It looks like winter is winding down. We get excited when we hear Punxsutawney Phil saw his shadow and spring is only a few weeks away.

Many Daughters attended our Annual Christmas Program held on Dec. 7, 2018, at the Museum. The Song Keepers kept us entertained with holiday spirit, Christmas songs and stories of the songs they performed.

In January, we held an open house at the Museum for prospective Days of ’47 Pageant applicants. Our current Royalty was there to answer questions and have their pictures taken with guests. It was well attended and those that came asked great questions and took applications to complete. We look forward to continuing this in the future to further the awareness of the Royalty Pageant and the available scholarships.

Recently, Governor Herbert of Utah declared 2019 the “Year of the Train” because this year is the 150th anniversary of the completion of the Transcontinental Railroad and the driving of the Golden Spike. A state initiative called Spike 150 is commemorating the anniversary with events and a Celebration Week.

As part of the initiative, a Grand Opening Reception was held in January at the Utah Capitol. Utah State University and the Chinese Railroad Workers Descendants Association put together a history exhibition of exclusive photographs, lithographs, maps and artifacts. Located on the 4th Floor Gallery of the Capitol, the display explains the history of this significant event. The exhibit goes on a statewide tour starting June 26.

Max Chang was our guest speaker as we kicked off our Lecture Series for Spike150. Max is a member of the Spike150 Foundation. In junior high school he became aware that the Chinese were not acknowledged for the part they contributed to the building of the railroad. He decided at that time he would make that part of his life’s work to recognize their contributions in building the railroad. According to Max, there were 15,000 to 20,000 Chinese workers who helped build the Central Pacific part of the railroad. Most came from the Guangdong Province in China. The goal of the Foundation is to unify the descendants of all who worked on the railroad, to educate, and to inspire.

Many of our camps and companies are located along the railroad line meeting the west with the east. I encourage all of you to have your own celebration of the achievements of the railroad in your areas. This is a tremendous opportunity to acknowledge the effort done by those who came before us to give us access to the entire country. If any of you are planning to attend the 150th sesquicentennial celebration at Promontory Summit here in Utah, the tickets are already available at Spike150.org, or if you just want to know more about it, this website is a great resource.

If you have not had the wonderful opportunity to visit our Pioneer Memorial Museum, we encourage you to do so. When you come do not miss our Railroad Room given to us by the Union Pacific Railroad. This room houses railroad artifacts from 1869 and the “10 Miles in a Day” sign which is of great significance to the Chinese people. Did you know the Golden Spike is 7 inches long and made from 17.6-karat (73%) copper-alloyed gold, and weighs 14.03 troy ounces? It was worth about $460 in 1869. Today it is priceless because it cannot be replaced.

The History Department has 44,368 pioneer histories. I am gathering pioneer railroad stories, but I cannot read through all those histories. If you have ancestors who worked on the Transcontinental Railroad, please send their stories to legacy@isdup.org. I would love to hear from you.

In 1950, the Union Pacific Railroad Company donated the Museum’s historic Railroad Room that contains artifacts and an impressive pedestal display of a Golden Spike replica.
Welcome to Kay Ann Saxton, the new Wyoming Area Representative. You probably will recognize her name as the ISDUP Board Satellite Museum Director where she has served since 2012. Her father’s grandfather was one of the original settlers of Star Valley, Wyoming. Kay Ann graduated from Star Valley High School, attended the University of Wyoming and retired as a teacher from the Uinta County School District #1 in Evanston. She married her husband, L. Richard Saxton, and through his encouragement, joined the Daughters of Utah Pioneers 55 years ago. She is a charter member of Camp Heritage, Uinta Wyoming Company where she continues to attend. Her ancestors came from Denmark, New England, England, France, Scotland, and Italy. She describes herself as a history buff. After all, as she says, “History is spelled hi - STORY and I’m always happy to say ‘Hi’ to the ‘story’.”

**ADVOCACY DAY**

Museum Day for the Utah Museum Association was held at the State Capitol on Tuesday, January 29. This event gives museum leadership the opportunity to talk with their legislators about their museums, the role of the museum in the community, as well as the needs of the museum. Uinta Wyoming DUP Company displayed a poster titled “The Railroad Comes” on the ISDUP table. It made note of Evanston’s 150th birthday and the joining of the tracks on May 10, 1869. Cache Daughters of Utah Pioneers Museum in Logan, Utah and the Pioneer Memorial Museum also displayed posters with general information about their museums.

