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JEFFERSON BACKROADS

A Happy Little Publication

Grenada, CA 96038 (530) 640-0100

PO Box 344 Michelle Fain & Ralph Fain Owner-Editor Side Kick

www.JeffersonBackroads.com email: JeffersonBackroads@gmail.com

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AD & STORY DEADLINE: 15th of each month.

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COVER PHOTO by Ralph Fain taken during the recent May 24, 2019 WICKED Tornado Cloud Storm Event as seen from Cottonwood, California!

Jefferson Backroads is proudly published every single month for the old school law abiding citizens - our fellow independent, hard working, Patriotic American Rebels who live in or travel through our Rugged & Beautiful State of Jefferson Region. The same true Independent Nature and Old School Essence of our beloved State of Jefferson can be found in Small Towns & Big Cities ALL ACROSS AMERICA. We are proudly keeping the Patriotic American Spirit Alive!

Here at Jefferson Backroads, we focus on the positive, the fun, the amazing local mom & pop businesses, events, history and The Adventure! Our papers are distributed in the first week of each month throughout Siskiyou County, California and in surrounding communities.

Subscriptions are available by mail within the USA for only \$36 per year which covers postage and handling. Please mail check payable to Jefferson Backroads, PO Box 344, Grenada, CA 96038. Please include your full name, mailing address and a phone number or email address.

Our publications can be read ONLINE 24/7/365 from our website. www.JeffersonBackroads.com. Thank you all for your positively amazing support!

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Pamela Weatherby

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A dear young lady went looking for her grandma's banana bread recipe recently and it struck her

hard that all their family recipes were lost when her momma's house burned in the Carr Fire. The realization is tough that all the family recipes many of these people had that have been passed down from generation to generation are now, sadly, gone. We cannot replace what has been lost... But together, we can create something new.

If you are interested, please email or mail us your favorite delicious recipes: breads, rolls, main dishes, soups, casseroles, desserts, sauces, breakfast dishes, salads, snacks, drinks, etc. Let us know your name and the city/state you are mailing recipes from. Our hope is that, together, we can create something AMAZING to unite and help heal our communities... We all thank you, very much!!

Mailing Address:

Carr Fire Cookbook Project PO Box 344 Grenada, California 96038

Email Address:

carrfirecookbook@gmail.com

Website:

www.CarrFireCookbook.com

WE WILL COMPILE ALL
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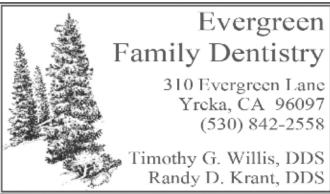
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CAN YOU IMAGINE?

Stories by Pamela Weatherby Edited by Terry Weatherby Yreka, California

(continued from May 2019 Jefferson Backroads)

Can you imagine riding a horse across the plains as part of the last Mormon independent wagon company in 1856? My brave pioneer grandmother, Emily Teressa Hodgetts, accomplished this feat when she was fifteen years old. She rode her horse 1,300 miles from Iowa City to Salt Lake City.

In the last episode of her amazing life, Emily was heartsick in Boston. Her sister, Maria, had accompanied her across the ocean and had to immediately return to England to care for their mother who was gravely ill.

Emily spent a few weeks in Boston before boarding a train to Iowa City. She was going to join her brother, William Ben, at an emigrant camp. The saints were preparing to cross the plains to Salt Lake City. Ben had been appointed as the captain of a wagon train and was often gone for weeks. Emily was very lonely and sad. One day Ben came galloping up on his magnificent steed leading a small sturdy, horse behind him. The mare had a dark mane, a black stripe down her back and black markings on her legs. Emily ran to Ben and broke into tears when he told her that the horse was a gift for her. All her troubles seemed to melt away when she threw her arms around the neck of her new friend. Ben explained that the mare was a Morgan. It was a new breed of horse that was uniquely American. It had a reputation for endurance and sure footedness. It was just the right kind of horse to carry a petite and high-spirited young pioneer on a long journey across the plains.

The Hodgetts wagon train headed west on July 30th, 1856. There were thirty-three covered wagons filled with supplies for the pioneers. Oxen pulled the heavy wagons laden with tools, personal items and food. Emily probably rode her horse up front beside Ben, but may have had the freedom to ride alongside various families weaving in and out of the caravan. Her spirits were restored now that she had a horse to ride and care for. After riding all day in the open air of the plains, she might have spent nights with large families that needed help with babies and small children. Emily became known for her kindness and willingness to help others for the remainder of her life.

That spring, the pioneers experienced a pleasant journey. The plains were abundant with wildflowers and Emily's little Morgan feasted upon the greenery along the way. Their trail followed the North and South Platt rivers that flowed through the states of Nebraska and Wyoming. Emily must have been in awe of the new vistas and landscapes these states offered. However, the winter of 1856 set in early and the emigrants had to gear up for the cold and freezing weather. Emily wore her heaviest coat and covered her horse in extra blankets at night.

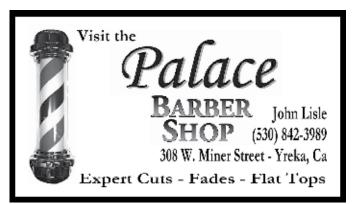
CAN YOU IMAGINE Continued from Page 10

Traveling through a ferocious snowstorm on October 20th, Ben's wagon train came upon the stranded Martin Handcart Company. This unfortunate company was on the brink of starvation and all were suffering from the bitter weather. The companies were snowed in together for 10 days until rescuers from Salt Lake City arrived. According to Emily's narrative, Ben gave up five wagons and 20 yoke of oxen to aid the Martin Handcart Company.

The Martin Company, with the aid of the rescuers, continued on to Salt Lake. William Ben and his company stayed for ten days longer at the old fort at Devil's Gate to rest up and get ready for the remainder of their trip. Because they had given up some of their oxen and wagons to the Martin Company, members of Ben's company were all required to leave behind at the fort some of their most precious belongings. Ben stored four of Emily's beautiful blue chests that had been made in England at the old fort.

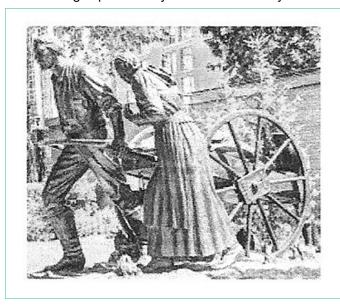
When Ben returned to the fort in the spring to retrieve the goods and supplies that had been stored there, only one of Emily's chests remained. The remaining blue chest, packed with yards of blue satin, which her father had purchased for he in Paris, was now the only relic Emily had of her privileged childhood in England. Until the day she died at the age of 102, she used this chest as a shrine to help her remember her family. •







Images provided by Pamela Weatherby.





