

THE
CLAYTON/DEER PARK
HISTORICAL SOCIETY
Mortarboard

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The C/DPHS is an association of individuals dedicated to the preservation of the history of our community. To the preservation of the region's oral history, literary history, social history, graphic and pictorial history, and our history as represented by the region's artifacts and structures. To the preservation of this history for future generations. To the art of making this common heritage accessible to the public. And to the act of collaborating with other individuals and organizations sharing similar goals.

**Fay & Marilyn Reilly's Photos
of the
Atlas ICBM's
March, 1961, Arrival in Deer Park**
by
Wally Lee Parker

... Deer Park becomes ground zero ...

Currently the historical society doesn't have the exact date when Fairchild's first operational Atlas E Intercontinental Ballistic Missile arrived for installation at the missile's bunker just 3½ miles northeast of downtown Deer Park. We do have an approximation drawn from a paragraph written by the then editor of the *Tri-County Tribune* in his *Wandering with Bill Cox* column. Appearing in the local newspaper's March 30th, 1961, edition, the paragraph states, "I guess they brought the missile out to the base about noon. This

should make our base armed and ready for action, if it comes to that point."

As later learned, it would be another six months before the site was fully checked out and declared operational.

In those days, the local newspaper was published each Thursday, which begs a question. Was the "noon" Mr. Cox was referencing the one occurring the day the newspaper was officially published — this indicating that the editor had foreknowledge that the rocket was about to be transported from the 567th Strategic Missile Squadron's compound at Fairchild Air Force Base — or was Mr. Cox referring to the

"What happened? They were supposed to be here for another hour."

A voice from the crowd replied, "Some little kid just threw a rock at the missile!"

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Image from the June, 1916 issue of Good Housekeeping Magazine.

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date his column was being written — that likely being a day or two earlier? We just don't know. All we can currently say for certain is that the missile was paraded through Deer Park sometime during the last week of March, 1961 — likely around midweek, and likely around noon.

I say paraded since we do know that the missile's arrival — unlike most everything else to do with the device — wasn't a military secret. The unshrouded rocket was trailered east on Crawford Street, and then parked in front of the old high school (current City Hall) for close-up viewing by the locals, including students released from classes in the city's schools.

Among the many adults crowding the sidewalks that day was Fay Reilly, himself a 1948 graduate of Deer Park High School. Fay brought his camera and snapped three slides of the missile and attending onlookers. In 2007, Fay and his wife, Marilyn, donated those color slides — severely degraded in the intervening 46 years — to the Clayton/Deer Park Historical Society. Soon after, a professional photographer donated his expertise in digital photo restoration to return the images as close as possible to their original clarity. The Fay Reilly photos seen on these pages are the result of that intervention.

For Deer Park, the Atlas missile story began in 1958. The first notice local residents had that something was going to happen appeared in the June 12th, 1958, edition of the *Tri-County Tribune*, when Bill Cox' weekly editorial cryptically announced, "A group of men are working at the airport right now, taking core samples for the Army. They obtained right of entry from the town council to survey and explore for a period of six months. We don't know any of the 'Why's' — and the men, if they know, are not at liberty to divulge it."

I'm assuming the above "Army" reference is to the Army Corps of Engineers.

Two weeks later the editor's *Wandering with Bill Cox* column added the following bit of data. "Apparently all this core drilling that was going on was to test for a launching

pad site. What the outcome is won't be known for a little while."

Most everyone understood the meaning of the term "launching pad." America's belief in its technological superiority had been severely rattled the prior October by Russia's surprise (at least to the general public) launch into near Earth orbit of a small metallic globe containing a radio transmitter. It would seem the addition of the word Sputnik to the American vocabulary, and the many reports in the following days of America's efforts to catch up in what had suddenly become the space race, had made any further explanation of the rocket related term "launching pad" unnecessary.

In the July 3, 1958, edition of the *Tribune*, Mr. Cox stated, "Since we mentioned core drilling out here at the airfield some weeks back, there have been quite a few rumors going around." The rumors the editor described seemed divided into two camps, those who felt "the testing was being done to find a suitable site for a launching pad for (an) ICBM," — Intercontinental Ballistic Missile — and those speculating it was to be the future site of "a short range ground to air missile" called Nike.

In 1956, construction was begun west of Spokane on four short-range surface-to-air Nike Ajax missile batteries intended to protect Fairchild Air Force Base from Russian bombers. Those four sites were designated F-7 — Spokane (Airway Heights), F-37 — Cheney (Four Lakes), F-45 Medical Lake, and F-85 — Deep Creek, were activated in 1957.

The Nike Ajax was a relatively small, two-stage rocket with a range of about 30 miles and a conventional explosive warhead useful only in proximity to its target. The typical launch site would stock twenty to thirty such missiles. Considering the nature of the rocket's guidance system, its ability to eliminate incoming aircraft without the addition of a nuclear warhead was always viewed as problematic.

Due to this, a larger two-stage solid-fuel rocket — the Nike Hercules — with a

range of about 75 miles and fully capable of carrying a type of small, variable output nuclear warhead already in the arsenal, was well along in its development when the Ajax series was being deployed.

If utilized in the defense of Fairchild, this new missile's nuclear capability opened up the wartime possibility of a number of defensive two to forty kiloton blasts speckling the skies north as far as Kettle Falls. Considering that the typical Nike Hercules battery held twelve to eighteen missiles, even a successful defense of the airbase would have caused many downrange civilian casualties.

Without doubt that was on at least a few minds when, in 1958, the government opened a widely publicized request for bids to retrofit two of Fairchild's existing Ajax batteries for the larger Hercules missiles. This may have fed into that summer's rumors regarding a possible Nike site at Deer Park — rumors that came to an abrupt end when the January 5th, 1959, issue of the *Spokane Daily Chronicle* announced, "The approximate location, size and contract dates for the Spokane Area's multimillion dollar intercontinental ballistic missile base were learned here today."

"Congressman Walt Horan reported from Washington, D. C., that first specification on contracts for the ICBM sites will be advertised next Monday.