**TRIBUTE TO PATRICIA ANN GILES**

Pat Giles, former Southern California Regional Representative and Daughter of Canyon Camp, Los Angeles Covina Central Company passed away December 22, 2018. Pat was key in strengthening and supporting the camps and companies of the Los Angeles and San Diego areas. She was also a major contributor to the Mormon Battalion Monument located in the heart of Los Angeles, California. Her work is deeply appreciated by all.

ISDUP AND UNIVERSITY OF SCOUTING

In November of last year, the Boy Scouts of America (BSA), Great Salt Lake Council, held their annual University of Scouting leadership training. The training was a one-day learning extravaganza for adult scout leaders. Representing the Daughters of Utah Pioneers and the Pioneer Memorial Museum were: Judith Obray, a Silver Beaver recipient from the ISDUP Board; Pam Carson, also a Silver Beaver recipient, from the History Department, and volunteers Natalie Gonzalez and Brittany Sine. All four of these amazing women are Daughters and BSA volunteers. A table display included artifacts and forms for the special BSA Historical & Pioneer Walk Patch. Patch requirements are: tour the Utah State Capitol and the Pioneer Memorial Museum and list items Utah Pioneers either made or sold. Anyone is eligible to earn this patch of Utah History. A big thanks go to these special Daughters for outreach to the BSA community.

Left to right: Sharon Johnson, Cache Museum; LeeAnne Whitaker, ISDUP Pioneer Memorial Museum and Kay Ann Saxton, former ISDUP Satellite Museum Director.

Left to right: Judith Obray, ISDUP board member with Pam Carson, ISDUP History Department.

Do you recognize this handsome young man? The badge on his hat indicates he served in the 13th New Jersey Infantry during the Civil War. This infantry served from August 1862 until June 1865, as part of Colgrove’s Brigade in Williams’ Division of the Twelfth Corps, Army of the Potomac.

Charles Savage, prominent photographer of the mid-1800s, took this picture sometime before he formed a partnership with George Ottinger in 1862 as Savage & Ottinger of Great Salt Lake City, Utah. Savage’s best-known photographs were of the linking of the Union Pacific and Central Pacific Railroads on Promontory Summit May 10, 1869.
**PIONEER HISTORY CHALLENGE**

Davis Heritage Company Historian, Vicki Chambers, of Mills Valley Camp, visited all 13 camps in her company last September and issued the One Paragraph History Challenge to find a forgotten ancestor — the child who died along the trail or cousins in direct pedigree lines with no histories. Kathy Weiland, Davis Heritage Company President, accepted the challenge! She found an ancestor who had crossed the plains when five years old and had died at age 15. No history had been written about him… but now there is one.

Review your records and look for the “forgotten ones.” Search for their names at mormonmigration.lib.byu.edu and history.lds.org/overlandtravel websites. Then, search the Pioneer Index at isdup.org and see if a history has been submitted. If you can’t find a history then you may want to write a history for them. Write a paragraph or two. It is easy to do! Read it at your camp meeting. Then, give it to your camp historian who will submit it to the museum.

**SLOUGHHOUSE PIONEUR CEMETERY**

The September meeting for the Roseville Junction Camp, Placer Company, Roseville, California was held at the Historic Sloughhouse Pioneer Cemetery. Roberta Tanner, Northern California Regional Representative, told of how the Cosumnes area was started, the lives of the pioneer settlers, their neighbors, hired hands, Sutter’s Fort, Sutter’s Mill, the gold discovered, the Donner Party, and how William Daylor and Jared Sheldon got together. She told us of the Rhoads family and the marriage between Daylor and Sheldon and Thomas Rhoads’ daughters, Sarah and Catherine. She discussed the Sloughhouse and how it has remained in the family since 1850. We had a wonderful morning and thank Roberta for the knowledge she shared with us.

