



Donner Summit Historical Society

July, 2011 issue #35

Newsletter

Donner Summit: First Transcontinental Air Route - 1921

We were in San Francisco meeting about things we will be disclosing later (so don't let your subscription lapse) when some conversation turned to Donner Summit. One person described a little of Donner Summit for a Norwegian in attendance: it was where the wagon trains came over the Sierra to get to California, and there was the railroad, to which another agreed, yes, Donner Summit is really special. You can see where Native Americans left petroglyphs, where the first wagon trains came over, the remnants of the first transcontinental highway and of course the first transcontinental railroad. To that I added there was also the first transcontinental telephone line and although the first telegraph line went over South Tahoe, it soon moved to Donner Summit too, and then I revealed, Donner Summit was the site of the first transcontinental air route.

Someone else, perhaps tired of the chauvinism, snorted about the air route, "Come on, so some planes flew over..."



"No, really," I interrupted, "It was the first officially designated transcontinental air route (see the map on page 7). The route had emergency air fields every thirty miles, beacons flashing lights at different frequencies to guide pilots, weather stations to pass on information and help pilots in trouble, and markings on buildings and on the ground for route guidance. On Donner Summit we had a number of beacons to help pilots through the pass. There were arrows painted on the hilltops, and there was an air route station, station #15 right at Donner Summit (pictured at right on the rocky outcrop just east of Donner Ski Ranch's ski hill, Signal Hill).

We modern Summit dwellers only began to learn about the air route in 2009. If you take a look at our March, '09 newsletter you'll see two articles. One was about some new acquisitions to the DSHS and the other about plane crashes on Donner Summit. The acquisitions came from John Kirby Miller of Sugar Bowl, who is since deceased. While talking to him about his finds, we talked about his rich life and he brought up flying in the old days.

When flying was new, pilots flew by the "seat of their pants." They flew only when they could see. Bad weather and darkness grounded them. Pilots wanted to fly though, and people wanted airmail so the Federal Government developed airways and entrepreneurs improved airplanes.

The 1920's saw great improvement in aircraft and aircraft guidance. Planes began to carry radios (only receivers were required initially) and crude guidance devices that vibrated differently depending on how off course a heading was. Radio and lighted beacons were set up to guide pilots and emergency landing strips were placed at regular intervals.

cont'd to page 7



The 4th annual Heritage Trail event will be held on August 6 – 7, 2011. Nineteen participating museums from Roseville to Tahoe are planning fun activities for the entire family. All of the museums will be open from 10:00 am to 4:00 pm on both days and admission is free.

Visitors can grind wheat for biscuits, explore the wonders of a granite quarry, view the world from a 19th century farm wagon, pan for illusive flakes of gold, listen to Native American stories, and watch a blacksmith in action. Many of the museums will also offer fun food and beverages such as hand-churned ice cream, root beer floats, cookies, and lemonade.

All the museums are easy to reach from Interstate 80. Five valley museums are in South Placer. Six Auburn museums are located within one mile of the Historic courthouse. There are eight mountain museums located in Foresthill, Colfax, Dutch Flat, Donner Summit and the North Lake Tahoe areas.

The official Trail Guide is posted online and copies are also available in local museums. To access the most up-to-date information, visit www.theheritagetrail.blogspot.com or call 530-889-6500.



New Old 40 Brochure.

Last year's brochure with turn by turn instructions for taking Old 40 rather than I-80 from Rocklin to Truckee was wildly popular and we went through a couple of thousand of them.

We were not able to get sponsors for it (besides a couple of museums and the Placer County Visitors' Bureau so we took the gamble we could get donations to cover the cost of the printing.

If you would like one of the improved versions with a better layout and a list of the County museums, come into the Historical Society and pick one up.... and please leave a donation.

Sugar Bowl Lake Mary Evening to benefit DSHS

Sugar Bowl's Lake Mary Cabin Dinner Series will return this year with great food by Chef Alan Davis. The Lake Mary facilities sit above Lake Mary and dining is on a deck overlooking the lake. DSHS will be a beneficiary of one of the summer evenings, August 19. Seating is from 5:30 to 9:00. Reservations are a good idea (530) 426-7002.



Besides a varied menu selection of homemade soups, salads, seafood, wild game, vegetarian dishes, pastas, wines and desserts, the DSHS will have its newest exhibits on display (see page 6).



Historical Society Founder Dies

When we heard that Margie Powell had passed away, part of my life flashed before my eyes – the decades Margie has been my close friend, the things we’ve done and the things she’s done, the lessons she taught me.

Words to describe Margie popped into my mind one after another until I finally settled on effervescent. Margie was the most positive person I’ve known.

It’s fashionable to say good things about the deceased but one can only say good things about Margie. She was exceptional.

She lived the philosophy that we all have a stake in our communities and it is up to us to make them better. Her life was devoted to others as a mother, a teacher, and active community member. She was a guiding light for our Summit homeowners’ group doing the newsletter for a quarter of a century, volunteering for all our special events, and taking care of merchandise.

