

Nacitone Foundation

Lockwood, California

"Enrich Your Future and Discover the Past"

Third Quarter 2018

Presidents Message

Welcome to everyone from the Presidents chair. I hope everyone has been staying cool with the recent heat spell. First of all I would like to thank Paso Robles Pioneer Museum for donating the much needed display cases to Nacitone for our ever growing displays. We have display cases for Nacitone, shirts, hats and other merchandise for sale at the museum. I encourage everyone to show your support to Nacitone by wearing your Nacitone shirts or hats. We have a good selection of high quality items for sale. Also I would like to welcome the newest member of Nacitone. Eli Carroll the son of Nacitone Vice President Jason and his wife Lauren who is Nacitone secretary. The young are the future of Nacitone. I would like to thank Neil Whitty for his ongoing brick patio project with the personalized bricks that are for sale. Great job Neil. If anyone wishes to have their name or dedicate a brick in someone's honor please contact Neil or any director. A big thanks out to Pam Davis and Rob Johnson for their long hours or cataloging and inputting all of the items that has been donated to Nacitone into our new computer program this has been a major task thanks again. I would like to thank all the volunteers of Nacitone for their many hours of help. Without you we would not be the success that we are. I would also like to invite everyone to Nacitone annual Boot Scooting BBQ on Saturday September 29 starting at 4:00PM. With food refreshments and music there will be great fun for all. Hope to see you there. For tickets or information you can contact Renee Grant or any director. Also this fall Nacitone is planning an Auction. With the help from Tray Anthony who has recently completed his auctioneer training. He is actively securing large ticket items to make the auction a great success. If you would like to sell or donate items for the auction please contact Tray or one of Nacitone officers or directors. We already have some tractors and equipment and looking for more items. Nacitone monthly meetings are the third Tuesday of each month starting at 630 PM. I welcome everyone to join us. The museum is open for viewing the first Saturday of each month. Please stop by and look at the new items on display or just say Hi. We are still looking for historical items to display. We welcome copy or original item from the 1800s up to the 1950s. If you have any items to be displayed please contact one of our directors or officers. We do not need the original documents or photos to make a great exhibit. A big thank you again for all your support.

Donald Gillett
2018 Nacitone President,

Dates to Remember

Next Museum Meeting- September 18 – 6:30 pm Museum Monthly Meetings- 3rd Tuesday

Museum Open 1st Saturday of each month – 10 am to 4 pm or by appointment

COMING EVENTS

~~Saturday – September 29, 2018 – Boot Scoot'n – an annual fundraiser~~ Canceled – new date to be announced

Saturday – October 27, 2018 – Equipment Auction

Saturday – January 26, 2019 – Annual Membership Dinner

Newsletter editor - Pam Davis

Nacitone Foundation, Inc.

Non-Profit # 71-0877555

Jolon Valley

This 4 to 5 mile valley extends from the north portion of Sec 2 T22s R7E to the middle of Sec 23, same township about 2.5 miles North of Jolon. Named for Jolon Creek which flows through the valley.

The valley was the setting for Gertrude Atherton's short story "Los Cerritos" and John Steinbeck's "To a God Unknown," where he called the setting the Valley of Nuestra Senora.



Recognize this Lady?

Find out in our next newsletter

We are looking for Volunteers!

If you are looking to be a part of something special. We are in need of volunteers for our many projects; researching our local history, help with fund raisers, moving donated items to museum, building, signs, grant writers, docents, cataloging the items obtained, organizing and labeling items in museum and more.

The Nacitone Museum has purchased a computer and an archive program, Past Perfect. Rob Johnson has diligently been working on the archives. He has photographed item we have obtained and placed them on the new program with a discription. He will be working on placing it on the Nacitone website so others can see what the museum has obtained. We also appreciate the help of our member Jim Blase, who is showing us how to use the program. Jim is a member Estrell War Birds in Paso Robles and archives for them.

Awesome Job! Rob



Equipment Auction
Saturday – October 27, 2018
Call
Tray Anthony- (831)821-0411
or any Director

Museum Work Days

October 6
November 3

Call Neil Whitty- (831)818-5265
We would appreciate your help



New addition to the Nacitone family
Eli Ron Carroll

Proud Parents Jason & Lauren Carroll
And Grandma Renee Grant
Attended his first Nacitone meeting August 21