**WAR BONNET CAMP EXPANDS!**

War Bonnet Camp Gets Three New Members — Viola “Jean” Gold Watson joined the Magic Memories Camp in Twin Falls, Idaho in September 1984. She has since moved to Meridian, Idaho and recently added two daughters and a granddaughter to the War Bonnet Camp, Ada South Company, Idaho. Jean has five daughters and two sons, 36 grandchildren, 123 great grandchildren and 5 great-great grandchildren. She is a devoted member of DUP and proud of her Pioneer ancestry.

**LEHI MEADOW CAMP CHRISTMAS LUNCHEON**

Daughters of Utah Pioneers Lehi Meadow Camp, Lehi Company, Utah celebrated Christmas at a luncheon this past December. The Anderson Family entertained us with Christmas songs and stories followed by a wonderful luncheon provided by our DUP presidency.

Daughters attending (left to right) Renea Ashton, Janice Smith, Liane Alder, Zina Davis, Cheryl Gale, Clifta Tobler, Geraldine Michealis, Peggy Navarrete, Ellie Barton, Gail Anderson, Penny Edwards, Jeanine Taylor, Jane Beagley, Colleen Bartlett, and Gwen White.

**EVANSTON, WYOMING — RAILROAD TOWN**

On November 10, 2018, the community and visitors gathered to celebrate Evanston’s 150th birthday. Evanston, the county seat for Uinta County, is a railroad town in the Southwest corner of Wyoming. Grenville Dodge, Union Pacific chief engineer, platted the town of Evanston in 1869 and named it after his friend, railroad surveyor James Evans. He oriented its main streets to the railroad tracks rather than to compass points. All the streets in Evanston’s core run northeast-southwest and northwest-southeast.

The first construction train reached Evanston in December of 1868, but Evanston was not to be the winter “end-of-track” terminal as the terminal was moved on to Wahsatch. Other factors — water and coal — in the vicinity made Evanston important enough to survive and Evanston was selected as a maintenance and fuel depot for the Union Pacific. On July 4, 1871, Evanston celebrated the first roundhouse, a stone structure. With the increase in size and power of steam engines and the growth of the UP, construction began on a new Roundhouse and Railyards in 1912. The many structures included a machine shop, carpenter’s shop, power house, oil house, and a four-section, 28 bay roundhouse. In 1926, UP decided to close the site, but then reopened the roundhouse as a reclamation plant, which operated for another 45 years. In 1971, the Roundhouse and Railyards officially closed.

Evanston’s sesquicentennial was celebrated by reviewing the history of Evanston. There were also wagon and train rides, tours of historic Evanston places and buildings, reader’s theater, indoor and outdoor scavenger hunts, and many other activities on Depot Square as the Celebration honored Evanston’s first 150 years.
Many people think that the Transcontinental Railroad only marked a new beginning from the Pioneer Era. The goal of building this railroad must have spurred hope among all who were here and all who would come to the valley as the railroad was constructed. All of the workers and their families who came and worked on the railroad were pioneers carving out a path for others to follow. They accomplished the impossible with feats unimaginable in places only the stalwart would go.

**Unifying the Country and its People**

President Abraham Lincoln’s support of linking the continent by rail and establishing the telegraph lines encouraged the government to pass the Railroad Act of 1862. The act helped create the Union Pacific Railroad which joined with the Central Pacific on May 10, 1869 at Promontory, Utah.

In 1867 Brigham Young was quoted in Stephen E. Ambrose’s book, *Nothing Like It In The World*, as saying “This gigantic work will increase (commerce), and it is to be hoped, soften prejudices (against the members of the Church of Jesus Christ of Latter-day Saints) and bind the country together.” Brigham Young also recognized the railroad would aid in economically transporting immigrants to America and uniting return missionaries with their families.

The building of towns, such as Corinne and others along the railway, invited growth and industry. Marjorie Mills, writes in her book, *Corinne History*, “This single act and careful placement of Corinne to the west of the Bear River in close proximity to the railway changed the focus of Corinne from a farming community to becoming a transportation center.” The joining of the rails propelled expansion and marked the beginning of the second Industrial Revolution in Utah. Progress came chugging down the tracks at unanticipated speed. Minds raced ahead with ideas of growth, industry and development that launched the Utah Territory into the 19th Century along with the rest of the United States. The influx of jobs, commerce and growth also brought Utah closer to eventual statehood in 1896.

