



*The Cobblestones of Historic Events
Pave the passing Years' Pathway*

C O L F A X
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SUMMER PHOTO GALLERY



Roseville Explosion April 28 1973

Program For July 2009 See page 2

All materials Courtesy of Carnegie Museum, Roseville, CA



1913 Trolley Left, 1914 Trolley Above
From Postcard Collection of Gunnar Henriouille

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A FOND 'FAREWELL' TO MARY MACINTYRE LADD 1913 - 2005

On Saturday June 13th, friends and relatives of Mary gathered for a farewell celebration and memorial service. The Rev. Randy Cox of Pioneer Union Church gave the memorial review of Mary's life, including her famous Harley ride to the World's Fair in Chicago.

Mary Walker sang several songs during the service. Those pre-

sent at the graveside spoke of personal relationships each had with Mary. The reception following was held at the home of Myrtle Findley on Sunset Circle. A DVD made by Mary in August of 2005 was available for listening. Photos of Mary's life were also available for viewing. A small Standard yellow

Rose "Julia Child" was planted as a memorial. Following will be

a Hydrangea *Hydrangeaceae* (*Saxifragaceae*) planted at the United Methodist Church on Culver Street in Mary's memory. Among the many friends of Mary attending were the following family: Janet Ladd, Jay and Michel MacIntyre, Marilyn and Steve Fowler.

-Myrtle Findley

PROGRAM ON THE ROSEVILLE EXPLOSION JULY 16TH 7PM AT THE DEPOT

**Saturday
April 28,
1973,
8:01am**

Was the start of 4 days of artillery shells exploding in the Roseville rail yard. The explosions shattered windows in the distant cities of Auburn and Sacramento. Although the town of Antelope was destroyed some how no one was killed.

Do you remember that date? I most vividly do! The kids, Margaret and Paxton, do too! Margaret was a few months short of 10 years and Paxton was some 14 months younger. I had just backed the pickup to the trailer hitch and completed all the connections for our much anticipated trip to Fol-

som Lake and water skiing when we heard the first of thousands of, what we later learned were 250 pound bombs, exploding in the Roseville train yard. The sky turned black with smoke and we watched in awe as long streaks of white smoke climbed in slow curved patterns across the sky, what a sight!

Want to hear more of the real story? Be with us on at 7:00 P.M., Thursday, July 16th to hear a presentation about this historic (and local) event.



*A Cool Evening
Breeze, The
Chirping
Crickets, Robins
Splashing in
Their Bath, A
Tall Glass of
Lemonade,
Summer Couldn't
be Better!*

RECIPE FROM THE PAST

With the hot weather finally here nothing beats a tall glass of fresh made lemonade. Time to take a break from all that gardening and sit watch the birds.

Lemonade (mid-1800s)

Roll the lemons, cut them in halves & squeeze their juices into a pretty glass pitcher. Slice the halves &

dust them with granulated sugar and place them in the pitcher also. Let this sit for a full hour to extract the flavor from the rinds. A bit of ice laid on top will improve the flavor. After an hour or so add what iced water you want, stir well for 5 minutes, then it is ready for drinking, all the oil and acid of the fruit being set free.

A good rule to go by: 1/4 pint (1/2 cup) sugar to 1/2 pint (1 cup) lemon juice to 1 quart (4 cups) water.

Recipe from:
Grandma in the Kitchen
Helen Lyon Adamson



CALL FOR ARTICLES

Dear Members, We need your help with articles or photographs for Cobblestones.

Please send articles or photographs to our editor Teri Murch at teri@LiveInColfax.com Include "Cobblestones" in subject field.

Articles can be in the most basic of text files. If you do not have email, please ask someone to type it for you and send it to Teri.

Photographs should be at highest resolution for best print quality. Teri can scan

them if you leave them at the museum and call her at 530-798-0215.

Next deadline for articles is Sept 1. Thank-you



www.ColfaxHistory.org

BITS & PIECES

Call for Colfax Photos

Please share your history gems .
2010 is the Colfax City Centennial and CAHS is collecting pictures for a City of Colfax Anthology -100 Years of Incorporation. Please let us know if you have something that could be a part of this effort (we can scan what you have, our place or yours). Stop by the Museum or leave a message with your contact information at 402-9935.



