

Yankee Hill Historical Society

www.YankeeHillHistory.com

Vol 10
Number 1
Apr 2018



Visit our
Virtual
Museum on
our website

Like Us On
Facebook!

P.O. Box 4031, Yankee Hill, Ca 95965

Yankee Hill Dispatch

High Tea And Presentation Saturday, 14th of April - See Flier Attached

This issue of the YHHS Dispatch is supplemental information to a story we did in March 2017 about the Western Pacific Railroad by Jim Lekas. The article is available on our web page. This article covers the creation of the Western Pacific and building the railway from Pulga to Oroville via Big Bend.

The Western Pacific - Coming Around the Bend

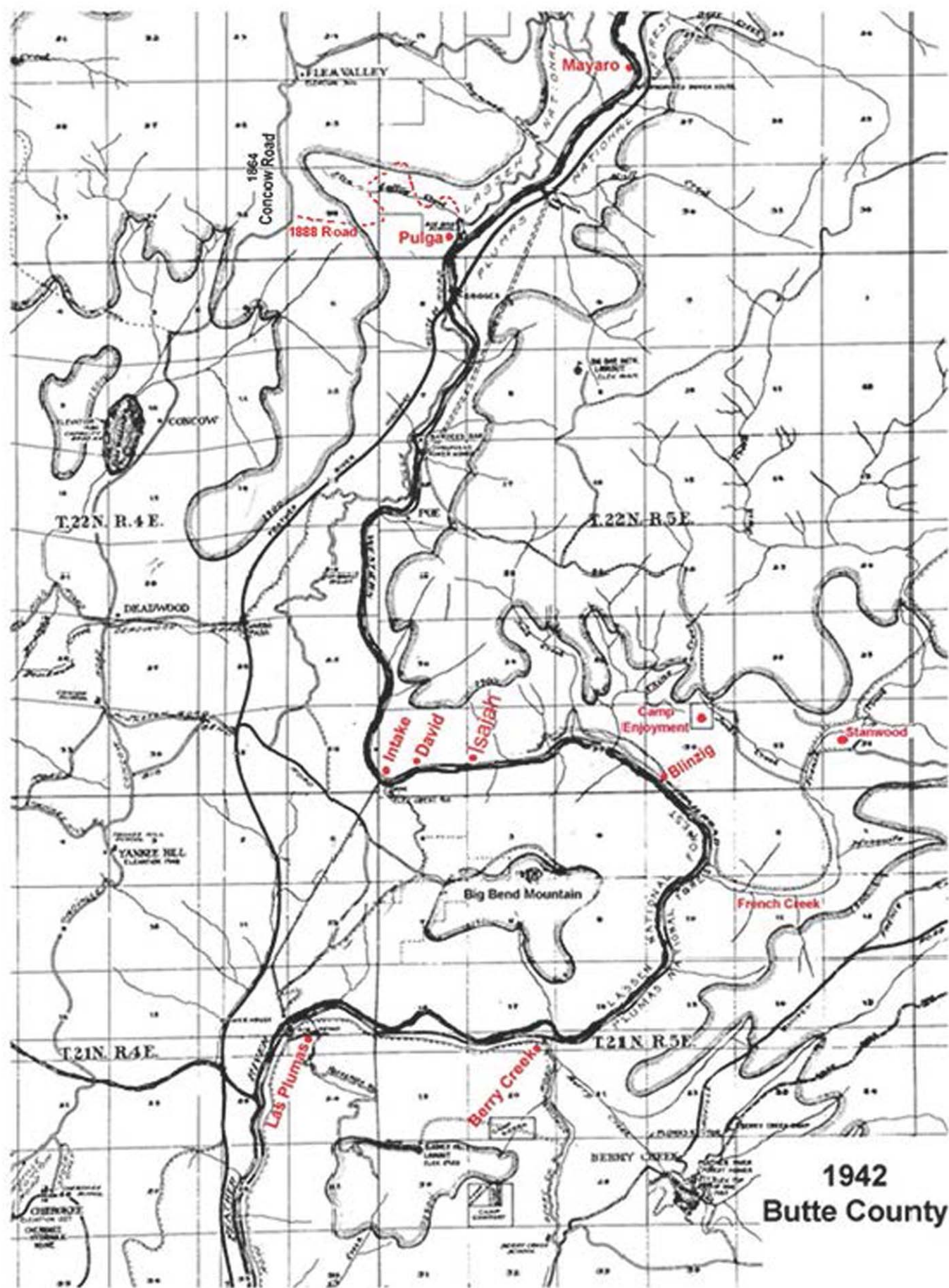
By Jim Lekas and Larry Mauch

The Road to Oroville

In 1866 two bills were passed by the California State Legislature to create a wagon road from Plumas County to Oroville in Butte County. The route was still to be chosen so Arthur Keddie, a Canadian immigrant working as a surveyor in Quincy, was chosen by the newly formed Oroville Beckworth Pass Wagon Road Company to survey both the North Fork and the Middle Fork of the Feather River for a possible route. In March of 1867, Keddie and his men made a two-week roundtrip from Quincy to Oroville surveying both branches of the Feather River. The Middle Fork was the shorter route but it suffered from more snow in winter, which would limit its use more than the longer North Fork route. Keddie recommended the North Fork Route because it was passable by following the shores of the Feather River and wouldn't have so many grades. As part of Keddie's report, he mentioned the route could also be used for a railroad. This news spiked the interest of the company that hired him. Eventually a road did get built to Oroville but by a different route. For the next thirty-five years, the subject of the railroad via the North Fork was often discussed but never became a reality because of cost.



Arthur Keddie and wife Margaret
(1842 - 1924)



Denver Rio Grande Railroad

The Denver Rio Grande Railroad, established in 1871, was looking for a route to California in 1902. The Denver Rio Grande Railroad had been expanding their operations through acquisitions.



First train through the canyon



They relied on the Central Pacific Railroad to move their freight farther west. In 1900 when C.P. Huntington (the major stockholder in the Central Pacific) died, his wife sold his stock to Edward Harrington, a major stockholder in the Union Pacific Railroad. The Central Pacific and the Union Pacific's new relationship would threaten the Denver Rio Grande's long-term opportunities. They needed their own access to the west coast market.

Another smaller railroad located in California, the Alameda and San Joaquin railroad, which operated trains from the coal mines at Tesla near Livermore to Stockton, wanted to expand its operation eastward to Salt Lake City. Dalzell Brown was the principal owner of the Alameda and San Joaquin Railroad and had made his fortune in the Alaska Gold mines.

In 1903, the Denver & Rio Grande and the Alameda and San Joaquin Railroads formed a partnership to construct the Western Pacific Railroad. There was real concern that the Southern Pacific Railway would find out about their plans and would try to stop them. The Southern Pacific did not want to compete with another transcontinental railroad and they were a powerful force in California.