**Economy and Transportation**

An influx of railroad money came into the communities that provided labor for the building of the lines. When people had money, they built homes and settled down in the area. Work on the railroad also brought financial relief to farmers at the northern end of the Great Salt Lake who had lost their crops to a plague of grasshoppers.

The railroad provided the means to transport mail, goods, foods, and products back and forth between the west and east coasts never before possible. The ability to trade and sell goods increased. Mining benefited, too. Utah and Montana mining endeavors grew because of faster and more efficient ways to move silver, ore and other minerals. The railroad also provided transportation for the miners, products, materials and equipment needed.

The blessings we have received because of the efforts of Utah Pioneers leave us wondering how we can give back. Consider celebrating in your camps and companies with socials and jubilees. Tell their inspiring pioneer stories of perseverance and accomplishments. Share with your family the heirlooms and photos of your ancestors who have gone before you. We can invite interested women and help prospective members by tracing their families and welcoming those who are descendants of Utah Pioneers into our great organization. This is our call to action. This is a time of healing for all of us and coming together to celebrate this momentous occasion.

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**Transcontinental Railroad**

Railroad Grade Profile — 1,776 Miles
MILANDO PRATT AND THE GRASSHOPPERS
A Pioneer Railroad Story

Milando Merrill Pratt, son of Orson and May Ann Merrill, bought some land in Eden, Ogden Valley, Utah. He commenced farming but lost his crop to grasshoppers. In his words, “Great clouds of grasshoppers flew over these intermountain valleys and would darken the sun like a misty fog, and when night overtook them, they would alight upon the ground and devour the crops within their reach.” With his crops gone Milando hired on with Benson, Farr & West Company to help make the grade west of Monument Point. But, that was not the end of the grasshoppers causing problems. The grasshoppers were so thick they covered the rails and the train’s driving wheels slipped on them. The chickens, at first, liked their bountiful supply but soon were running and hiding from the hoardes in the men’s tents! One large black Newfoundland dog got lost because he could not be seen through the swarm. At night the grasshoppers would also settle down on the Salt Lake. By morning they were picked in the briny water and tons of them were washed up on shore until a wall of dead grasshoppers was formed for miles. The men who came every evening to bathe in the soothing waters couldn’t because of the stink. Using horses and scrapers they opened a way through the putrid carcasses and once again enjoyed the “freedom this great inland salt sea afforded.”

Such was the life a railroad grader.
The ISDUP have two special markers relating to the completion of the Transcontinental Railroad.

**GOLDEN SPIKE MONUMENT #412**

**Location:** Promontory Summit Visitors Center, Utah

This commemorative monument, erected at the Last Spike site by the Southern Pacific Railroad Company in 1919, was relocated for a more conspicuous display by the Daughters of Utah Pioneers in 1980. The 22 years preceding the coming of the railroad (1847-1869) is remembered for the most spectacular migrations in American history, with 86,000 emigrants leaving their homes in foreign countries and the United States. The majority walked beside their loaded wagons; about 6,000 lost their lives and are buried along the trails. It is these pioneers we are pledged to commemorate. The Transcontinental Railroad opened a progressive era, with speed and ease of transportation from East to West, and signaled the end of a journey that was slow and torturous.

**TRANSCONTINENTAL RAILROAD #358**

**Location:** Union Pacific Railroad Depot

South Temple and 400 West, Salt Lake City, Utah

As western settlement increased, the need for an overland railroad was voiced by various groups, including Utah Pioneers who petitioned Congress in March of 1852. The Enabling Act of 1862 authorized construction. First rails were laid by Central Pacific RR in Sacramento, California on October 26, 1865. Strong and determined men hewed the iron road to complete a gigantic task that ended with the driving of the Golden Spike at Promontory, Utah on May 10, 1869. Brigham Young accepted $600,000 in iron and rolling stock as partial payment from the Union Pacific RR for his portion of the railroad contract. This was used to start the Utah Central RR from Ogden to Salt Lake City that was dedicated January 10, 1870.

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**Markers**

Nina Whitehead Hellewell was born on January 21, 1920 in Eureka, Utah. Her family settled Orangeville, Utah. When her father died, she and her mother moved to Roseville, California to be with her mother’s sister.