"Horan and the house armed services committee also revealed that the three ICBM sites are to be approximately 20 miles northwest of Fairchild Air Force Base, 31 miles west of Fairchild, and 35 miles northeast of Fairchild, Horan said.

"Those figures indicate that the sites would be near Deer Park, near Long Lake Dam, and near Davenport."

The January article went on to note, "The Atlas is about 75 feet long and 10 feet in diameter. It is powered by liquid propellant rocket engines and has a thrust of about 350,000 pounds.

"It is designed to deliver a thermonuclear warhead 6,325 miles.

"A check on a world globe shows that

a 6,300 mile missile fired from the Spokane-area sites would be able to reach virtually all of the Soviet Union and more than half of Communist China."

Horan's specifications were for the earlier D model Atlas. The deployed E model was more powerful, and also more complex.

As for the Nike air defense missiles, two of the batteries — those still using the Ajax missiles — were decommissioned in 1960, while the two nuclear capable Hercules batteries remained in operation until 1966.

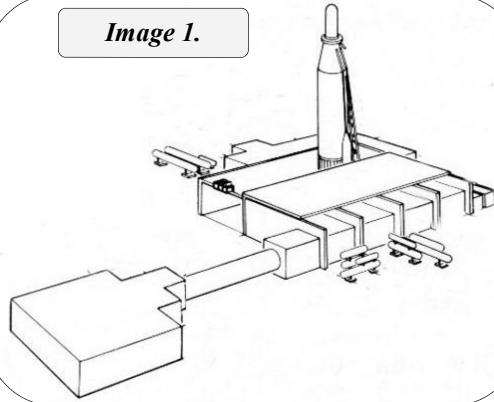
... evolving plans ...

By time construction actually began on the Atlas sites, the layout had changed. The three original missile sites, each with a cluster of three missiles, had changed to nine even more widely dispersed sites, each with only one missile. The reason for these changes had to do with the vulnerabilities inherent within the original layout, and the rapid advances in the design of the missile itself that allowed for a more defensible layout.

The first operational Atlas missiles — the D series — were guided during the powered portion of their ascent by radio instructions transmitted from a control center at the launch site. Since the center could only control one missile at a time, each subsequent launch in the proposed three missile cluster had to wait the five or six minutes it took the prior rocket to reach its powerless ballistic phase before the next missile could lift off. This created two vulnerabilities. The first weakness was the possibility of interference with the radio uplink. And the second, the low blast resistance of the clustered site's three hardened surface hangers. Those were ground-level concrete walled structures with a sloping roof split in the middle so both sides could be pulled aside. After exposure, the missile would be raised into firing position and the 10 or so minutes fueling procedure begun.

The hardened hangers were rated at a blast resistance of 5 psi — five pounds per square inch.

Image 1.



Typical Atlas E Launch Complex.

The drawing above — modified from United States Air Force Strategic Missile Weapon System Technical Orders 21M-CGM16E-1-1 (commonly referred to as the Atlas E's "Dash-One" manual), circa 1962 — represents the underground elements of the Atlas E bunker.

The only portions of the base complex proper exposed aboveground were the massive slide-to-the-side blast door shielding the launch bay, the very large missile entry door at the bottom of the paved ramp that descends to the launch bay, and the crew entry door near the same. The rest of the complex, except for topside escape hatches, ventilation stacks and the like, were covered with a layer of earth. Also note, all Atlas E bunkers were oriented with the missile loading ramp and door pointing north.

The smaller structure in the diagram housed the launch center, crew quarters, and electrical generators. The larger structure contained the central missile bay, the logic units (computers), missile erection support mechanisms, fueling systems and so forth. Tanks for liquid oxygen, propellant, and compressed gases were buried outside the bunker's walls.

The "E" series Atlas solved the radio link problem by adding a newly designed onboard guidance system centered around what may well have been the world's first fully solid-state computer. This onboard computer would interpret the input from the rocket's inertial guidance system, and then make the necessary calculations to keep the device on whatever trajectory had been uploaded into the missile's memory during the launch preparation phase.

The blast vulnerability problem was countered by reclining each missile in a hardened, underground bunker with a weak point blast resistance of 25 pounds per square inch of overpressure. If orders to launch were received, the 400 ton reinforced concrete overhead door would be winched to the side, the missile elevated, fueled, and then launched.

These changes meant all nine of Fairchild's ICBMs would be airborne less than fifteen minutes after a launch order — still slow when it comes to ballistic missiles, but better than the prior system.