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MORE EVENTS... BINGO

Wednesday Night Bingo at Yreka Elk's Lodge - See Page 30-31.

Check out Page 9 for our COMMUNITY BULLETIN BOARD with listings for local histories, local services, farmer's markets, facility rentals, music lessons, handcrafted items and hobbies.

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UPCOMING EVENTS

July 4, 2019

Mountain Runners Mt. Shasta 4th of July Walk / Run. Call (530) 925-0251.

July 4, 2019

Butte Valley 4th of July Celebration, Dorris, California. See Page 14.

July 3-7, 2019

Malin, Oregon's 110th Anniversary Celebration, see Page 39 for flyer.

July 3-4, 2019

4th of July Weekend in Crescent City, California. Call (707) 464-3174 for info!

July 10-14, 2019

65th Annual Carnavale in Weed, California. Call (530) 938-4624 for info!

July 12-14, 2019

Lost River Bluegrass Festival, Merrill, Oregon. See Page 7 for info.

July 17-21, 2019

Lassen County Fair, Susanville, California. Call (530) 251-8900 for info!

July 20-21, 2019

Southern Oregon Kite Festival, Brookings, Oregon. Call (541) 469-3181 for info.

July 26-28, 2019

72nd Annual Lumberjack Fiesta in McCloud, Ca. Call (530) 964-3113 for info!

July 27, 2019

Wing Wars, Bonanza, Oregon. See Page 38 for info!

July 24-27, 2019

Curry County Fair in Gold Beach, Oregon. Call (541) 247-4541 for info.

August 3, 2019

26th Annual State of Jefferson Brewfest, Dunsmuir, California. See Page 37 for more info!

August 8-12, 2019

Siskiyou Golden Fair, Yreka, California. Call (530) 842-2767 for info. See Flyer on Page 4.

August 14-18, 2019

Plumas Sierra County Fair, Quincy, California. Call (530) 283-6272 for info!

August 17, 2019

Lassen County 5th Annual BBQ Cookoff in Susanville, California. Call Lassen County Fairgrounds at (530) 251-8900 for info!

August 29-September 2, 2019

Inter-Mountain Fair, McArthur, California. Always Labor Day Weekend. Call (530) 336-5695 for all the info!

August 30-September 1, 2019

Plumas Homegrown Americana Festival, Quincy, California. Call (530) 283-6272 for info!

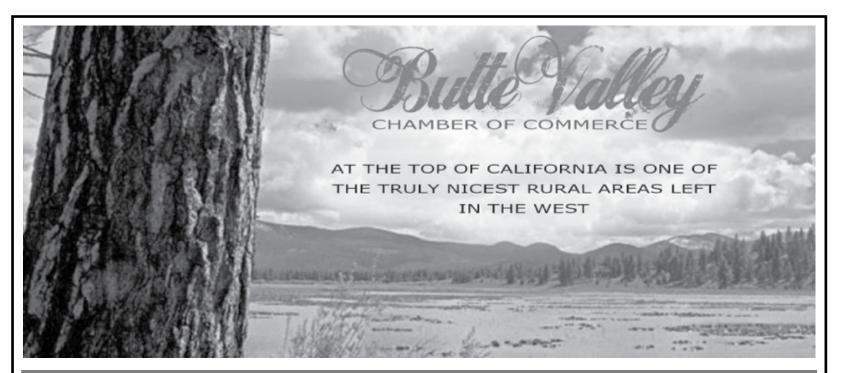
September 5-8, 2019

Tulelake Butte Valley Fair, Tulelake, California. Call (530) 667-5312 for info!

September 19-22, 2019

Jefferson State FLIXX Fest Film Festival, Fort Jones, California. See Page 6 for pre-sale ticket information.









We would like to cordially invite you to attend the 2019 4th of July Festival in Dorris, CA. Please Mark your calendar!! We are having a Parade (NO ENTRY FEE), Flag Raising, Games for kids and YUMMY BBQ!! Contact Patti for Parade entry form. patti_cacka@yahoo.com or text (530) 260-0678.

Info: Call Patti 530 398-4631

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Meals on Wheels and Veteran's Services Dorris, CA (530) 397-2273

> Mt. Shasta Senior Nutrition Mt. Shasta, CA (530) 926-4611

Scott Valley Community Lunch Program

Valley Oaks Senior Center: 468-2904

Etna United Methodist Church: 467-3612

Scott Valley Family Resources: 468-2450

Scott Valley Berean Church: 467-3715

DISCOVERING THE STATE OF JEFFERSON

By Gail Jenner - Enjoy another new story of the many historical towns and unique realms which can be found scattered about The State of Jefferson.

Some Early History of the Sacramento River, Water Highway

That the Sacramento River has been one of the most significant waterways in northern California history cannot be understated. It was the major artery for Native Americans of the region and for the early explorers and then for more than one hundred thousand gold seekers who flocked to the state, beginning in 1849.

Along the lower Sacramento River, the Native American groups who were quickly subdued by the onslaught of miners included the Plains Miwok, Bay Miwok, Patwin and the Southern Maidu. The first assault occurred during the "Mission" period when Spanish missions were established in San Francisco in 1776, San Jose in 1796, San Rafael in 1817, and Sonoma in 1823. The tribes were subjected to harsh rules, hard work—and were, in effect, enslaved many times. Runaways were punished harshly, as were villages that harbored escapees; disease, including smallpox and malaria, was perhaps the most destructive force in wiping out whole groups of individuals.

With the discovery of gold, Sutter's Fort could not handle the influx of Americans requiring supplies and materials. John Sutter had his Indian workers build a road from his fort to the Sacramento River, a little below the junction of the Sacramento and the American River; a small port was located along this road Sutter named the Embarcadero.