North California Mining Company

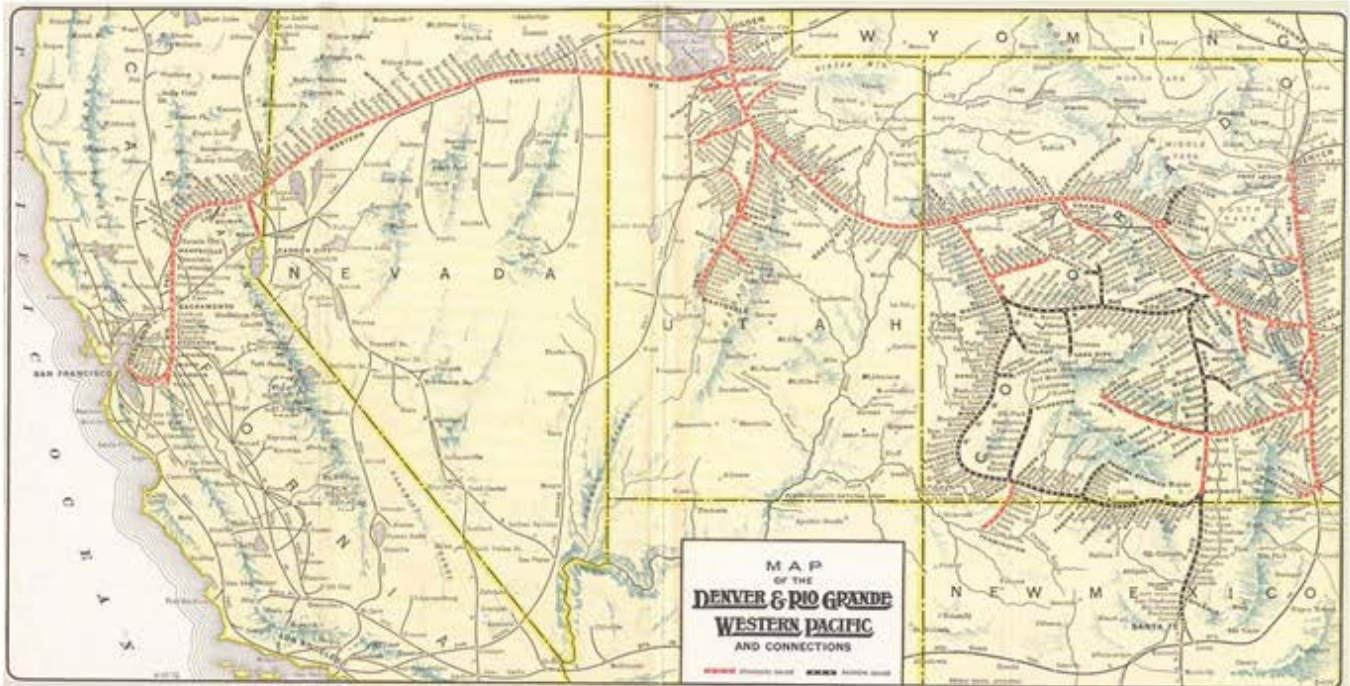
Northern California and the Feather River route suggested by Keddie in 1866 presented an opportunity to enter the state and bring the railroad to Oakland. To keep their intentions secret, in 1902 the Rio Grande Railroad created a mining company called the North California Mining Company. This secured a new rail pathway through Plumas and Butte Counties to Oroville by securing a right of way with mining and lumber claims along the proposed route. Henry Hubert Yard, a mining expert, was made president of the mining company. Yard was the cousin of the Chief Engineer for the Rio Grande Railroad.

In 1902, as an employee of the North California Mining Company working for Yard, William King filed almost 100 mining claims along the North Fork of the Feather River. The claims were purportedly for mining purposes, but they were the beginning of an effort to secure a route for a railroad. In two months, 155 claims and 24,500 acres had been filed upon by King and several others. The North California Mining

Company quickly took on a life of its own securing access to valuable timber and mining rights. By July 1903, the North California Mining Company had control of over 130,000 acres in Plumas and Butte Counties. But soon lawsuits were filed by both mining and lumber concerns about the legitimacy of the new mining company. Meanwhile the North California Mining Company continued to secure more land. By 1906 the company held over 200,000 acres in the Feather River Canyon alone. It wasn't until 1908 that the government forced the North California Mining Company to release a large portion of their holdings because they were viewed as illegitimate mining claims because they were never worked. At the time, it was required that a mining claim have at least the equivalent of \$100 in work performed each year to secure the claim.

Western Pacific Railway

In March 1903, The Denver Rio Grande Railroad financed the creation of the Western Pacific Railway in California. The march was on to create a passage to Oakland and San Francisco for the Denver Rio Grande Railroad. At the end of 1904, the President of the Western Pacific Railroad announced that Northern California will soon have its railroad. A survey party was dispatched along the North Fork of the Feather River to finalize that portion of the route. In Butte County, the route would follow Keddie's suggested route along the Feather River past Big Bar and around Big Bend and on down the Feather River route to Oroville.



The creation of the railroad would lead to opportunities all along the route for small communities to spring up offering various services. In Plumas and Butte Counties, these small stopping points supported lumbering operations, recreational opportunities along the Feather River as well as support for the railroad itself.

Big Bar

Big Bar along the Feather River was a mining site in the 1850s. In the 1870s, large mining operations were working the opposite side of the banks of the Feather River from the current town of Pulga. Brothers John and Martin Gramps (immigrants from Germany) were miners at Big Bar in the 1850s. Both brothers filed for 160 acre homesteads located high in the hills above Big Bar in the 1890s. To support several construction crews each with 15 to 30 men, the Northern California Mining Company set up a company store and simple housing across the river in Nov. 1905 and called the new community Big Bar. Big Bar was a major station for supplies and makeshift housing for workers with the Western Pacific. It

was run by William King, the man who filed many of the mining claims. In Dec 1905, Frank James began operating a stage to Big Bar via Concow and Flea Valley using a road that had been cut in the late 1880s. At the time, it was the only way to reach the future Pulga town site at Big Bar.

That same month Martin Gramps, a 50-year resident of the Big Bar area, was asked by a reporter about the activity across the river and the coming railroad. He said there had been many surveys in the past that never were acted upon. He said this time he might live to see the railroad.



In Jan 1906, heavy rains washed out the 1888 road from Concow Road (established in 1864) to the North Fork of the Feather River at Big Bar. Charley Henry reported that there were 175 Japanese working on the road to repair and open it again so freight teams could use it.

In Feb 1906, a post office was established at Big Bar with Frank Spencer as Postmaster. The name assigned the post office by the postal service was the Pulga Post Office because there already was a Big Bar Post Office in Trinity County. The name Pulga, which in Spanish means flea, was picked out by the Governor of California, George Perkins, because of its association with Flea Valley. Perkins was the founder and owner of the large Perkins store located in Oroville, which in his absence was run by his brother, David Perkins.

In March 1906, George Turner, a worker on the railroad, reported Big Bar was becoming quite a little town. It had a large hospital built by the Utah Construction Company, a warehouse, store, two lodging houses and a roundhouse. (There is some question as to the roundhouse, which is used to turn around an engine, as usually they are permanent structures. It is possible they devised a temporary way of turning the engine for a return trip as the through line to Quincy was not complete yet.)

In May 1906, several slides impeded the progress on the railroad work near Big Bar killing several Japanese workers. In June 1906, it was announced that the town of Big Bar would officially be known as Pulga from then on, although the entire area was still referred to as Big Bar. It would be another 10 years before the railroad renamed the train station Pulga as well. In July, it was announced that Pulga had created its own waterworks.

In August, William King nearly cut off his own foot at Flea Valley while building a bridge with an Adze, a tool used to skin the bark off a fallen tree. He was sent to the hospital of the Utah Construction Company. Utah Construction was one of several contractors working for the Western Pacific on the railway.



Gramps Family at Big Bar Station, company store to the right Photo circa 1915



Pulga Train Station - Bessie Willams family photo circa 1950

In Nov 1906, the newspapers listed the number of registered voters for the various voting districts; only men could vote at the time. Big Bar had 71 registered voters, Little KimsheW (above Flea Valley) had 4, Concow had 21, Yankee Hill had 83, Oregon City had 34, Cherokee had 59, Pentz had 71, Paradise had 153 while Oroville had 1225 and Chico had 1966 registered voters.