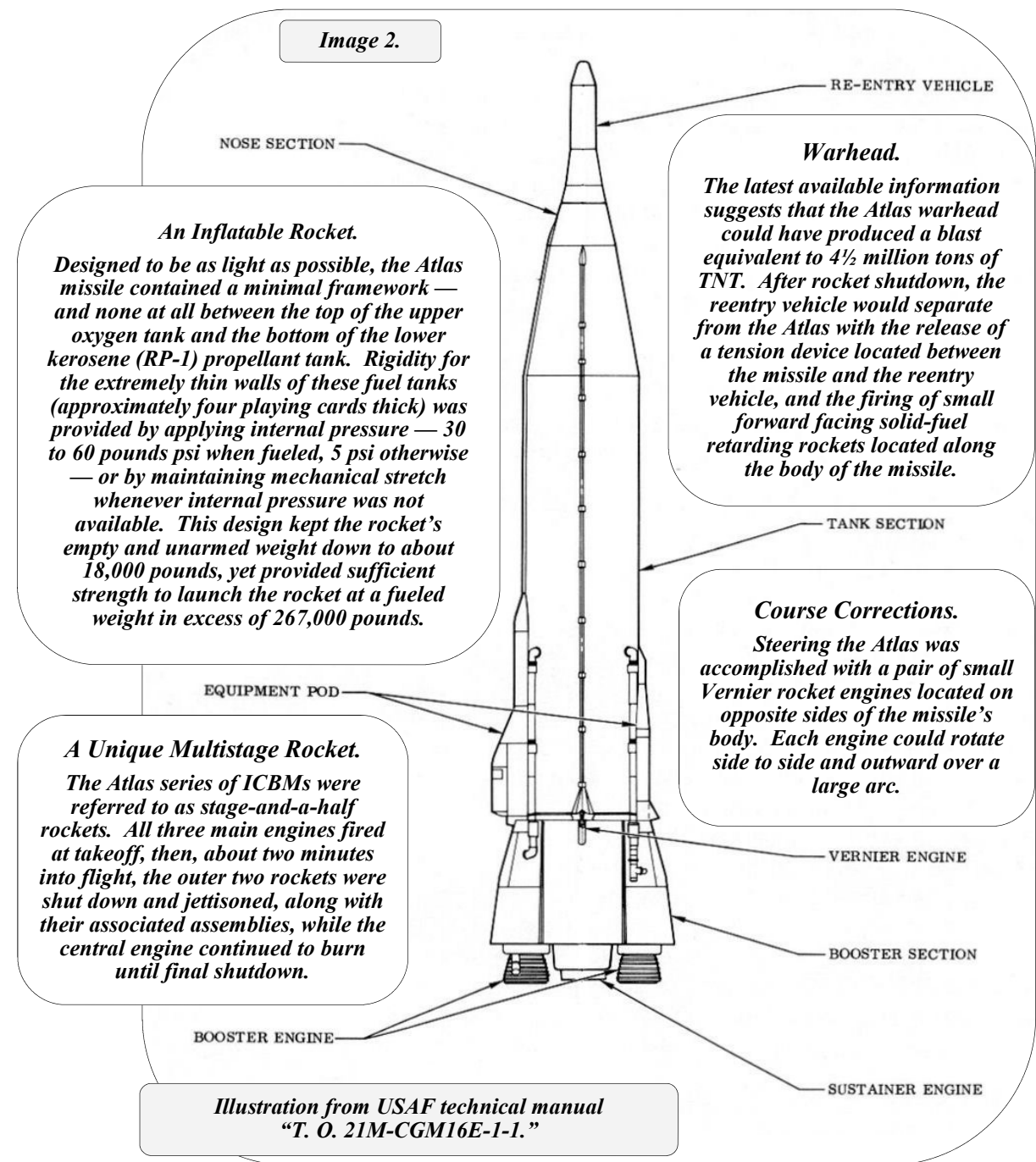
Though often referred to as silos, Fairchild's ring of Atlas bases are more accurately described as coffin bunkers. The term silo only applies to launch sites for the final configuration of the Atlas missile, the F series. This final version of the missile was specifically designed to be housed standing upright in an armored underground tube — correctly identified a silo. None of the Atlas F series were deployed in Washington State.

... construction of the bunker ...

The October 15th, 1959, issue of Deer Park's *Tri-County Tribune* listed a set of bids that had been opened for a water supply system to be installed for the local missile bunker, leaving the impression that construction would begin that autumn, and continued on through the winter. That impression was bolstered by the following remarks appearing in the *Tribune's* April 28th, 1960, *Wandering with Bill Cox* column.

"Convair is beginning to install the

Image 2.



An Inflatable Rocket.

Designed to be as light as possible, the Atlas missile contained a minimal framework — and none at all between the top of the upper oxygen tank and the bottom of the lower kerosene (RP-1) propellant tank. Rigidity for the extremely thin walls of these fuel tanks (approximately four playing cards thick) was provided by applying internal pressure — 30 to 60 pounds psi when fueled, 5 psi otherwise — or by maintaining mechanical stretch whenever internal pressure was not available. This design kept the rocket's empty and unarmed weight down to about 18,000 pounds, yet provided sufficient strength to launch the rocket at a fueled weight in excess of 267,000 pounds.

Warhead.

The latest available information suggests that the Atlas warhead could have produced a blast equivalent to 4½ million tons of TNT. After rocket shutdown, the reentry vehicle would separate from the Atlas with the release of a tension device located between the missile and the reentry vehicle, and the firing of small forward facing solid-fuel retarding rockets located along the body of the missile.

A Unique Multistage Rocket.

The Atlas series of ICBMs were referred to as stage-and-a-half rockets. All three main engines fired at takeoff, then, about two minutes into flight, the outer two rockets were shut down and jettisoned, along with their associated assemblies, while the central engine continued to burn until final shutdown.

Course Corrections.

Steering the Atlas was accomplished with a pair of small Vernier rocket engines located on opposite sides of the missile's body. Each engine could rotate side to side and outward over a large arc.

Illustration from USAF technical manual "T. O. 21M-CGM16E-1-1."



Image 3.

The First Atlas Missile Arrives in Deer Park.

Elements of Fairchild Air Force Base's 567th Strategic Missile Squadron on route to the local launch complex east of Deer Park with the town's first Atlas E Missile in tow. The photo shows the transporter passing Perrins' Park on East Crawford Street. Immediately after this photo was taken, the missile was parked in front of the old high school (current city hall) for viewing.

(Photo by Fay Reilly.)

real technical stuff at the missile base, and will be doing so for about the next year."

The Convair Division of the General Dynamics Corporation was the aircraft design and manufacturing company responsible for developing the Atlas series of ICBMs and their associated systems.

An indicator of the closing phase of construction was published in the January 12th, 1961, edition of the *Tribune*, under the heading, "Dummy Missile Delivered to Local Site." In part the article stated, "Before the delivering of the Atlas, a dummy one was sent ... last Friday. The dummy missile ... was only a frame-work, but was the actual size of the Atlas.

"A convoy pilot car, state patrol cars, sheriff's vehicles, and military personnel vehicles made the transportation of the 'dummy' into quite a procession.

"Although a specified approach had been built by the highway department to get the missile into Deer Park, the dummy was delivered via South Main and was able to turn the corner at Main and Crawford in a short while."

