



Donner Summit Historical Society

October, 2011 issue #38

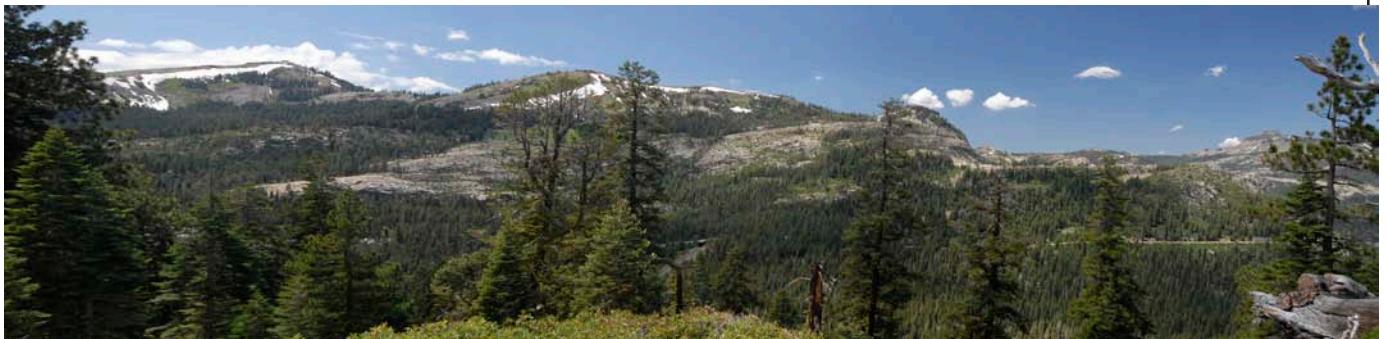
Newsletter



What Do We Do Now?!

"We could see nothing but mountains upon mountains as far as the eye could reach."

Josiah Belden upon reaching the Sierra
Bidwell Bartleson Party, 1841



There does not seem to be any rhyme or reason for the articles our editorial staff chooses to focus on. Articles written some years ago have yet to make appearances in our newsletter whereas new ideas pop up all the time some go to the head of the queue. So it is with this month's lead. Our research staff was playing around in the history of Donner Summit towards the end of summer. In a place with so much history there's a lot to play around in with lots of possibilities for our newsletter. In all the playing there were ideas on top of ideas.

One of the ideas was imagine the early emigrants from the United States. They'd traveled, some of them, thousands of miles. They'd braved all kinds of hardships and months later, coming to the end of their journeys they were confronted by the greatest barrier yet. It must have seemed so unfair to the exhausted traveler; they were just a few miles from their goal. What must they have thought upon being confronted by the Sierra Nevada?

This article really grew out of thinking of an article about the Dutch Flat Donner Lake Wagon Rd. That will come, but while checking out the geography and taking pictures, our field historians kept coming back to the question of how did the the first emigrants decide to go where they did?

Our photographers took up the idea and went out looking for good vantage points to present the problem.

The top picture on the previous page is a panorama looking west at the first crossing point for an emigrant wagon train, Donner Pass. Suppose you were heading up the Truckee River, crossing and recrossing, wearing out your oxen, your wagons, and yourselves; dodging rocks; trying to make headway. Upon first seeing the wall of granite, what would you have done - presuming you had no GPS or satellite images. Which way would you have gone? Looking at the panorama you can see later choices: Old 40 and Rainbow Bridge, the transcontinental railroad, the Lincoln Highway and the Dutch Flat road. If you've hiked around you also know where the pipelines and the fiber optic cable went.

The emigrants had no earthy moving equipment. They had no dynamite. They were in a rush to beat the snow. Which way would they have gone? How many different routes did they try?

The lower panorama is from the west end of Schallenburger Ridge (named for a 17 year old left to spend the winter at Donner Lake by the first wagon train, the 1844 Stephens Party) looking towards the granite wall a few miles south of the upper panorama. The lower panorama includes Roller Pass. Suppose you were an emigrant in 1846. You have heard how hard the Donner Pass is (look at the top panorama). Over the next ridge is Coldstream Valley. It's an easy run up the valley but then you're presented with a wall of granite again. Which way do you go?