William King with the North California Mining Company operated the store and other facilities at Pulga/Big Bar in 1906. In Jan 1908, it was proposed to the Board of Supervisors to create two new school districts, one at Big Bar, the other at Big Bend. The children would cross the river at Big Bar to Pulga via a wooden bridge. The motion passed. (Author's Note: This would be the second Big Bend school. The first school was established in 1882 on a hillside above Dark Canyon to support the children of families working on the Big Bend Tunnel. The tunnel was used to divert water from the Feather River around Big Bend so mining could be established on the riverbed. The first Big Bend school closed in 1890 when the mining venture failed, and the school house later burned.)

In 1908, King and his wife Mary were instrumental in getting the Big Bar school house built in Pulga to service both sides of the Feather River at Pulga and Big Bar. Henry and David Gramps, sons of Martin Gramps, helped build the Big Bar/Pulga school. The following year William King, David Gramps and Henry Gramps were appointed school trustees.

In August 1908, it was announced a telegraph line would be built that extended from Oakland thru Marysville and Oroville and on to Big Bar. The line would have 40 wooden poles to the mile thru the valleys and 60 poles to the mile in the mountain regions. The line would parallel the train tracks. They hoped to have the lines up in November.

In May 1909, Pulga held a dance to celebrate the tracks being completed from Plumas County to Big Bar. The first train from Oroville carrying engineers and dignitaries reached Pulga the previous month. The ad in the Oroville papers requested the readers to let everyone know they needed women to attend the dance as they were in short supply at Big Bar. In November 1909, the last section of track completing the entire route was laid connecting Salt Lake City to Oakland via Pulga, Big Bend and Oroville.

In 1910 Hindu workers working on the rail line went on strike at Pulga demanding higher wages. They complained the \$1.60 a day wage they earned was not enough to live on. On August 21, 1910 the first passenger train ran through Pulga to Oroville.



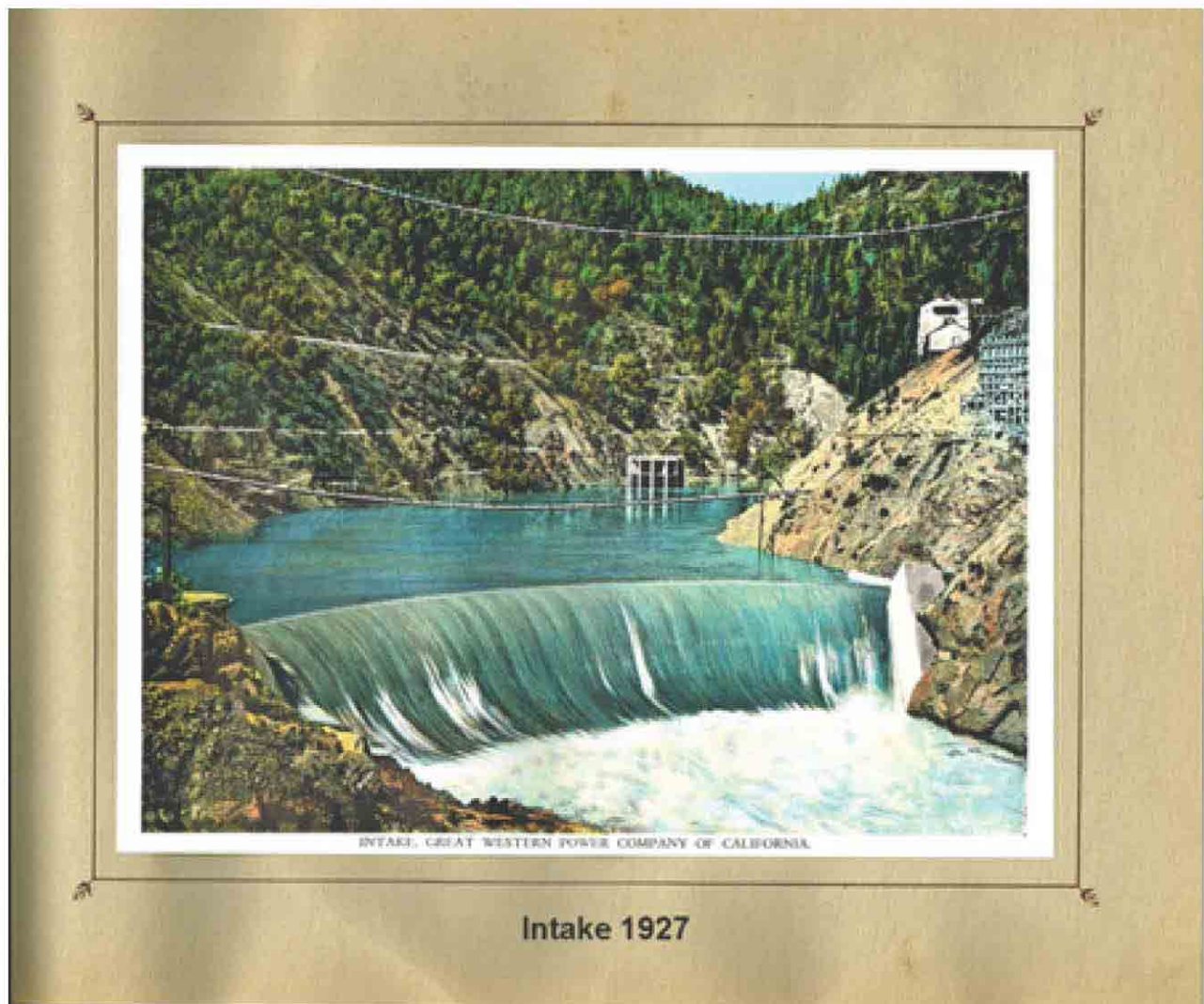
A crew laying track

Intake

The route from Pulga to Oroville had several support facilities and stops along the way. Intake got its name because it was the water intake to the Big Bend tunnel through Big Bend Mountain, which fed water to the Great Western Power House at Las Plumas, which started operation in 1909. In 1910, there were plans to build a dam at Intake near the big bend in the Feather River. In April 1910, it was announced in the papers that 1000 train carloads of cement would be needed for the dam. A temporary railroad track with switches at both ends was added by the Western Pacific Railroad that could handle 17 train cars to support the building of the dam. In August of that year, a large vein of gold was discovered buried 75 feet below ground while digging down to bedrock to support the base of the new dam. The workers were excited but the Great Western Power Company wanted the dam completed as soon as possible so they buried the find under cement. Several families lived at Intake during construction. In 1911, several small sheds burned down when a Chinese cook left his station and a fire broke out. The sheds were rebuilt. A crew worked on the dam for two years.

In 1915, the temporary track at Intake was no longer needed and was removed as the project was complete. In 1920 another fire swept through Intake burning several houses and part of the bridge. The bridge was required because you could not walk across the dam.

Per Jim Lekas, who visited the site in 1948 as a boy with his father, the footbridge was gone and there was only one small shed at Intake, but it was gone by 1950.



Intake 1927

Intake as depicted in a 1927 Western Pacific Railroad Advertising Book. The bridge is in the foreground and the intake is the round structure in the center of the picture



Construction site at Intake circa 1910, also known as Camp 7

Blinzig

Blinzig, named after a German financier who toured the Western Pacific and remarked that people didn't need to travel to Switzerland to see such grand scenery, was a railroad siding created by the Western Pacific in 1910 that could handle 28 train cars. This allowed the railroad to drop off cars and supplies in support of lumbering and passenger service in the neighboring area. There was a water tower at Blinzig for the steam engines as well until 1951.

