Meeting Schedule

April 15  6:30 p.m.  Methodist Church  Cemetery Inventory Program
May 20  6:30 p.m.  Methodist Church  Workshop - Genealogy Jeopardy!
June 17  6:30 p.m.  Methodist Church  To be determined.

Railroad Research Talk Presented

Our program in January was “Genealogy and History” by George Ballentine. George used interlocking charts to show how Biography, Genealogy and History intersect at a small area which we consider to be Family History. He discussed the historical reasons why people migrate, giving examples of shortages of resources, improvement of life, wars and conquests and religious freedom. He discussed the internal migrations in our country’s history caused primarily by free land and wars.

Our speaker in February was Mr. Craig Ordner of the Railroad & Heritage Museum in Temple. He discussed how to do railroad research. He presented a number of handouts to the society members. Particularly useful was the Master List of Railroad Archival Collections. This is an inventory of what is available at the museum for research. He showed examples of the types of records one might expect to find when doing railroad employee research. He showed Seniority Lists, Railroad Publications, Employee Timetables and Railroad Union Publications, to name a few. Mr. Ordner closed with a discussion of what materials they expect to receive in the future. His presentation was very informative.

(See Program Review on page 2)
Program Review

(Continued from page 1)

Our program in March was a special treat organized by Linda Ledger. The society was invited to the Coryell County Court House for a tour of the holdings by County Clerk Barbara Simpson. After the tour the members were allowed time to do a little personal research. Jane Creel from the Coryell County Genealogical Society was there to assist, as well as Bobbie Thornton. Bobbie is a volunteer and offered to help anyone who needs it researching in the court house records. Ms. Simpson said that her employees are very busy most of the time, so this offer from Bobbie is most welcomed. About 15 members attended the field trip and those who didn’t missed an important research opportunity.

Seminar Dates Changed

At the called seminar meeting on March 8th at Wendy’s in Copperas Cove it was decided to change the date of our next seminar to March 12, 2005.

It was decided that the date we had chosen of October 2004 was too close to the National FGS Seminar being held in Austin in September 2004.

Some Interesting History

Submitted by Charles Alcorn

When you wash your hands and the temperature isn’t just how you like it, think about how things used to be. Here are some facts about the 1500s:

Most people got married in June because they took their yearly bath in May, and still smelled pretty good by June. However, they were starting to smell, so brides carried a bouquet of flowers to hide the body odor. Hence the custom today of carrying a bouquet when getting married.

Baths consisted of a big tub filled with hot water. The man of the house had the privilege of the nice clean water, then all the other sons and men, then the women and finally the children and last, the babies. By then the water was so dirty you could actually lose someone in it. Hence the saying, "Don't throw the baby out with the bath water."

And that's the truth. Now, whoever said that history was boring?

(More 1500s history as space permits)
History of Lightfoot Oil, Inc. and Joy Drive-In Theater

Doris Lightfoot Simank

In the fall of 1950 James Loyd Lightfoot, his wife Ona Mae and five of their seven adult children began searching for a new business in which they could work together and provide a way to earn a living for all of them. Two of their sons had returned home from serving time in the armed services a few years earlier and had been working in the family business in DeLeon, Texas, about 6 miles east of the family home in the little community of Rucker on Highway 6. The business consisted of the sale of peanut seed and fertilizer and also buying peanuts from local farmers and selling them to processors. Since some of the sons were now married and providing for their families, there was a need to expand income so a search was begun to decide on something which could provide more income for all of them. Those who participated in beginning the new business were sons William K. (Will K), Edsell Ford (Cotton), Jerome Loyd (Bim), Freddie Mack (Fred) and daughter, Lallah Rue (Rue). The older son, Donald and his family, and the older daughter Juanita and her family had already established themselves in other pursuits, so were not involved in the proposed new start.