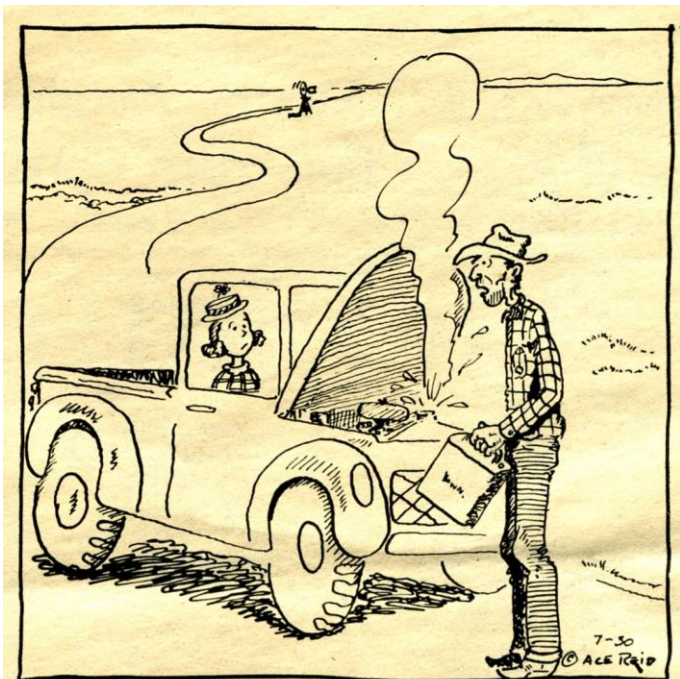
It is with sadness that we have lost our friend,
Wayne Harris, one of our Local Historian



Writings of Velma Adams Dayton - 1960 - 1970's part 10
Velma was a very colorful person, she wrote weekly articles for the King City Rustler and Paso Robles Press
She use an old typewriter. The notes are presented as she wrote them.
Received from Son Bill Dayton

When we moved here my first husband Clyde Dayton got a job across the road the old folks that lived there sold it to a man from down south or some place way off he paid thirty dollars an acre for it it folks thought it was a big price, that was where my first husband Clyde Dayton worked cutting brush for ninety dollars a month, and bearded himself, they used plow, and team of horses to plow the stumps out, and the big trees, an old stump puller boy, the men sure had to ^{do} some real hard work the mdays, the first ford we bought from Paso Robles ^{was} I believe it was around five hundred dollars, #oy oh Boy we sure did feel glad to have a car I even learned to crank it, when my husband worked away from home I always kept a saddle horse in the barn, I used my saddle horse for every thing even backed her up under a tree to pick fruit, hung the bucket from the horn of the saddle it worked fine my horse I backed under a limb of fruit, and that was it, I always had a good horse to ride, We got a little pony for the boys to ride Newell was about four, or ^{five} five years old, but I started Billy when he was about a year, and half old, now they do not care to ride, I took after my grandmother she sure loved horses, my father said she would rather go curry a horse than be in the house

Start here there was a big gathering at the Hesperia Hall to discuss moving the Fleyto cemetery some had thier ones moved to the present site, but some moved ~~to~~ the Paso Robles cemetery the first grave in the Fleyto cemetery was a host



"Wul, the radiators hot! Maw take this can and run back to the windmill and git some water, I'll stay here and watch the pickup so nobody will steal it!"

Pumpkin Pie Dessert

1 - 29 ounce large can Pumpkin

4 eggs

1 - 13 ounce can evaporated milk

1 ½ cup sugar

2 tsp cinnamon

1 tsp ginger

½ tsp nutmeg

Beat all above ingredients and pour into a 9 X 13 pan.

Sprinkle the following over the pumpkin mixture:

1 dry package yellow cake mix

pour 1 cup melted margarine over cake mix

sprinkle with 1 cup chopped nuts.

Nacitone Officers

*President – Donald Gillett
Vice President – Jason Carroll
Secretary – Lauren Carroll
Treasure – Beverly Kovacs
Corresponding Sec. – Renee Grant
Public Relations - Kathy McCormack*

Directors

*Jason Carroll - (831) 310-8488 Donald Gillett - (831)206-6255
Renee Grant – (831)262-0097 Andy Grau - (831)601-5847
Kathy McCormick - (831)236-2062 Lester Patterson - (831)235-7358
Rob Ryley - (831)821-9847 Neil Whitty - (831)818-5265
Howard Strohn - (831)385-5758 Neil Wollesen – (831)596- 8548*

Memorial Bricks

Order your personalized brick for permanent display on our patio.
You can use your name, family member or company, also add a logo

A 4”X8” brick is \$100, an 8”X8” is \$200 and a 12” X 12” is \$500

Logo and graphics are available.

For information Contact Neil Whitty- @ (831)818-5265 or Email – nwkenworth@gmail.com