The "specified approach" mentioned above was the summer, 1960, restructuring of the intersection of West Crawford Street with Highway 395 that included rebuilding the bridge over Dragoon Creek in order to create a

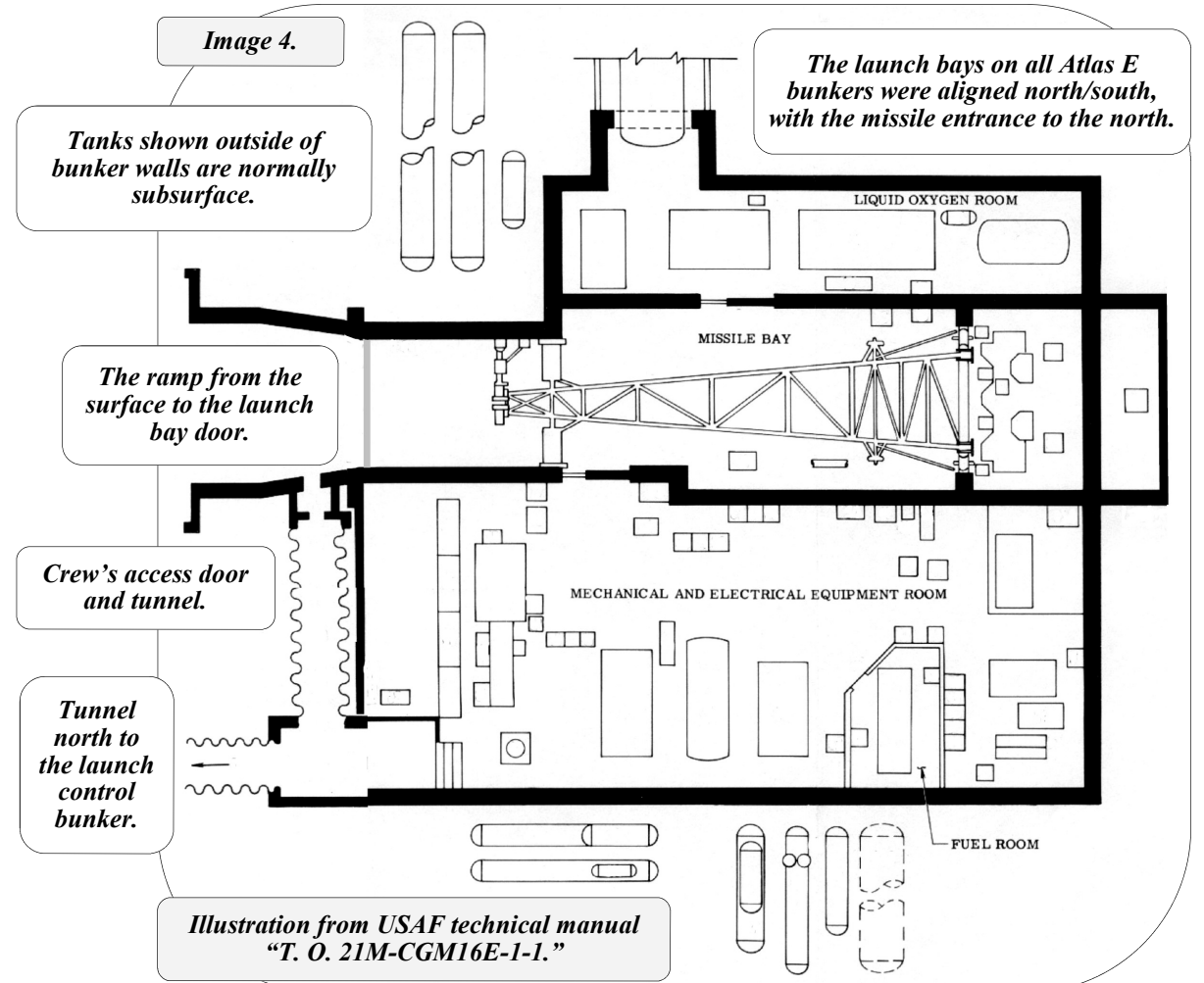


Image 4.

Tanks shown outside of bunker walls are normally subsurface.

The launch bays on all Atlas E bunkers were aligned north/south, with the missile entrance to the north.

The ramp from the surface to the launch bay door.

Crew's access door and tunnel.

Tunnel north to the launch control bunker.

Illustration from USAF technical manual "T. O. 21M-CGM16E-1-1."

Typical Atlas E Subsurface Launch & Service Building.

(There may be minor differences between this "typical" diagram and Deer Park's actual installation.)

The launch service building shown above was divided into three parts, each separated by a blast door. In order to attach the missile to the launch bay's combined boom/gantry, the 400 ton overhead blast door was slid to the side and the bay's boom partially raised. The transporter was backed into bay, aligned with various indicators and mechanical devices, and the boom lowered over the rocket. Once the missile was securely slung beneath the boom, both were partially raised and the transport removed. The crew quarters and lounge, kitchen facilities, electric generators, and missile launch consoles were in the bunker to the north, and accessible only by tunnel.

Image 5.



The Missile on Crawford Street.

Besides area residents, students released from classes in the local schools can be seen milling around the parked missile.

(Photo by Fay Reilly)

sweeping curve to accommodate any missile arriving from Fairchild Air Force Base. The layout of this new intersection created difficulties for civilian vehicles turning onto Crawford from the south bound lane of Highway 395 — a difficulty made even more aggravating to local motorists when the above noted “dummy” missile avoided the rebuilt intersection altogether.

The January article also suggested that the first operational missile would be arriving shortly after the adjustment made with use of the dummy missile. That appears to

have been in error since the real missile didn’t arrive for another six weeks.

... eyewitness accounts ...

When the real thing was brought through town in late March, Rick Hodges, a 1964 graduate of Deer Park High School and current associate of the Clayton/Deer Park Historical Society was on hand. As Rick relates, “I don’t know how I got down there to watch the missile negotiate the turn from Highway 395 onto Crawford Street, since I

was supposed to be in school like everyone else, but there I was, camera in hand. I recall the State Patrol had to block traffic on 395 to give the transport team time to back the big rig across both lanes and try again. It was something all the citizens that had gathered to watch were commenting about — how the government spent all that money to reshape Crawford Street’s portion of the intersection and widen the bridge, but still somehow managed to not have enough room.”