Stanwood, located up French Creek just up the tracks from Blinzig, was founded in 1902. Clark Standiford, 30 years old, was a partner in the mining company located there, hence the name Stanwood. Like William King, Standiford was with the North California Mining Company. Stanwood opened a post office briefly in January 1903 for four months. The post office was reestablished in November 1905.

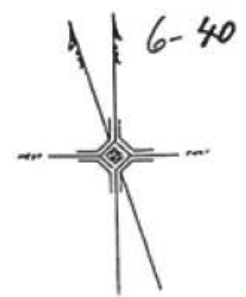
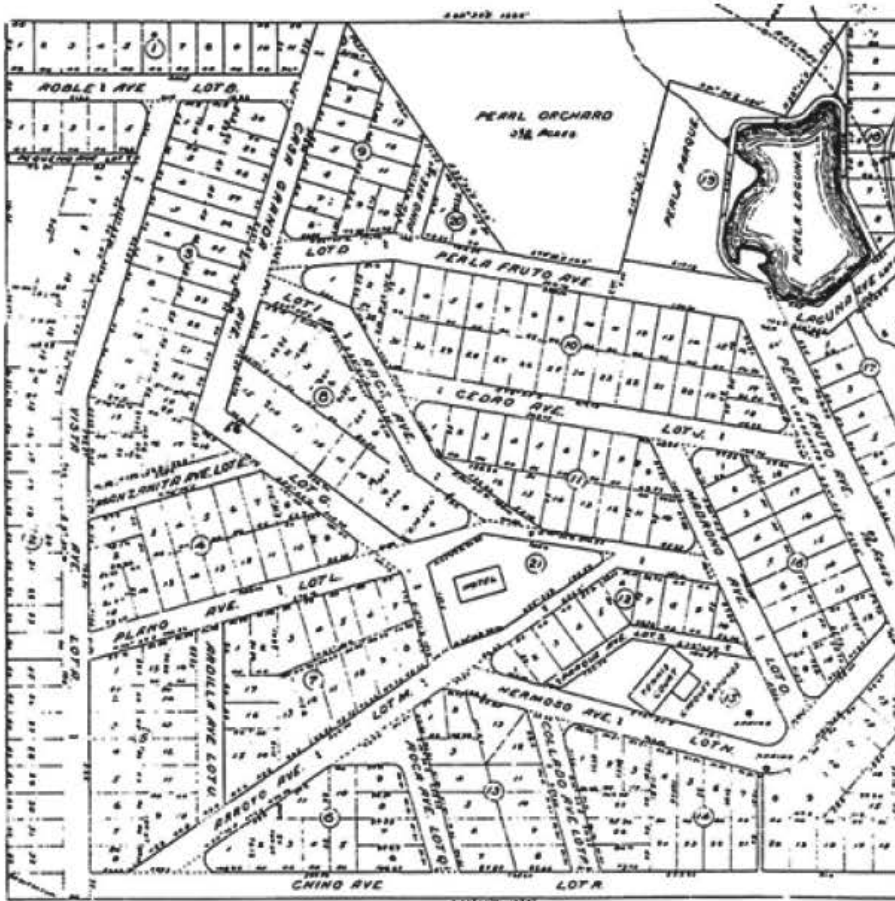
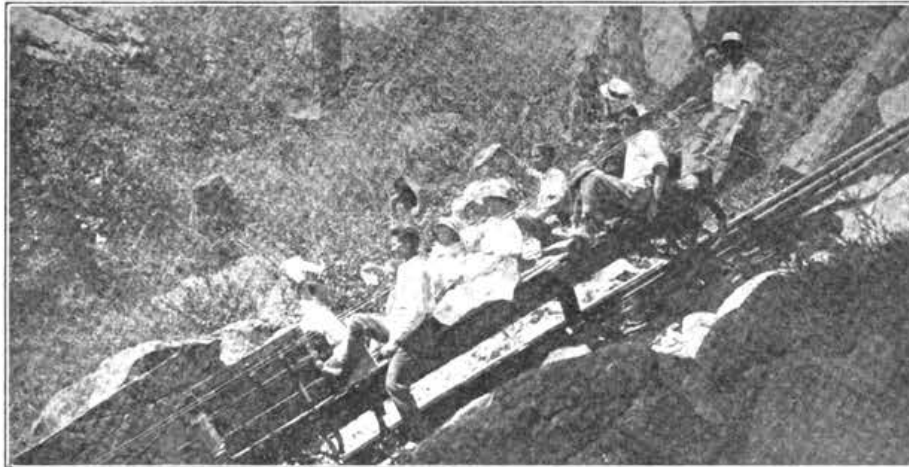
In 1906 a large gold strike was found on the property of the Cascade Placer Company. The Truckee Lumber company was also operating near Stanwood. The Blinzig siding served both operations. Realizing the opportunity the new railroad offered, Clark Standiford announced that a new resort (the first in the area) would be established called Camp Enjoyment in May 1908. The resort would build a two-story hotel called the El Serra, a man-made pond called Perla Laguna, tennis courts, croquet courts and sell 280 lots 40 x 80 feet for \$50 to \$75 each. The announcement advertised that the camp was near Pearl Orchards also owned by Clark Standiford. Pearl Orchards was well known for their fruits, berries, and vegetables. Also noted was the camp was a short distance from French Creek which had been stocked with 50,000 trout the previous year. Camp Enjoyment was located at 2500 feet, well above the Western Pacific tracks and about 1 ½ miles from the new railroad stop and siding to be built at Blinzig, a mile away near French Creek.



CLARK STANDIFORD.

Standiford built an open air tram to climb the grade from the railroad tracks to Camp Enjoyment.

Camp Enjoyment Tram – Photo from Railway Employees Magazine Oct 1911



BEFORE ALL MEN BY THESE PRESENTS:
That on CLAREN STANDIFORD, of a lawful age, a resident
and of a sound mind and memory, the Trustee of said
Division of land shown on this map, and that on and
each of us consent to the making hereof
IN WITNESS WHEREOF, we hereunto set our hands
and seals this 27th day of June 1908

Clarence Standiford
Clarence Standiford
Clarence Standiford

STATE OF CALIFORNIA, ss.
County of Butte,

On this 27th day of June in the year One
Thousand Nine Hundred and Eight, before me CARL
STODOLSKY, a Notary Public, in and for said County,
residing therein, duly commissioned and sworn, per
sonally appeared CLAREN STANDIFORD, of a lawful
age, of sound mind and memory, known to me to be the
personage described herein, whose names are sub-
scribed to and who executed the above of and in
witness whereof, I have hereunto set my hand
and official seal, at my office, in the
said County of Butte, this 27th day of June
1908.

Clarence Standiford
Notary Public, in and for the
County of Butte, State of California

PLAT
OF
CAMP ENJOYMENT.

SUB DIVISION
OF
NW¼ OF NE¼ OF SEC. 34 T22 N. R5 E.
BUTTE CO. CAL.
SCALE 100 FT = 1 INCH

SURVEYED BY S. J. NORRIS. OROVILLE CAL.