**Colfax High School Celebrates
50 Years of Educating Area Youth**

2009 CAHS Program Dates

February 19

April 16

July 16

October 15



Exhibit of Interest at:

The California Railroad Museum

THE RAIL SPLITTER AND THE
RAILROADS: Lincoln, the Union
and the Golden State

May 9, 2009 -Feb 15 2010

www.csrnf.org



**Celebrate Independence Day in
Colfax July 3, 2009**

HELPING MAKE A CONNECTION TO
COLFAX'S PAST

*"Shared
Memories are
the String that
Connects Us to
the Past"*

We did not receive any new requests this month but I do have some follow up information.

I am looking for someone that will remember some tidbit I can pass on to help the families connect with their past.

The people I am looking for information on are:

From Australia:

Alexander McLennan

Born June 1886

Died March 1966

William McLennan

Born Dec 1882

Died May 1969

Both lived and worked in
Chicago Park.

Irish Immigrant Letters**Sought**

Dr. Bryan Lamkin

BLamkin@apu.edu

Knudsen Family

Mother's name was Gine or Gene. Father was Neils or Niles or Niels Knudsen. Both born in Denmark 1864. We don't know how or when they arrived in America or California. Six children: Elsa May, Neils William, Christopher, Fredrick, Earnest, ad Delbert. Born between 1886 and 1898-99. On August 4, 1895 the father was killed in a railroad accident. In late 1898 or early 1899 the mother tried to burn house down with some or all of the children inside. Earnest and Delbert were sent to different orphanages and we don't know what happened to the other 4 children. Gine was sent to a "hospital" in Stockton for many years. Christopher died December 27, 1906 also from a railroad accident. Four are buried in old Colfax cemetery. Niles, Kris H., Earnest and Gine. Only Gine's grave is unaccounted for.

I would also like to ask if there is anyone out there that would enjoy being involved in the research to please contact me. It would be great if you have an email account but not absolutely necessary.

It is a great way to meet people, learn more about area history and the families really appreciate your efforts.

-Teri Andrews-Murch
Editor/Webmaster





ELECTRIC TROLLEYS IN COLFAX?

Food for thought by
Gunnar Henriouille

*A Vision of
Our Future
May be
Discovered in
Our Past*

Railroading is in the fabric and lexicon of Colfax, and thru out the Mother Lode. Logging railroads and tree-shaded narrow-gauge lines were all over the map before the Second World War. Enabling a USA that was proudly a

lending, not a borrowing nation, railroads operated within-energy independent parameters, giving way to automobiles and trucks with a national decision to import motor fuel.

Nearby Grass Valley and Nevada City operated an electric streetcar line from 1901-1923, until cheap oil and Henry Ford had their way. The streetcar line had four wooden cars, 44-passenger California-type (open ends, enclosed center section), weighing 28 tons and 36 feet long. A similar design can be seen at the Sacramento Regional Transit, their restored #35, a slightly larger 1914 example. A good read on this Nevada County electric trolley line can be found in Gerald M. Best's "Nevada County Narrow Gauge" book: see Chapter 6, "Trolleys in the Foothills" for story with map and pictures..

History stands aside for the present-day fact of electric streetcars (called trams in Europe) operating in a growing number of US locations, San Francisco and New Orleans being notable places where US legacy streetcars move workaday peo-

ple and add to the tourism numbers. See the streetcars at Rio Vista Junction, west of Isleton, sometime. Electricity, directly moving people & goods without batteries or complex fuel cell to electricity methodology is a worthy approach. Rube Goldberg (look him up, young people) complications will hamper economic recovery. Surely, a proven mode of electric transit is worth revisiting in our locale.

Electric trolleys in Colfax?

An electric trolley would fit with a railway museum, and operate on the narrow-gauge right-of-way from the Colfax Hotel, first segment to end just beyond the 174 overpass, at a replica "Oilville" turntable. After a spin on the table, riders could disembark at a footbridge spanning the Union Pacific, at location of the closed Dinky Road crossing. "First Segment" you ask? It would be tough to talk about rebuilding the railway all the way to Nevada City; that shall have to wait until gas & diesel rationing to gain much credibility. However, it seems at least possible to contemplate a streetcar shuttle to improved amenities at Rollins Lake. Rails across the dam later...