It was decided that a gasoline jobbership would be the best thing to try, since there was plenty of talent available to begin and expand it. A place to purchase the gasoline was the next step. There was a Premier plant near Baird, which was about 60 miles away from their home, so it would be convenient to pick up the gasoline from there and distribute it to service stations in the area. At first they outfitted a small gasoline tank on a Chevrolet truck and Bim and Will K drove around the area and sold the gasoline to any independent station that would buy it. Mr. Lightfoot also had a small service station built on Highway 6 next to their home and Fred and Lallah Rue sold gasoline from it. Will K and his wife, Lou, rented a service station in Stephenville, about 30 miles from DeLeon and operated it for about a year. A little later the company rented the service station at the Joy Motel in Hico and Bim and his wife, Doris operated it for a few months, then later sold the business to her parents, Albert and Lela Hodges. Meanwhile, Loyd rented a service station in Simmonsville, between Killeen and Harker Heights, from Slats Brooks, who lived in the area at that time. Edsell and his wife and family moved there and operated that one for a time. Loyd and Ona Mae bought land from Ewald Nauert, about 14 acres on the north side of Highway 190 on the edge of Copperas Cove, and built a service station on it and lived in a room in the back for a while. Later they built a two story tile building next to the station and lived in a one bedroom apartment on the top floor. The downstairs area provided space for a small office, a barber shop and a beauty shop. Eventually Will K and Lou moved to Copperas Cove. He rented a service station in Killeen that stood where the old Connell Chevrolet building is today and operated that business with Premier gasoline for several years. Premier gasoline was a big hit in the area because it was an independent company and sold about four cents a gallon less than the price charged by major oil companies. Jerome (Bim) continued to drive the tanker truck and deliver gasoline to various locations. By this time the company had bought a larger tank and truck and was serving several independent dealers, one in Evant, Lometa, Lampasas and Goldthwaite, besides the ones owned by the company. A second truck and tank was added later and Fred delivered gasoline around the DeLeon area until 1978 when he had a disabling stroke and was no longer able to work. Donald and his wife, Lona moved back to Rucker after that and he took over the gasoline delivery job until the jobbership was sold to Farrington Brothers of Abilene.

(After Loyd Lightfoot’s death in April of 1960, the company changed on March 1, 1963 to jobbership for Fina gasoline and oil products and)

(See Joy Drive-In on page 4)
Joy Drive-In
(Continued from page 3)

was incorporated as Lightfoot Oil, Incorporated.

With the gasoline business established and doing well, Loyd came up with another idea. He would build a drive-in theater in Copperas Cove. First he bought about 17 acres of land across Highway 190 from the first purchase, also from Ewald Nauert (the now vacant first Copperas Cove Walmart store is located on this land). Then he proceeded to get information on how to build a drive-in theater and buy equipment and get it installed. Where he found this information is a mystery since no one kept records on any of this. One person who was of enormous assistance was Patrick Arthur, who is now deceased. Pat was still in the Army and had worked as a projectionist in Germany at the time he began working for the theater, which was named the Joy Drive-In Theater. No one alive today knows the exact date the theater opened and the earliest calendar of movies that was preserved is December, 1952, so it is presumed it opened sometime in the summer of 1952. The opening admission price was 80 cents a carload, later raised to $1.00 a carload and when it closed in 1976 was still only $2.00 per carload. On Saturdays and Sundays cars would be lined up and waiting to get in long before opening time. Sometimes they would be in a line that reached back to the west as far as where Cove Terrace is today.

Pat’s wife Ruth worked in the snack bar of the theater for about 25 years. She was a very faithful, loyal, dependable employee. Various Lightfoot family members worked there over the years, including Ona Mae, Will K and Lou, Bim and Doris, Edsell and Wilda, Lallah Rue, and the grandchildren, Ronny, Barry, David, Jeff and Phil. Ona Mae and one of the grandsons usually took care of the box office or she would cashier at the snack bar.

Edsell did the film bookings for the theater. Coy Sutherland picked up the trash on the grounds every day for years. Horst Paul, Ruth Arthur’s son, and Gerald Hodges also took a turn at that job. John McAda served as night watchman and alternate projectionist for many years until his death in 1971. Clinton Kaetzel was night watchman for several years after that.