That's the question for this issue. We'll concentrate on Donner Pass and leave Roller Pass for next issue. Realizing that not all of our faithful subscribers (you do subscribe don't you?) will want a whole issue on that, we have a couple of other things to keep you interested.

On one exploration with an OCTA (Oregon and California Trails Association) expert, Dave Hollecker, he said it was too bad the emigrants had not gone just a bit north from Reno. They might have found Beckwourth Pass which is much easier. The emigrants, though, found Donner Pass, and had to make do.

DONNER SUMMIT HISTORICAL SOCIETY
www.donnersummithistoricalsociety.org

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If you would like monthly newsletter announcements, please write your email address below VERY neatly.

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We sent our renewals to our last year's members and they've started rolling in. Your help is much appreciated. Your contributions go to our 20 Mile Museum, our fine newsletter, brochures and posters (some of which are for sale at the Soda Springs Store - look at our website), our website, and rent on the museum. Contributions help us preserve, celebrate, and pass on the rich history of Donner Summit. There is still lots to do.

What Do We Do Now? Pt I

The Experience

They'd crossed half a continent or more, leaving the United States to challenge geography for better lives.

How could they have known what they would face and how ill-prepared they were for the hardships and disasters that awaited. The emigrants heading for California were courageous and driven and there was no giving up.

Those who survived the journey, and about one in ten didn't, were hardened by the crossing having faced accident, storm, disease, dehydration, Indians, desert, and sick and dying animals and friends. They learned skills they'd never contemplated. They forded rivers, over and over, and crossed mountains. They left behind prized possessions scattered in the 40 mile desert. They buried friends and family members. The later emigrants passed grave after grave and animal carcasses all along the trails.

They thought they'd conquered it all and won and then they were presented with the Sierra Nevada. They were exhausted emotionally and physically but they were just a few weeks from new lives. Everything would be better – if they could just get over this last hurdle.

The first emigrants had it hardest of all. There were no trails. There were no signs. There was no information. Eighty year old Caleb Greenwood, who guided the first wagon train to bring wagons into California, the Stephens Party, had never even been to the Sierra, although a 1936 biography says he had come to California.

The Sierra presented a solid wall of granite to the emigrants and presented one of the final problems. Seeing the mountainous wall they must have wondered, what do we do now?

That was not a bad question. The first wagon train to California, the Bidwell Bartleson Party arrived at the Sierra in 1841. They saw no alternative but to abandon their wagons and cross at what is today the Sonora Pass. The next wagon train, the Walker Party, abandoned their wagons in 1843 and crossed at Walker Pass at the southern end of the Sierra after having traveled along the Sierra's length. The other half of the Walker Party had split off at Ft. Hall and tried to get around the Sierra by skirting it to the north without wagons.

The Bidwell and Walker Parties were not lucky. The Stephens Party, in 1844, met up with a friendly Native American, Chief Truckee. He told them about the Truckee River and a possible pass above. There is a pass of course, today crossed by a road, a highway, a railroad, pipelines, and communication lines. It had been crossed for thousands of years by Native Americans who left their petroglyphs and grinding rocks on the exposed granite slabs.

Even though there is a pass a thousand feet above the Truckee River the question was how to get up to it. On foot it's an exertion. While you're exerting, think about what it must have been like with wagons.

The Stephens Party took eleven wagons up the rocks. They never took wagons apart as some paintings show but neither could they yell "giddyup" to their oxen and drive up. Conquering what would be called Donner Pass with wagons must have been a horror. You can berate your oxen and force them to pull the wagons but in other places you have to detach the oxen, lead them up and hoist the wagons up rock faces. Then you have to re-attach the teams until the next even more



taken from the Rainbow Bridge parking lot looking down at Donner Lake with Old 40 just below. Might wagons have come through here?

difficult spot. If the emigrants didn't have to hoist the wagons they had to double or triple team to get up the steep slopes. Back and forth they went, up and down, one wagon after another, until days later they reached the top and Lake Angela. Finally they could rest. Imagine how they felt. They could rest. Now it was all, mostly, downhill to California.