Then she felt it was time to “retire.” She retired to founding the Donner Summit Historical Society and it was into the DSHS that she poured her energy. She took care of a long list of details, gave presentations to groups, and kept us on track.

Margie was always upbeat and positive. Even when she was diagnosed with ALS she was happy. She said she’d had a good life and that this was it – oh well, she smiled. We all have to go.

When we came to visit it was not visiting she wanted to do. She had a responsibility to pass on all the historical society details she dealt with. When we came back it was more details. She had to make sure I had it all, that we’d be ok without her. Even at the end, tethered to oxygen, she was trying to track down some early pictures to go with a 20 Mile Museum sign she’d been working on and wanted to sponsor.

Then once that was done, once she’d said goodbye to most everyone, once her kids had been off on their long planned vacations that she insisted they take, she died.

She thought of others – only.

Right after she was diagnosed with ALS she let a few people know, to explain why she couldn’t do all she wanted to do. She didn’t tell us because we were in Europe and it would have ruined our trip she said. It would have – yes.

Margie’s legacy is the services she provided for others. How wonderful if we all lived her philosophy.

I have lost a friend; we have all lost an exceptional and effervescent person. Without Margie there would be no Historical Society and you would not be reading these monthly newsletters.

In keeping with her wishes, donations in her memory may be made to:
Donner Summit Historical Society P.O. 1 Norden 95724

Bill Oudegeest



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Forgotten Journey

The Stephens Townsend Murphy Saga

The First Wagon Train to California Went Over Donner Summit - 1844

Imagine leaving home, leaving all that is familiar, leaving friends and family. Imagine traveling six months at 10-12 miles a day following your wagon. Consider the hardship. What could possibly induce someone to do that, especially before the Gold Rush? How would that trip affect your life? How will it change you?

"The Forgotten Journey" video is about an almost forgotten episode in California history, the first wagon train to come to California with wagons. Unfortunately for them, and for the Donners too, the Stephens Party was overshadowed by the Donner tragedy that would happen two years later.

This is a good video, about an hour long, which tells the whole story using diary entries, paintings, historic pictures, interviews with authors and historians, and modern scenes. There is also an educational CD packaged with the DVD.

Before 1844 almost all the emigrant wagon trains leaving the United States headed for Oregon. In 1844 the first wagon train to reach California left Missouri, some years before the Gold Rush.

The video covers the backgrounds of the families and their reasons for going and you learn about wagon train travel.

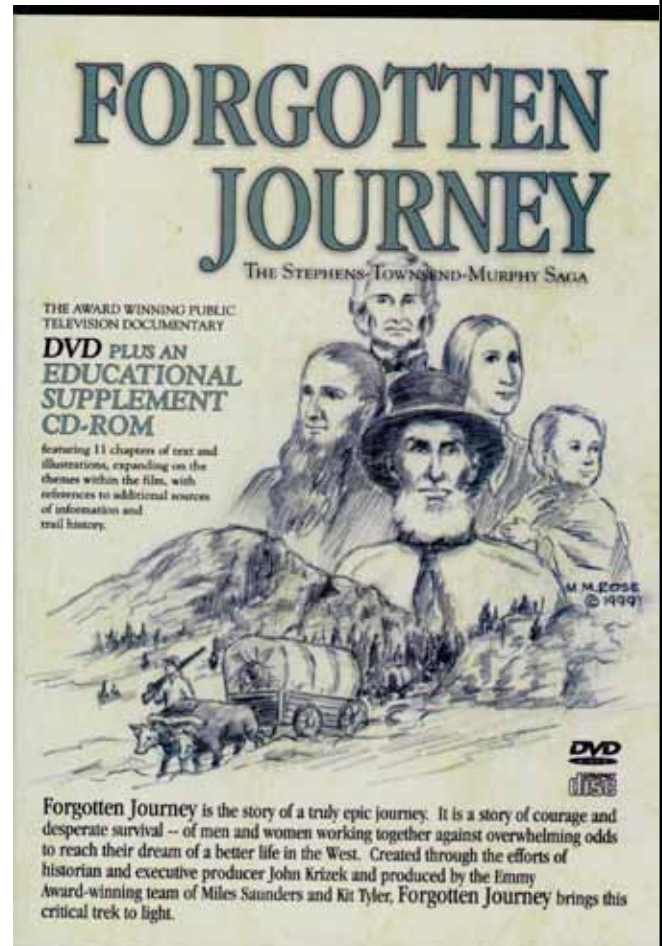
In May of 1844 they crossed the Missouri River. People did not travel in wagons. They walked. Their wagons were pulled by oxen and not horses. They covered 10-12 miles a day. They brought along apples to ward off scurvy.

The party ran into all kinds of problems. There was the Sublette Cutoff that ended up saving many miles but also left the party for two days without water. The cattle ran off. The oxen stampeded endangering the wagons as they rushed for water when the party finally found it. Then there was the 40 mile desert which left them for three days without water or forage as they crossed today's Nevada.

They met Chief Truckee who told them about the river they could follow to the Sierra – the Truckee. Now the party faced the Sierra barrier. As they approached, traveling in the river channel, they crossed the river 10 times in an day. Oxen hooves became so soft the oxen refused to move. Then the snows came. It was October and the Sierra still loomed above them.