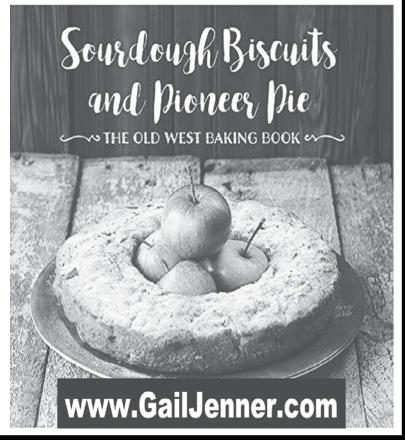
However, the growing competition to establish businesses soon led to the establishment of Sacramento as being the trade center. Ships docked at Sutter's port where both supplies and passengers disembarked. Most of the passengers headed into the gold country. Prices for goods rose quickly; where people normally paid six cents a pound for beef and six cents for cheese and five cents for bread, now they had to pay fifty cents for beef, a dollar for cheese and thirty or forty cents for bread. Butter was exorbitant at three dollars a pound, and even whiskey was a dollar a shot.

The need for more transportation led to increased navigation. The first ship to sail from the East Coast to Sacramento was the Whiton. It arrived in Sacramento in May of 1849. Vessels were frequently abandoned, however, when they arrived as crews abandoned them in order to head into the mountains. The result? Many of the abandoned vessels were turned into stores, hotels, and warehouses. The LaGrange served as the jail for 1850 until 1859. Steamboats became the most successful sort of vessel to move up the Sacramento and its tributaries. The steamboat Senator made three round trips a week and carried three hundred

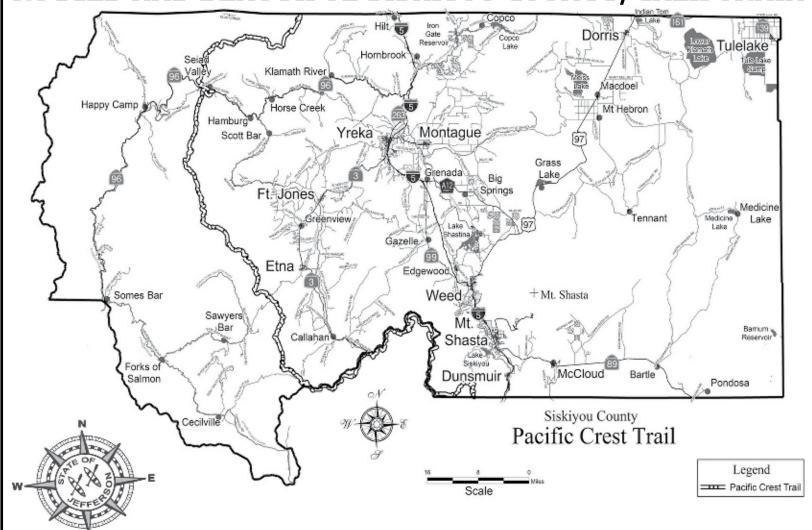


passengers and three hundred tons of freight each trip. By 1853, six steamboats were traveling the Sacramento. The most successful steamboats had to be shallow draft vessels, which drew less than four inches of water. Unfortunately, as mining increased, silt, sand, and gravel made its way into the waterways, leading eventually to problematic navigation. The floods of 1861-62, and the greater floods of 1875 and 1878, in addition to the advent of hydraulic mining, raised the level of water and destroyed much of the fishing. •

See Part II in next month's edition of Jefferson Backroads...



RUGGED AND BEAUTIFUL SISKIYOU COUNTY, CALIFORNIA

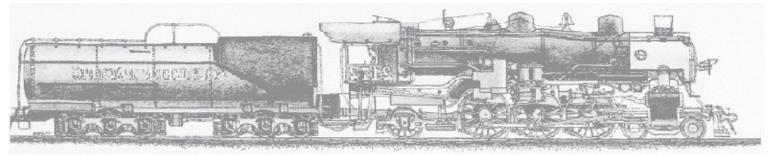


VISIT COLLIER INTERPRETIVE & INFORMATION CENTER

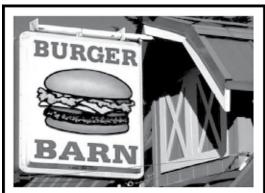
All the inspiration you need to plan your next excursion in Siskiyou County. Gather your information, grab a spot on the grass next to the beautiful Klamath River and start planning!



Collier Interpretive & Information Center, Yreka, California. Located at the Junction of Interstate 5 and Highway 96. Stop by for a visit... Or call us at (530) 475-3814



DUNSMUIR RAILROAD DEPOT HISTORICAL SOCIETY NEWS



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WORKING THE DUNSMUIR YARD

The Depot Society is pleased to include the following article on the Dunsmuir Yard which was published in 1981 by Robert J. Church. So, let's work the

The southern end of the Shasta Division was one of the earliest lines to receive CTC (centralized traffic control) on the SP. When the government completed Shasta Dam in 1985, the Espee talked Washington into installing CTC not only on the portion of the 3 miles of track the railroad had to relocate between Redding and Lakehead, but from "E" switch at Redding all the way to Black Butte. The CTC board and operator were located in the station annex at Dunsmuir (now the Dunsmuir Museum). The dispatcher-operator controlled all main line switches including those leading to the Dunsmuir Yards and the yard's derail switch to the main line.

Incoming trains were routed into the designated yard track by the "herder." The "herder" and switchmen manually threw the yard switches to line up the train. There were four "herder" shanties: Shanty One was at the west end of the lower yards, Shanty Two was by the Dunsmuir Yard Office, Shanty Three was at the Butterfly Street grade crossing at the west end of the engine terminal, and Shanty Four was at the far east end.



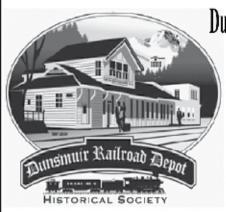
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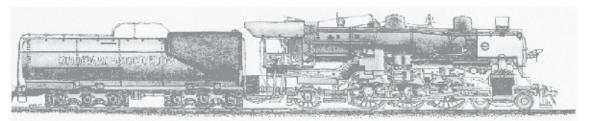


Dunsmuir Museum

Located at the Amtrak Depot Corner of Pine & Sacramento Dunsmuir, Ca

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www.dunsmuirdepot.com



DUNSMUIR RAILROAD DEPOT HISTORICAL SOCIETY NEWS

Continued from Page 18

An eastbound train working up the grade to Dunsmuir could be heard long before it arrived. Heavy trains received a Lakehead helper on the point, usually a 2-8-0 that went down from Dunsmuir to assist the eastbound. On the "Shasta," a 2-8-0 was known as a "Chicken" because of its distinct, higher pitched exhaust. "You could hear that "Chicken" cacklin on the grade quite a while before it hit the long

buzzer." This was a warning buzzer triggered about 1-1/2 miles out, and indicated to the "herder" at Shanty One that an eastbound was coming in. He would call the yardmaster and



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notify him of the approaching train. The yardmaster would verify the train, and order where in the yard to route it. The "herder" would have to go out and line the turnouts properly. The train would next hit the 1/2 mile short buzzer, the time between depending upon how heavy it was and its speed. Occasionally the "herder" would still be on the phone to the yardmaster when the short buzzer went off. Then, you really saw some fast moving!

