

## CHAPTER EIGHT

# ON THE HOME FRONT

BY ANN OGLE

*Bombs, raining from Japanese planes in the skies over Pearl Harbor on December 7, 1941, marked the beginning of World War II. Although many of Gresham's citizens were already involved in war effort activities, the unexpected attack struck a nerve that caused outrage in the people here as well as in the rest of the United States.*

During the 1930s it should have been increasingly clear to the people in the United States that war was coming to them. The Gresham city council unanimously passed a resolution urging government officials to establish an air defense field in this area. As early as 1935 Mayor Russell K. Akin pushed state and federal officials to improve the system of roads around Gresham arguing that better roads and airfields would be needed in the event of war. From 1936 on into 1941, readers of the *Gresham Outlook* learned of the escalation of war activities in Europe. Locally, speeches concerning European politics were given at Kiwanis meetings and American Legion meetings. Churches told of anti-Jewish propaganda and censorship in German universities, including the testimony of one who had escaped a German concentration camp. J. J. Suhr, Troutdale nurseryman, after a visit to his native Germany, spoke of "war preparation and a people who felt they needed to gain respect among nations after twenty years of suffering for World War I."

*Gresham Outlook* stories discussed world rearmament and President Roosevelt's speeches about the need for money, for airplanes and for national defense. The American Legion's position was "the Legion is not in favor of entry into the second world war, but America needs to evaluate its defense and be prepared."

With the November 1940 National Draft Lottery, many young men of this area were drafted into the services. Others volunteered not wanting to wait for the draft and its more restrictive options.

And the bombs fell on Pearl Harbor and the Philippines! Thousands of Americans died; the Pacific fleet was left in shambles. When it happened, it was a complete surprise to the average small-town American. December 7, 1941 is a day that is frozen in time for many people, a day in which they remember vividly where they were and what they were doing. The members of the Gresham Historical Society writing class recalled: Dan Murphy was already in the Navy at Bremerton Naval Hospital. He heard the news while returning from the chow hall to the laboratory. The initial impact was mild, but as the importance of the news sank in during the day, "mass hysteria took over in the hospital. The doctors were even wearing sidearms."

Wink Chilton was part of a Boy Scout group that had ridden bicycles from Sandy to visit the *Battleship Oregon*, docked in Portland as a museum. Suddenly, the streets of Portland were filled with honking horns and shouting people. Although the twelve and fourteen year old scouts did not know where Pearl Harbor was, it was obvious that something awful had happened.

Margaret Johnson was at the beach having coffee at a



WWII poster used for enlistment.

restaurant in Taft when “screaming, hollering and yelling came from the radio.” At first she thought that Orson Welles had produced another thriller, but quickly learned the truth — that Pearl Harbor had been bombed and a real war of the world had started.

When Hazel (Letrud) Wogsberg arrived at Swan Island Airport for work the following day, she found blackout curtains already in place and guards keeping everyone out but the workers. It was expected that the Japanese would bomb the airport.

President Roosevelt’s radio broadcast of “the day that will live in infamy” still rings in the ears of many. It is possible that they did not realize the full extent of the declaration of war, but the energy generated by emotion demanded immediate action.

The *December 11, 1941, Gresham Outlook* reported that “hundreds of Multnomah County men are now on active civil defense duty on all-night schedules.” Dr. Thomas B. Carter, chief observer of the civil defense observation corps, made a public call for volunteers to stand watch at the Gresham area observation post at his residence on Hogan Road. Observers would be looking for aircraft and reporting any sightings by telephone to a central location where knowledgeable people would distinguish friendly from enemy airplanes. If enemy planes were sighted, a siren near city hall would sound; there was a code for “all clear” as well as the “danger” alert. The siren located at the telephone office was operated manually and could be heard throughout the Gresham area; it had formerly been sounded as a “noon whistle.”

In the event of an air raid, lights of the town would be a landmark for the enemy, therefore a “blackout” was imposed. Guy Fieldhouse, police commissioner of Gresham, announced a \$50 fine for violators of the blackout regulations. (*Gresham Outlook, December 18, 1941*). Residents were expected to have heavy curtains, to turn off outside lights and leave no cracks uncovered. Boy Scouts and other observers patrolled the city looking for violators.