Finding the Trails

The idea of the emigrants and their wagon trains has captured the imagination of following generations and professional and amateur historians have tried to trace the routes. Some historians left signs marking what they thought were the routes and others have published books.

The difficulty of tracing the wagon routes over Donner Summit is made worse because of all the of the changes made by succeeding generations. The Dutch Flat Donner Lake Wagon Road was first. The railroad came next, then improvements and realignment of the Dutch Flat road, the Lincoln Highway, Rainbow Bridge, Highway 40, and gas and power lines. There is little that is left as it was.

For years the historians looked to the south side of the canyon that leads up to the pass with little success. Don Wiggins of OCTA (Oregon California Trails Association) thought why not look north? Conventional wisdom is not always correct. He and Don Buck could find some traces down lower. They even think they've found the cleft in the rocks, mentioned in diaries, where animals were led through and then wagons were hoisted up. Up higher, they had no luck. That's not surprising given the disturbance in the last 150 years and because the wagons didn't leave bread crumbs.

Trace Evidence, the signs of wagon passage are small: scraping and rust on rocks, smooth spots on granite, and maybe constriction marks on very old trees. There is not much to find and it's all easy to miss. Besides, not many wagons came up Donner Pass to leave their marks. Trail researchers have



There are a couple of George Mathis prints in the Donner summit Historical Society. He was a prolific artist who began as a commercial artist in San Francisco before moving to Nevada City. He was born in 1909 and died in 1977. For decades he recorded Western historic scenes and was known as "The Pictorial Historian of the Mother Lode." You can see many of his prints at the Nevada County library website: <http://mynevadacounty.com/presentations/index.cfm?ccs=1261&cs=3507>. Here wagons make their way up Donner Pass from Donner Lake.

read old diaries and think that maybe 50 or 60 wagons came up Donner Pass from 1844 to 1846. By 1846 emigrants had discovered Roller Pass, which although difficult, was a breeze compared to Donner Pass, and no more wagons went up Donner Pass. There may well have been more wagons and more than the 1500 people who crossed Donner Summit up to

1848, but most people had little education and could not or had no inclination to keep diaries. We'll never know.

Real Route

The people from OCTA think that the original wagons went to the north side of Mt. Stewart (named for George Stewart famous author of Sierra books like *Storm*, *Ordeal by Hunger*, *Donner Pass*, etc.) which is not anywhere near where previous researchers thought the trail lay, but evidence has been found. Trails West placed a monument at the top just east of Lake Angela to commemorate the good possibility that the emigrants went that way. There is a picture of Mt. Stewart on the next page.

Truckee Trail – Stephens Pass

“It was one continued jumping from one rocky cliff to another. We would have to roll over this big rock, then over that: ...Then we had to lift our wagons by main force up to the top of a ledge of rocks.”

William L. Todd, Sept. 1845

Trails West marker at the top of Stephens Pass just north of Mt. Stewart and east of Lake Angela's dam. GPS reading: 39 19 294 120 19 404 elevation 7157

is. Then one day, “My eye just caught it.” Just a few feet off Old 40 he found heavy scratches in the granite, rust marks, and rock wear unique to the emigrant wagons. Then to corroborate, five feet left, were more marks (see the next story).

Dave's theory, which is not proven – yet, is that a mark like those “does not occur in nature... something went over that rock with wheels... five feet apart...” and then there's the rust. In order to leave the grooves he found, many wheeled things had to go over the rocks.

This was exciting. Unfortunately any sign above is obscured by brush which would not have been there when the wagons traveled due to regular fires.

More careful searching above and below may corroborate Dave's theory of how the first wagons got up to Donner Pass, north of Mt. Stewart.