When everything was lined up, the "herder" called the CTC dispatcher, verified the line-up and said, "let 'em come on in." The dispatcher threw the automatically controlled main line switch and closed the derail switch to the main. After these were cleared, the "herder" would go out and give the highball to the incoming train, using a green flag or green light to differentiate this signal from the white lights used in the yards by the switchmen. The engine crew had to acknowledge the signal, usually by whistle, and the train eased on in. Herder One would call Herder Two and notify him, "train in."

Herder Two was responsible for lining up the switches to get the motive power off the train and up to the engine terminal for servicing. While he was doing this, the train crew would have to "tie the train down" (setting the retainers) because of the one percent grade. Operating rules stated that 25 cars had to be tied down, no matter what the length of the train. If the train was only 25 cars, then all were tied down. The rule required 20 cars at the west (lower) end, 10 cars in the middle, and 5 cars at the east (upper) end.

Some trains had a rear helper that worked all the way from Gerber. For some years, standard practice for moving eastbound reefer empties to Dunsmuir was to use two Mt Class 4-8-2's, one as a road engine, and one as a rear helper, ahead of the caboose. Men at Shanty One could "hear those big lanky 'Mountains' working their guts out coming up the canyon."

Herder Two would line the engines to run up "River Track," the line adjacent to the main line or the river side that connected the lower yards to the upper yards. The road crew ran the engines up to the servicing facilities near the depot and spotted them on one of the "tie up tracks" at the east end of the turntable. The "herder" in Shanty Three would like them in. If these tracks were occupied by other power, he would send them up "2 or 3 truck" to Shanty Four, and they would send the engines into the upper "tie up tracks." A locomotive hustler would run the engines to the service area. The class of engine dictated whether the roundhouse foreman would require the engine in for more than sand, water, and oil.

When a train was made up, the dispatcher was notified, and the train would be "ordered out." This didn't mean it would leave immediately, though. It would be "called out" until the roundhouse foreman had the engines ready and the crew dispatcher had the crews lined up. Sometimes a "ordered out" train might sit for hours, or a low priority train of "empties" might even sit a day or so if other traffic was heavy.

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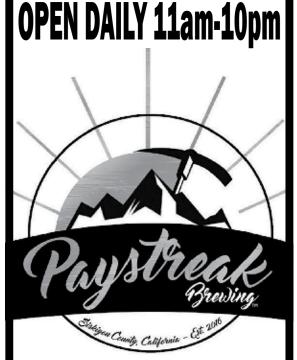
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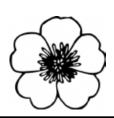
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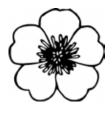
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upcoming quilting events

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July 28-29

Heart of the Basin Quilt Guild, "Quilts from the Heart", Sacred Heart Gym Hall and Parish, 815 High Street, Klamath Falls.

July 27 & 28-2019

Redwood Empire Quilters Guild, Heart of the Redwoods Quilt Show, Redwood Acres Fairgrounds 3750 Harris Street, Eureka, CA www.reqg.com

August 9-11

Log Cabin Quilters, Exhibit Building, Trinity County Log Cabin Quilters, Trinity County Fairgrounds at the Exhibit Bldg. 6000 Hwy 3, Hayfork, CA. {Admission to the fair gives you access to the quilt show}

August 31-September 1

Long Valley Quilters, outdoor show by the Fat Quail Quilt Shop, Highway 101, Intermountain Fair in McArthur.



October 12

MABD Klamath Community College, 9 am start.

October 17-20

Pacific International Quilt Festival (PIQF) Santa Clara Convention Center details @ http://www.quiltfest.com Entry forms @ www.ncgc.net

October 19 & 20

Lighthouse Legacies Quilt Show, Del Norte County Fairgrounds, Crescent City, CA www.lighthousequiltersguild.com



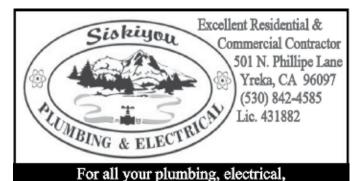


Ride the Rim Sept. 14th & 21st, 2019 Crater Lake, OR

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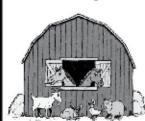
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The Saga of the Lost Moon Rocks

Story by Brian Favero
Part 5 of 6

The previous installment of the Apollo 16 Mission reported some very interesting occurrences of our Carrier Onboard Delivery (COD) duties. After a zero mail/copious alcohol delivery which placed the crew in the Skipper's state room tap dancing for our careers, and a miraculous normal carrier arrested landing following complete hydraulic failure, we were ready for the finale! April 27, 1972-splashdown of Apollo 16!

The week leading up to the splashdown was consumed by 18 hour work days of ship's company, UDT practice SIMEXs, COD flying, and a fascinating procedure for large vessels underway at sea called an UNREP. Though TICONDEROGA had enough fuel and food to last for a long time, nothing could be left to chance. So, on April 24th, three days before astronauts Young, Mattingly, and Duke were due to splash down, TICO rendezvoused with another member of the Pacific Recovery Force, USS PONCHATOULA AO-148. As with all Navy oilers, she was named after a river which flows through Louisiana.

You just have to see something like this to believe it. Two huge ships "flying formation" in open ocean, both heaving, yawing, and smartly making way while transferring fuel, supplies, and personal across about 50 yards of open ocean. We received over 700,000 gallons of black oil, enough to easily see the TICO through to San Diego. The Boson's Chair was put to good use with new movies and personnel going back and forth.

The few days following the UNREP were palpable with anticipation of the splashdown. Having been appointed as Public Relations Liaison/Topside News Filter, I received several briefs leading up to my duties on the O-7 deck during splashdown. The official U.S. Navy Public Information Officer below decks had a very detailed script of what would be released to the three networks covering the radio broadcasting of the actual event. Headphones provided me with that relayed information as the recovery mission evolved, which I dutifully wrote on a Plexiglas panel with a grease pencil. The commentators standing in open air alongside me would then report out to the listening public their version of what was happening. And that's where I truly learned, first hand, about "live "reporting. With exactly the same information being presented to these three men on the Plexiglas panel, I was hearing three completely different versions of what was transpiring!!!!! It was a solid indoctrination of how we all have significant filters in our ability to perceive things. Then it happened.