In the next few weeks fear gripped many Gresham residents. For some it was even a sense of panic as they realized that Gresham was within the range of Japanese bombers, submarines and invasion forces. Eight-year old Anna Jean (Holloway) Ogle had a vivid recurring nightmare of Japanese soldiers with very long

## **JAPANESE ATTACK OREGON**

**This headline could have increased the panic that people in Oregon felt after the bombing of Pearl Harbor. When the war was over, it was revealed that it did happen — as local people knew— that Oregon had been attacked by submarines, by fighter-bomber airplanes and by balloon bombs.**

**On June 21, 1942, six months into the war, a Japanese submarine fired seventeen projectiles into Fort Stevens, near Astoria. “No one was killed but a fair amount of damage was done.” (*The Oregonian, Sept. 9, 1992*) Three months later the same sub launched a small fighter-bomber with pilot Nobuo Fujita near Brookings, Oregon. Two bombs were dropped in the hope of starting a forest fire, but the small fire that resulted was quickly extinguished by the Forest Service personnel. Another unsuccessful run days later was made near Port Orford. These were the only completed Japanese bombing runs against the United States mainland in World War II.**

**Near the end of the war, May 5, 1945, six residents of Bly, Oregon, were on a family outing in the Fremont National Forest when they were killed by a balloon bomb that had been set free from the beaches of Japan and rode the jet streams to Oregon. Although 300 balloons were found from Oregon to Kansas, the Bly residents were the only mainland casualties suffered by the U.S. in World War II. (*The Oregonian, May 5, 1995*)**

**After the war, both the pilot and the electrical engineer who designed the balloon bombs visited Oregon to pledge peace and help dedicate memorials at the bombing sites. The United States had kept the incidents secret to avoid panic in the early days of the war.**

swords, speaking a strange language, surrounding the house where she and her family lived.

Fear was also a motivating force in the evacuation of the Gresham area Japanese-American residents to inland relocation camps. (The order was to places at least 500 miles from the coast.) The action caused mixed feeling among the non-Japanese Gresham citizens. An editorial in the December 11, 1941, paper by Tom Purcell pointed out that Japanese-Americans had been quick to pledge their loyalty to the United States and were just as surprised and alarmed about the attack as any other citizen. Gresham children had difficulty reconciling the fact that their Japanese-American playmates were suddenly the "enemy" who had bombed Pearl Harbor and the "Japs" who were refused service at some local businesses. The story of the upheaval of their lives and their return to Gresham after the war to final acceptance by most of the community is told in Chapter Sixty of *Gresham: Stories of our Past, Book I*.

As the war escalated, shortages became the normal way of life. In the wave of patriotism that swept the county, people in Gresham took shortages and rationing in stride. This was thought of as their way of contributing to the war effort. Most people did not complain, but remembered those who were fighting in Europe and the Pacific. When gas was unavailable, which was "for the duration" since most people had an A ration card that allowed them 4 (later 3) gallons of gas per week, they rode the bus or walked. Tires were also unavailable, so cars were saved for essential driving. Utahna Kerr, who lived on a farm, remembers that her family sometimes used tractor tires on the car.

Sugar, meat, butter and other food items were also rationed as well as shoes. But people were resilient. New recipes were developed using honey, saccharin, corn syrup and molasses. Deer hunting and the annual smelt run were important sources of proteins. "Victory gardens" were promoted as more and more commercial vegetable crops were needed by the armed forces.

Some "pleasurable" items were not rationed, but were very scarce. Alcoholic beverages all but disappeared with the exception of rum; thus rum and coke became a popular drink. Smokers stood in line for cigarettes. Gum and candy were scarce to non-existent. The "black market" attempted to supply these hard-to-get items illegally and at high prices in most of the country but "there was little of it in Gresham" according to those who were here. The major indiscretion, local authorities said, was the occasional trading of ration stamps — also forbidden.

During this time Arthur Dowsett was head of the local wartime ration board. In January of 1945 he was honored for his three years and 5,000 hours of service.