The party split. Four men and two women headed on horseback up the Truckee River and saw Lake Tahoe. Imagine the glorious moment when they saw Lake Tahoe for the first time. The other group headed for Donner Lake and the Summit. Again the party split. Six wagons and three people were left at Donner Lake and five wagons and everyone else headed up.

It continued to snow. The snows were so heavy the trees bent with the weight.



Winter had come. The snow got deeper. The Sierra Summit still loomed. How far did they still have to go? What was on the other side? How would they get over?

The party struggled through the snow and then came to an impassable ledge which you can still see if you follow the old Lincoln Highway route. The wagons and oxen could go no further. Then, miraculously, a cleft in the rock was found. Wagons were hoisted up the rock face in pieces. The oxen went through the cleft.

On November 25, 1844 they reached Donner Summit. It snowed more – more snow than they'd ever seen. They traveled through the snow for two days until they got to today's Big Bend where the party split again.

The women and children stayed at Big Bend in "cabins" roofed with oxen hides and Elizabeth Yuba Murphy was born – the first white baby born in California.

Seventeen men headed for Sutter's Fort where, in mid-December, they found the six who had split back at the Truckee River. They arrived just in time for a revolt against Mexico and inexplicably joined Sutter in heading south for Santa Barbara rather than going back to rescue their families.

The revolt sputtered and by mid-January the men were back heading for the stranded families who were down to eating boiled hides.

Spoiler Alert:

If you don't want to know what happened don't read further.

The families were rescued in February and one rescuer headed back for Donner Lake to rescue 17 year old Moses Schallenburger.

Imagine Moses, left at Donner Lake, alone in a strange world where the snow never melted. What went through his mind day after day? What would he eat? Would the other reach California? Would someone come back for him? Would he live? Moses and his rescuer climbed to Donner Summit and hiked to California. Think about that next time you travel Highway 80 at high speed and in climate controlled comfort. The ridge on the south side of Donner Lake is named for Moses who spent the winter of his seventeenth year alone in the Sierra.

Moses and his rescuer met up with the Big Bend group and on March first they all came upon a magnificent view: spring was bursting in the Sacramento Valley – an "earthly paradise."

Not only had they made it but the party that had left Missouri with fifty members, had reached California with 52 members. Their heroic journey, that showed that wagons could indeed reach California, was overshadowed by the Donner Party two years later which showed the dangers of emigrant travel.

The video ends with notes about what happened to the main characters.

The accompanying CD includes lots of interesting information: life on the plains, Indian encounters, diary quotes, profiles, and pictures.

If you are interested in having your own copy to watch and share:

Forgotten Journey Productions

P.O. 2456

Toluca Lake, CA 91610-0456

www.forgottenjourneysprod.com 866-288-3908

" ...the fact that they got wagons over the top of the Sierra – in the snow – remains. to this day, an amazing feat."

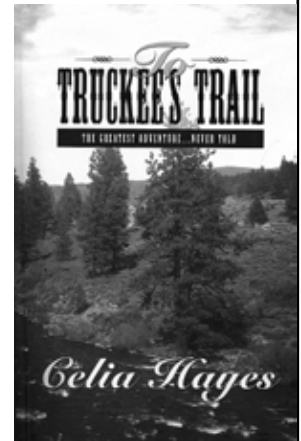
How Did They Get Over The Summit?

Exactly where the Stephens-Townsend-Murphy party got five wagons over the top of the Sierra may never be known. Only a handful of wagons followed that route. By the middle of the 1846 emigration, a better way was found, to the south of Donner Pass, so not that much evidence of the difficult climb was left behind. But the fact that they got wagons over the top of the Sierra – in the snow – remains. to this day, an amazing feat. Farther south the horseback party worked their way from the shores of Lake Tahoe through the mountains to the headwater of the Rubicon River, and then the American River. They may have followed ancient Indian footpaths, but had no maps to guide them.

And for Some Fiction

If you'd like to read a fictionalized account of the Stephens Party's journey to California, Truckee's Trail, subtitled The Greatest Story Never Told, is available in paperback by Celia Hayes. This is a readable interesting introduction to the heroic journey. It was reviewed in our February '09 issue.

Take a look too at our review of Emigrant Trails in the April, 11 edition of this newsletter for emigrant quotes and stories.



New Displays @ DSHS

Take a visit to our website, www.donnertsummithistoricalsociety.org.

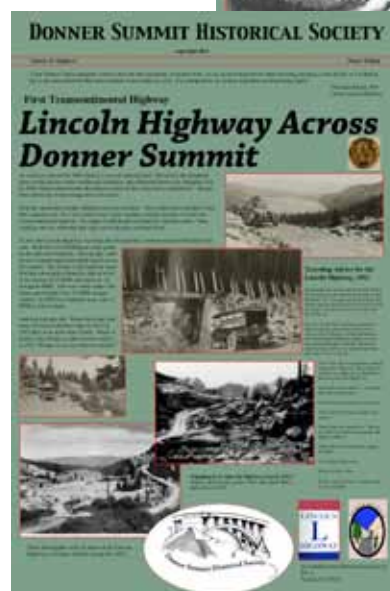
We have a new link under the historical society menu item for "exhibits."