According to the Crew's Book of TICO, "The morning of 27 April 1972 saw one of the proudest days in TICONDEROGA'S history. For most, the day began very early. At 0715, the flight crews, command module recovery team and the photographers briefed for the final time on this historical day. At 0845, the mission aircraft were launched and the show was on; for, on TICONDEROGA, all the hard work, preparations, and practice had payed off-all systems were "Go!" At 0931, "Casper" entered the Earth's atmosphere right on schedule; shortly thereafter, the sonic boom was heard on the flight deck. Moments later, a rousing cheer went up from all over TICO, as the three astronauts in

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their command module were sighted almost directly overhead. This was the beginning of the end of the most efficient and successful of Apollo recoveries to date. At 0945, astronauts Young, Mattingly and Duke splashed down! In just 38 minutes after splashdown, all three astronauts were safely on board the proudest ship in the U.S. Fleet. All three main parachutes were recovered on this day-another unprecedented first in itself."

If my memory serves me correctly, the splashdown was not only the most efficient of all Apollo missions, recovering all three parachutes and having the men on board in record time, but also the most accurate. Something like a minute and a half, and 150 yards were the time / distance

differences of the planned "X marks the spot."

On the flight deck as soon as the astronauts could get out of the recovery Helo and be greeted by the Skipper, the ships Chaplain ended his prayer with "Guide us to greater understanding of Thy will for mankind; That Thy goodness may be magnified throughout the world, To the honor of Thy Holy Name. Amen."





The Lost Moon Rocks Saga Continued from Page 22

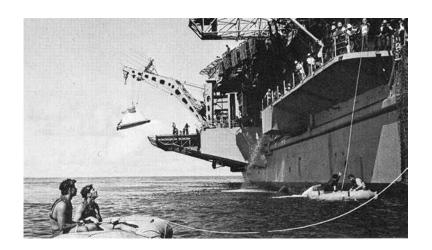
In their first words from three Great Men who just returned from the moon, I submit these in part: Young: "The third group of people that nobody ever talks about very much is the taxpayers. I think you got your money's worth. Sitting right there in "Casper" right now is a mission of discovery. There are secrets in that vehicle that nobody knows what's there. We're going to find those things out one of these days, and it's going to benefit us all. I can guarantee it." Mattingly: "I can tell you, that a group of all males never looked so good. Thank you very much for a professional job. You really did a bang up job." Duke: "It's pretty difficult at this time for me to put my feelings into words right now. We've seen so much and done so much the last 11 days. You wouldn't think one could be topped, but sure enough the next one tops it. The most clearest is re-entry right now, and that's pretty hard to top."

The Ship's Company Officers Mess celebration included a 400 pound cake which was a baker's creation of the moon mission locations. It included the Rover, the moon dune buggy that transported the two astronauts on their three exploration traverses at the Moon's Descartes region. The libation served during the dinner service was "Moon Mist." With very colorful handmade crayon labels covering the Champaign labels, I wondered if those bottles were some in the infamous mail bags we brought aboard that day.

What do you say to a man who has just returned from the moon? "What was it like?" asked my good friend Lt.Jg. Nesbitt, AKA "Gunfighter." "Well," said Lt.Col. Young, "In the command module, it was a lot like living in a latrine. We had stashed bags of urine samples everywhere for the guys back home to do studies on. It turns out the Apollo 15 guys ran real short of the proper body required electrolytes, so on this mission all our food was heavily laced with salt. They figured they might learn something if we brought back some samples." And so it goes.....

The next and final segment will relate what happens when you draw the short straw on a four aircraft mission to fly three astronauts and moon rocks off an aircraft carrier in the middle of the night....... and no matter what, how things can take a strange turn, no matter the meticulous planning. •

See next month for final segment...







Photos:
Top - Apollo 16 Splash Down with helicopter and scuba divers.

Middle - Apollo 16 Crew home safe, Captain John Young, LCOL Charles Duke and LCDR Thomas Mattingly.

Below left - Apolo 16 and TICO loading crane



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INSPIRATIONS FROM THE FOREST



A Continuing Saga ... Real Life Logging Stories by Hank Nelson of Wasilla, Alaska

THE SITKA KID & SAGINAW JIM Part 1 of 2

The concept of timber sports go back a long way, to the early days of logging and sawmill activities in the U.S. and Canada. The tradition of the logging show is rooted in lumber camps, sawmill towns and rural communities across the forestlands of North America. The idea of "putting on a show" no doubt grew out of the restless spirit and competitive nature of the "breed" ... and what the loggers did for a living right out in the woods. The logging show provided a perfect outlet. Saws were filed... axes too, all razor sharp, and in their spare time, the loggers polished their skills.

It gave them something to do, and was a good way to let off a little steam in the process. Besides-- it was a whole lot of fun-- so why not bring it into town ... and that is just what they did.

By the early 1900's the popularity of logging shows or timber carnivals was gaining momentum. Large crowds gathered to cheer on the loggers, as they wielded their axes and their cross cut saws.

A big favorite, at the time, was a "tug of war" contest between the mill workers and the loggers. A demonstration of raw power and stamina a line was tossed across a pond and each side grabbed a hold to see who could pull the other into the pond first. The event was always ripe for a few good laughs.

Before long, not wanting to be left out, the ladies got involved too ... demonstrating their skills in such events as axe throwing, "ma and pa" bucking and log birling, a sport at which the gals were particularly adept. Light, and quick on their feet, imbued with eye-catching elegance and a tenacious spirit, the ladies soon elevated the event to new heights.

The sport of log birling is a series of tricky maneuvers, along with split second timing atop a spinning log, designed to throw the opponent off balance. Historically, log birling grew out of the log drives in the early 1700's, down the Kennebeck, Androscoggin and Penobscot Rivers in the State of Maine. The "Jacks" stacked 'em high along the swollen banks of the rivers until spring run-off, then rolled the logs into the rivers and streams when the current was high and swift and icy cold. The logs needed guidance and a great deal of coaxing to keep them moving downstream.

Wearing spiked shoes or boots for traction, armed with cant-hooks and pike poles, the river-men drove the great white pine down to the wood hungry mills. Riding atop the churning logs, they had the agility and the combined attributes of both the cat and the flying squirrel.



