

## **Lazinka Sawmill Demonstration**

*by Heather Duchow, Newsletter Writer*



The High Desert Museum was abuzz on Saturday, June 18 and not just because the Museum itself was a hive of activity with 1,200 visitors. No, the buzzing was coming from the Miller Ranch, specifically from the Lazinka Sawmill. For the first time in seven years, folks in period-appropriate clothing (one looking suspiciously like a moonshiner last seen at *Celebrate the 1930's*) operated the mill as Museum visitors looked on.

The viewing platform was packed as Assistant Curator of Living History, Ethan Mark, described how the Sawmill worked. As guests watched, the millworkers went about the business of milling lumber. First, they transferred a log onto the log carriage and clamped it securely against the large metal uprights known as “log

dogs.” The ratchet setter or setworks operator, who was sometimes known as the “deck dog,” (Dan Wyllie, Facilities Technician) supervised this process. After a check to make sure the piston was in the right position to ensure the saw blade would spin forward instead of backward, a call of “Piston Set!” meant the steam engine could be started. Because of the extreme danger of trying to build steam pressure in an antique boiler held together by rivets that are likely to fail, the steam engine can no longer be powered by steam. On Saturday it was powered by compressed air. Power was transferred from the engine to the saw blade via millwork made up of pulleys, a flat belt, gears, and an axle. After a whistle signal, the sawyer (Dustin Cockerham, Exhibits Preparator) operated a lever that controlled the movement of the log carriage. When the log met and moved past the saw blade, a water valve misted the blade to keep it cool and help limit the amount of sawdust blowing in the sawyer’s face. As the new plank was cut, the off-bearer (Ethan Mark) helped guide it onto the rollers with his trusty pickaroon tool. Further down the rollers, an off-bearer/stacker (Darin Goetz, Exhibits) kept the plank moving out of the mill. At the end of the rollers, a stacker (Griffin Jacobsen, Central Services Technician) helped carry the newly cut plank or post to the lumber pile. Meanwhile, the log carriage moved back along the track to its original position. The ratchet setter adjusted the log for the next cut and called out, “One inch!” The sawyer started the carriage moving toward the saw blade again, and the next plank (one inch thick) was cut. As the pile of cut lumber grew, sawdust accumulated in a bin below the saw blade. When the bin was full, it was rolled out from below the mill. Young Museum visitors armed with shovels seemed delighted to help Ethan empty it.

The young sawdust-shovelers were far from the only visitors who seemed excited that the mill was operating. Upon hearing the whistle, guests of all ages hurried to take a place at the railing to watch the large blade slice through logs. The Sawmill drew a constant crowd on this Saturday. The clear interest of visitors must have been gratifying to the various people involved in getting the Sawmill running again. The steady efforts of the Living History staff, the persistent interest of certain volunteers (especially Slim Stout) in seeing a functioning Sawmill as a possible tool for Science Technology Engineering and Math (STEM) education, and the initiation of the process by a former Museum Facilities Manager, all paid off on Saturday in noise and sawdust and captivated guests.

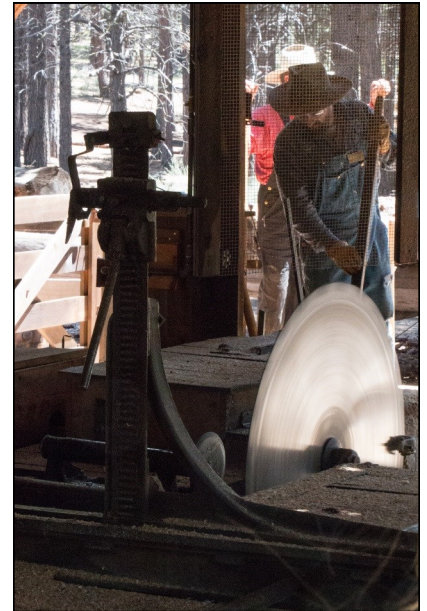




Some changes to the mill are easy to spot. The lighter-color wood in the run-out of the log carriage is evidence that the whole area, including the foundation, was rebuilt to improve stability. Several new steel mesh dividers are in place to protect the mill workers from moving parts, and a new safety rail keeps the sawyer from accidentally having his foot in the carriage line where it would be in danger of being run over. Eye protection, hearing protection, and steel-toe boots were all being worn by mill operators on Saturday.

