



# Trail Whispers

**BCHC—Caballeros del Sol**      **Volume 6 Issue 4**  
**July / August 2005**  
**Summer Edition**

**Website:** [www.bchc.com/cds](http://www.bchc.com/cds)

## UNIT BOARD / CHAIRS

### President/ Editor:

Nola Michel (858) 278 9088  
 trlrider@san.rr.com

### Vice President

Darrah Glynn (858) 442 0789  
 daraglynn@yahoo.com

### Treasurer:

Donna Jesse (858) 679 1224  
 donna.jesse@morganstanley.com

### Secretary / State Board Rep

Sharon Haynesworth  
 (858) 279 8518

Biz-em@earthlink.net

### Public Liaison Chair:

Kathleen Hayden (760) 782 9053  
 prknride@znet.com

**Member at Large:** Vacated

### Education Chair

Linda Eskin (619) 441 7675  
 linda@lindaeskin.com

### Historian

Sharon Haynesworth  
 (858) 279 8518  
 biz-em@earthlink.net

## The Trail Whispers

A publication of the Caballeros del Sol Unit of the Back Country Horsemen of California

Articles that appear in the Trail Whispers do not necessarily reflect the position or opinion of the Unit Officers and members. Nor does publication of said articles constitute an endorsement of views. Accuracy of all materials is the sole responsibility of the authors. Appearance of an advertisement does not constitute a recommendation or endorsements of the goods or services offered therein.

Trail Whispers welcomes member contribution. Club news, events, calendar dates and items of interest you wish to have submitted need to be submitted by the 5<sup>th</sup> of the month. Trail Whispers publishes 6-12 times a year at least every two months. More often if there is a large amount or urgent news.

Send items of interest to the Editor at trlrider@san.rr.com

## PRESIDENT'S MESSAGE

Hope your summer was a good one! We are have an 'END OF SUMMER MEETING' at the Hayden home. This will give you a chance to meet the Coyote Canyon Stallions and share you summer happenings will us. It is a potluck, the Haydens are providing their famous corn and watermelon. I know this is a long way to go for a meeting but we can car-pool and caravan there. It will be a good one, so if you are in town this weekend, please plan on coming. Sat 3<sup>rd</sup> of Sept, directions are on page 10. The picture below is Robert Hayden with the lead stallion, Anza

We have, coming up rapidly, our Trail Trials at MCS Miramar. We are joining with The Flying Hooves Riding Club at the facility to put this event on. We need Judges, go-fers and participants. Please plan on being there that day. Should be a great one! It is open to the public and you do not have to be a BCHC member to participate. Spread the word among your riding buddies!

Redshank Riders BCHC, in the Anza area, are also planning a Trail Trials. 25 September 2005. Call Stacy Khuns at 951 767 9453 for an information flyer and entry form. It also is open to the general public.

Coming up soon is our elections for next year. If you can serve in any

position, please let a Board member know or come to the meeting and say so. I am also looking for someone to take over the newsletter. I will give you a great deal of help, if needed. My hands are saying they don't want to do this any more. The unit has Pagemaker 6 to go into your computer to help.

In this issue you will find a couple of misadventures with hauling vehicles. Please do safety check on your rig often. For various checklists, you might like to go to [www.usrider.org](http://www.usrider.org). There are first aid, truck and trailer check lists and they are very good. Be sure to check out the benefits when you are there! They sure came through for me!

 Nola



**Robert Hayden  
with Anza**

## Unit Board Meeting

28 July 2005

The Unit Board Meeting was called to order at 7:07 PM at the home of Nola Michel. Present were Donna Jesse, Linda Eskin, Kathleen Hayden, Sharon Haynesworth and Nola Michel.

The minutes of the June meeting were approved as read.

The treasurer's report indicated that the bank was charging \$3.00 for a "checks enclosed fee". Since CdS has very little checks processing, Donna will request that the bank waive this charge and also ask if the bank would be interested in sponsoring one of the wild horses.

Public Lands - Linda Eskin gave an update on the Cuymaca Equestrian Association (CEA). She is their secretary. The DPR meeting is to be set up with equestrian groups to attend but no groups have yet been notified.

Nola noted the CSHA trails etiquette says it is permissible to tie horses to trees and to dispose of toilet tissue under a rock. This should be changed to correspond to the BCHC trail etiquette of tying horses to a High-Line, which can be made between trees and to pack out all materials that have been packed in.

Kathleen gave us a great report about the naming of Horse Canyon and a band of Coyote Canyon Indians who were the first people in the area to have horses in 1850. She spoke of the "Garra Revolt" between the Indians and the city of San Diego due to the city taxing the Indians cattle and land. The Garra indians revolted and ended up stealing other cattle and horses.

