by the Cleveland Tractor Co., 1926, Cleveland, Ohio, Engine #K14490 and Frame #K5927.



Melvin Smith showing off a large pumpkin happily growing in the HRM's large vegetable garden.



Phyllis and Ray Stenson celebrated their 60th wedding anniversary this year. They were co-membership chairmen of the original Rancho Santa Gertrudes Historical Society, which was later absorbed into the Hathaway Ranch Museum.



Los Nietos cycling group.



Louise Thorson, long time docent and nonagenarian, is learning to surf the Internet at the new Technology Center in the Santa Fe Springs Library. James Villanueva, 13, is shown seated at the computer.



At left, Jack Johnson (in white shirt) with his grandson, Cody, show off some homegrown vegetables.