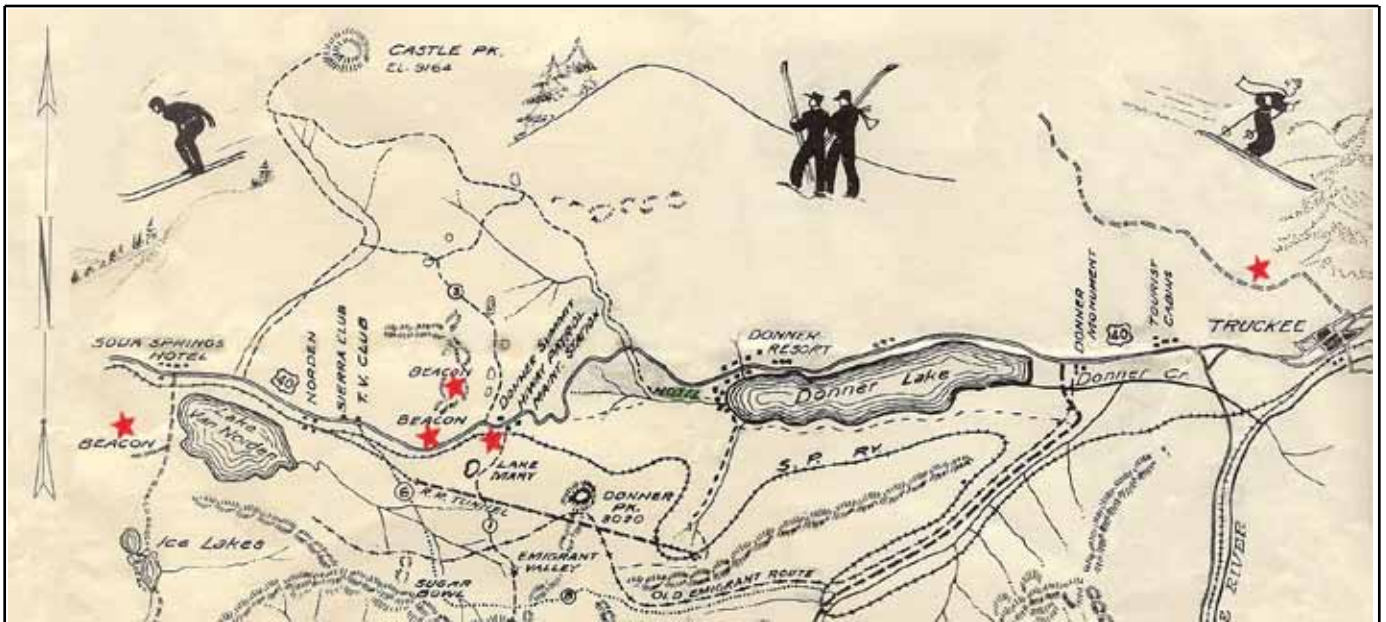
We realized that we have occasions where traveling displays would be useful. Of course they'd be useful at the museum too. So our display staff has been working on almost a dozen poster sized displays each with a good story or historical text and lots of pictures. Two examples are to the right. The top one displays Donner Summit firsts. The lower one, the first transcontinental highway over Donner Summit. Other displays talk about Charlie Chaplin's "Gold Rush" (3 exhibits) which was filmed on Donner Summit, snowsheds, the first trascontinental railroad, petroglyphs, hotels and lodges of Donner Summit, and the first wagon trains.

The website versions are close to the posters but don't duplicate them completely due to the constraints in HTML programming - or maybe our HTML team is not as competent as our display staff (that's DSHS humor and even more humorous if you know more about the DSHS).

They'd all make fine displays for you too... if only we could find someone to handle sales.

We can use some easels to display our traveling exhibits on their travels and at home. Maybe you have an easel you'd like to donate? Maybe you'd like to donate to our easel fund? See page 13.





Airway stations were important to the transcontinental air route and were placed at regular intervals all the way across the country along the route. They provided up to the minute weather information, tracked traffic and provided communication.

There are still remnants of the air route

There are remnants of the old air route. On the south side of I-80, above Cisco, is Red Mountain which we covered in our July and August, '10 issues (the railroad fire lookout). It is called Red Mountain because of the red rocks, but it's also called, "Signal Peak" because it was part of the air route. The small airfield at Blue Canyon was one of the regularly spaced emergency strips for pilots with plane trouble.

The Soda Springs Ski Area was first called Beacon Hill after the Beacon on top which guided airplanes. Old timers also remember an arrow painted on ground up there. Across the river from "Beacon Hill" was the Beacon Hill Lodge (next to the current Soda Springs condominiums) until it burned down in the mid-70's.

You can see from the map above that there were more beacons along the route over Donner Pass. John Kirby Miller remembered flying over the Summit keeping on course because the flashing frequency of the beacons was different. He knew to keep one pattern of flashes on one side of the plane and another pattern on the other side.