MAY 1908

Filed for Record

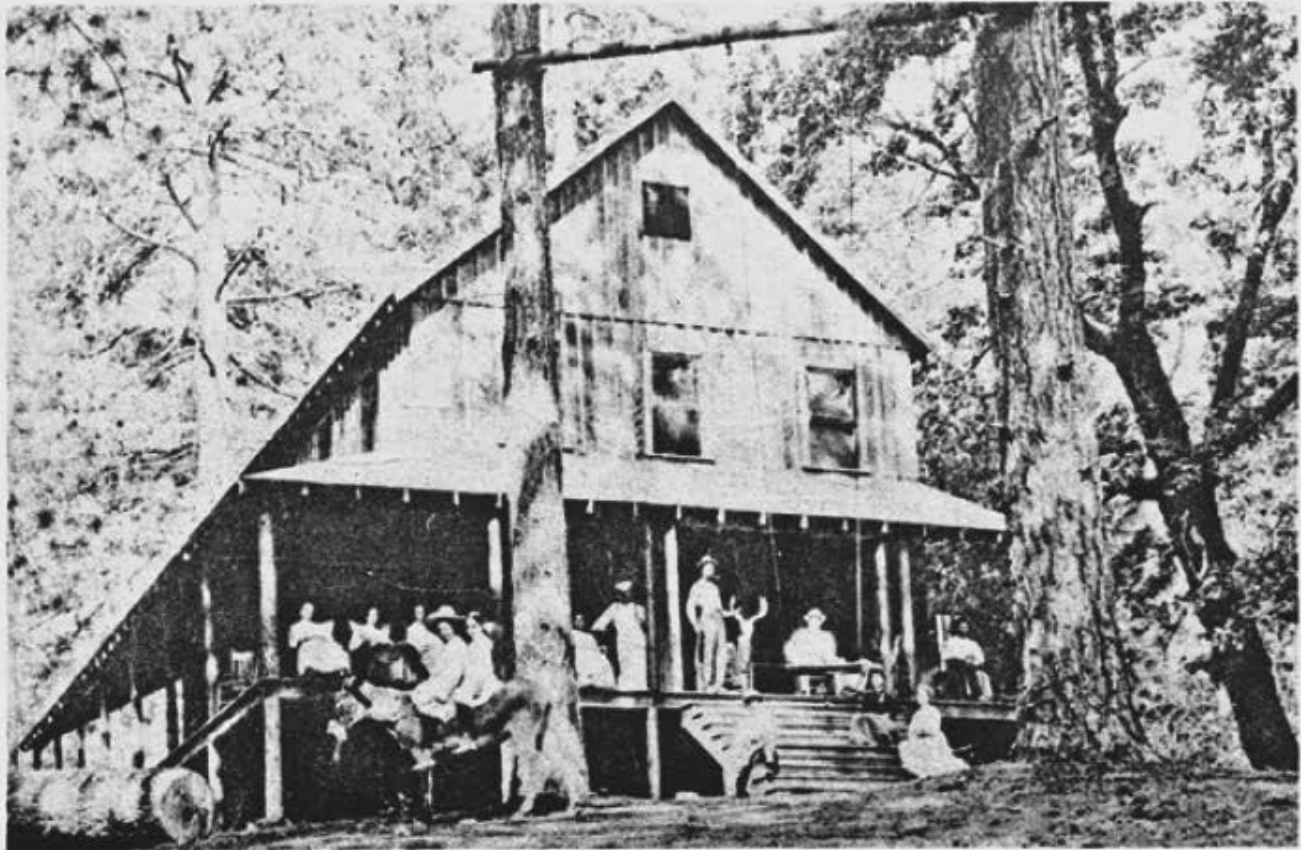
June 30, 1908

J. A. Tyler

Recorder

STATE OF CALIFORNIA, ss.
County of Butte,
I, J. A. TYLER, Recorder of the County of Butte, State
of California, do hereby certify that there are no liens,
for unpaid State, County, Municipal or other taxes, or
any other liability of any kind, against the Trust or Sub-
division of land or any part thereof as shown upon
this plat.

J. A. Tyler
Recorder of the County of Butte



Hotel El Serra at Camp Enjoyment
Photo From Carol Howe Franklin family album



BOATING ON
PERLA
LAGUNA.
(Note Swayne
Lumber in back-
ground).
*Picture courtesy
Stanley
Vaughan.*

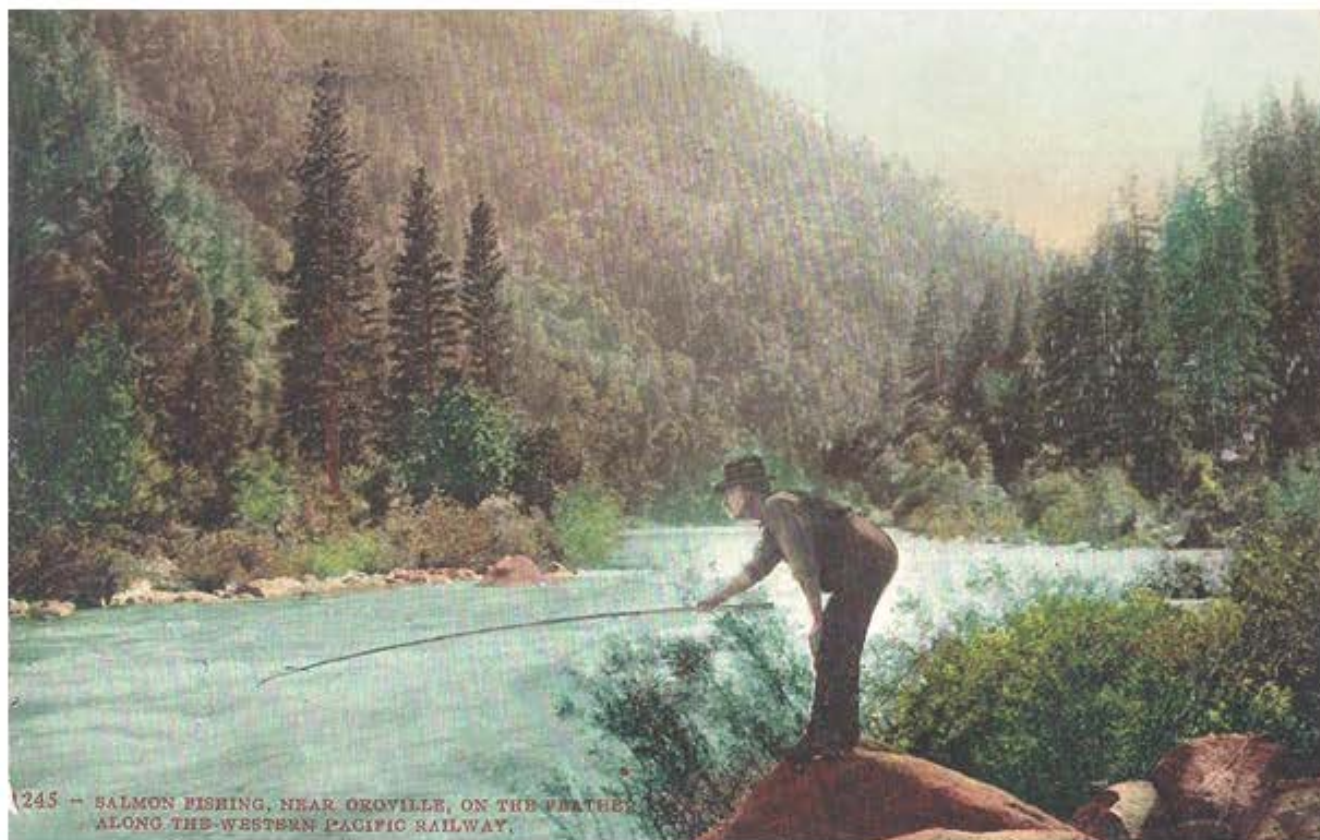
Photos Courtesy of the Butte County Historical Society - Diggins Vol 20 #4

Copies of the Diggins with articles on Camp Enjoyment and other interesting articles on local history are available from the Butte County Historical Society at their Oroville museum and bookstore.