During the winter months the theater was open only on weekends because attendance was slow for various reasons, including school and bad weather. In 1976, the business had dwindled considerably due to various factors, so when an offer came to buy the land, it seemed to be the opportune time to sell. By that time several family members had died and some of the younger ones had gone on to other pursuits, so it was sold to Doctors Franklin and Charles House of Killeen. The company officers at this time, who were E. F. Lightfoot, President, and William K. Lightfoot, Vice President, searched for and found more land to which

(See Joy Drive-In on page 5)
Joy Drive-In
(Continued from page 4)
to move the theater. The land, which was purchased from Jack Carroll, was on Farm Road 2657 about ¼ mile south of Highway 190. After improving the land to accommodate theater equipment and setting up a new screen, the theater was rented to Faye Whatley for about three years, but never did as well in the new location and is now closed with the screen still in place.

New Books At Copperas Cove Library

- A Genealogist’s Guide To Discovering Your African-American Ancestors
- A Genealogist’s Guide To Discovering Your Female Ancestors
- Climbing Your Family Tree: Online and Offline Genealogy For Kids
- Evidence: Citation & Analysis For The Family Historian
- Finding Your Roots Online
- Genealogy Online For Dummies
- Hidden Sources: Family History in Unlikely Places
- Land & Property Research In The United States
- Locating Your Roots: Discover Your Ancestors Using Land Records
- Native American Genealogical Sourcebook
- Organizing Your Family History Research
- Passenger And Immigration Lists Index. 1996-2000 Cumulative Supplements
- Passenger And Immigration Lists Index. 2003 Supplement
- Producing A Quality Family History
- The Handybook For Genealogists
- The Hidden Half Of The Family: A Sourcebook For Women’s Genealogy
- They Came In Ships: Tracing Ancestors Among The Five Civilized Tribes
- U.S. Military Records: A Guide To Federal And State Sources
- Your Guide to Cemetery Research

New Books At Killeen City Library

BOOKS – REFERENCE
- American Migrations, 1765-1799
- Ancestral Roots of Certain American Colonists
- Annals and Antiquities of the Counties and Country Families of Wales (2v.)
- Collin County – Marriages Book I-IV, 1846-1888
- Dawes Commission: Final Rolls and Index to the Final Rolls (2v.)
- Encyclopedia of German-American Genealogical Research
- Huguenot Genealogies
- The Roster and Register of the General Society of the War of 1812 (4 v. in 2)
- Schlegel’s American Families of German Ancestry in the United States (4v.)
- Scottish-American Gravestones

BOOKS – GENERAL - CHECK-OUT
- Hidden Half of the Family
- Norwegian Connections
- Trail of the Huguenots

CD’S – CHECK-OUT
- Genealogies of New Jersey Families
- Immigrants to Pennsylvania
- Mayflower Vital Records, Deeds and Wills, 1600’s-1900’s
- Midwest Pioneers
- New England Families, #2
- Ontario and Nova Scotia Settlers, 1796-1860
- Tithe Applotment Books, 1823-1838
- U. S. Federal Census Index: Pre 1790 (AIS)
- U. S. Federal Census Index: 1790 (AIS)
- U. S. Federal Census Index: 1800 (AIS)
- U. S. Federal Census Index: 1820 (AIS)
- U. S. Federal Census Index: 1830 (AIS)
- U. S. Federal Census Index: 1840 (AIS)
Frank Savage, Railroadman
Carolynn Stone

Frank Stephen Savage was born in Mankato, Minnesota on October 8, 1876 of French and Irish parents. He was one of eight children, one being my Great Grandfather, Joseph Francis Savage. Who, by the way was also in railroading, but that’s another story for another time.

Frank started working for the Omaha Railroad at Spooner, Wisconsin at the age of 17 as an agent and night operator. He worked there until he was 21 when he up and moved west to Montana. He took a job in Kalispell and worked out of that city on the Great Northern going to Spokane, Washington. From there he "won" what was considered a promotion to conductor on the Butte & Anaconda road. That road was a usually busy little railroad that carried ore from the mines at Butte to be smelted in the hills at Anaconda. He became a prominent member of Anaconda City Council, a member of the Order of Railway Conductors, and secretary-treasurer of the Montana state legislative board of conductors. He also worked assiduously for many years in the interests of the democratic party.

Railroading was Frank Savage's life so it was of no surprise to anyone who knew him that he decided to write to, the then governor of New York and the next democratic nominee for President of the United States, Franklin D. Roosevelt, with his idea about the government building a Great American Railway. A railroad that would run across the United States and up into Alaska and that would overcome the depression.