357038 AJ UNITED STATES OF AMERICA  
OFFICE OF PRICE ADMINISTRATION  
**WAR RATION BOOK TWO**  
IDENTIFICATION  
*Ann J. Holloway Ogle*  
(Name of person to whom book is issued)  
\_\_\_\_\_  
(Street number or rural route)  
\_\_\_\_\_  
(City or post office) (State) (Age) (Sex) 35703801  
ISSUED BY LOCAL BOARD No. 8620-10 (County) (State)  
\_\_\_\_\_  
(Street address of local board) (City)  
By *Lucy Allen*  
(Signature of issuing officer)  
SIGNATURE *Ann J. Holloway Ogle*  
(To be signed by the person to whom this book is issued. If such person is unable to sign because of age or incapacity, another may sign in his behalf)  
**WARNING**  
1 This book is the property of the United States Government. It is unlawful to sell or give it to any other person or to use it or permit anyone else to use it, except to obtain rationed goods for the person to whom it was issued.  
2 This book must be returned to the War Price and Rationing Board which issued it, if the person to whom it was issued is inducted into the armed services of the United States, or leaves the country for more than 30 days, or dies. The address of the Board appears above.  
3 A person who finds a lost War Ration Book must return it to the War Price and Rationing Board which issued it.  
4 Persons who Violate Rationing Regulations Are Subject to \$10,000 Fine on Conviction, or Imprisonment.  
OPA Form No. 2-152 10-55000-1

Books like these were filled with stamps which were necessary to allow one to buy certain items that were deemed in short supply: tires, sugar, fuel oil, gasoline. Property of Ann J. Holloway Ogle.

On the war fronts local people were engaged in many different ways of doing their part to end the horror of the war. Dan Murphy was stationed in Sitka, Alaska. His job was to censor the mail. Russell Roberts was at Arlington Naval Air Station, servicing fighter planes for aircraft carriers. Orville Johnson was in the Pacific Theater being "Pappy" to young Marine recruits. He was thirty-five years old and his wife, Margaret, had thought he was too old to be drafted.

In the closing days of 1941, there was a sharp focus in the *Gresham Outlook* on anything that pertained to the war. Lists of local youths who had joined the different branches of the

armed service were printed. Robert Jennings, son of Mr. and Mrs. James Jennings of Gresham, was the first casualty reported. He was killed in action on December 8, 1941, in the Philippines, "his remains to be sent home after the war." (Photograph is at the end of Chapter Seven.) The football banquet for Gresham Union High School sports teams was called off due to the "uncertainty of the war." The editor of the Gresham Outlook said, "Sorry, boys, we know you will understand."

#### **WAR-TIME TRAIN TRAVEL by Ann Ogle**

Many people came west to work in the shipyards that were building Liberty ships in Portland, Oregon. Henry (Dick) Taylor was one of those who came to Gresham in 1943 to work in a shipyard-related job. He was lucky. He had relatives in nearby Gresham: Harwell and Bea Merritt. They gave him a place to live when housing was scarce.

In July of 1944, his wife, Mabel, and four daughters —Emma, Edythe Faye, Dorothy and Norma Jean— left Morrilton, Arkansas, to travel west by train to join Henry. The girls ranged in age from eleven to twenty-one. Henry and Mabel's son, William (Bud), was in the Navy.

Mabel and the girls waved goodbye to all their friends and relatives in Morrilton with tears and regrets at leaving the familiar and starting a never-to-be forgotten journey. On the train from Little Rock, they turned their eyes and hearts westward to the hoped for reunion with husband and father and a new life in Gresham, Oregon.

The train was completely full. The five travelers had to stand in the vestibule for the twenty-seven miles to Russellville. There, a Victorian-age car was added. Still crowded with troops and other people, they did manage to sit for awhile. Mabel had packed food for the journey, which she shared with the soldiers and others around them. They had one suitcase with a change of clothes for each.

Upon arrival in Osawatomie, Kansas, they, along with two marines, had to change trains. The new train had to be flagged to a stop in the middle of the night with a lantern. It was packed with troops. There were no seats. The two marines held the suitcase over their heads and cleared the way for Mabel and the girls. At the end of the car, with no other alternative, they sat on the floor, leaned against one another and fell asleep. All around them soldiers slept any way they could, feet and legs under the seats; some even stretched out in the luggage racks.

Mabel was sick by the time they needed to change trains again in Denver. A red-cap befriended them and helped as much as he could. When the new train arrived several hours later, it was already full and a large, unruly crowd was waiting to board. The conductor told the crowd that if they didn't become more orderly, the train would leave without anyone boarding. The helpful red-cap took the Taylor family's tickets and asked the conductor to let them on because Mabel was ill. They boarded along with one other woman. As the train was pulling away, the woman shouted, "My baby, my baby." The person on the platform holding the baby, in desperation, threw the baby and, by some miracle, the conductor caught it! The conductor made a bed for Mabel and the girls out of old drapes on the floor of a dressing room and told Mabel to lock the door and not allow the girls out at night.