Blinzig would become a busy stop when the Swayne Lumber Company purchased a portion of Pearl Orchards and created a sawmill there in 1910. The two lumber companies made Blinzig a busy transportation hub. The Swayne Lumber Company ran a spur track directly to the Western Pacific Railroad at Blinzig. The mill employed 150 people at its peak. By 1914, the Swayne Lumber Company had surrounded Camp Enjoyment and the camp started to die a slow death. The post office was closed in August 1915. The railroad siding and the water tower at Blinzig were gone by 1950.

Feather River, The Scenic Route

As early as 1911, Western Pacific publicized the Feather River route as the scenic route and featured it in several brochures. In Oroville, articles about fishing in the Feather River Canyon appeared regularly in the paper. The trains would stop at the resorts popping up along the route, Big Bar, Belden, Camp Enjoyment at Blinzig and others. You and the family could take a train in the morning, fish all day and return that evening to Oroville. If you wanted to spend the weekend or even longer, these stops provided lodging. In 1912 a roundtrip from Oroville to Belden was \$1.10.



The Western Pacific regularly advertised the recreational opportunities on the Feather River

Swayne Lumber Company Fire

In October 1916, the Swayne Lumber Company at Blinzig suffered a major fire and the mill was never reopened. The Swayne Lumber Company eventually bought out the Truckee Lumber Company which operated in French Creek. The Truckee Lumber Company had an abandoned mill located in Oroville and it was reopened and made the central lumber mill for all the Swayne Lumber Company operations after the purchase. The concept of several small lumber mills located near the timber sites was replaced with the development of a single larger centralized mill. The railroad played an important role in making this possible.



The Swayne Lumber Company operated a narrow-gauge railroad that crossed the Middle Fork of the Feather

1917 The Government Takes Over the Railroads and Power Companies

The start of World War I saw the government take control of the major railroads and larger power companies. The government was concerned about keeping the infrastructure safe and the possibility of prices rising while trying to fund the war effort.

PG&E was chosen to manage the assets of the California power companies. The assets including the Big Bend Power House were not purchased but rather leased by PG&E. The government oversaw the operations of PG&E.

The Western Pacific Railroad was under government control until 1920. When it was returned, Western Pacific was awarded \$9,000,000 for wear and tear and damages to the railroad caused by the government.

Isaiah

In 1917 the Western Pacific introduced five new powerful steam engines known as Mallets after their Swedish designer in 1890, Anatole Mallet. These 2-6-6-2s referring to the engine's wheel configuration: 2 smaller leading wheels, 2 larger sets of six drive wheels and two smaller wheels in the rear. These engines were much larger and longer. They could pull a lot more freight than earlier engines. The trains were getting longer and longer rail sidings were needed along the Feather River Route.

In 1919 the Western Pacific also decided to establish a section house between Intake and Blinzig called Isaiah. Isaiah was not used as a spur track like Blinzig and Intake. A section house was used to house railroad employees and equipment. Isaiah soon had four homes. It also had a store and post office. Mrs. Gene Roberts of Las Plumas was the first Postmaster. Isaiah had electricity, unlike Blinzig and Intake, which only had spurs to drop rail cars and no permanent crew so no electricity was needed. Isaiah was an important part of the Western Pacific's operation at Big Bend until about 1960. The post office was closed in 1954 when President Eisenhower ordered the closing of small post offices. Bernice Davidson was the last Postmaster. She succeeded Mrs. Rice in 1949. The closest post office after 1954 was located at Pulga.



Western Pacific Mallet #259



Smaller Mallets were popular with lumber companies. The Fort Bragg - Willits Skunk Train operates a smaller mallet.

David

In November 1923, the Western Pacific opened a new siding between Intake and Isaiah called David, named after David C. Charlesbois, a roadmaster for the railroad. David could handle 65 cars when it was first built. By 1938, the capacity of the siding had been expanded to 98 cars. David had a House Track where workers could stay and be fed when working on the tracks. David eventually replaced the sidings at Intake and Blinzig because of its position on the tracks. It offered more space to drop-off railroad cars as the trains were getting longer, especially after diesel engines were introduced in the early 1940s. By 1953 the Western Pacific Railroad only had 9 steam engines in service on the main line while they had 77 diesel engines.



David, Train 18 & 902-A, 8-10-1957 J. Lekas

Berry Creek

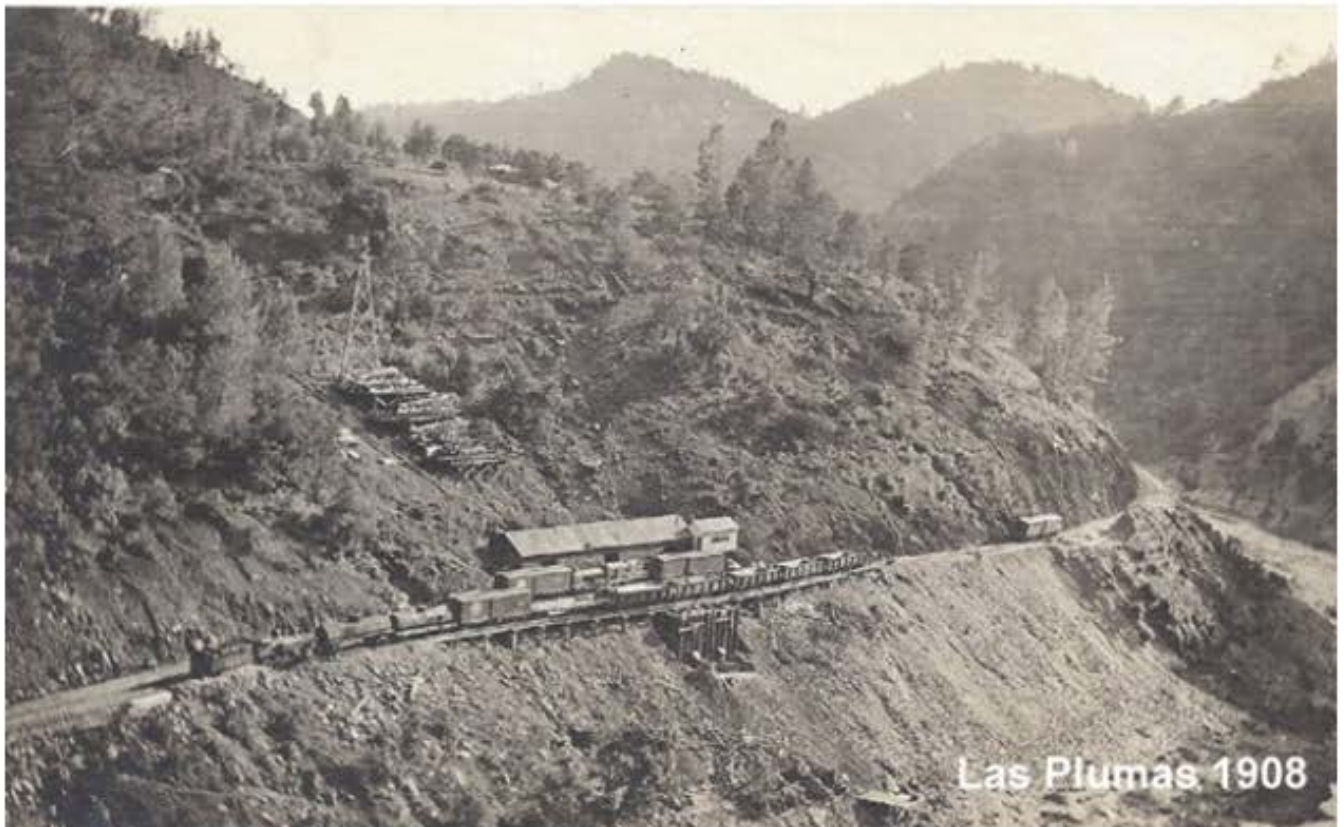
Berry Creek opened its post office in 1875, long before the Western Pacific Railroad came to the area. Crews working on the tunnels and tracks for the Western Pacific in 1908 operated out of Berry Creek, giving the community an economic boost.