Having negotiated the turn, the transport team should have traveled east on Crawford Street for another four miles, then north on Missile Site Road another mile and a half to reach the guarded security of the officially named “site C.” But, as a matter of public relations, a stop was to be made.

Students at Deer Park High School were informed the Atlas missile would be parked in front of Crawford Street’s middle school (the former high school, and now city hall) for several hours, and that we were free to leave the building during assigned study halls to inspect the rocket. In fact, all the district’s students would have a chance to see the rocket — this included students bussed down from the old Clayton grade school.

For me — at the time a sophomore at the high school — it was much more than a chance to dump study hall on a bright and reasonably warm early spring day. Both science and science fiction had long been an interest of mine, and the Atlas seemed a blending of both. That said, the rocket didn’t appear particularly impressive — meaning it was primarily a fully cloaked shell with little else to see. I understood its potential. Still, with the rocket lying mute on the trailer, its mechanics shrouded beneath stainless steel, fabric, and fiberglass to the point where even the interiors of the engine throats were covered, the missile’s inner workings remained a mystery.

The trailer, a maze of pipes and plumbing, could be independently steered at the rear wheels by onboard tillermen.

As for the viewing, I can vaguely recall a few fatigue-clad airmen keeping

watch. The one notable thing was that most didn’t seem that much older than the high school students milling in the street.

A good collection of students and local residents had gathered when, all of a sudden, the airmen, along with Deer Park’s chief of police and the various schoolteachers — just about everyone with any authority — began yelling for us to get out of the way.

Within seconds of brushing us all onto the sidewalk — kids and adults alike — the engine on the tow truck bellowed, and the missile was whisked away to the east.

“What happened?” I asked. “They were supposed to be here for another hour.”

A voice from in the crowd replied, “Some little kid just threw a rock at the missile!”

As then student Joseph ‘Buddy’ Farris recalled, “I was in the fourth grade — Mrs. Noble’s class — when we marched up to see the rocket. After we’d all been herded up on the sidewalk and the rocket taken away, I saw Mister Hegre, my grade school principal, had a second-grader pinned up against a tree and was reading him the riot act.

“Asking around, the version I heard said these two second graders got to daring each other as to whether either could throw a rock all the way over the missile. Apparently, the answer was no, and the rock bounced off. Their defense was that it wasn’t the missile they were aiming at. But that didn’t seem to make much difference to the Air Force.”

Spokane’s Bob Lemley had served as a BMAT (Ballistic Missile Analyst Technician) with Fairchild’s 567th Strategic Missile Squadron. As such, during his tour he stood watch over the rockets at most of Fairchild’s nine ICBM sites. Regarding the described incident, Bob said, “A good size rock could have dented the thin stainless steel skin of the Atlas. Since little kids usually throw little rocks, your Deer Park rock was probably too small to constitute a threat. But even threatening to throw a rock at ‘his’ missile would

Text continued on page 1480.

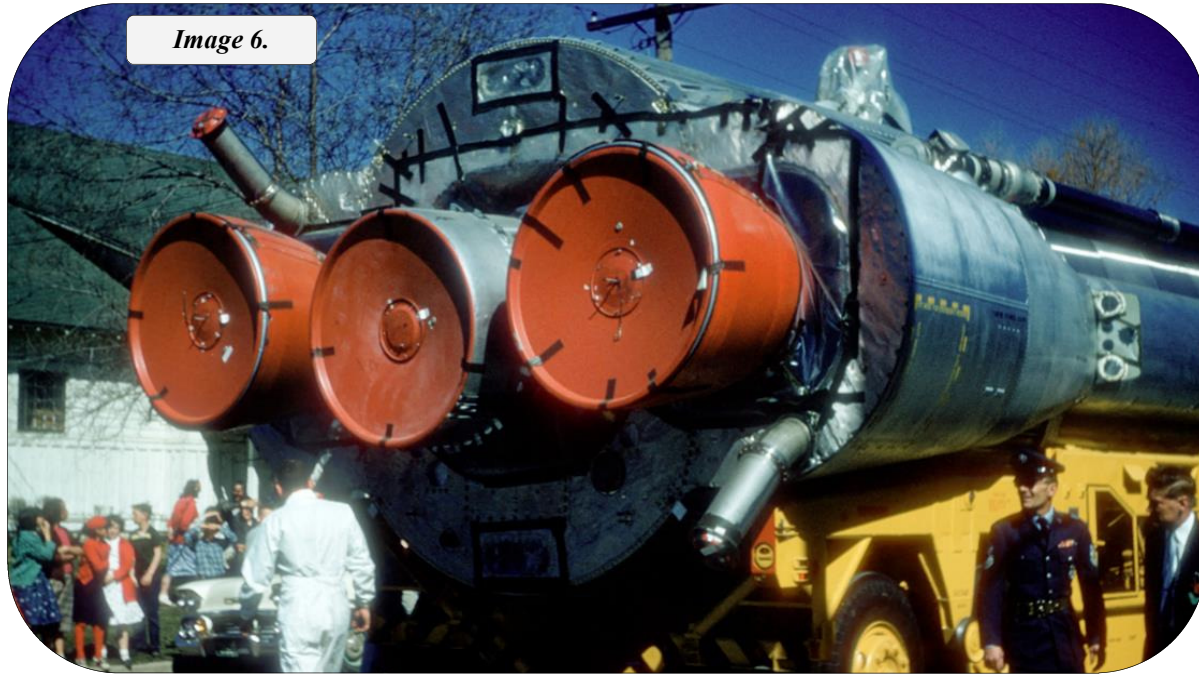


Image 6.

Up Close on Crawford Street.

Each of the two outboard booster engines produced 194,500 pounds of thrust. The center sustainer engine produced 57,000 pounds of thrust. Together they created the 446,000 pound used to accelerate the rocket's fully fueled 267,000 pounds off the ground. Once enough fuel and oxidizer had been consumed that the sustainer engine's smaller thrust alone could complete the mission, the outer engines were shut down and — along with a good portion of their support assemblies — jettisoned.