Kathleen also noted that a club cannot own the wild horses and that they must establish a 501.3C to fund the care of the animals. We recommended that the Borrego Unit put their treasury into the 501.3C and have their members transfer membership to CdS.

Kathleen wishes to attend a civil rights class and needs an action grant to do so. Linda Eskin moved that CdS fill out and sign an action grant for the schooling Kathleen needs - a civil rights class at George Gordon School of Law. The motion passed unanimously.

It was mentioned that the Vallecitos Camp Ground is still open to equestrian campers with proper reservations. Campers must remove their horse manure and leave the campgrounds immaculate. Linda will present a trail etiquette guide at the next meeting.

Nancy and Mark Lawler have offer to run a food booth for the unit at the next Rendezvous, should we be able to do it.

Linda moved that CdS pay their BCHC membership of a deserving individual or couple. Motion passed.

The meeting was adjourned at 8:30 PM.

Respectfully submitted, Sharon Haynesworth, Secretary

## CENTURIES-OLD BONES OF HORSES UNEARTHED IN CARLSBAD

By: Staff Writer Philip K. Ireland NCTimes  
901-4043 or [pireland@nctimes.com](mailto:pireland@nctimes.com).

CARLSBAD... Archaeologists working against the clock in Carlsbad have unearthed another nearly intact skeleton of a horse that may have lived and died 50 years before the Spanish began their conquest of California

Last week's discovery, high on a hill overlooking the Agua Hedionda lagoon, follows the discovery in June of the skeletal remains of another horse and a small burro, said project manager Dennis Gallegos of Gallegos and Associates, the contractor hired to explore the site.

The finds are significant because native North American horses were thought to have been extinct more than 10,000 years ago, and the remains are older than the recorded conquests by the Spanish, who reintroduced horses to the New World.

"This is a story untold," said Mark Mojado, the cultural representative for the San Luis Rey Band of Mission Indians.

Why the animals were buried at all, why they were buried together, and why they appear to have been buried in a ritualistic way is a matter of academic conjecture, according to archaeologists, paleontologists and others who have seen the site.

Radiocarbon dating of 340 years, plus or minus 40 years, puts the death of the horse sometime between 1625 and 1705, Mojado said. Therefore, the horses died at least 50 years before San Diego Mission de Alcala, the first of the California missions, was founded in 1769. The other horse and the burro were buried at the same level, suggesting that they were buried about the same time.

The bones of the horses and the donkey showed no signs of having been shod, an indicator that the horses were not brought by the Spanish, who fitted their horses with iron shoes, said Larry Tift, a researcher with Gallegos.

### The site

The three animals were unearthed within a few feet of one another on a hilltop overlooking the Agua Hedionda Lagoon, Gallegos said.

The 900-square-meter site has also revealed several "shell middens" — or layers of disturbed shells. A pile of small 2- to 3-inch river rocks 20 feet away may have been a part of a cooking pit or perhaps a sweat lodge, Tift said.

Shell beads, flaked cutting and scraping tools, grinding tools such as metates and manos, even relatively recent pottery shards found over the last seven weeks, tell the story of constant habitation over 5,000 years on the hilltop, Tift said.

### Possible explanations

The radiocarbon date, if corroborated by more elaborate tests, may be remarkable since North American horses were

thought to have been extinct by the late Pleistocene era more than 10,000 years ago, said Bradford Riney, a paleontology specialist with the San Diego Natural History Museum.

"That would make (the site) extremely important," he said Thursday. "It would be an early example of domestication."

Alternately, Mojado postulated that the horses may have been Spanish in origin, perhaps from an ill-fated exploration that never returned and so was lost to history. Perhaps the lost Spanish explorers offered the horses and donkey to the American Indians as a gift, Mojado said.

"There were no horses here then," he said. "They didn't know what a horse or a donkey was. They would have seen them as big deer or antelope."

As a gift, and an unusual gift at that, the animals most certainly would have been revered, which could explain why they were buried high on a hill in the same way some Indians buried their own, Mojado said.

One horse and the donkey appear to have been buried ritualistically with their heads to the north, faces to the left, and their bodies "flexed" in the fetal position, an American Indian method of burial. The newly discovered horse, its ochre-colored bones already fading to yellow from exposure to sun and air, was not similarly posed.

Researchers said they know horses were deliberately buried because they can see definite lines where someone cut into the shell layers to dig a burial pit.

"I've been doing this for 16 years and I've never seen anything like it," Tift said.

The bones show no signs of cutting, splitting or crushing that would indicate a violent death, Piek said. Researchers see no signs the horses were butchered for meat.