THE MATCH

The crowd was on its feet, shouting and applauding. Reaching into their bag of tricks, Sitka Kid (aka Porky Bickar) and Big Saginaw Jim were putting on a show... giving it everything they had... and for one brief moment suspended in time and space, they scampered atop the churning log, like hamsters on a Ferris wheel. With spiked shoes a blur, lost in a flurry of froth and foam and sky, Herb Larson cupped his hands to his mouth and shouted, "Time ... Time's up!" Grinning like a Cheshire cat, both Sitka Kid and Saginaw slowed down and began rolling "Old Dynamite" back toward the landing. Determined and grim only moments before, Sitka Kid and Saginaw Jim began congratulating each other... best pals again.

"Good show, Kid."
"Yeh, thanks... you too, Saggy."

Herb had been right. "Old Dynamite" was a fast stick... fast as greased lightning. When they neared the landing, Herb was holding a long aluminum pike pole. "Here, grab ahold fellers, and I'll pull you on in."

When the log rubbed against the landing, Saginaw and Sitka Kid hopped off and slapped each other on the back, shook hands with Herb, then turned and waved at the crowd. Herb Larson laughed. "Funny how time flies when you're having fun, huh."

Sitka Kid shrugged. "The crowd sure lapped it up."

Saginaw Jim grinned. "I didn't have time to notice-- I was too busy trying to stay up with the Kid."



Inspirations from the Forest... Continued from Page 24

Herb smiled. "Well, you guys put on a fine show... and word's out... they'll be a nice crowd here this afternoon. Now... why don't you take a blow... cool off... maybe go down to Ernie's." Sitka Kid looked at Saginaw Jim... "What do ya think?" Saginaw nodded. "Yeh, sure... suits me... com'mon, let's go hoist a few."

When they had gone off down the street a ways, Herb yelled after them... "Be back around one' o'clock now. Word's out... there will be a crowd waiting for you birds... and the picaroon will be waiting too." They looked at each other and continued on down the street towards Ernie's.

"Wonder what a picaroon is, Kid?"

"Beats me, Saggy... guess we'll find out, huh?"
At the bar, Saginaw Jim was sluggin' down his yellow tail ale, while Sitka Kid calmly sipped on a bottle of green creme de' menthe. Leo Beeks slid two big jars of pickled eggs and pigs feet toward his old friends. "Here ya go... try a few of these... on the house!"

"Jeez, thanks pardner."

"Yeh... thanks buddy," Sitka Kid added. "Say, how ya been doin'?"

"Great. I'm as happy as a clam at high tide." How's it goin' for you fellas?"

"They haven't seen nothin' yet," Saggy boasted.

"Right, Saggy... wait till this afternoon. We're going to roll for all the marbles!"

Mumbling between bites, his cheeks bulging, Saginaw sputtered. "COM' on Kid... better grab a few... they're great, put a little pep back into yer legs!"

"No thanks. You go ahead and tank up on'em, Saggy. You're gonna need it."

As Leo shuffled back and forth, the Kid looked at him behind the bar. Somehow the picture didn't fit. "I didn't expect to see you Leo, pushing around a bar towel in the middle of a logging season. Thought you'd be out snaggin' a few logs somewhere."

"Well, Kid, it's kinda nice here. I like it. No more hang-ups to fight. Know what I mean? Guess I just got tired of swattin' no-see-ums and sancudos and dodgin' bears."

"Ah-ha... see what you mean. Hey, Leo, how 'bout nother round?"

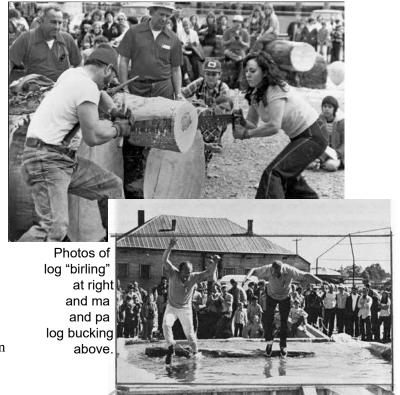
Leo opened up another ale and set it down in front of Saggy. "How about you, Kid... want another?"

"No thanks... I'm good to go... besides, we got to get crackin'. Come on, Saggy, slurp'im down. Remember... we got a date with a big ol' log and Herb's probably already bustin' a gut wondering if we're high centered on something."

"Okay—okay... keep your shirt on, pardner. Ah'm com'in!"

"See ya boys later... after the show. Good luck!" "Thanks, Leo."

To be continued...





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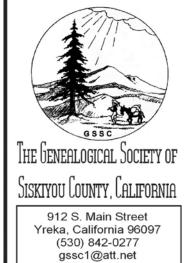
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The Siskiyou Model Railroad Club Forty Years of Railroading

by Byran William Duncan and Bruce A. Duncan

The Siskiyou Model Railroad Club began in 1979 with one rule, "Have Fun!" The club's three officers were voted in at the dawning of the club by acclimation in their absence. Originally the club members met in members' homes and a school in Yreka. This arrangement necessitated a modular approach for the HO 1/87 scale railroad layout. Members each had a section or two of the modular that was 4 to 6 feet long and uniform 2 feet width to match other members' boards. The only requirement was for the entry and exit points of the mainline tracks to match with any other module. Within a short time, the club had a more permanent location on the second floor of the old Cooley and Pollards Hardware Store on Miner Street in Yreka through the early 1980's. In 1985 and 1986, the club sponsored a model railroad show at the old Cummings Drug Store in Yreka. The tradition has continued with the annual show held in Medford each year, the weekend after Thanksgiving. In 1986 Larry Bacon, manager for the Yreka Western Railroad, invited the club to house their layout and have club meetings in the freight section of the YWRR depot. The club assembled their modules and built new ones to create the large rectangular layout (36 feet by 16 feet or 1200 square feet with 350 feet of mainlines and 5 large yards) in the center of the YWRR freight section of the depot. Within time, the modular units became permanent and were no longer mobile. For about two decades the club held monthly meetings at the YWRR depot, along with operating sessions and other special gatherings like their November Open House. Many of these events were featured in the Siskiyou Daily News and other newspapers from Redding to Medford. In exchange for the use of the building, the club provided model train operators during the weekends and holidays that the YWRR "Blue Goose" Excursion Train operated. In 2006, Court Hammond, owner of the YWRR, informed the club his wish to have the layout disassembled and a new smaller layout be built in the south end of the depot, as he needed the room for more museum display. Never fully completed, the layout and the "Blue Goose" are now