The pipes seen angling away from the base of the rocket are exhaust tubes for two of the rocket's three high-output fuel pumps — those feeding the booster rockets. The exhaust from the pump feeding the central sustainer engine entered the muffler seen encircling that rocket's nozzle. It was then directed into the blast emitted from that nozzle. These pumps, turned by a stream of combustion gas generated by what were essentially small rocket engines in themselves, moved fuel and liquid oxygen toward the rocket's main and steering engines at a rate measured in gallons per second.

The missile carried two small steering rockets, two thousand pounds thrust each, located several yards above the missile's base. One, covered in clear plastic, can be seen protruding above the rocket. The other, normally mounted on the opposite side, was removed whenever the missile was placed on the transporter. The black tube descending the side of the rocket was one of two that brought liquid oxygen from the upper tank.

Photo by Fay Reilly.

Illustrations this page from
USAF technical manual
"T. O. 21M-CGM16E-1-1."

Image 7.

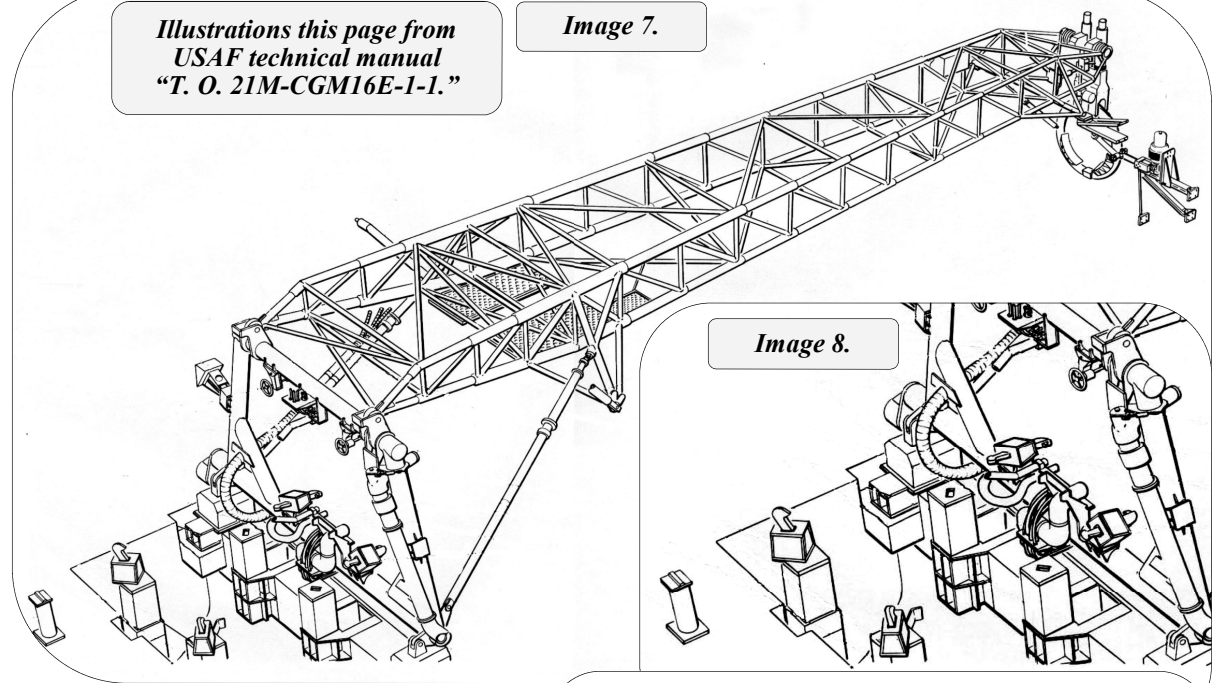


Image 8.

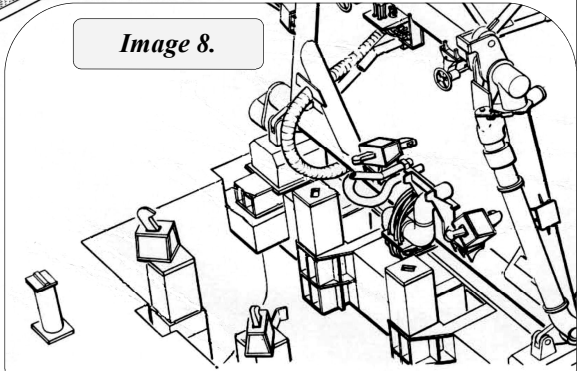
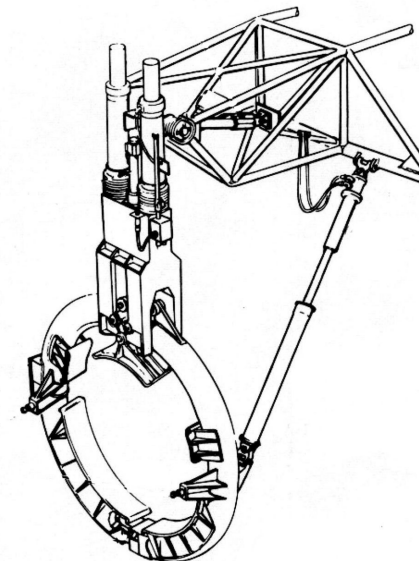


Image 9.



Missile Holddown Hooks.

Four hydraulically activated holddown hooks, two standing upright on the launch platform and two horizontal on boom/gantry, can be seen in Image 8 above. The two on the gantry secure the base of the missile to the boom/gantry when the missile is suspended from the boom, then rotate upright with the gantry when the missile is elevated. Shortly after rocket ignition all four disconnect, and the missile lifts off.

Missile Bunker's Elevating Boom/Gantry.

To raise the missile, hydraulic cylinders leveraged the boom/gantry upright, standing the missile on its tail over the flame tunnel. The missile was fueled with liquid oxygen in the upper tank, and kerosene (RP-1) in the lower. At the same time the guidance system would be brought online. Just before launch, the nose ring — Image 9 — would disengage and the entire gantry would lean away from the rocket.