### **Carlsbad then**

Taken together, the features of the site suggest that the hilltop was used by American Indians from about 5,000 years ago.

At that time, the region now called Carlsbad was much wetter and more lush, with an average annual rainfall of about 350 inches. Although sea level was lower than now, lagoons — fed by freshwater springs — reached deeper into inland valleys, providing a ready food and water source for its people, said Gallegos archaeologist Lucas Piek.

The hilltops provided an ideal place to live, Tift said. The ocean breezes would have helped cool dwellers and keep insects away, as well as providing security. Inhabitants could watch the approach of other humans and animals. The vantage point was also ideal for observing the movements of game animals.

The site is one of more than 300 in the Carlsbad area, Mojado said. A stone's throw away, researchers found the 8,000-year-old remains of a human. Down in the valley, archaeologists uncovered glass beads — trinkets brought from Spain — to trade with the natives.

California's Prehistoric State Artifact, a stone that some believe is shaped like a bear, was found on the Kelly Ranch property on a nearby hill to the north. Radiocarbon dating of artifacts at that site suggest that humans occupied the area more than 9,000 years ago.

### **Why was this site studied?**

The cultural exploration is required by law as part of a study of the environmental impacts the project will likely create. The study examines traffic, noise, threats to indigenous plants and animals, as well as potential damage to historically significant sites. Gallegos said his work should conclude within two weeks.

Grand Pacific Resorts plans to break ground on a 700-room resort on the hill on Aug. 1, said Tim Stripe, Grand Pacific Resort Inc.'s co-president. The company plans to build 350 hotel rooms, 350 time-share units, two restaurants, four pools, tennis courts and conference rooms on a 50-acre site between Cannon Road and Hidden Valley Road. The \$150 million, Mediterranean-style complex will become Carlsbad's third large-scale resort.

After Gallegos and Associates has documented the site and removed the animal skeletons and other artifacts, a portion of the hilltop site will be capped with sand and soil to preserve any remaining archaeological artifacts. A small park, planted with native flora, is in the planning stage to preserve the site as open space, Mojado said.



## My trip to the Sierras, NOT!

Nola Michel

I was planning on going into Grey Meadow with the Executive Committee for the summer meeting. The week before I had the truck lubed and oil changed, new tires all the way around.. (Got to be safe!) On Tuesday, I drew feed for my horse and prepared his tack and the trailer. Wednesday morning, picked up my horse, Bailey, and headed to Bakersfield. Spent the hot night in front of Lynn Joiner's home so we could leave at 6am the next morning for the trailhead. Bailey was in one of her stalls.

By six something we were on the way. Eight or so found us at the Forest Service offices on Hiway 190 waiting for the last person in our caravan of 4 trucks and trailers to go up the hill. Lynn Joiner in front (our fearless leader). My rig gooseneck w/living quarters one horse in the trailer, Chip and Linda Herzig with goose neck and 5 animals, and Pete Kriger with horse and mule in his goose neck. We were really climbing pretty good. Slow, everything going well. Lynn had outdistanced us as she only had a small bumper-pull and a good-sized truck.

All of a sudden my water temp shot up, and then there was a lot of white steam (I thought). No place to pull off, had to stop right in the lane. That left every one hanging out behind me. I left the engine running, as that is the best way to cool down a diesel, and it came right back down to temperature. There was a small amount of wet underneath the engine when we stopped. When the engine was cool I tried to move the rig to a pull out. NO POWER! At that point I put my hand in the wet stuff and it was red and slick....! Transmission fluid! This rig was going nowhere, fast!

My Verizon phone did not work at all in that area. Linda's Cingular did and I called my tow insurance. She said "We will send someone to evaluate your situation" I said "NO! Send someone to tow immediately! I have a horse in the trailer and he's been there 3 hours now and it is 90 degrees and going to get hotter. We are on a two lane steep winding mountain road and a danger to anyone coming up or down". She asked the type of truck and trailer, the length and estimated weight. She then gave me her extension number and name and said she would call back as soon as she found some one to do the job. In about ten minutes she called back. She was sending a big hauler from Porterville. They should be there in forty-five minutes. I knew it would take longer than that to drive from Porterville with a big truck. But it was on its way and that made me feel a whole lot better.

Meanwhile, a Forest Service truck and driver showed up. He had a 450 engine and tow strap and wanted to get us to the next pull-out of the road. He couldn't budge the rig, in fact we went about 10 feet backward before he quit. He took a

post in front with his emergency lights blinking as a warning to oncoming traffic.