Construction of a Rollins Lake destination resort? That would certainly snap Colfax out of ghost town status, and set the stage for the eventual parallel bar re-connect with GV/NC. A de-minimus starter trolley can operate on a short stub, from the Colfax Hotel, past the fruit sheds, and run to the back of the Sierra Market Center. This can be

accomplished over time, each increase a baby step, and giving stand-alone utility for locals, plus offering increased visitor attraction. Investor interest will grow as the rail nuseum comes to life, and people here prove ourselves serious about marketing follow-thru.

Theoil drum.com is useful for gaining understanding of the unfolding oil saga. Two books, Christopher C. Swan's "Electric Water" and Richard Heinberg's "Peak Everything" are companion sources for leadership. City of Colfax & the Chamber of Commerce must now come to terms with the Colfax Hotel proprietor, close Dinky Road crossing & build the pedestrian overpass. AND, move the propane facility, so a truly highest & best use approach downtown can be achieved as we develop our strategic little piece of the Mother Lode.

Does this all sound a bit nutty? Should/Could Colfax be the "Nut Tree" for the Tahoe/Reno expedition, like the original Nut Tree has been an oasis for generations on their way to the Bay Area? Why not? is the better leading question.

--

Submitted by Gunnar Henriouille for
"Cobblestones"

(530-346-6060)



CAHS MEMBERSHIP JOIN US!

Objectives:

To support and promote educational and research activities and interest in the history of the Colfax area; to promote and establish a local museum; to work with other Historical Societies and local groups; to discover, collect and make accessible to the public historical facts and objects; to mark places and building of historical interest in the Colfax area and cata-

log such markers in an orderly manner; to register historical landmarks and buildings' to accept gifts and donations from the public and other organizations and to raise funds to accomplish all the above.

Meetings:

General Meetings: 4/year

Executive Board: 4/year

Location: 99 Railroad Ave

Membership and Annual Dues:

Regular (single) Member :	\$10.00
Family (including children:	\$15.00
Junior (not included in Family:	\$ 5.00
Business (includes ad in <i>Cobblestones</i>)	\$25.00
Non-profit Organizations	\$25.00

Additional contributions are always welcome
Dues apply to fiscal year, July 1 to June 30 and are tax-deductible. Members receive a membership card and *Cobblestones*.

Make checks payable to: Colfax Area Historical Society
Send with your name, address, phone #, email address and amount enclosed to : POB 185, Colfax, Ca 95713



Follow up to
request from
McLennan Family

ALEXANDER AND WILLIAM MCLENNAN FOUND

In the April, 2009 issue of the CAHS news letter (page # 3, "Helping Make a Connection, request # 2) Teri wrote of receiving a request from the Atkins family of Australian in locating the grave site of two family members, Alexander and William McLennan. The American Legion was asked to assist in resolving this request. Thanks to many years of hard work and record-keeping of the Colfax Cemetery Committee we were able to locate the graves in Section "I" just across from the propane dealer on Canyon Way. The brothers are buried side-by-side. Alexander served in the US Army during World War I. On Friday, May 22nd three members of the local Colfax Veterans Group (VFW and American Legion including David Green, a new VFW member recently re-

turned from the Iraq/ Afganistan conflict) placed 378 flags on our veteran's graves, including that of Alexander. On Monday, May 25th, the Jesse Taylor Post 2003, Veterans of Foreign Wars, support by Colfax Post 192, American Legion, conducted memorial serves at the Alexander McLennan grave site in honor of those foreign born veterans who have served our nation during periods of national emergency. The "Alex" grave site was further decorated with three small American and three small Australian flags. These flags, photos

and the Colfax Record article on the special service were mailed to the Atkins family on June 9th. We checked the location of the Atkins family and discovered they live in New South Wales and along the south-east coast of Australia relatively close to the channel separating the Australian mainland from the island of Tasmania. Wonder if they have seen any of those nasty little Tasmanian Devils? A Great Big "Thanks" to all who participated in this program! Tom Mason, CAHS.



WE'RE ON THE WEB AT
WWW.COLFAXHISTORY.ORG

COLFAX AREA HISTORICAL SOCIETY

Mailing Address:
PO Box 185
Colfax, CA 95713



Visit our Museum Located in
the Depot
99 Railroad Street

10am—3pm Daily



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