At the Summit, Donner Ski Ranch was called Signal Hill because there was a beacon on top. You can see a newer version of the beacon on page 10. It was decommissioned with the station and Norm Saylor bought it in situ from the Federal government for \$25.

Across from Donner Ski Ranch on the north side of Old 40 sat the actual station (page 1). It was a small cabin in which the operators lived. It was commissioned in 1931 and lasted until planes became too advanced to need it anymore.

On the roof of the station "Donner" was painted on one side and "SF-SL 15" on the other. An arrow was painted on the ground pointing towards the next higher numbered station. Pilots then could orient themselves easily and keep out of trouble.

Of course it didn't always work out that way as the two crash pictures on page 10 attest.

Building the station on Donner Summit was a problem as you can



AIR MAIL STARTS TO PACIFIC TODAY

Three Monoplanes Will Make
Pathfinding Trip to San
Francisco.

WILL GATHER MUCH DATA

Party of Fifteen Is Equipped with
Scientific Instruments and
"Movie" Cameras.

The first letters destined to cross the
American continent by air mail will
start from here tomorrow morning.

NY TIMES 7/28/20

guess. First they could not use the wooden poles for beacons they could use elsewhere. The poles had to be steel. The planners did not understand Donner Summit snow (averaging 35-40 feet a year) and the poles had to be brought in over the snow by sled dogs. The granite required blasting for setting the poles and the cabin foundation. The cabin had to be built eight feet off the ground so personnel could get in despite winter snow and cables were bolted to the rock and over the cabin to hold it down in the strong winds.

You can still see remnants of the station on the rocky point just east of the Donner Ski Ranch parking lot. Just across from the Sugar Bowl Academy, just below where the station was and right on Old 40 is a decrepit garage. Driving by you may have wondered what it is and why it's there. Norm Sayler leases the property from the railroad. That garage was part of the air way station complex. It is also the site of one of our new 2011 20 Mile Museum signs marking the transcontinental air route.

The station up top had a magnificent view as you can see from page 10. That's Marie Fitzpatrick who was one of the station personnel for many years. The picture comes from Pat Malberg of Lake Mary who visited Marie when Pat was a girl. That's Pat and Marie in the next picture on page 10.

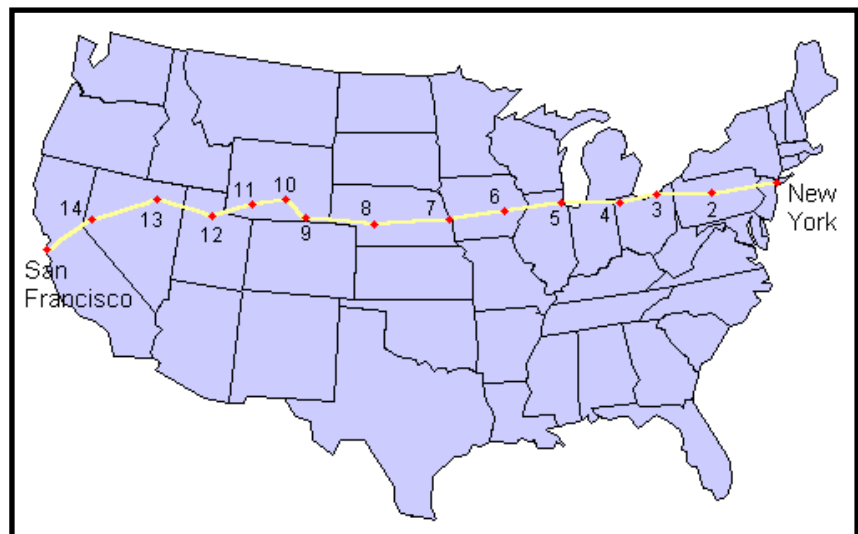
Pat remembers, "I did visit there with my Mom. We occasionally had dinner with Marie who was very gracious, as I recall. She was a piano player and I still have a piano book of hers with her name written on the cover."

"My vague memory of the station is that it was quite cozy, which was good considering the incredible winds that hammered it. The rope line that served as a handrail was also a comfort when accessing the place. My Mom and I were sometimes a bit silly after dinner on our way down and we would start running and laughing on those rocks, grabbing the rope in time to stop us from a bad fall."

The Donner station was not a preferred assignment due to the winter isolation of 40 foot snowfalls. Personnel had to travel miles over the snow to get to the train station to go to Truckee for mail or supplies. More hardy operators skied the whole way down to Truckee.