During the same timeline, the club assisted Siskiyou County in its California State Fair booth in Sacramento in 1994. The booth had a large 8 ft. by 9 ft. HO railroad layout in the center, which represented Siskiyou County with Mount Shasta surrounded by the Little Shasta Church (Shasta Valley), potatoes storage building (Butte Valley), "Blue Goose" depot (Yreka) and Amtrak depot (Dunsmuir). The layout had figures on it for snow skiing, water skiing, fishing, boating, canoeing, hunting, hiking, camping, horse riding and golfing. Two trains were operated by club members on the railroad layout. The club members provided volunteer time to operate the layout from 10 am opening to 11 pm closing for the 18 days of the fair. The booth won a gold medal for its presentation which included \$5,000.00. The medal was one of only eleven given for all the counties in California. Also won was a blue ribbon for the management of the booth. Both awards were later presented to the Siskiyou County Board of Supervisors. The state fair layout was also transported and staffed by club members for display at the Scott Valley Balloon Fair that fall and the Dunsmuir Winter Rail Fair in February 1995. The viewing public was much delighted at both these events.

From 1997 to 1998 the club built, and for many years after, maintained the HO 13 ft by 9 ft railroad layout in the Sisson Museum in Mount Shasta City located next to the Mount Shasta Fish Hatchery. The layout was mentioned, with photo, in the worldwide distributed Model Railroader magazine. The layout is still in use today. The trains run with the push of a button. The layout represents south Siskiyou County from Dunsmuir to Black Butte. You can even find the Amtrak depot from the state fair layout located here.

Siskiyou Model Railroad Club... Continued from Page 28

During May of 2002, a model railroad "Shasta Daylight" Regional Convention was held in Redding by the Pacific Coast Region / National Model Railroad Association. A full bus of railroad enthusiasts came to the Sisson Layout and then Yreka to see the "Blue Goose" and enjoy the railroad layout,. This included photographing and assisting in operations of the layout. The Yreka layout was mentioned, with photo, in Model Railroader magazine In 2004, the PCR / NMRA held another convention that had a two day stop in Yreka for the "Blue Goose" Excursion Train and the club layout.

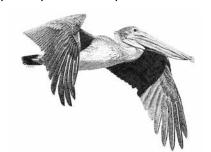
In 2016 the club was commissioned to build the HO railroad layout in the Siskiyou County Museum in Yreka. Much like the Sisson Layout, this layout represents a part of the county, north Siskiyou County. It takes advantage of DDC (Digital Command Control) technology. Many of the buildings and scenery are scratch built by the club members.

Presently the club meets at least once a month at a member's house and views/works/operates on the railroad layout located there. Members are from Yreka, Montague, Quartz Valley, Edgewood, Mount Shasta, Lake Shastina, Big Springs, Medford, Redding, and other places in the State of Jefferson. Ages range from about 9 to 90, both male and female. •

Those interested in joining this volunteer club that promotes the hobby of model railroading are encouraged to contact Tom Brass at (530) 842-4921 or Duane Johnson at (530) 842-3707.



Bruce and Bill Duncan manning the Siskiyou County booth and train layout, State Fair, 8-22-1994





Club operating session at member's layout in Yreka from January 8, 2015



Club layout at the Yreka Western Railroad Depot on June 30, 2006

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YREKA ELKS NEWS

Ed Miley Yreka Elks' Memorial Scholarship (2018/2019 School Year)

The Montague and Yreka Rotary Clubs and United Scholarships, Inc. hosted the 58th Annual Top 100 Honor Program for the Yreka Union High School students of 2018/2019 on May 23rd at the Yreka Community Theater. Miguel Cota, a senior, received the "boys" Ed Miley Yreka Elks' Memorial Scholarship, presented by Brain Favero, Exlauted Ruler for the Yreka Elks Lodge #1980. Miguel is the son of Miguel and Catalina Cota. He plans to attend College of the Siskiyous in Weed, California, majoring in accounting. (see photo at right)

LeAsa Whitaker-Lindstrand, also a senior, received the "girls" Ed Miley Yreka Elks' Memorial Scholarship also presented by Brian Favero. She is the daughter of Curt Lindstrand and Audra Whitaker. She plans to attend University of California – Davis, majoring in pre-medicine. Although not a factor in the decision by United Scholarship, LeAsa's father is a Yreka Elks member. (see photo at right)

The perpetual memorial scholarship was part of the will and estate of Edward Godfrey Miley. Ed was born in Edmond, Oklahoma, on April 3, 1925. He was the second of seven children. His first marriage, in 1946, gave him three children. In 1948, his family moved to Alturus, California, to ranch. In the 1960's, he married again, to Sandra L. Larson of Alturas and they had three children of their own that they raised in Yreka. In Yreka, he was a member of the Yreka Rotary Club – Howard Lodge #39, Masons, Scottish Rites, Lions Club and Yreka Elks Lodge #1980. He owned the bowling alley and the cable TV company. The latter would become Northland Cable. He passed on July 19, 1993 and his wife a year later. Both are buried in the Evergreen Cemetery. Through his life and through his children, he recognized the value of a good education and the Yreka Elks' Scholarship before his death.

Volunteers Needed



for the Dorris Volunteer Fire Department and Butte Valley Volunteer Fire Department. Want to learn how to become a firefighter and serve your community? Training is provided and is free! For info please call Mike Craddock at (503) 931-5283.





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YREKA ELKS NEWS



Donation to the Montague Swimming Pool

RB Phillipe, Yreka Elks Lodge #1980
Secretary (right) presents Tiffanie Lorenzini,
Montague Mayor and Parks and
Recreation Commissioner (left) with
a \$100 donation
check for the Montague
Swimming Pool.

The swimming pool opened for the season in Mid-June.





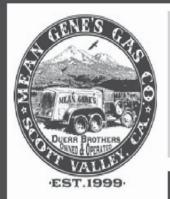
The Yreka Elks Lodge #1980 presented a new 12 x 18 foot U.S. Flag to the City of Yreka on June 6, 2019. This coincided with the 75th Anniversary of the D-Day landing at Normandy, France, which put the allies on the path to ending World War II in Europe. The presentation is an annual event to replace the weather worn flag on the hill over the city. Yreka Elks' Exhaulted Ruler Brian Favero made the presentation to Mayor Joan Smith Freeman and City Manager Steven W. Baker at the City Hall. The City raised the new flag on Flag Day, Friday, June 14.