Ethan was hired in 2014 (notably the same year the first Sawmill OSHA consultation happened), and he has been compiling all the information he could about the Sawmill since then. Maintenance reports, accident reports, and any correspondence about the Sawmill are in his record. Curator of Living History, Linda Evans, contacted other steam-operated mills in Oregon for any help or direction they could share. Ethan then followed up with these contacts, gleaning useful information about operating the Sawmill at the Museum. Lazinka Sawmill operators participated in training sessions with people from Antique Powerland in Salem, OR.

Structural improvements and new safety measures were not the only noticeable differences at the mill on Saturday. All mill operators are Museum staff instead of volunteers. For the Museum, operating the mill responsibly means having all mill operators covered by worker's compensation insurance. Since only employees are covered by the Museum's worker's compensation policy, only employees of the Museum can run the mill. A few volunteers are disappointed they won't get the opportunity to work in the Sawmill. However, the many enthralled visitors on this Saturday were surely delighted that the mill is operating again and would be thankful that Museum employees will run it two more times this summer on July 30 and August 27.



Photos by Heather Duchow

Happy July 4th

### High Desert Voices

**Editor:** Siobhan Sullivan  
**Team Leader:** Siobhan Sullivan  
**Contributing Writers:** Heather Duchow & Siobhan Sullivan  
**Proofreading/Editing:** Phil Meurer  
**Computer:** Ralph Berry & Siobhan Sullivan  
**Photographs:** Heather Duchow & Siobhan Sullivan  
**Printing:** Ralph Berry & Siobhan Sullivan

# Smokejumper: Firefighters from the Sky Exhibit

by Siobhan Sullivan, Newsletter Editor



As fire season begins in Central Oregon, this timely new exhibit reminds us about the important role smokejumpers play in protecting us from large wildfires. There are large informational panels, a video, and firefighting equipment featured in this exhibit.

In the late 1800's, the U.S. Division of Forestry was tasked with fire protection but there was little structure in place to fight large fires. Army soldiers fought wildfires. Better methods were created to fight fires after large fire events such as the Big Burn of 1910 occurred. This fire covered more than four million acres in Washington, Idaho, and Montana and it ended up claiming the lives of nearly 80 firefighters.

Pilots in the U. S. Army Air Corps were enlisted to fly in aerial patrols after the end of WWI. By 1930, the patrols made use of parachutes to transport supplies down to firefighters on the ground. There was apprehension about the safety of aircraft and parachutes so smokejumpers

were not fully involved in fighting fires until 1940. Prior to that time, the Forest Service experimented with 150-pound dummies that they dropped in different terrains to determine the effects of the jump.

The first jumps were made on July 12, 1940 near Marten Creek in the Nez Perce National Forest. After several successful jumps, smokejumpers were hired that met the following criteria: 1) Must have firefighting experience 2) Must be 21-25 years of age 3) Must be in good physical condition 4) Must be a single male. They were paid \$193 per month. In 1942, there was a shortage of smokejumpers due to many men being involved in WWII. Three hundred men who refused to participate in the war for various reasons were enrolled in the training program but only 60 made it through the training that year. It was fortunate that that was a light fire year. By 1943, the Forest Service determined that the smokejumper program was no longer experimental and enrollment doubled. In the early 1950's, the CIA noticed smokejumpers' unique set of skills and they began helping train personnel used in covert operations around the world. In the 1960's, they were involved in military action taking place in Cuba and Vietnam.

Smokejumpers of today go through mental and physical screening and then are enrolled in an intensive training program. They must meet certain physical standards including traveling three miles with a 110-pound pack in 90 minutes or less. Trainees learn proper parachuting jumping and landing techniques as well as tree climbing procedures.

There is an official smokejumper jump suit in the exhibit. A poster nearby identifies the many parts of this outfit. Smokejumpers carry many pieces of essential equipment such as a let-down rope. They use the rope to get out of a tree if their chute becomes entangled in the branches. Smokejumpers carry a signal flag and radio to keep in communication with the rest of their crew.



There are displays that feature photos and descriptions of some of the aircraft the smokejumpers have used over the years. These range from a Ford Tri-Motor that was used from 1941 through 1969, to the Short 330 Sharpe that has been used from the 1990's to present. Aircraft are used that are best suited for different situations. For example, some are good at landing on short airstrips while others carry a high number of smokejumpers.