The story comes out

The story of finding out about the air route started with John Kirby Miller telling me about flying over Donner Summit, so then I understood beacons but that was really the end of it for more than a year until we got started thinking about the weather station on Donner Summit, the building on page 1. No one knew it was anything else. When I found out Pat had pictures and had visited the "weather station" I was really quite happy but Pat didn't remember anything more. I figured the station must have had some good weather records so I contacted the National Weather Bureau and the Snowlab at Soda Springs. Randall

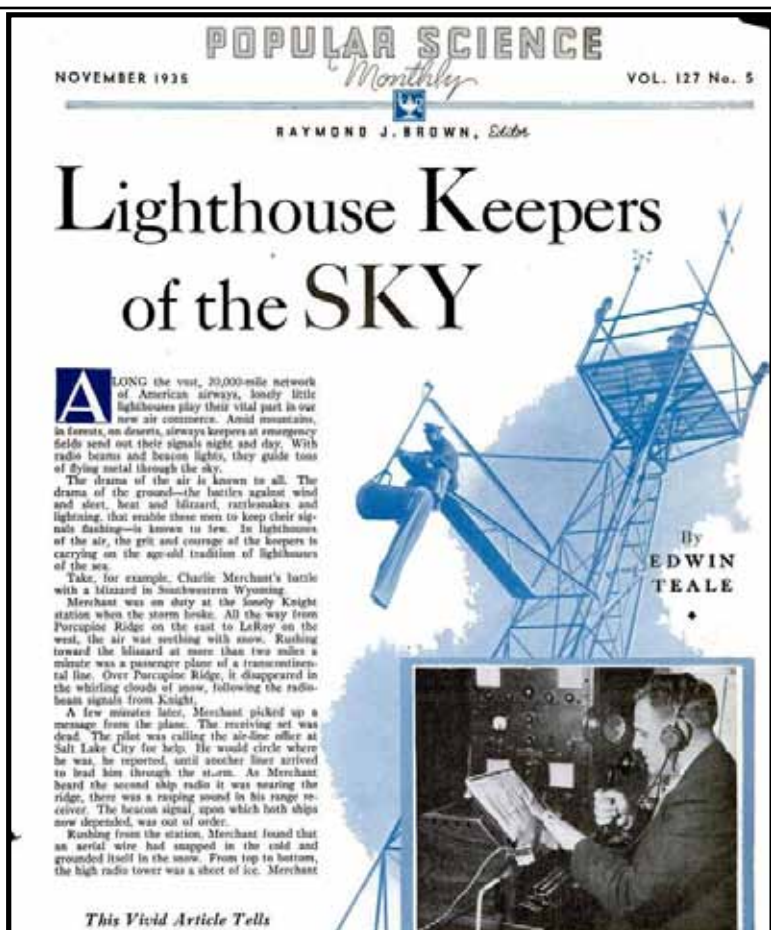


Osterhuber, the researcher in charge, thought he might have some ideas, but they didn't pan out.

Nothing panned out until someone at a federal agency suggested that, since there were no records of weather collection on Donner Summit by a dedicated station, maybe the station had to do with airplanes.

That "broke the case open" as professional history detectives say. Our research department went into a new set of materials at full speed and maps, aeronautical and other periodicals (like the one at right from November, 1935), and various texts appeared. From all that we assembled the story about how planes flew in the old days we were able to put Donner Summit's facilities into context. In our records too, was the nice recreational map from the Forest Service which thoughtfully marked all the beacons (the map on page 7). Now that made sense too.

And so we had a complete story of another Donner First: the first Transcontinental Air Route. So don't be snorting in derision when you hear something new. We'll be looking into the story of Donner Summit and the first transcontinental telephone line in the near future so don't let your subscription lapse.



The Coming of Air Mail - 1920

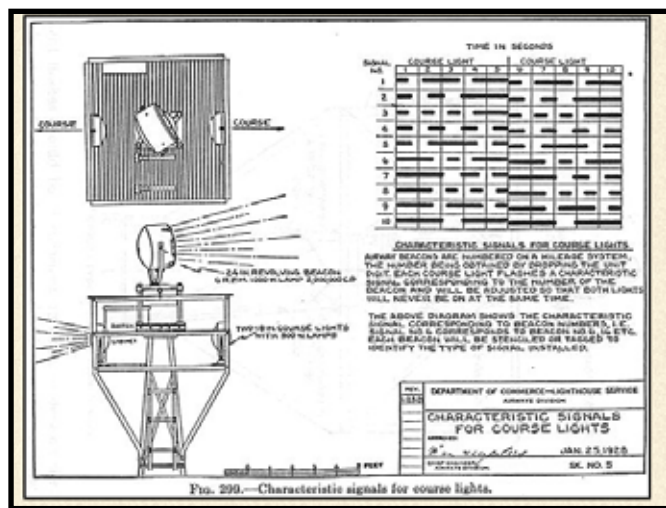
Some forward thinking people thinking there was a demand for mail that went faster than a railroad started to use airplanes – airmail. To begin with planes would fly the mail until nightfall when the mail was put on trains to continue the journey. President Harding thought the whole idea of air mail was silly and threatened to veto any push for airmail.

The postal department set up a demonstration to fly the mail all the way across country in 1920. One pilot was killed during the demonstration and another ended up flying almost a thousand miles because of snowstorms and lack of relief.

The pilots followed landmarks during the day and bonfires at night. They flew the mail across the country in only three days. Trains took 4 1/2 days.

Airmail worked, the transcontinental air route was set up, and mail traveled faster. Over the decades improvements followed: acetylene beacons, electric beacons and lights, one way radio, two way radio, emergency landing strips, ground and building identification, and better route guides.