About that time CHP came down the hill. There had been an accident up the road and he was on his bay back in. He turned around behind us and had Chip move in front to a pull out and sent Pete to Pierpoint to wait. Turns out, that's where Lynn was waiting. Chip wouldn't go as he didn't think the tow truck would take the horse in the trailer. I told him that the US Rider policy was to treat your whole rig as a unit and get everything out at once. He'd never heard of such a thing. They waited and I was glad they did, for it was my first time using the policy and Linda had the phone that worked! Turned out that Chip had used it too. He called John Keyes and he and Kris arrived shortly after the CHP Officer, Gary Mayet. Gary parked his Cruiser right behind the trailer, said if anything slips it's going too! He wanted to know which two companies were coming. I gave him the 800 number and his dispatcher found out and called him back. He said, That's impressive, they are the one's I would have recommended, if I could recommend any and I can't! They are the best in the area and they will get you off this hill. Then he played traffic cop at the rear. He stayed with us until the tow-rig was ready to roll. BLM truck showed up, Forest Service truck left. Two tow trucks roll by us heading for the accident above us. They were not big enough to haul us!. Another FS truck came. We coulda had a party!

The person from US rider called us about every 15 minutes, wanting to know the situation. Her last call came just as the tow truck came and I told her I would call her back to let her know about the haul when we were done. As you can see from the picture they sent the same type of hauler that they retrieve semis and busses with. He picked up the front of the truck. Everyone said there was no turnaround until Pierpoint and they would meet us there. We were on such a slant, I didn't think that even that truck was going to pull it up the hill. Ever so slowly we started to inch forward. The driver, Angel (rescued by and angel!) was a pleasant person to be with. We inched our way to the turnaround, where we stopped to drop the drive-train. The rest of the people wanted me to put my gear and horse in another trailer and go on into Grey Meadow. But I know that if I did, they wouldn't start repairs until Monday and I didn't want to spend the week in hot Porterville. There was a chance that I could get it repaired before the weekend, as this was Thursday.

After the second turn on the way down the hill I asked Angel if he was a praying man, as on every turn he had to put the front of his truck over the double yellow lines to be able to clear the trailer behind. He said he'd been praying since he hitched up my rig, as he knew the road! John and Kris were still with us. They had offered to have the trailer dropped off at their ranch in Springville. When John saw the length of the whole thing, he said I don't think it will make the turn into the ranch road. He made arrangements for me to stay at the Springville Rodeo Grounds.

We arrived there about noon and Angel unhitched the trailer. He waited while John and I got Bailey settled into a 36' x 36' bull pen in the back of the arena. Watered and fed him Pour guy, 6 hours in a trailer and we leave him all alone. John followed us into Porterville to the transmission shop, I gave them my cell phone number and John took me back to Springville. They took me trough the little town and we stopped so I could get some groceries. Then they dropped me at the Rodeo grounds. Said they would be back in the morning.

After bushing Bailey and reading a little, (it was so hot!) I wet my head and put on my tennis shoes, fixing to walk to town and call to see about the tranny repairs. Turns out my cell phone didn't work in Springville either! Just across the hiway down about 100 yards was a little Church. There were two car in the parking lot. Maybe they have a phone and I won't have to walk all the way to down. In the cool interior I found Pastor Tim McElfish (he's a BCher too!) and his Daughter Holly sweeping the floor. Sure, he could call the place on his cell phone! Would I like to come to their Church Supper tonight, bible study after?? Yes, and Yes? Met some very lovely people.

The tranny problem was a melted hose fitting, fixed. I asked them to go ahead a service the tranny as it was due and I would pick it up in the morning. Thank God, the transmission didn't need a lot of work.

The next morning John came to pick me up. He took me back to their ranch, as he was waiting for a tow. His ranch truck died on him. So I got to meet their animals and see their lovely home.

John, Kris and I followed the tow truck in their car and first stop was transmission place, pay for it and take the truck to a Radiator shop. Overheating was the cause of the problem. Left it there and they said it would be done that night. (Friday now). The Keyes and I had a very lovely Chinese lunch and they dropped me back at the Rodeo grounds. John said he'd said pick me up about 5 PM. I spent the afternoon sitting next to Bailey in the shade, reading, swatting flies and pouring water on my head and into me. John picked me up, as he said would. Radiator was serviced, cored and replaced. I am ready to go. I went back to the Rodeo grounds, spent the night and had a, happily, very uneventful trip back to San Diego the next morning.

I summery: I want to thank everyone that was involved! It wasn't a good trip, as I didn't get to go on the pack trip, however it wasn't a bad trip either. Nothing major was wrong with the truck; I met some very nice people. And most of all found out I had the best Towing Service that can be had for someone that hauls horses. I want you to check out **[www.USRider.org](http://www.USRider.org) to see what they offer. Not much more in cost than AAA RV policy and covers a whole lot more. I recommend them very highly!**



# A Tireing Experience

Linda Eskin

Well... I'd made it through nearly 43 years of living without experiencing a blown-out tire. Guess I'll have to live past 86 to top my record.

