Don’t miss the Trust’s biggest fundraiser of the year, *Drawing a Rosie Future*, on Saturday, April 7, 2018, from 6:00 to 10:00 pm at the Berkeley Country Club in El Cerrito. Special guest Jerry Di Vecchio, respected food editor for *San Francisco Magazine* for 40 years, will provide a decades-long perspective on Victory Gardens. Tickets are $100 each after March 15. Purchase tickets online at rosieriveter.org or call us at 510-507-2276 for more information.

**In Memoriam**

In the fall and winter of 2017, the Trust and Park lost four of its dearest volunteers, who contributed thousands of hours to the success of our park and to visitors’ education and enjoyment. Two of those volunteers were original WWII Home Front workers, "Rosie" Priscilla Elder, age 97, and "Roger" Bob Hinds, age 97.

Priscilla Elder was one of 11 children of Italian immigrants. When Priscilla’s husband went to war, Priscilla and her twin sister Angie decided to learn how to be riveters. Their older sister, working as an electrician in the shipyards, let them know workers were urgently needed. So at age 22, Priscilla moved from Iowa to Richmond and became an electrician, wiring circuit-boxes installed on troop transports. Priscilla’s son, Charles, was cared for in the innovative childcare centers established for shipyard workers by Henry Kaiser. In recent years, Priscilla has shared stories of her war-time home front life with thousands of Park visitors as a regular Friday Rosie docent. Priscilla has shared stories of her home because she had essential skills needed when war broke out, he was asked to stay to build across reservation land.

Bob Hinds was born in Berkeley in 1920 and began building boats at the age of 15. Although young when war broke out, he was asked to stay home to continue his work in the shipyards needed for war production. From 1941–42 Bob built the launching ways at Moore’s Shipyards in Oakland before he was hired at Hunt’s Marine Service in Richmond. There he became a supervisor at the age of 21 and began overseeing the building and maintenance of 30- to 50-foot patrol boats, rescue craft, and command boats, for the Army Transportation Service (ATS). He officially joined the ATS in 1943 as a Torpedo Captain and then later became a Fireboat Captain till the end of war. After joining the ranks of the Friday docent regulars, Bob regaled visitor with tales of the immediate impact on the residents of the Bay Area during WWII and methods of boat building, which he knew so well. He maintained his love of woodworking and mechanics, restoring old cars. We will miss his enthusiasm and interesting tales.

In addition to our Rosies, Sandi Genser Maass and Sally Green, two of our long-time docents—both volunteers extraordinary in multiple organizations in their communities—passed on last year. We will miss them too, but the spirits of all of these very special people continue to fill our Visitor Center with sunlight, and we know they are still lending their inspiration to us all.

**Remembering Richmond’s Native American Boxcar Village**

They are remembered today as the "Boxcar Babies"—so-called because they are among the last generation of children to have been raised in a unique Native American village, transplanted from an ancient New Mexican pueblo into a 20th century boxcar community in the heart of industrial Richmond.

The story of Richmond’s Boxcar Village lives on today only in the memories of a dwindling generation of Laguna and Acroma Native Americans living in and around Richmond and at the pueblo near Albuquerque, New Mexico. From 1880 to the 1980s, their ancestors helped build and maintain boxcar villages in Richmond and between New Mexico and Richmond. Beginning in the late 1930s, when Richmond’s war-related industries kicked into high gear, these Native American families lived in a tight-knit, tradition-bound community of boxcars arrayed along unused sidings at the vast and bustling Richmond Terminal.

The boxcar housing was initially intended to be temporary, to accommodate a large influx of Laguna and Acroma migrant workers who came to Richmond to meet the wartime demand for war workers. The jobs—well-paid, dependable work throughout the Great Depression and the war years—were ensured to all Laguna men in fulfillment of an 1880 gentlemen’s agreement between the tribe and the railroad that allowed the ATSF to build across reservation land.

The boxcars were lined up in parallel pairs, with an H-shaped passageway between them, partitioned into bedrooms and a basic kitchen. Some families constructed outdoor, bee-hive-shaped brick ovens for cooking traditional breads and stews. A pair of boxcars were joined together to form a traditional kiva, or community meeting hall, for ceremonial events like weddings and dances. A regular program of sacred dances and traditional rituals was soon established, keeping the same ritual schedule as the home pueblo. The children—known as Boxcar Babies—attended nearby schools, quickly learned English, and most mixed easily with local white children.

Beginning in the 1950s, residents were given formal leases on their boxcars at a rent of $1 a year, along with the right to have their homes towed back to New Mexico when they retired. By that time, most of the 25 or more homes in the village had been upgraded with indoor plumbing, showers, linoleum flooring, and the cars had been taken off the tracks and their wheels removed. In the early 1960s, when the railroad offered to move families into newly built modular homes, most opted to stay in their boxcars.

Bertha Hicks—a Boxcar Baby and newly-retired administrative assistant at the Rosie the Riveter/WWII Home Front National Historical Park—arrived in Richmond with her mother and grandmother in 1941, joining her father, who was

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**Linking History to Protecting our Planet and Parks**

During WWII, people of all backgrounds in the U.S. stepped up to help win peace in a catastrophic time of war. Now our parks and natural resources are similarly threatened by a rapidly-changing climate. A new kind of home front effort is needed—one in which every citizen does their part to overcome this global challenge.

Thanks to a grant from the California Coastal Conservancy, the Trust has partnered to develop an educational unit for our Every Kid in a Park program that stimulates fourth graders to think about the links between WWII History and protecting important natural resources like San Francisco Bay.

The Trust provides transportation funding to bring underserved school groups to the park, where rangers engage the students in interactive learning as they experience a healthy one-mile hike on the Bay Trail and visit two WWII exhibit sites. Each young explorer learns about the history of the Bay and how the local food web may be impacted by changing temperatures and sea level rise. In addition, a “We Can Do It” handout in Spanish and English, with tips to cut our energy footprint, goes home to every parent.

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already working at the terminal. She was almost 5 years old, fresh from the Laguna Pueblo, and she spoke little English. “Moving into a boxcar was different,” she recalls, “because we already working at the terminal. She was almost 5 years old, fresh from the Laguna Pueblo, and she spoke little English. “Moving into a boxcar was different,” she recalls, “because we

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