The exhibit has a listing of several of the largest wildfires and refers to the lessons learned from fighting them. Wildland management has changed over the years. Periodic wildfires are a natural occurring phenomena and we now use controlled burns to help manage environments. The last panel in this exhibit lists the names of the smokejumpers who lost their lives in fighting fires. We are grateful for their service.



Photos by Siobhan Sullivan

## Central Oregon Attractions – Santiam Wagon Road

by Siobhan Sullivan, Newsletter Editor



If you are looking for an interesting historical area to visit that is close to Bend, try following parts of the route of the Santiam Wagon Road as it parallels present day Highway 20 and parts of Highway 126 between the cities of Sisters and Lebanon, Oregon. This particular wagon road is interesting because its purpose was to provide safe passage from the Willamette Valley *eastwards* into central Oregon. A route was found in 1859 by connecting old Native American trails to a route discovered by Hudson's Bay Company trapper, Thomas McKay. It became the main route across the Central Cascades from 1865 to 1939. In 1939 the Santiam Highway opened.

The road was maintained by the Willamette Valley and Cascade Mountain Wagon Road. Local ranchers formed the company with Andrew Wiley, John Gray, and John Brandenburg, the pioneers who originally proposed the road and scouted a route. Tolls were collected along the route. Settlers used the road to move their livestock eastwards to pasture lands and markets. The new road also enabled trade, commerce, and communication to pass between areas east and west of the Cascades.

On a recent visit, we stopped at an abandoned building just north of Hoodoo Ski Resort. The Santiam Ski Lodge was built in 1939 by the US Forest Service with help from the Civilian Conservation Corps (CCC). It is a large lodge-style building with a rock wall base supporting large log beams. It slept 60 people. Now in disrepair, a potential buyer found out that it would cost as much as five million dollars to make it usable.



Another bit of local history in this vicinity focuses on a mile and a half of railroad track that was constructed at Hogg Rock. Colonel T. Eggenton Hogg thought he could make a lot of money by creating a rail line across the Cascades which would have connected Newport, Oregon and Boise, Idaho. As a part of his money making scheme, he had workers start at the summit of Santiam Pass and lay down a track through the sheer rock face. He only built a small section of track and then used mules to move a boxcar along the tracks to retain the rights to the pass by having a "working" right of way. Hogg lost financial backing for the project and the line was never completed.



Our group hiked 2.2 miles starting at USFS Road 2672 near Hackleman Creek. This trail follows the old wagon trail through old growth forests. You can almost imagine what the early settlers had to go through following the slow progress of their wagons along the road. We had to ford a few streams and climb a short hill as we made our way to the Fish Lake Remount Station. In May, trilliums, fairy slipper orchids, and Oregon grapes were in full bloom. Winter Wrens made sure we were aware of their territory by singing loudly as we made our way along the trail. The distinct distant calls, and large cavities observed in Ponderosa pine, cued us in to the presence of pileated woodpeckers.



We arrived at the Fish Lake Remount Station in a little over an hour. The seasonal lake had faded away to be replaced by a large meadow. Native Americans hunted, fished, and collected plants in this area long ago. Settlers stopped at Fish Lake to stay in the road-house, built in 1867, and get much needed supplies as they made their way along the wagon road. The Willamette Valley and Cascade Mountain Wagon



Road Company ceased operations to Fish Lake in 1907. The area was also popular for camping and it was not uncommon to see 100 wagons camped there in summer months. The saloon and hotel burned down in the 1920's.

The Forest Service used the site to rest their pack animals and stock up on supplies. Packstrings sometimes had as many as 20 horses and mules tied together. Three cabins and several outbuildings were built in the 1920's and 1930's and are still standing today. The CCC built several of the structures in 1934.

There is a parking area about ¼ mile away from Fish Lake Remount Station. There are several picnic tables at the site and a great view of the lake (or meadow depending on the time of year). If you want to spend more time there, Hall House, which served as the supervisor's cabin, and the commissary cabin are available to rent out through this link at [Recreation.gov](http://Recreation.gov).



Photos by Siobhan Sullivan

## High Desert Museum Area Updates from June 2016

by Siobhan Sullivan, Newsletter Editor

**By Hand Through Memory** – They have a new volunteer and lost another volunteer, who was hired as the Museum's grant writer.