After a day's travel we came to a rim rock ledge where there was no chance to drive up, so the wagons were taken to pieces and hoisted to the top of the rim rocks with ropes. The wagons were put together again, reloaded and the oxen which had been led through a narrow crevice in the rim rock were hitched up and went on.

Benjamin f. Bonney 1846

Where exactly did the first wagons go? How did they get to the marker on the north side of Mt. Stewart from below where Rainbow Bridge now is?

Dave Hollecker, also of OCTA and Trails West, thought he'd take up the challenge. He tramped all over the east and north sides of Mt. Stewart and never found a sign. This is surprising given the knowledge and experience Dave has after his decades of exploring and marking trail in the west – if the trail really went there.

Dave knows exactly what to look for. Using research he goes out to likely spots and considers the terrain. If he were a wagon train guide in what direction would he go? If it's a good route, he will more than likely find evidence. Someone with a metal detector might then find things lost or cast off: square nails, tiny boot nails, etc. Evidence isn't just smooth spots on the rocks though. It needs to be corroborated.

If you go searching for trail sign, carry a tape measure. If you see what looks like marks in one spot on a rock, measure about five feet to the side. Wagons axles ever since Roman times have been about five feet.

Dave had no luck, trip after exploring trip. He could not figure how the emigrants got from below Rainbow Bridge to the north side of Mt. Stewart where the Trails West monument

interesting fact:

oxen are castrated full grown bulls (how would you like that job?!). The emigrants used oxen rather than horses because oxen can eat any vegetation and horses and mules are more picky.

Where Exactly Did the First Wagon Trains Go?

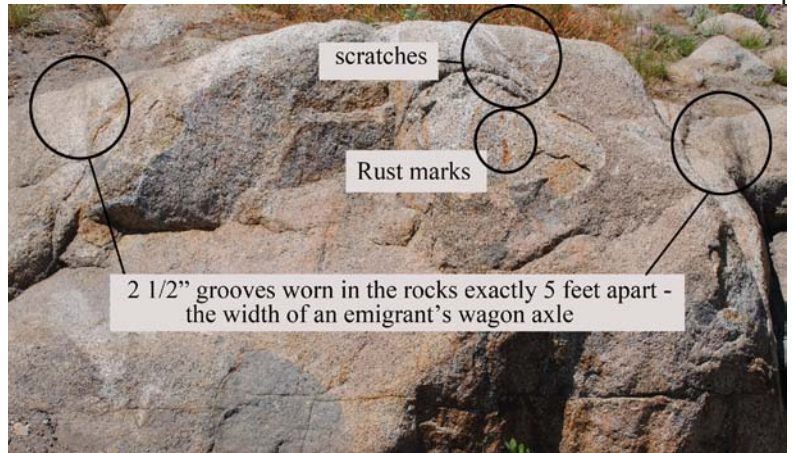
It has always been an "article of faith" that the first wagon train across Donner Summit went up the south side of the canyon above Donner Lake. That "route" has been publicized over and over and some signs were even put up. There has been so much activity in the area though it's no wonder no evidence has been found. The Dutch Flat Donner Lake Wagon Rd. built by the railroad to supply the building was first. Improvements were made on that road and the route changed over time eventually becoming The Lincoln Highway and Highway 37 among other names. You can see good maps and descriptions of those routes in [To Donner Pass from the Pacific](#) by Jack Duncan. Highway 40 occupied another route. In addition to roads, power lines, telephone lines, gas lines, and a fiber optic cable all came through that canyon. During the building of the fiber optic cable machinery drove across the petroglyphs below Rainbow Bridge. That is just one example of how the "modern" changes affected the historical artifacts.

There is no real evidence that the wagons went up the south side. The first train, the Stephens Party, did go up the canyon with wagons along with wagon trains coming later in 1845 and even 1846, although by 1846 Roller Pass had been discovered - see next month's issue.