The letter to Governor Roosevelt is not dated but the response from him to Frank Savage is dated February 9th, 1932. Unfortunately, this letter from FDR was written 5 days after Mr. Savage died, February 4th, so he never saw it.

Order of Railway Conductors
Montana Legislative Board.
V. F. O’Dell, Chairman
F. L. Kirwan, Vice-Chairman
F. S. Savage, Sec. & Treas.
C. A. Bolton, Legislative Representative

Mr. Franklin Roosevelt, Gov. New York.
Dear Sir,

There is little doubt that you will be the next democratic nominee for president. I heard you speak in our little city several years ago and the impression left was one that you were a man who works for a living. Our republican friends are continually charging that the democrats have no constructive program to offer for the present depression of business. The purpose of writing at this time is to acquaint you with my idea of a way to make business good for several years to come.

You will notice by looking at a Canadian National Railway folder that they operate about twenty thousand miles of railway, including the Grand Trunk which traverse many miles of your country. Canada is not as rich in iron as the land of the free, but yet that great railway would build a great American railway (National) which would operate on the same principles of line owned by the nation, the profit to be made on the lines would be larger than on the Grand Trunk which traverse many miles of your country.

Yours Very Truly,

Mr. Franklin Roosevelt, Gov. New York.
The Letters
(Continued from page 6)

country. Canada is not charged with any of the 'isms of the day, but own that great railway. I think our government would build a great American Railway (National) it would over come the depression that now exists. The power of Muscle Shoals, the power of the Boulder dam and the several rivers of the west would operate a great electric railway from Washington D.C. and Jacksonville, Fla. to Savannah, Ga. thence to Los Angeles, Cal. thence to Cape Nome if necessary to go that far. It might be easy to get the democratic nomination but it will not be so easy to get elected, and if this suggestion will help any I am glad to offer it. Choosing your own time to announce it that you think best. You will notice from a clipping that I enclose that our Uncle Sam can borrow money very cheap, if that is the case, there had ought to be little trouble in financing. However, if you think my proposition is not worth considering I will not think the less of you.

Yours Very Truly,
315 Elm St. Anaconda, Mont.

Feb. 9th, 1932

Mr. F. S. Savage
315 Elm St.
Anaconda, Mont.

My dear Mr. Savage -
I appreciated your letter, with it warm expression of personal approval, and also your suggestion as to the building of a railroad to connect Alaska and the United States. It is a novel idea, but one to which I can see you have given really constructive thought. I know what you say about the Canadian railroads is true - as I remember, British Columbia made it a condition of joining the other provinces in a united Canada that the government link the two coasts by a subsidized railroad. Of course, conditions in this country are rather different, but the example is on worth remembering.

In any case, I am always glad when citizens show their interest in national problems sufficiently to try to think a way out of our troubles, instead of simply complaining about them. I shall always be glad to hear from you as to your observations and opinions on matters of mutual interest.

Yours very sincerely,
Franklin D. Roosevelt

Favorite Links

Here is a great link for census maps and other types of maps for each state:
http://www.genealogyinc.com/maps/uscm.htm
Want to know more about how the different types of cemetery markers wear over time?
http://www.doddsmonuments.com/FOLDERS/Materials.htm
FHGS MEMBERSHIP INFORMATION

If you are interested in becoming a member of the FIVE HILLS GENEALOGICAL SOCIETY, just fill in the blank form below and return it with $12/individual or $15/family. Send this to Five Hills Genealogical Society, P.O. Box 1723, Copperas Cove, TX 76522. The Society meets the third Thursday of each month at 6:30 p.m. at the Grace United Methodist Church, and is open to the public. Please make checks payable to: Five Hills Genealogical Society.

Name: ______________________________________  Email ______________________

Address: ____________________________________  City:_______________________

State: ________  Zip: ____________________  Telephone: ______________________

Researching:
SURNAME  STATE  COUNTY

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Five Hills Heritage

P.O. Box 1723
Copperas Cove, TX 76522

Newsletter of the Five Hills Genealogical Society
http://www.rootsweb.com/~txfhgs

George H. Ballentine
Editor

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