Michael and I hauled Sabrina up to the mountains today, to walk her around a place we are hoping to use for vacation boarding (Peggy and Bernie Martin's Oakzanita Ranch), just so it would be familiar to her later. The drive up and back mostly went great, thank goodness, because the road to the place (after you get off the freeway) is a winding two-lane through a State Park, where people like to take their sports cars and motorcycles to see what they can do. No turns outs - just steep uphill on one side, steep downhill on the other. It must be my lucky day that we did not have a problem there. <whew>

On the way back, 3 blocks from home, at about 30 mph, on a very quiet, wide, flat residential street, \*BLAM!\* flapflapflapflap. D'oh! Pulled over, confirmed a shredded tire, secured the truck and trailer, unloaded Sabrina, who had a vague look of "what the heck was that?!" on her face, but didn't seem too perturbed about it. Of course Sabrina, who I have been asking recently to turn and walk out forward, "just in case I ever have to unload her on slippery asphalt", insisted on backing out. Worked out fine, but darnit... She seemed to realize everything was OK, and walked home with us calm as anything.

Michael had a prior commitment, so I encouraged him to go ahead and go. I thought I could handle it myself, and knew that I darned well \*ought\* to be able to, considering that I usually am by myself when hauling, but called AAA out, just in case, and walked back down to the rig. By the time the guy arrived I had the spare out, and had the bad tire/wheel off and thrown in the truck. A few minutes earlier I'd thought about canceling the call, but figured he'd be halfway out, and wouldn't get paid for it if I did. So I let him put the spare on. :-)

Now I need a new spare, and of course everything is closed late on a Sunday. Oh well.

Some things I'd done right:

- Had water, a hat, and gloves handy. (And water for the horse, if we'd been stuck somewhere.)
- I keep the right tools in the trailer. (Although I had cheapo hand-me-down ones, and after getting the new tire on I went straight to Sears and bought good, heavy-duty ones.)
- I bought one of those Trailer-Aid ramp thingies the day I bought the trailer, and always carry it in the truck bed. I had been "meaning to try it out" to be sure it worked, but hadn't gotten around to that. I am delighted to report that it worked exactly as advertised (with torsion axles, at least - dunno about leaf springs), and made this little project quite safe and painless. If you don't have one, get one.
- I keep concrete chunks (garden blocks) in the truck bed, to use as wheel chocks. Since the rig was parked on a slight slope I was glad to have them handy.
- I have a folding reflective safety triangle, to put in the

road. I didn't need it here (1/4 mile line of sight on a straight road). Probably should have a few - imagine if this had been on a curve in the mountains!

- I also have two blaze-orange vests in the dressing room. Again, didn't need them in this case, but...
- I had just cleaned out the dressing room (where the spare is) before starting lessons a few weeks ago. So not only did I know right where everything was, I also had room to get the spare out without having to unload all kinds of junk at the side of the road.
- I had also removed the spare at that time, to access/change the brake battery, so I knew the nuts weren't frozen in place.
- I had checked the air in all the tires, including the spare, less than a month ago.
- We had the AAA RV service - which \*does\* cover horse trailers (at least in S. CA) - up to \$200 per incident, 4 incidents per year. I know they won't \*tow\* a loaded trailer - not sure if they'll change a tire on one. I still need to get the USRider roadside service for equestrians, but at least AAA was helpful.

Things I learned:

- Loosen the lug nuts on the bad wheel \*before\* driving onto the Trailer Aid ramp. I didn't, and of course it wouldn't hold still. No problem - just backed it down so the tire was on the ground again, loosened them, and drove it back up on the ramp.
- I had been thinking that "of course I can change a tire", and knew now, but had never had to do it myself. I had been meaning to just try it, like a fire drill, to be sure there weren't any unforeseen difficulties. (The hubcap was confusing, but became obvious as I went along.) I figure this was my "practice case" - I know I could change a tire in under 5 minutes if I had to, and I know I have all the right tools to do it, with me.
- I hadn't thought of this, but it makes sense - the tow truck guy told me to always tighten the lug nuts while the tire is in the air - that is, don't finger-tighten them, set the trailer down, then finish tightening - because the weight on the wheel can put it at an odd angle, and the nuts will be tightened unevenly (or will seem tight, but once the wheel turns, may actually be loose).
- This was in daylight, but I'd better confirm the location of my flashlights and safety lights in the truck (which is full of junk). I'll bet the batteries are all dead, too. One is the shakeable Forever Flashlight kind, at least.