Imagine flying the mail in those days: open cockpit, high altitude, only a leather helmet, goggles, scarf and jacket (and maybe newspapers stuffed in the jacket) to keep you warm. Flying machines could quit at any time and your only hope was to find a smooth farmer's field and hope he had a telephone.



Pilot's Guide, 1921

RENO TO SAN FRANCISCO.

Miles

0. Leaving the Reno field the pilot should head his ship southwest and gain altitude of at least 10,000 feet to pass safely over the Sierras. Practically all of this altitude should be obtained near the field before starting on the course.

20. Lake Tahoe.-The northern edge of Lake Tahoe is 6 miles south of the course.

25. Truckee.-On the Southern Pacific near the point where Lake Tahoe Railway joins the Southern Pacific from the south. Two and a half miles to the northwest of the Truckee lies a very good summertime emergency landing field. All approaches are clear and a space available for landing 600 by 2,000 feet. A big boulder painted white stands on the northwest side of the field and beside it is a white wind indicator. This field is to be avoided in winter, as snow gathers on it to a frequent depth of 4 feet. Soon after passing Truckee [sic] the Sierras are crossed. On the direct course 10,000 feet will clear the highest peak. but an altitude of 15,000 feet should be maintained.

The Southern Pacific Railroad tracks veer to the west and north and from here on to Sacramento are at a varying distance of 5 to 20 miles north and west of the course.

**UNITED STATES AIR MAIL SERVICE
PILOTS' DIRECTIONS
NEW YORK-SAN FRANCISCO ROUTE
DISTANCES, LANDMARKS, COMPASS
COURSE, EMERGENCY AND REGULAR
LANDING FIELDS, WITH SERVICE AND
COMMUNICATION FACILITIES AT
PRINCIPAL POINTS ON ROUTE**

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1921**

Post Office Department,
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1921



DID YOU, TOO, HELP WIN THE WAR WITH A PICK AND SHOVEL?
No Matter;
AT LAST YOU CAN FLY.

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You don't have to manufacture Canucks and Jennies or spade up the C. O's front yard.

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U. S. TALE SPINS PUBLISHING CORPORATION



above: Marie Fitzpatrick in front of her grand view from the Donner Air Way Station.



Left: Marie and Pat Malberg (as a young girl), from Lake Mary.

Right: Airway beacon atop Donner Ski Ranch (Signal Hill) today. Norm Saylor, who owned Donner Ski Ranch, bought the beacon as surplus from the Federal Government for \$25.

Look closely when you are in the neighborhood; you will still see it on the peak hoping, maybe, for aircraft again.



Even with the Air Route's safety features, emergency landing strips, radios, weather forecasts, markings, etc. accidents still happened. The top crash is into Van Norden in 1922. You can read more about it in our March, '09 issue.

The bottom crash happened in 1933. That plane was a Boeing Tri-Motor. The plane was retrieved by Boeving, fixed and placed into service in Alaska. After its final retirement it went to the Boeing museum in Seattle.



Right: For 2011 the Donner Summit Historical Society has added four 20 Mile Museum signs to last year's 28. One of this year's crop is the Donner Pass Airway Station. The sign sits on Old 40 at the very old garage across from the Sugar Bowl Academy. The garage was once part of the airway station. All of our 20 Mile Museum signs are on our website. You can download a brochure or come into the museum for a "hard copy."

Hwy 40 Scenic Bypass

Donner Pass Airway Station & Beacon

History

The first wagon train, the first transcontinental railroad, and the first transcontinental highway crossed Donner Summit. So did the first transcontinental airway.

When airplanes were new, pilots flew by the "seat of their pants." Flying only what they could see. Pilots wanted to fly all the time through, and people wanted speed, so the Federal Government developed airways and entrepreneurs improved airplanes.

The first transcontinental airway was right overhead here.

The F2D's saw great improvement in flying. Pilots began to carry in-line 1800 footwings, more rugged landing gear, and guidance devices. Radio and lighted beacons were set up to guide pilots and emergency landing strips were placed at regular intervals.

To the left above you see Signal Hill (the top of Donner Ski Ranch) there is still a beacon that rotated showing pilots the summit. Before the beacons were two light oriented east-west in the direction of the official airway. Above you to the right was airway station #11 with "W" "V" painted on one side of the roof and "Donner" on the other.

Airway stations were placed at regular intervals all the way across the country along the transcontinental route. They provided up to the minute weather information, tracked traffic, and provided communications.

The station on Donner Summit was commissioned in 1911. It was decommissioned in 1957 when planes began to meet all-weather technology, more powerful radio beacons, and four lighters, making the beacons obsolete.

The Donner station was not a preferred arrangement due to the winter isolation of all four seasons. Pilots had to travel miles over the snow to get to the town where an they could get to breakfast, fuel, or repairs. More likely operators used the whole way down to Truckee.