**Naturalists** – They have a new volunteer with experience in Hawaii and California. Her husband was a fish biologist and is interested in working in Living History. The team is still looking for a volunteer to work regularly on Saturdays.

**Collections** – They have been working at cleaning and cataloging items. They recently received the Mylar sleeves that will be used for storing historical photographs.

**Birds of Prey** - The flight show is going well. They have been busy fixing things and putting them back together. The Associate Curator of Wildlife will be hired soon.

**Mammals** - The otter pelt used in talks with visitors has gone missing. If you find it, please let Shannon know. The team has two new volunteers that will start working in the fall.

**Living History** - A book entitled *East of the Cascades* by Phil F. Brogan was mentioned. The chapters about Farewell Bend and Deschutes were particularly interesting.

**Photography** - Team members have been busy and some have had their photos featured in local publications. Photos by John Williams were in *Bend Nest* and photos by Lee Schaefer and Abbott Schindler were featured in the *Summer Happenings* guide.

**Silver Sage Trading Center** – They were doing inventory on June 21. There are a couple of new volunteers working at the store. A part-time paid staff member was added for the summer months.

**Admissions/Greeters** – The new brochure was shown to volunteers. It is a glossy, colorful brochure that contains a separate sheet with a daily schedule. Visitors are encouraged to recycle it at the front desk so that other visitors can use it.

A visitor mentioned the Siskiyou Smokejumper Museum in Cave Junction if people want to learn more about smokejumpers.

## Kudos Korner

by Siobhan Sullivan, Newsletter Editor

Several staff and volunteers were thanked for their work in June. A fond farewell to Jonathan and Faith Brower as they plan to welcome their child into the world close to family in the Seattle area. They both made the Museum a better place with their hard work here. Thanks to all of the staff for how they handled the incident on May 31. It was very professional and well done. Kudos to all of you!



*High Desert  
Museum, Inc.*  
59800 S. Highway 97  
Bend, OR 97702

**2016**



**2016**

**Kitchen Patrol: Teens/Newsletter Teams**

<b>July - Save the Date!</b>		<b>August - Save the Date!</b>	
2	<b>Thorn Hollow String Band.</b> 11:00 am - 2:00 pm.	4	<b>Museum &amp; Me.</b> 5:00 -8:00 pm. RSVP.
4	<b>Independence Day.</b> Museum closed.	6	<b>Thorn Hollow String Band.</b> 11:00 am - 2:00 pm.
17	<b>Exhibit Closing:</b> <i>Rain, Snow or Shine.</i>	6	<b>Cascade Carnivores.</b> 8:00 am - 12:00 pm. Members \$10, Non-members \$20. Registration and pre-payment required.
21	<b>Exhibit Opening Reception:</b> <i>Art of the West.</i> 6:00 - 8:00 pm. RSVP.	12	<b>Bat Walk.</b> 8:30 - 10:00 pm. Members \$5, Non-members \$10. Registration and pre-payment required.
22	<b>Exhibit Opening:</b> <i>Art of the West.</i>	13	<b>University of Oregon presents:</b> <i>Oregon Folklife Network Artists.</i> 5:00 - 7:00 pm. Doors open at 4:30 pm. BBQ & drinks. RSVP at <a href="http://www.uoalumni.com/folklife">www.uoalumni.com/folklife</a> For more information, contact <a href="mailto:martie@uoregon.edu">martie@uoregon.edu</a> or 541-968-5284.
22	<b>Bat Walk.</b> 8:30 - 10:00 pm. Members \$5, Non-members \$10. Registration and pre-payment required.	20	<b>High Desert Rendezvous.</b> 5:00 pm. <a href="#">Tickets.</a> Members \$150 individual, \$300 couple, \$150 additional guest; Non-members \$200 individual and \$350 couple; Table of 8 sponsorship \$2,000; Table of 10 sponsorship \$3,000.
30	<b>Lazinka Sawmill Demonstration.</b> 11:00 am - 3:00 pm.	27	<b>Lazinka Sawmill Demonstration.</b> 11:00 am - 3:00 pm.

To RSVP: [www.highdesertmuseum.org/rsvp](http://www.highdesertmuseum.org/rsvp) or 541-382-4754

To pre-register: [www.highdesertmuseum.org/program](http://www.highdesertmuseum.org/program)