The tow truck guy tightened the lug nuts in a circle, not a star pattern, and did not torque them, so I need to go re-do that, and I need to get a new spare (or maybe five new tires), but at least the whole episode was pretty painless.

Could've been in the mountains, could've had Eeyore and Clem on board, could've been at night, could've been far from home, could've happened when the dressing room was a crowded mess...

Feeling really lucky, Linda

p.s. Many new trailers nowadays do not ship with a spare - some manufacturers consider it a special order option. I just can't imagine not having one.

---

# 2005 Trail Trial

## "Through the Ages!"

Sponsored by Flying Hooves Riding Club &  
BackCountry Horsemen of California-Caballeros del Sol

The competition will be on *October 8<sup>th</sup>, 2005*  
at Miramar Stables, Miramar Way and Interstate 15.  
There will be 9 to 10 obstacles.

Ribbons to tenth place in both Junior and Senior divisions.  
There are only open divisions, NO novice.

What's Happening:

Check in from 7:00 AM – 10:45 AM at the Show Booth

Competition fee: \$20.00 pre-registration

\$25.00 day of event

(includes \$3.00 mandatory drug fee)

First rider out at 8:30 AM, Last rider out at 11:00 AM

Lunch available at the Pavilion from 11:00 AM – 2:00 PM

(\$5.00 donation gets you a hot dog, drink, chips, and a dessert)

Awards: 3:00 PM

Registration page, Participant handbook, & Information flyer on the  
BCHC website at [www.bchc.com/cds](http://www.bchc.com/cds)

Mail registration to:

Nola Michel 4758 Mt Cervin Drive San Diego CA 92117

???QUESTIONS???

Check the Participant Handbook or

Contact Tauri Cornell [roadappleranch@hotmail.com](mailto:roadappleranch@hotmail.com)

---

# COMMENT ON THE PURITY DOCTRINE CONCEPT

## California Equestrian Trails & Lands Coalition

August 20, 2005

### AN APPEAL FOR CORRECTIVE ACTION

The California Equestrian Trails & Lands Coalition (CET&LC) has been asked to review the US Forest Service Purity Doctrine for wilderness areas for compliance with legislative intent of the Wilderness Act of 1964. Our member organizations represent approximately 46,000 equestrian members in California. This Doctrine or intent of the Forest Service has for many years been questioned as a method of improperly restricting access and causing facilities to be removed from Wilderness designations. The position of CET&LC is that there is nothing in the Wilderness Act that allows such a Doctrine nor was it the legislative intent of the Congress that such a process be administered as is being selectively used in many wildernesses around the country. The Forest Service has and is continuing to disguise wilderness zoning, new Trail Service Standards, and removal of historical facilities as new concepts but in reality are nothing but the Purity Doctrine being applied in other names.

Some specific comments related to application of the Purity Doctrine (concept) are as follows:

- It is our position that the US Forest Service is exemplified in Forest Service Manual (FSM) 2320.6 stating "Manage wilderness with the objective of attaining the highest level of Wilderness purity within legal constraints." Further, it is our position that the US Forest Service does implement the "so-called "purity doctrine" causing "stringent "purity" criteria" with "prejudiced consideration.". The purity concept argument as a definition is that of an area that has sustained no human impact and shows no evidence of human presence is clearly unattainable nor was it the legislative intent of Congress. It threatens the public and their interest in historical artifacts with their removal or deterioration. This concept opens the door to user groups and Forest Service with harmful purist goals. The concept causes user conflicts and harms the opportunity to enjoy what was designated and approved by Congress with a Forest Service cloud of not pure enough. US Department of Agriculture Miscellaneous Publication No. 1365 states that the US Forest Service resistance to Congressional Wilderness designation was based on a too difficult to manage policy. We find perpetuation of this harmful policy improperly being applied.
- In a recent (2005) Wilderness Draft Environmental Impact Statement for the John Muir and Ansel Adams (DEIS) Wildernesses, a section takes the liberty to determine the amount of impact that is acceptable in a wilderness: "The intensity of the impact considers whether the impact to wilderness character would be negligible, minor, moderate, or major." There is again no reference to the condition that existed when the areas were designated wilderness. As is evident in the discussion on the San Geronio Wilderness, elsewhere in this document, Congress clearly recognized that conditions in the wildernesses varied considerably, and required only that the impacts "generally appear to have been affected primarily by the forces of nature, with the imprint of man's work substantially unnoticeable." The Act does not preclude conditions being improved, but it does require that the areas be managed to provide for the public purposes of "recreational, ... and historical use." Restoration and management of the wilderness to a condition that is more pristine (purity) than that which existed when the areas were designated is acceptable only if it can be done in a manner that does not interfere with the parallel purpose of providing "for the use and enjoyment of the American people..." As stated by Senator Frank Church (floor manager when the Wilderness Act was passed) in a Congressional hearing in 1972, "It was not the intent of Congress that wilderness be administered in so pure a fashion as to needlessly restrict their customary public use and enjoyment."
- This same DEIS related to new Trail Use Standards, defines intensity (acceptability) of impacts on a scale of from "not detectable to the visitor" to "substantial, highly noticeable ... and could permanently alter wilderness character." The DEIS further states that highly developed trails adversely affect visitor's experience. It must be stated that the National Wilderness Preservation System was established for "the perma-