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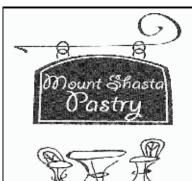


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Story by Judy Sartor Shasta Lily Quilt Guild



www.ShastaLily.org

"It's Chaos," the instructor said. "Think about Chaos. There are no rules, except one: no straight edges."

Chaos? With a quilt? Hmm. Since a large part of my academic studies involved the classics, my mind immediately froze. Even Chaos has patterns, I do remember that. Something to do with predictability. Part of what I enjoy about quilting lies in the patterns. Now, whether a quilt is built from a detailed printed pattern or from a rough sketch or from an image in the brain, it is still a pattern. In Chaos theory, it's called the "butterfly effect." While I won't bother to explain that here, I will just

say that in disorder lies order.

Regardless, I decided to jumpstart my frozen brain and to continue with the project. My philosophical differences with the explanation of the project were simply THAT: my philosophical differences. I needed to get over it, right?

In short, we had a workshop titled "Innovative Piecing" put on by Delia Smith of Medford for our June 5 meeting. We found Delia at the Fall Retreat sponsored by Tater Patch at the Running Y Ranch. In the course of a weekend, she completed an entire king-sized quilt top. That immediately drew our interest. The results, as you can see, are pretty astonishing. And so we recruited her. (see her photo at top left)

So, here are some instructions. Ah, correct, as there are no rules, there can't be any instructions. So, procedure, even if that does imply a pattern: choose 5 or more fabrics that can be stripes or small prints or solids or batiks or just whatever. Cut 18" strips from each fabric, some at 1" and some at 1.5" and throw in a couple of 2" strips too. Remember. There are no rules. And, yes, this is Fat Quarter friendly. Then sew your strips together lengthwise and press to the side. Now you have something close to a fat quarter. And, no, it doesn't matter if it isn't. This is the strata that you can cut to use in your blocks. Let your mind go, cut and sew. You do need to stick with semi-straight lines, cut with a rotary cutter or scissors but no straight edge. Feel free to add other strips and squares. Yes, you are making blocks. You choose the size of your squares (example, 12-1/2"). Use a straight edge for this, please.

Have fun, and make something out of nothing. Still confused, look for Delia Smith with the Mountain Stars Quilters Guild.

Chaos Continued

To me, research is another pattern. I have always used it to fill holes. So I went to the greatest physicist of all time, Albert Einstein. He wrote, "Nothing can exist without order. Nothing can arise without chaos."

Perhaps, after all, that is it: Chaos shifts to patterns, and then back to Chaos. Neither can exist without the other. Hmm. Lesson learned: Life is like a crazy quilt. Cool! My friend Diana would approve. •

Happy Summer Y'All!



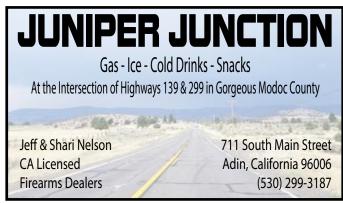
Michelle here... so. I decided to try my hand at creating a Nature Weave for my birthday while we were camping at our Beloved Eagle Lake over in Lassen County recently. I merely wove some twine around two sticks which I had hanging from a rope I tied around a tree. Then our family members and I got to "weave" in and out (through the twine) grasses, flowers, branches, sage, and even a wild mushroom and a sparkly rock. Add in the American Flag and a colorful "spinny" -- and YES, I am VERY happy with how it turned out!

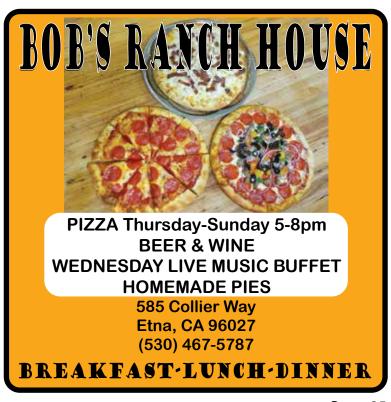
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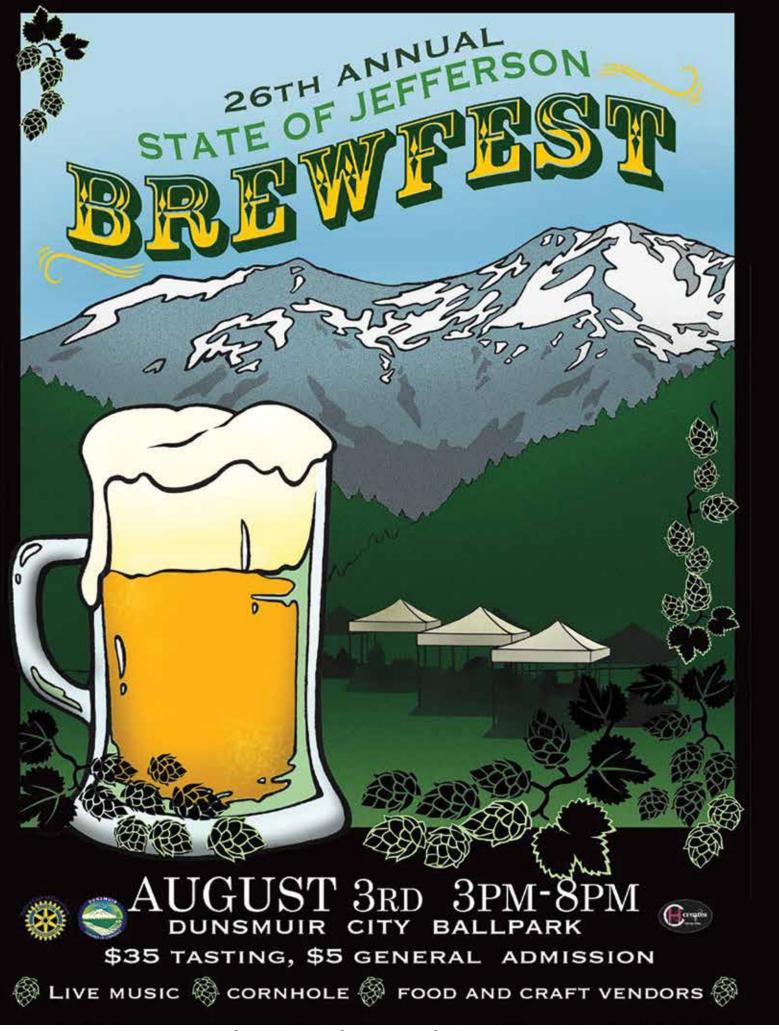
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