Berry Creek Train Depot

Las Plumas

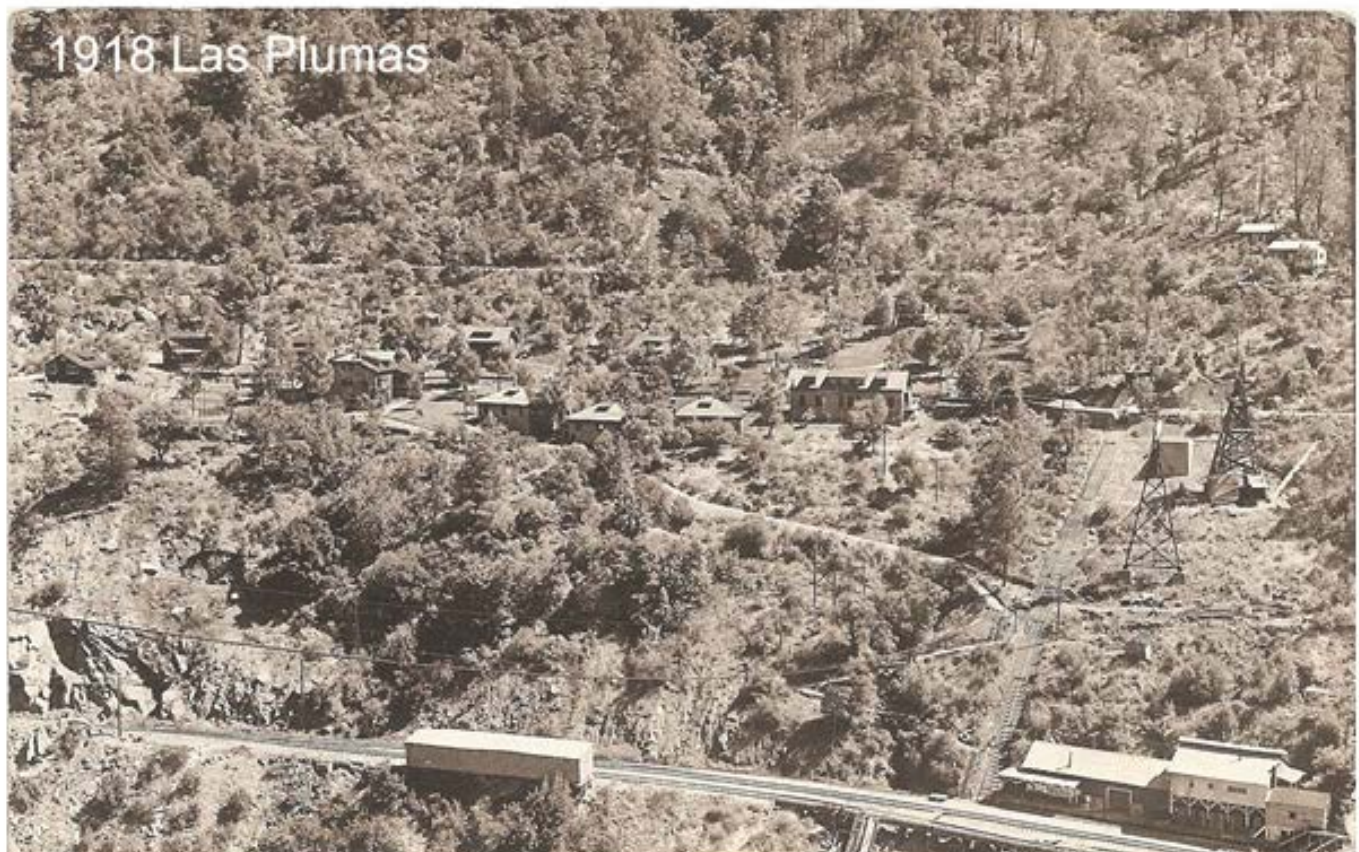
In 1908 railroad construction crews operated out of Las Plumas. The Las Plumas Power House at Big Bend built by Great Western Power was operating by 1909. The Western Pacific Railroad was vital for the delivery of supplies during construction and later expansion of the power house in 1912.





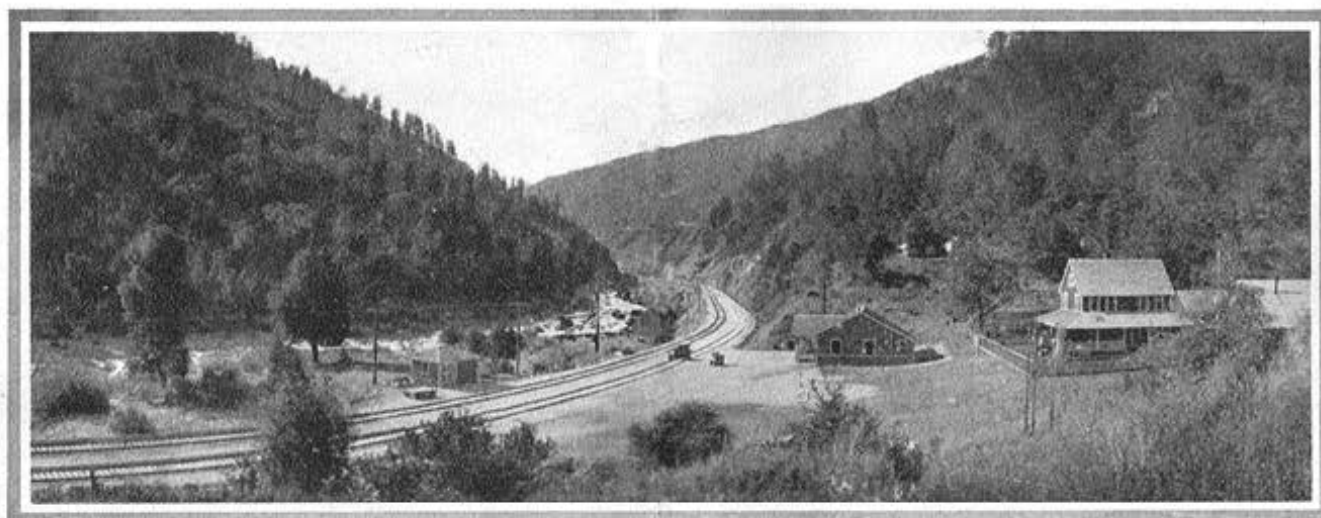
Las Plumas Power house circa 1920 after 1912 expansion on far end.

The tracks and a small siding were located across the Feather River below Big Bend opposite the power house along with a freight platform and several garages. In 1943, a new Big Bend school was built and in 1945 the school was renamed the Las Plumas School. This was the third and last Big Bend School.