Text continued from page 1477.

have made the officer in charge of transporting as mad as hell. And I would suspect that's exactly what happened."

After reaching the missile base, the transporter would be backed down the paved ramp descending from ground level to the entrance to the missile bay. The entrance to the bay was blocked by 47 tons of fabricated-steel blast door. As Dick Mellor, a missileer with Fairchild's 567th SMS recalled, "The blast door slid sideways into a pocket in the wall behind the logic units (early computers). The door was hung on rollers, and was moved by a chain drive and hand crank. It took some six hundred turns to slide the door all the way back. We never figured out why they hadn't installed a motor to do that. Maybe they figured airmen were cheaper."

At this point the launch bay's overhead blast door was pulled to the side so the bay's boom/gantry could be partially raised — allowing enough room for the trailer to be backed beneath. Guide rails in the floor of the bay mated with guide castors on the trailer to position the trailer exactly beneath the overhanging boom. Once alignment was achieved, the boom/gantry was lowered, the nose of the missile was secured by the boom/gantry's nose ring, and the rear of the rocket was secured by two clamps at the base of the boom/gantry.

With missile attached, the boom/gantry was once again partially raised and the trailer extracted. The missile was then lowered to its storage position — slung between



Image in Public Domain.

Image 10.

Shoulder Patch,
567th Strategic Missile Squadron,
Fairchild, AFB.

the nose ring and base clamps — and the launch bay buttoned up.

At some point the nuclear warhead would be delivered to the bunker and installed on the missile. That was accomplished by a separate ordnance team.

The Strategic Air Command's 567th Strategic Missile Squadron was activated at Fairchild Air Force Base on April 1st, 1960. The squadron reached operational status on the 28th of September, 1961, with each of its nine launch sites reaching full alert status during the next several months.

Further Reading

"Standing Watch: The Story of Deer Park's Atlas ICBM."

by Wally Lee Parker

Reports to the Clayton/Deer Park Historical Society, Volume 2, 2006.

(<http://www.cdphs.org/deer-park-atlas-ibm.html>)

"Ruminations Regarding the Business End of Missile Site Road."

by Wally Lee Parker

Mortarboard #6, October, 2008 — page 68 — Collected Newsletters, Volume 2.

(http://www.cdphs.org/uploads/3/4/2/0/34204235/newsletter_06_downsizinginglepageweb.pdf)

Image 11.

Atlas Ballistic Missile Launch Complex No. 1 (C), Deer Park.

The Atlas standing upright and free of the gantry during a dual propellant loading exercise carried out on August 18th, 1961.

The white plume is a cloudlike condensation formed by the chilled oxygen venting as gas from the liquid oxygen tank's pressure relief valve. The portion of the missile comprising the liquid oxygen tank appears white due to a surface accumulation of frosty condensation.

(Photo courtesy of Dick Mellor.)



Over the next three years, Deer Park's bunker underwent an endless stream of drills and exercises — sometimes requiring the missile be raised, fueled, and everything but launched.

It would be interesting to know if any of the locals ever saw the tip of the rocket standing upright above the trees, as was done during fuel loading exercises — standing upright with a cloud of white vapor streaming

away from the liquid oxygen tank's pressure valve located just below the warhead. If so, it would be interesting to know what was going through the observer's mind at that moment.

The various sites began coming off-line in January of 1965, with all being moth-balled by March 31st. The squadron itself was deactivated on the 25th of June, 1965.

— end —

Minutes of the Clayton/Deer Park Historical Society — April 8, 2017 —

In attendance: Bill Sebright, Pat Parker, Wally Parker, Don Ball, Mark Wagner, Roxanne Camp, Lorraine Nord, Marilyn Reilly, Betty Burdette, Sue Rehms, Burt Ernst, Casie Ernst, Stella Ernst, Chuck Lyons, and Ella Jenkins.

Society President Bill Sebright called the meeting to order at 9:00 AM. He reported that: 1) Casie Ernst emailed Bill for pictures and information on her Grandmother, Nona Hutchins Ernst. Nona graduated from DPHS in 1955. Nona was married to Burt Ernst for almost 60 years before her death last year. Casie, Burt, and Stella were at today's meeting. Bill is lending three DPHS Antlers, and giving a DVD of the 1954 Antler, to Casie. 2) Bill received a phone call from Jesse Klemish of Valley, WA. Jesse has sewer pipe with the "WaCo" trademark stamped on them. He also has a canvas covered cream can from the Deer Park Creamery. Bill has pictures of both (see photos to right). 3) He also received a phone call from Michael Jaeger who has lived on the Clayton and Ila Erickson farm for 2 years. He found a "love letter" from a young "Donna" to a "Johnny." He would like to get it back to the family, if not to Donna. He took down a chimney and found the letter between a brick and 2 by 4. 4) After a conversation, Joe Longly brought Bill 4 unbroken Roman bricks and a brick that says, "BUILDERS MADE IN CANADA" on it. The Ben Renner house is

sided with Roman bricks.

Society Treasurer Mark Wagner reported the main checking account ended the month at \$7,130.16. There were deposits of \$64.00. One check was written to Taffy Long for 100.00 for Eagle maintenance. The web hosting account ended the month at \$755.70, with a withdrawal of \$10.95 for web hosting.