Boot Scootin Dance Canceled - New Date to be Announced



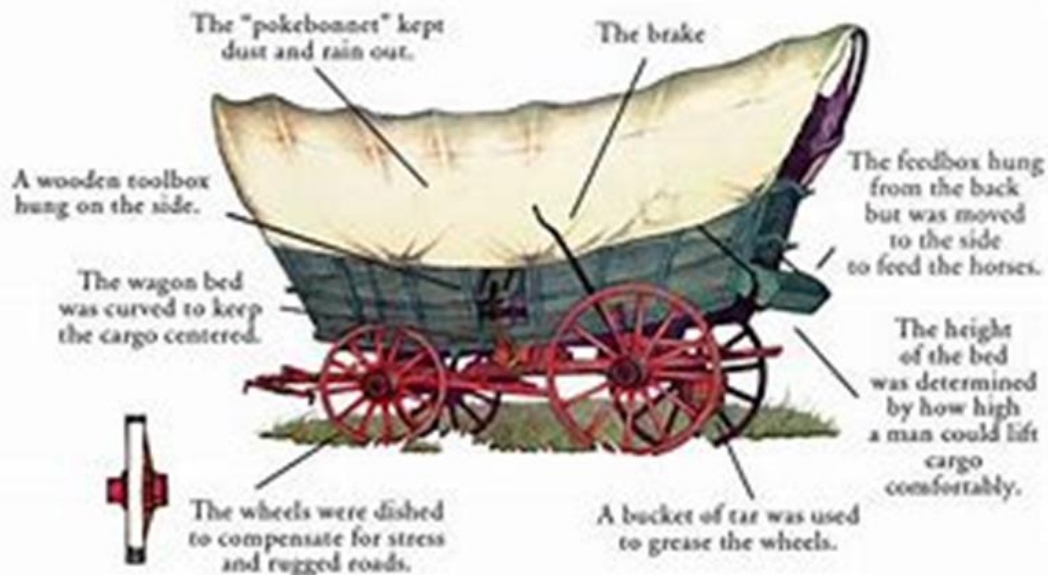
continue

Conestoga wagon



The Conestoga wagon is a heavy, covered wagon that was used extensively during the late eighteenth century, and the nineteenth century, in the eastern United States and Canada. It was large enough to transport loads up to 6 tons, and was drawn by horses, mules, or oxen. It was designed to help keep its contents from moving about when in motion and to aid it in crossing rivers and streams, though it sometimes leaked unless caulked

Conestoga wagon definition, a large, heavy, broad-wheeled covered wagon, used especially for transporting pioneers and freight across North America during the early westward migration. Origin of Conestoga wagon -First recorded in 1690–1700; named after *Conestoga, Pa.*, where it was first made by fine German craftsmen. The body of the wagon was curved up high at each end to keep the contents inside from sliding around. The front and back of the wagon were slanted like the bow and stern of a ship. The wagon was usually covered with sail cloth or other woven cloth to protect the contents from the elements. The Conestoga wagon did not have a driver's seat. The driver usually walked beside or rode the rear left horse of the team. There was only one rein used, called a "jerk line" that attached to the front left horse. The outside of the wagon was usually painted blue and the running gear were painted red.



Prairie schooner



19th-century covered wagon popularly used by emigrants traveling to the American West. In particular, it was the vehicle of choice on the Oregon Trail. The name prairie schooner was derived from the wagon's white canvas cover, or bonnet, which gave it the appearance, from a distance, of the sailing ship known as a schooner. The prairie schooner was smaller and lighter than the Conestoga wagon—which at the time was popular in the eastern United States for hauling freight—and therefore was more suitable for long-distance travel. Unlike the Conestoga, which had a body that angled up at each end and prevented cargo from tipping or falling out, the prairie schooner had a flat horizontal body. The typical box, the sides of which were lower than those of the Conestoga, was about 4 feet wide, 9 to 11 feet long, and 2 to 3 feet deep. With the bonnet, the wagon stood about 10 feet tall, and the total length of the wagon from front tongue and yoke to rear measured some 23 feet. The box sat on two sets of wheels of different sizes: the rear wheels were about 50 inches in diameter, and the front wheels (made smaller to facilitate turning were about 44 inches. The wheels were made of wood, with iron bands fastened to the outside of the rims; at times, when the wood would shrink, these “tires” would separate from the rim. The cotton canvas cover was of a double thickness, and the bonnet was often cantilevered out from the front and rear of the wagon bed for better protection of the interior during storms. The ends of the cover could also be tied for greater privacy and still more protection from rain or dust. The wagon was waterproofed by painting or oiling it. Storage chests were often built to fit snugly against the inside of the wagon box, and others could be lashed outside. Extra storage space was often created by partitioning an area under a false floor and by sewing pockets onto the inside of the cover. A typical prairie schooner weighed about 1,300 pounds when empty, and the general goal was to keep the weight of the added cargo to no more than 2,000 pounds. Teams of 10 to 12 horses or mules or six yoked oxen typically were used to pull one of these wagons, with mules and oxen generally preferred. Ideally, several more animals would be kept in reserve to replace those that became lame or worn-out along the route. Since prairie schooners had no suspension and the roads and trails at the time were rough, most people on long treks preferred to walk alongside the wagon or ride a horse (if they had one) rather than endure the wagon's constant jolting and lurching. Ox teams were not controlled with reins, so the driver walked alongside the animals, using a whip and spoken commands to guide them. The usual average rate of travel with such wagons on the Oregon Trail was about 2 miles per hour, and the average distance covered each day was about 15 to 20 miles. This was an easy pace for both the pioneers and their animals.