The Taylors finally got a seat in Pocatello, Idaho, and happily rode on into Oregon. The first glimpse of the Columbia River was a wondrous sight. And, at their end station, a happy and tearful reunion with Henry and other relatives concluded their trek.

The Taylor girls remember that although Mabel was sick for much of the journey, she never lost her sense of humor, thus making an arduous journey into an adventure.

*Mabel and Henry settled in Bull Run, Oregon, after the war and all of their children but one stayed in Gresham. Erma married Robert Ousley and now lives in San Diego. Edith Faye married Richard Helber and still lives in Gresham. Dorothy married Marvin Ogle and with her husband has been active in Gresham affairs since the early '50s. Norma Jean married Ed Robison who has had a service station in Gresham since the early '50s. Marv Ogle was his partner in that enterprise for a time. William (Bud) Taylor married Lois Cole, daughter of Vernon Cole, supervisor for Portland Stages (Blue Buses), and at the time of his death in 1991 was the number one driver in seniority for Tri-Met.*

The newspapers and radio reported battles, casualties and strange foreign names. Most people learned far more geography of the world than they had learned in school. The waiting for news was excruciating for those on the "home front." In the first four months of 1944, the *Gresham Outlook* reported the following sample of war front news:

\*PFC Jane Edwards of the U. S. Marine Corps was home on furlough (January 13, 1944).

\*Thirty-seven local people were accepted into the service during the past month (February, 1944).

\*Dalton Eggleston, tail gunner in bombers that were flying over Germany, was taken prisoner (March 23, 1944).

\*Army nurse Aline Stanley was commissioned 2nd Lieutenant (March, 23, 1944).

\*Lt. Lawrence Anderson was lost in aerial combat over Germany. Details of how he met his death will not be given until after the war. He was a graduate of Gresham High School (April 15, 1944).

\*A Gresham youth, Merle Coons, was flying his P-38 on high-level bombing missions behind German lines in 1944. The P-38 Lightning fighter was used for precision bombing from more than 20,000 feet (Reported by Sharon Nesbit).

\*The mother of Sgt. Edmond Gillespie, Boring, learned that her son was still well, though hungry, in Stalag 18B (Sharon Nesbit).

At home death notices in the form of telegrams became all too commonplace. Lyla (Beers) Schweitzer, who worked in the West Coast telephone office, tells of calling a farm couple to the office to read them the telegram reporting their son's death. They politely said "Thank you," and stoically turned and left.

Service flags appeared in more and more windows. A white rectangle surrounded by a red border contained one or more blue stars for family members in the service. And gradually, as the number of telegrams increased, so did the gold stars in the windows for the fallen.

Home-front support was not lacking in the Gresham area. Coffee kitchens were set up for members of Sheriff Martin T. Pratt's guard and patrol units. Mrs. Russell K. Akin was chairman for the kitchen

committee in the Gresham-Troutdale district. Women volunteers planned, managed and financed the program through community contributions.

War bonds were an important part of Gresham's support of the war effort. A bond costing \$18.75 matured in ten years to a \$25 value. This was a method of loaning money to the government to help pay for the war. School children bought stamps for ten cents that added up to buy a bond. Each time a bond sold at the Alcoa Aluminum plant, a catchy tune was played. A contest brought in \$5,000 in bonds. A war bond sales dinner was held on February 22, 1942, where the cost of the dinner was \$20 — \$1.25 for the food and \$18.75 for a war bond.

Also, in 1942 Mrs. Russell K. Akin and N. B. Welsh were named co-chairmen for the Gresham district Red Cross war emergency fund drive. Over \$700 was collected. Mrs. E. W. Eastman and Mrs. P. E. Brockway were co-chairmen of the fourth war loan drive in January of 1944. The goal was to raise four million dollars in Multnomah County and culminated with a dinner on February 10.