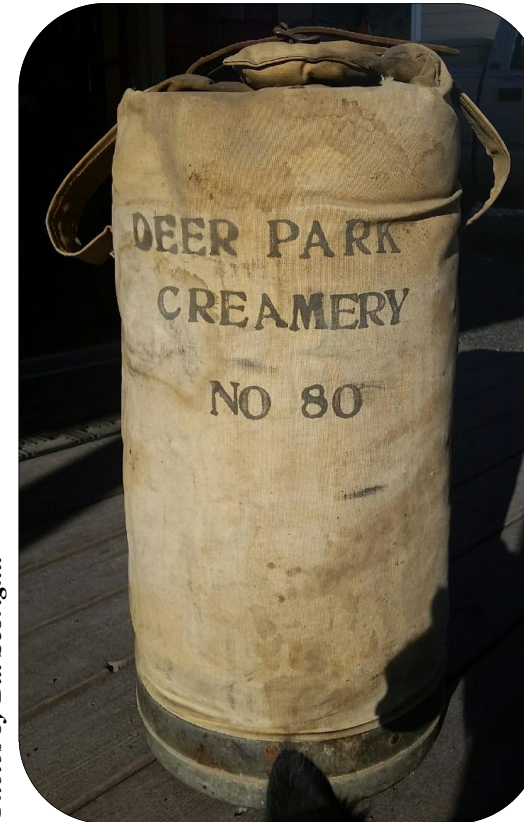
Society Vice President Pete Coffin reported by email that: 1) I will not be able to attend Saturday's meeting. 2) I have emailed a short paper to Editor Parker about Peter Meyers. He and his family were some of the earliest settlers in the Deer Park area. His homestead was about a mile north of the future site of Deer Park and became a wagon freighter stop, a school, and a post office. 3) I have been finishing research on a manuscript about Lewis Cass Gemmill. His homesteaded 3 miles south of Deer Park and ran a large sawmill operation on the south bank of Dragon Creek and was a very early settler on Wild Rose Prairie. I have been interviewing his Grandson, Gerald Gemmill, for detailed information. 4) In relation to the Gemmill biography, Gerald Gemmill allowed me to scan his Grandfather's picture for use in the manuscript from a large book written by Jonathan Edwards titled "An Illustrated History of Spokane County, State of Washington." It was originally published in 1900 and has been reprinted. As it has many short biographic

Photos on Facing Page.

The tile photos are of Washington Brick & Lime terracotta sewer pipes bearing the WaCo logo donated to the society by Jesse Klemish. Jesse dug them up on his Valley, Washington, property. The Deer Park Creamery can and its cover are items on loan from Mr. Klemish.

Deer Park Locations Currently Carrying Print Copies of the Mortarboard:
City Library, City Hall, Gardenspot Market, Standen Insurance, & Ojynski's Accounting.

Photos by Bill Sebright.



entries of Deer Park citizens, I have ordered one for personal use.

Print editor Wally Parker reported: 1) One hundred and ten copies of the April *Mortarboard* (#108) have been printed for distribution, and the online version has been submitted for posting. This sixteen page issue contains an article by Pete Coffin titled “*The Deer Park Motors Company.*” The *Letters/Brickbats* segment contains materials related to Clayton’s Spokane Pottery Company, the Deer Park school board’s response to the 1918 flu pandemic, the Open Door Congregational Church’s vintage pastor — the Reverend William Worthington, the Arcadia Orchards Company’s Albert G. Craig, and the editor’s musings regarding a museum for the society. 2) Ten copies of *Collected Newsletters, Volume 30*, have been printed. This volume combines *Mortarboards* #106, #107, and #108. 3) I’d like to mention that seven members of the Editorial Group submitted corrections and revisions for the April *Mortarboard*. This continuing level of participation insures that our amateur magazine is as close to professional quality as we can make it. Each person responding to our ongoing plea for volunteer

proofreaders deserves the thanks of everyone who reads our publication. And anyone who would like to become a member of the Editorial Group — membership in the society not being a requirement — only needs to contact the editor.

Webmaster Marie Morrill reported by email that I have uploaded the April *Mortarboard* without complications. (Maybe it helps that I am staying with my son who has fast internet!) A Summary by Month chart for the Website is attached. (We will discuss it at the May meeting.)

Betty Burdette reported Settlers Day meeting is every third Monday in the Ambulance Building at 4:30pm.

The third Brickyard Day Committee meeting will be April 12, 6 PM at the Real Estate Market Place in Deer Park.

Next meeting: Saturday, May 13, 2017, at 9 AM at the Clayton Drive-In.

Meeting adjourned at 9:39 AM.

The Society meeting minutes submitted by Mark Wagner, acting Secretary.

— end —

Society Contacts

We encourage anyone with observations, concerns, corrections, or divergent opinions regarding the contents of these newsletters to write the society or contact one or more of the individuals listed below. Resultant conversations can remain confidential if so desired.

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Those contributing “*original*” materials to the *Clayton/Deer Park Historical Society* retain copyright to said materials while granting the *Mortarboard* and the *Clayton/Deer Park Historical Society* durable permission to use said materials in electronic and print media — including permission to reprint said materials in future *Clayton/Deer Park Historical Society* publications. Under certain conditions proof of ownership of submitted materials and/or a signed release allowing use may be requested. No compensation for materials submitted is offered or implied. All materials submitted are subject to editorial revision for content, language, legal exposures and so forth. Any material published as an exception to these general understandings will be clearly marked as to the nature of the exception.

— C/DPHS —

Volunteer proofreaders for this issue: Betty Deuber, Rick Hodges, Bill Sebright, Lina Swain, and Ken Wesby.

From “The Coast” magazine,
April, 1907



See Yourself in Print.

The Clayton/Deer Park Historical Society’s department of Print Publications is always looking for original writings, classic photos, properly aged documents and the like that may be of interest to our readers. These materials should be rooted within, though not limited to, northern Spokane County, southeastern Stevens County, and southern Pend Oreille County. As for types of materials, family or personal remembrances are always considered. Articles of general historical interest — including pieces on natural history, archeology, geology and such — are likely to prove useful. In other words, we are always searching for things that will increase our readers’ understanding and appreciation of this region’s past. As for historical perspective; to us history begins whenever the past is dusty enough to have become noteworthy — which is always open to interpretation. From there it extends back as deep as we can see, can research, or even speculate upon.

Copyright considerations for any materials submitted are stated in the “Editorial and Copyright Policy” dialog box found on page 1468 of this issue. For any clarifications regarding said policy, or any discussions of possible story ideas or the appropriateness of certain types of material and so on, please contact the editor via the email address supplied on the same page.

— the editor —

A print copy of this issue of the Mortarboard is or soon will be available in booklet format.

Ask about “Collected Newsletters: Volume Thirty.”