Big Bar/Pulga Becomes Kingvale, a Resort

For several years, the Northern California Mining Operation had been selling its remaining assets. In May 1912, they sold William King the Big Bar Hotel. It appears the hotel was first built as the hospital for construction workers and after the railroad began operation, it was converted to a hotel. King immediately announced he was establishing a summer resort with a store near the hotel. He called his new little resort Kingvale, offering rooms as well as tent camping. The name Kingvale never really stuck as many people still called the town Big Bar because that was the name the Western Pacific used or Pulga, the name of the post office. In June, a social dance was held at the new resort. People attended from Belden, Concow, Intake, Las Plumas, Sacramento, San Francisco, Yankee Hill and of course Big Bar. In August 1912, disaster struck and the Big Bar Hotel and the store burned down.



P U L G A
One of California's Early Mining Camps

Western Pacific Railroad
Circa 1910

The Big Bar two story hotel is located on the right in this picture, it burned down in 1912

The King Family was resilient; in March 1913, another dance was held at the school house at Big Bar. The following July, the first of many fourth of July dances were held at Big Bar. After the trains arrived in the morning, a parade was held from the Big Bar Hall to the open-air dance platform in the center of the town. It was not a long parade. A barbecue was held that was free to all followed by games, contests and races. That evening there were fireworks followed by the Grand Ball on the open-air platform. Nearly 30 people helped with the arrangements from Big Bar, Intake, Las Plumas, Concow, Yankee Hill, Cherokee and Oroville. Evening dances with a midnight dinner would become a regular attraction. The trains arrived at 5:30 pm and left the following morning at 4:17 am.

In Jan 1914, a train with 80 passengers was trapped in the Feather River Canyon due to 20 different rock slides because of rain. The slides at Blinzig, Big Bar and Belden were particularly troublesome. It took 100 men over a week to clear the tracks and free the train. The steep canyon walls always are a slide threat even today.

The dances at Big Bar were becoming so popular that the open-air platform was rebuilt in 1914 for the fourth of July dance which was billed as the community's largest dance ever. The Western Pacific train schedule had changed so you could arrive at 5:00 p.m. and leave for home at 11:40 p.m. Or you could spend the night and leave the next morning at 11:10 a.m.

In April 1915, it was announced that the Kingvale resort was planning to build some cottages to increase its accommodations. Guests were starting to spend the summer at Big Bar. That same year the King's store was the official voting station for the area. Three trains a day left Oroville heading east, one

at 3:10 a.m., another at 3:11 p.m. and a final train at 4:55 p.m. and they all stopped at the Big Bar station.


In Sept 1916, the Western Pacific Railroad announced it would change the name of the Big Bar train station to the Pulga train station. The Western Pacific was experiencing the same issues as the post office had in 1906, confusing Big Bar in Trinity County with Big Bar in Butte County. From then on, the town would be known only as Pulga.



Pulga 1917

Photo Courtesy Of Ernie Reynolds

FISH AND HUNT IN THE HEART OF THE FEATHER RIVER WONDERLAND



PULGA RESORT
PULGA, CALIFORNIA

J. R. KING, JR.
LILLIAN KING
PROPRIETORS

TOURIST CABINS
BOARD AND ROOM
BY THE WEEK

Aug 13-1952
Trustee - Big Bar School Dist
To Lillian King Dr.

1 - G. E. Electric Range \$75⁰⁰

**In Search of
a Decent Meal
in the West**

A "Harvey Girls" Interactive Presentation
by the
Stirling City Historical Society

April 14th, 11:00 to 1:30
Tea, Sandwiches and Desserts
Fundraiser For The Old
School House. \$20.00 Donation
Door Prize

Yankee Hill Historical Society 2nd Annual High Tea

Who was Fred Harvey, and who were the Harvey Girls? (Limited Seating, Please Reserve Your Tickets)
The Harvey House was an oasis of comfort and civilization along the railway routes of the Southwest. Entrepreneur Fred Harvey, dismayed by the often crude facilities he had seen at railway stops, endeavored to provide clean and welcoming lunchrooms, restaurants, and hotels as alternatives. His name became synonymous with quality accommodations -- an image fostered by clever and attractive advertising which drew in tourists from around the world. This interactive presentation will be performed by members of the Stirling City Historical Society. Lee Dummel, Old West Historian, re-enactor, and Mary Schaefer, Harvey Girl re-enactor will entertain, educate, and build your "fancy" associated with travel and accommodations of the old west. Don't miss this ongoing presentation series addressing the life and times of those who made impacts on our society during the late 19th century through the 1940s. **For tickets call Marji Corey (530) 534-3045**

Last year's tea was a huge success. We hope to see you on the 14th. The presentation by the Stirling City Historical Society was viewed last month at Gold Nugget Museum in Paradise and the response was overwhelming. The Harvey Girls presentation was fun, informative and entertaining.

In 1928, Judy Garland starred in the movie about the Harvey Girls. A new script is currently being written for another movie.

At this presentation, you'll learn facts about the Southern Pacific Railroad and the Harvey Restaurants that will surprise you! The funds earned will be used to replace railings and work on the outside deck at the old schoolhouse.

HORSESHOE TOURNAMENT

The Yankee Hill Historical Society
Is Proudly Sponsoring The
Fifth Annual Yankee Hill Horseshoe Tournament.

Proceeds from this event will be used to do
GENERAL REPAIRS
on the restored Messilla Valley School House.

MAY 19, 2018 11:00 a.m.

at the Restored Old School House,
11666 Concow Rd.,
Yankee Hill, California

Singles, Doubles,
Mixed Doubles, Kids

Refreshments will be
available

CASH PRIZES for 1st & 2nd
Historical Displays & Literature Available



ENTRY FEE: \$10.00 FOR INDIVIDUALS
 \$10.00 PER DOUBLES TEAM
 \$ 5.00 FOR YOUTH (UNDER 18)
 \$30.00 MAXIMUM PER FAMILY

PAY WHEN YOU SIGN-UP

NO EARLY REGISTRATION

YHHS Happenings

Yankee Hill Historical Society Web Page: You can visit our web page at www.yankeehillhistory.com. The web page has something for everyone, a Theater, a Book Store, past Newsletters and extensive on-line Archives for those who choose to do their own research. The Book Store on the web page is OPEN! You can pay by check or use PayPal.

April 14th Tea, Food and History - At the old schoolhouse, a presentation by Stirling City Historical Society on the "Harvey Girls". This will be an informative presentation that you will not want to miss! See flier

May 19th Horseshoe Tournament - Cash Prizes, see flier

June 16th Open House at the old school house - In the last two years we have been fortunate to have received donations of nearly 100 photographs of families and places from this area that will be on display. Plus we will have a full size color reproduction of a painting of Bidwell Bar by Harry R Mighels, painted in 1856 on display. It is a stunning representation of the early town. Time 10 - 2, the event is free.

Officers and Contact Information

President: *Bob Huffman (530) 533-4132*

Vice President: *Marji Corey*

Secretary and Treasurer: *Debbie Ingvoldsen*

Directors: *Jeff Evans, Don Dooling*

Newsletter Editor: *Larry Mauch (530) 532-0706 editor@yankeehillhistory.com*

General Correspondence: information@yankeehillhistory.com

*"Dedicated to Preserving Our Local History"
Visit Our Web Page @ www.yankeehillhistory.com*

Yankee Hill Historical Society
P.O. Box 4031
Yankee Hill, Ca 95965