---

ment good of the whole people,” and was intended to be administered “for the use and enjoyment of the American people in such manner as will leave them unimpaired for future use and enjoyment as wilderness.” Senator Church went on to advise that “Congress fully intended that wilderness should be managed to allow its use by a wide spectrum of Americans.” It is impossible to generalize what ‘the visitor’ would recognize as noticeable and acceptable. The expectations of wilderness visitors are very different. Many visitors, both backpackers and stock users, would agree with Congress’s expectation in HR 95-540 that “... the committee expects the Forest Service to maximize efforts to construct, maintain, and improve trails and trail systems in wilderness areas, so as to increase opportunities for a high quality wilderness experience for the visiting public.” The will of the people was expressed through law, and must take precedence over the will expressed through local scoping or the interpretation of agency personnel. The agency is defining character and determining acceptable level of impact based on perceptions of ‘purity’ that Congress has clearly addressed as inappropriate through several legislative processes such as the Eastern Wildernesses Bill, the Endangered American Wilderness Bill and others.

- The effect of this inappropriate methodology is evident in statements found throughout the DEIS, following is a few examples of the many found in the document:

“The higher development trails have characteristics and management intrusions which adversely affects visitors’ experience of wilderness.”

“Trails have a high impact on the wilderness character of these wildernesses. This may have the single most effect on the wilderness character of these areas.”

“Highly degraded trails diminish the primitive, unconfined, and pristine qualities that wilderness strives to represent.”

- \* The concept of managing to achieve “pristine qualities” is not supported by the Wilderness Act or Congressional Record. Pristine is defined as “having its original purity, or pertaining to the earliest period or state.” (Random House College Dictionary) This incorrect interpretation of Congress’s intent in establishing a National Wilderness Preservation System is the driving reason for establishment of recreation categories that are ‘more pristine’ than conditions, and downgrading trail standards that are less than those that existed, within the wildernesses when the areas were established. Congress was explicit in report H.R. 95-540 in directing the managing agencies to abandon its purity doctrine, stating that “it has led to public opposition to wilderness proposals based on what is, and what is not, perceived to be – sometimes erroneously – permissible in wilderness areas under the provisions of the 1964 Wilderness Act.” Congress went on to clarify its intent and provide guidance as to “how the Wilderness Act should now be interpreted.” The DEIS ignores that important clarification and persists on interpreting the Act in a manner more strict or pure than intended. This flawed methodology has resulted in a flawed trail management plan!

These and many other examples of application of the Purity Doctrine (concept) make it imperative that congressional intent be clearly explained to the US Forest Service to remove this concept from Forest Service Directives. As long as the “Purity Concept” remains in Forest Service manuals contrary to specific guidance by Congress, the public suffers in different ways across the nation. Be it a broken leg in Missouri, trail closures in Arizona, destruction of historic artifacts in California, application of new Trail Use Standards in wilderness DEIS or denial of historic uses in Nevada, this concept must be changed.

Presently, the staff of the Congressional House Resources Committee is working with the Forest Service with the request that the “Purity Theory” be removed from their manuals. Your present and future input is certain to be of great help.

Sincerely;

Charles (Toby) Horst, Chairman CETLC

---

## GENERAL MEETING OF CABALLEROS del SOL UNIT

The Hayden's have invited us to have the General Meeting at their home.