In 1935, Nina met Robert Hellewell and they were married in 1939. Bob and Nina built the home where they raised their seven children and three children of Bob’s brother after their parents passed away. Nina has 35 grandchildren, 68 great grandchildren and 3 great-great grandchildren.

Nina has been a member of DUP 33 years and is 99 years old. She served as secretary a total of 14 years. She is an active member of the Gold Rush Camp, Sacramento Company, Sacramento, California.

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**The Railroad Man’s Daughter**

I am a railroad man’s daughter
And I could never understand why
I always got such a big thrill
Whenever a train rumbled by.

Cause that chapter of my life was finished
And neatly stored away
When I married a poor-man’s cowboy
And settled for cattle and hay.

Now, in the twilight of my dim recollection
When nostalgia lays heavy on me.
It isn’t the ranch nor the cattle
That the eye of my memory see.

It is the sight of the black steam engine
And the grumble of an eight-forty-four.
The crack of the track as the wheels spin around
That make me want to hear more.

Yes, I am a railroad man’s daughter
And will be till the day that I die
Cause I still get a big thrill
Whenever a train rumbles by.

By Peggy Jean Nixon, 1982
Camp Heritage, Uinta Wyoming Company

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**Pioneer Women of Today**

Nina Hellewell

33-YEAR MEMBER HONORED

Nina Whitehead Hellewell was born on January 21, 1920 in Eureka, Utah. Her family settled Orangeville, Utah. When her father died, she and her mother moved to Roseville, California to be with her mother’s sister.

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unselfish service of each of these daughters and express condolences to their loved ones. Donation not necessary to be listed in Legacy Daughters’ Memorial.
ROYALTY OPEN HOUSE

January 29 was “Bring Your Daughter and Granddaughter to the Museum,” Day at the Pioneer Memorial Museum. Members brought their daughters and granddaughters to tour the museum and meet the Days of ’47 Royalty. Some DUP members were there with their girls to encourage their participation in the upcoming Days of ’47 Scholarship Pageant. There were also several generation groups of women visiting. It was a special opportunity to show our younger women with pioneer heritage what DUP preserves and lovingly safeguards. Please consider sponsoring a contestant as a camp or company or individual for the Days of ’47 Pageant.

2019 DAYS OF ’47 PAGEANT SCHEDULE

March 11, 2019 4 p.m. application deadline Applications are available online at isdup.org or daysof47.com or, contact Daughters of Utah Pioneers at 801-532-6479.

March 30, 2019, Pageant

Pageant is March 30th at 6:30 p.m., Salt Lake City, Little Theater at the Conference Center of The Church of Jesus Christ of Latter-day Saints.

A full calendar of events is available at: http://www.daysof47.com/

ISDUP BIRTHDAY PARTY AND BAZAAR

April 11, ISDUP Birthday – Open House at Pioneer Memorial Museum. We are accepting donations. Please call ISDUP to coordinate dropping off items.

DOCENT INVITATION
Would you like to help at the Pioneer Memorial Museum?

- You will meet people from around the world
- Learn pioneer stories
- Teach school children and visitors
- Be part of something exciting

Call the museum for details 801-532-6479

ISDUP LEADERSHIP TRAINING SEMINAR

The seminar will be held this year at Woods Cross High School. All company leadership is invited to attend. Check the ISDUP website or Facebook for information on hotel accommodations and restaurants.

June 15, 2019 • Woods Cross High School
600 W 2200 S, Woods Cross, UT 84087

SCHEDULE

9:00 am Book Sales • 10:00 am General Meeting
11:00 am Break, Complimentary Light Refreshments
11:15-12:15 pm Workshop Sessions

Tales of Triumph, Volume II will go on sale at the ISDUP Leadership Training Seminar. Cost will be $20.00 for a hardback book or $15.00 for a spiralbound book.

GOLDEN SPIKE 150TH ANNIVERSARY
ISDUP LECTURE SERIES

The DUP is hosting a series of lectures for the Sesquicentennial Anniversary of the historical driving of the Golden Spike at Promontory Summit May 10, 1869.

Join us on March 12, 1:30 pm, at the Pioneer Memorial Museum, Lecture Hall. The guest speaker is Denice Wheeler. Denice will be speaking on “China Mary and the Chinese in Evanston and Uinta County, Wyoming.”