"At Christmas, 1943, local school children prepared gaily-wrapped Buddy Boxes to be sent to members of the Armed Forces. The boxes would go to servicemen and women in hospitals and isolated posts who otherwise might not receive gifts at Christmas time. The boxes contained gifts from the children." (Sharon Nesbit)



*Fearing that the home front might become infiltrated by enemy agents, the American government printed posters warning people not to give away any information that could be of value to the enemy.*

When troops would pass through Gresham, they would spend the night in fairground buildings where the National Guard had their headquarters. On those evenings a dance would be held above Hicks store where they had a “fantastic” dance floor. Gertrude (Ward) Van Horn attended most of the dances. Someone would telephone her and other women and as many as possible would dance with the servicemen.

Gresham clothier Ray Martin organized nearly 500 pictures of servicemen and women for a special window display in 1944.

Recycling was an important support effort during the war. Scrap iron, aluminum and newspaper drives were turned in for reuse. Children collected cigarette and gum wrappers from alongside the roads and elsewhere. They peeled the aluminum off the wrappers and rolled it into balls. String was also collected as were newspapers, tin cans, razor blades, old lipstick tubes, fat for its glycerin and many other items. Most people made a huge effort to support the armed forces in any manner they could find; they were assured that their collective effort, no matter how small it seemed individually, could win the war.

Patriotism ran high. Slogans such as “Loose Lips Sink Ships,” “Remember Pearl Harbor,” “Buy a Share in America,” “Back the Attack, Be a WAAC!” appeared in Gresham as well as all over America. Songs such as “Praise the Lord and Pass the Ammunition,” “Remember Pearl Harbor,” and many more were sung persistently to promote patriotism.

Labor shortages plagued Gresham businesses, especially on the farms. Workers from Mexico, housed in tents at Viking Park, harvested crops throughout the war. In gratitude the Troutdale Potato Growers helped these workers with their Mexican Independence Day celebration in September, 1944. When the warm spring of 1944 ripened the strawberries early, high school graduation was moved up so the students could help with the crop.

Another source of labor became important during the war. Until now, the majority of women were homemakers. Now, they moved into important jobs “on the home front.” Betty (Akin) Johnson and Gertrude (Ward) Van Horn worked at the aluminum plant. Hazel (Letrud) Wogsberg worked at Swan Island Airport. Margaret Johnson pumped gas while waiting for Orville to return from the South Pacific. Eva Mae (Holt) Roberts worked at the Pleasant Home store, milked cows and otherwise tended the farm while her husband, Russell, was in the Navy. Other women worked at various shipyard jobs as well as in stores and other businesses throughout Gresham. Even the Forest Service accepted women as workers during the war, along with sixteen year old “men.”

Day-to-day life was different in Gresham than it had been in some time, perhaps since the early pioneer days. Lack of gasoline curtailed or suspended sports activities as well as other recreational activities. If people could not walk or ride the bus, they stayed home or got together with family and neighbors to play games or visit. Listening to the radio was a favored activity — especially the news. People also enjoyed *Fibber McGee and Molly*, *The Lone Ranger*, *The Shadow Knows* and *The Whistler*.

During this time people were especially helpful to one another. They particularly assisted wives whose husbands were away in the service. A feeling of togetherness ran through the community. Everyone banded together to support the servicemen and women fighting in the “awful war.”

It was also very different in the homes where mothers were working. Children were given more responsibility and grandparents were called into duty as baby-sitters and in support of the home. Besides the loneliness of being separated, women and older children were called upon to do all the daily tasks the husband-father normally did. Often families moved in with relatives to make living easier.

Harold Wogsberg, who had a grocery and meat market during the war, recalled that there was “almost a customer raid when a small case (24 cans) of tuna fish came in.”

Finally, the war was over: President Roosevelt did not live to see victory; he died on April 12, 1945; the war in Europe ended in early May. V-E Day was quietly observed in Gresham since the war in the Pacific

# City Rejoices With World As War Ends

## Big Victory Fair To Open Monday At Grounds Here

**C. OF C. HERE  
PICKS KELLER  
AS PRESIDENT**  
Commander Group To

## City Celebrates Great Victory; Jubilantly Casts Off War Yoke

raged on with many Gresham men and women still in the thick of fighting. On August 6 the atomic bomb was dropped, first on Hiroshima and then on Nagasaki; and miraculously, all the war was over. Formal surrender was signed aboard the U. S. Battleship *Missouri* in Tokyo Bay on September 2, 1945.