They live near the Junction of 79 and 76, East of Lake Henshaw. **HEADING NORTH FROM THE JUNCTION, about one mile.**

Turn right onto the cattle guard at the first drive/dirt road. It is marked only with numerous mailboxes. Will put up BCHC sign. Stay on main Dirt Road for a mile. You will go over another cattle guard past a little brown house and up a steep hill. Go past the next house on the left, under oak trees, and a pig crossing sign. Turn after the pig pens on the left, take drive on the left up the hill to the Haydens. (they will put a BCHC sign out there) Park at Horse corals on the left. **Saturday the Third of September from 2PM to 6 PM is the time frame.**

**There will be a potluck, BYO meat (if desired) and a dish to share. Hayden's are providing fresh corn and watermelon. We will have a short meeting .**

**You will have a chance to see the Coyote Canyon Stallions and watch the trainers work with them. It would be good to car pool to the meeting. Bring Chairs.**

**You can call me at 858 278 9088 if you need a ride or have room in your vehicle for a passenger. If you want to caravan we can meet in Ramona. It should be a great end-of-summer celebration. Hope that you can come. Please call me or Kathleen (760 782 3340) for specific directions, that way too, we will know how many to expect.!**

---

## Cuyamaca Rancho State Park Trails Maintenance Unit Work Party List

### SEPTEMBER

Saturday, September 3, Meet at Paso Picacho. Register with Terry and Nancy Nickols at 619-851-2285 or terrynickols@mail.escapees.com

Saturday, September 10, 8AM. Meet at Paso Picacho. Register with Steve or Mary Randall at 619-561-6764 or sdrmule@cox.net

Saturday, September 17, 8AM. Meet at Paso Picacho. Register with John Sproule at 619-390-9737 or jsroule88@hotmail.com

Saturday, September 24, 8AM. REI sponsored workday. Register with Dave or Michele Hernandez at 619-669-1697 or jerrydave@earthlink.net

### OCTOBER

Saturday, October 1, 8AM. , Meet at Paso Picacho. Register with Terry and Nancy Nickols at 619-851-2285 or terrynickols@mail.escapees.com

Saturday, October 8 & 9, 8AM. Volunteer & Friends work weekend. Register with Michael Curtis at 858-278-3280 or cmcurtis@pacbell.net

Saturday, October 15, 8AM. Meet at Paso Picacho. Register with Dave or Michele Hernandez at 619-669-1697 or jerrydave@earthlink.net

Saturday, October 22, 8AM. Meet at Paso Picacho. Register with John Sproule at 619-390-9737 or jsroule88@hotmail.com

# MARK THESE IMPORTANT DATES ON YOUR PERSONAL CALENDAR !

**BCHC sponsored activities  
are BOLD**

Any BCHC activity may be attended by BCHC members from any unit, unless so noted. Call a board member for a contact phone number.

*Other activities of interest are in italics (not sponsored by BCHC and FYI)*

BCHC Caballeros del Sol General Meetings will be held monthly. Check the back of each newsletter for location and directions to the Next meeting.

\*\*\*\*\*  
**END OF SUMMER MEETING**  
**Saturday Sept 3rd 2005**  
**Hayden home**  
**DIRECTIONS ON PAGE 10**

\*\*\*\*\*  
**BCHC REDAHANK RIDERS**  
**TRAIL TRIALS**  
**24TH SEPT. 2005**  
**ANZA CALIFORNIA**  
**Call for info to either:**  
**Stacy Kuhns, 951 767 9453**  
**Gail McCrieght 951 609 0503**

\*\*\*\*\*  
**BCHC, CdS / FHRC**  
**TRAIL TRIALS**  
**Oct 8th, 2005**  
**Miramar Stables, MCAS**  
 \*\*\*\*\*

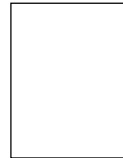
\*\*\*\*\*  
*BCHC*  
**STATE BOARD MEETING**  
*October 15th, 2005*  
**SSANTA NELLA, CA.**

\*\*\*\*\*  
**CRSP ON-GOING**  
**WEEKLY TRAIL REPAIR**  
*The faster it is repaired the quicker it will all be open!*  
*Come out as often as you can! See the schedual on previous page*

\*\*\*\*\*



Backcountry Horsemen of California  
Caballeros del Sol Unit  
4758 Mt Cervin Dr.  
San Diego CA 92117



**July / Aug 2005  
Summer**

**INSIDE**

Pres. Mess.	Pg 1
Minutes	Pg 2
Carlsbad Dig	Pg 2-3
Sierra Trip, Not	Pg 4-5
Tireing Experience	Pg 6
Trail Trial Flyer	Pg 7
Purity Doctrine	Pg 8-9
Directions	Pg 10
Cuyamaca	Pg 10
Calendar	Pg 11

Label

**THE NEXT MEETING IS OUR SUMMER  
GENERAL MEETING AND IS A POTLUCK AT  
THE HOME OF THE HAYDENS  
SATURDAY 2PM - 6 PM SEPTEMBER 3, 2005  
SEE THE COYOTE CANYON STALLIONS  
DIRECTIONS INSIDE, PAGE 10  
YOU MAY WANT TO CARPOOL  
CALL: 858 278 9088 OR 760 782 3340**

Mailed courtesy of Morgan Stanley, Rancho Santa Fe