A Good Memory

"We occasionally had dinner with Miss Fitzpatrick, gathered above in front of the central town of Donner Lake who was very gracious, the children - two girls only, which was good considering the six-month winds that descended it. The night that they arrived at a handful was given a candle when ascending the chair. My Mom and I were surprised a bit fully after dinner on our way down and we were over-seeing and laughing on these roads, grabbing the rope in time to stop on Snow's head fall." - Fitzpatrick, Lake Mary, remembering visits to the station.

Things to do right here

Make your way up the track and look for the old foundation. Make up Lake Mary for a picnic. Before the Pacific Crest Trail was the lakes and green views.

More on Gliders and Sled Dogs



This will make a good story when we get more information. You, our faithful reader, will remember the May, 2011 issue in which we had some pictures of glider flying on Donner Summit. Those pictures were not as good as this one which we just obtained.

On the back is a notation dated 1931 and that it is an "Associated Press" photograph with prohibitions against syndication so we won't syndicate it. "Glider flying is becoming very popular in the high sierra in California this winter. Recently the Truckee glider Club made it first flight, finding an ideal location at Soda Springs, California. The glider plane took off on a snow-covered slope and landed on a frozen lake [which we can suppose was Van Norden].

O.P.S. Dogs helping to the plane after it landed on the frozen lake at Soda Springs, California"

It's a little hard reading since the print is blurry. We are informed by one of our artifact experts that the notation was made with what was called a "Typewriter" which in some fashion duplicated what we do today with a printer.

DONNER SUMMIT HISTORICAL SOCIETY

donnersummithistoricalsociety.org

Membership 2011

I/we would like to join The
Donner Summit Historical Society
and share in the Summit's rich history.

DATE _____

NAME(S) _____

_____ New Membership

MAILING ADDRESS _____

_____ Renewing Membership

CITY _____ STATE _____ ZIP _____

_____ Individual Membership - \$30

(Please mail this card with your check payable to DSHS to Donner
Summit Historical Society, P.O. Box 1, Norden, CA 95724)

_____ Family Membership - \$50

_____ Friend Membership - \$100

_____ Sponsor - \$250

_____ Patron - \$500

_____ Benefactor - \$1000

_____ Business - \$250

_____ Business Sponsor - \$1000

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DONNER SUMMIT HISTORICAL SOCIETY

copyright 2011

Volume #1 display 1

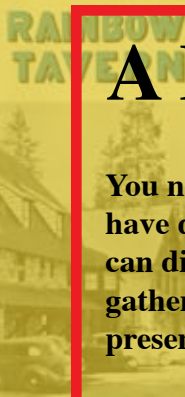
Poster Edition

Public Lodges & Hotels of Donner Summit



Spread Your Vacation at The Ideal Mountain Resort!

Before I-80 took travelers quickly over the



A Little Help

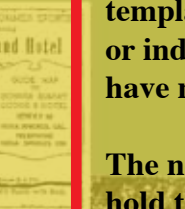
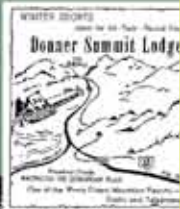
You noticed, no doubt, on page 6 that we have developed some large displays. We can display them in the museum, at our gatherings, and when we travel to give presentations or help other groups.

We have the dozen displays and with our template we can make more as groups or individuals wanting presentations have new topics needing illustration.

The next step is to buy some easels to hold the displays.

If you'd like to donate to our display fund, use the form at the left and note, "displays."

Behind this little notice you see another of our new displays, lodges and hotels of Donner Summit.



was the the route from Sacramento to Reno. It was the most surviving... that... of the...
All along Highway 40 there were little communities with stores, cabins, and lodges...
... a few thousand... communities...
... of Highway 40... (see page 6)



BEACON HILL LODGE
HIGHWAY 11, 6 MILES NEAR DONNER SUMMIT
In the Heart of the Sierra Placemont
Soda Springs
Serving Lunch
The Fremont Association
ESTABLISHED 1880
ALL YEAR RECREATION CENTER
Skiing - Snowmobiling - Sports
Winter Rates
SATURDAY - SUNDAY AND HOLIDAYS
AMERICAN PLAN
Taxi Meals Included, Breakfast and Dinner

	Per Day	Per Person
Single Day Dinner		\$ 4.00
Breakfast, Lunch, Dinner		7.00
(No Private Lodges)		
Room with Bath	8.00	
Room with Connecting Bath--2 to Room	10.00	
Room with Connecting Bath--2 to Room	9.00	
Room with Connecting Bath--Private Bath	11.00	
3 to Room	11.00	
Room with Private Bath--2 to Room	12.00	
Room under 10 to Room with Private Bath	4.00	

WEEKLY RATES AVAILABLE UPON REQUEST
Deposit of First Day's Stay on All Reservations
Taxes will be charged on American Plan Rate
RESERVED NO PETS ALLOWED



Take Old Highway 40 from Rocklin to Truckee. You can obtain a brochure with turn by turn directions and pictures from the Donner Summit Historical Society in Soda Springs. You can also download the directions as a Word document from www.donnersummithistoricalsociety.org.



www.donnersummithistoricalsociety.org
P.O. 1
Norden, CA 95724