Most people didn't care what an atomic bomb was; they were overjoyed that the war was over. They did not comprehend the horror and devastation of the new bombs until years later.

Even though the war was officially over, and wonderfully, the fighting and killing had stopped, sweeping changes on the home front were not immediate. Rationing eased on some products as early as 1944, but as shortages once again set in, it was fully restored and was curtailed on a more gradual scale. By 1946 the price and ration board (OPA) was officially disbanded.

The last new civilian car during the war, a Ford, came off the assembly line on February 10, 1942. After the war, Gresham residents were hungry for new cars. Arthur Enebo had turned in his 1935 Ford when he went to war and placed, at that time, an order for the first new car after the war. The C. A. McRobert agency honored that commitment and presented Arthur with the keys to a 1946 blue Ford coupe in January, 1946.

Men and women were gradually returning from Europe and the Pacific. With two fronts to "mop up," it took a while. Some veterans were discharged on a point system based on age and length of service. Demobilization took three to six months for most. Veterans who continued to wear their uniforms had a small emblem sewn on the jacket; it was called a "ruptured duck." Most veterans were quick to change into civilian clothes, having worn suntans, olive drab (OD's), Navy blues and other uniforms for several years. Many soldiers, those who did not have the "points" for immediate discharge, served in occupation and state-side service for several years after the war was over.

When the soldiers arrived home, they were given preferential treatment as most everyone thought they deserved. Many were able to return to jobs they had had before they left. The housing shortage, acute during the war, was worse after the war. Housing was available first to servicemen. Wood Village homes were being sold to veterans and their families before anyone else. Service men and women were heroes for winning the war. A uniform was a sure ticket for free meals, lodging or a lift for a hitch-hiking veteran.

Some women who had held jobs during the war found it difficult to give them up. They had a taste of being working wives and mothers and discovered they enjoyed it.

Not all of the Japanese-Americans returned to the Gresham area after the war. There remained a group of anti-Japanese business men in Gresham. Larry Aylsworth helped break this feeling with his public acceptance of the Fuji family. It was many years before the United States Government apologized to the Japanese Americans or offered reparations for their losses. Chapter 60 in Book I of this work tells some of the story of the Japanese-Americans returning home.

Those in the service and those on the home front hurried home to resume the lives that had been so severely interrupted. The life they had dreamed of was one with a family — many children, a modern house, cars, all the things they had had so little of for over four years. The next generation would feel the effect of the boom that followed the war.

Some volunteers went to Europe to help clean up the devastation left by the war —particularly the bombing of England and Germany. Margaret Moir, a Gresham resident, tells that her brother worked as a volunteer in German cities piling debris into mounds, covering them with soil and planting grass over the scars. German youth, as well as people from other Axis countries, went to England and cleaned the wreckage around the Coventry Cathedral.

John C. Lindquist, whose B-17 bomber had been shot down over Germany in October 14, 1943, had spent almost nineteen months in German Stalag Luft III for prisoners of war (described in previous chapter). Although he experienced no harsh treatment, he was grateful for clothing and correspondence from home in the long, lonely incarceration. He kept a journal, pictures and drawings of camp life. In June 1945 John was freed and flown to Fort Lewis, Washington, where his wife, Doris, awaited him. A year earlier Doris had bought Leihammer's Mom and Pop store across from the Gresham high school, renamed it Berg's School Store. John and Doris operated the store for ten years. John lived for fifty years after the war. He and Doris raised a son and two daughters, Norman, Patricia and Jane. Their children and the children of hundreds of thousands of returning veterans would become a part of what historians would call the "baby boom" that would affect at least the next two generations of Americans.



*Ann (Holloway) Ogle*

**Ann Ogle with the aid of the MHCC history writing class researched their memories and the local newspaper to find the examples of life on the home front during World War II. She wrote the preceding account of life on the home front.**

**Ann Ogle, nee Anna Jean Holloway, came to the Gresham area along with her parents, Jack and Ethel Holloway, and her siblings in the summer of 1941. She graduated from Gresham Union High School in 1950. She has been with the history writing class for three years. Her interest in the Gresham area, history and genealogy drew her to the class. Although she has lived in California and Europe, she has always considered Gresham her home. She taught Remedial Reading, German and Russian at the Junior High level, retiring in 1992 to her "hometown."**