If there is no evidence of the wagon trains on the south side, maybe they went elsewhere? Maybe they went to the north side of the canyon or went back and forth. In the previous article that idea was considered. Here we have some evidence that wagon trains may have gone to the north of Mt. Stewart (one of the peaks on the north side of Rainbow Bridge) and to Lake Angela (which was much smaller in those days).

Dave Hollecker of OCTA, decided to check out the theory others had proposed, that the wagons went up the north side of the canyon? Was there any evidence to find? First Dave put himself in the mind of the early emigrants. He considered how the geography before the highways, and before dynamite looked. Where would he have taken wagons? Having 25 years of experience tracing wagon routes all over the west, he had a pretty good idea of the problems and where wagons could really go. Where they sometimes went is just amazing.

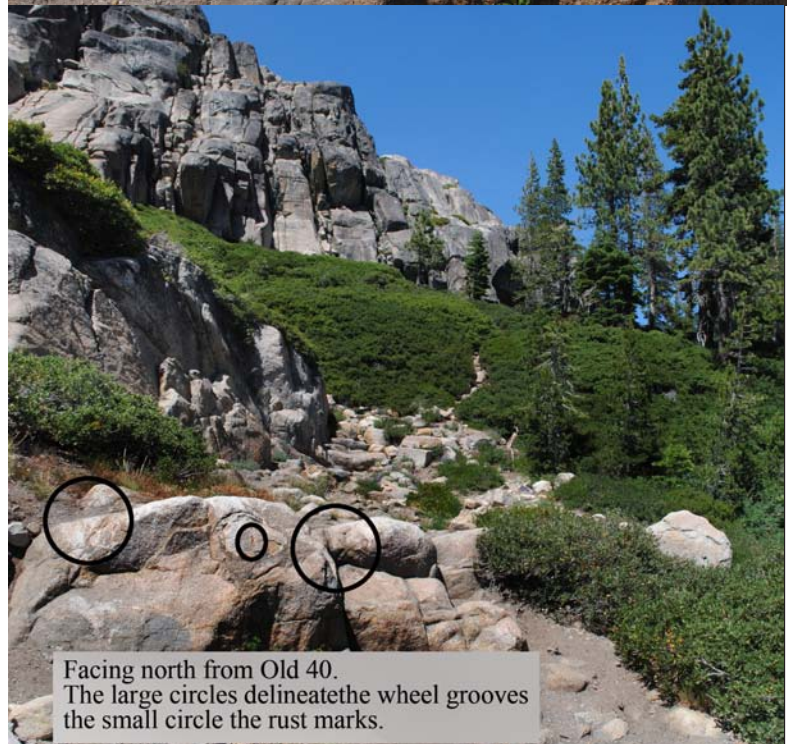
Up and down Dave went between Rainbow Bridge and Mt. Stewart. Carefully exploring the rocks looking for evidence. It was not until the third or fourth



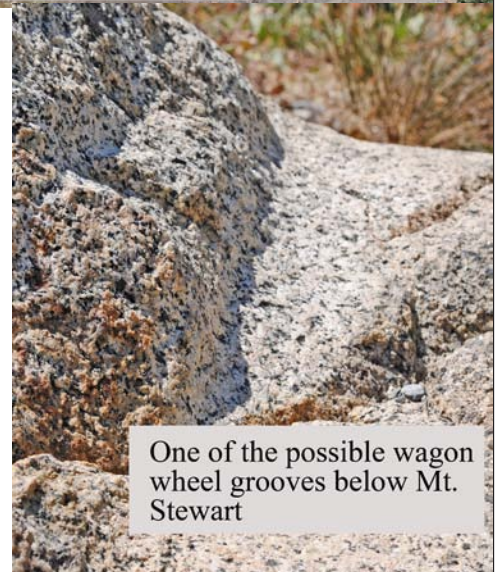
scratches

Rust marks

2 1/2" grooves worn in the rocks exactly 5 feet apart - the width of an emigrant's wagon axle



Facing north from Old 40. The large circles delineate the wheel grooves the small circle the rust marks.



One of the possible wagon wheel grooves below Mt. Stewart



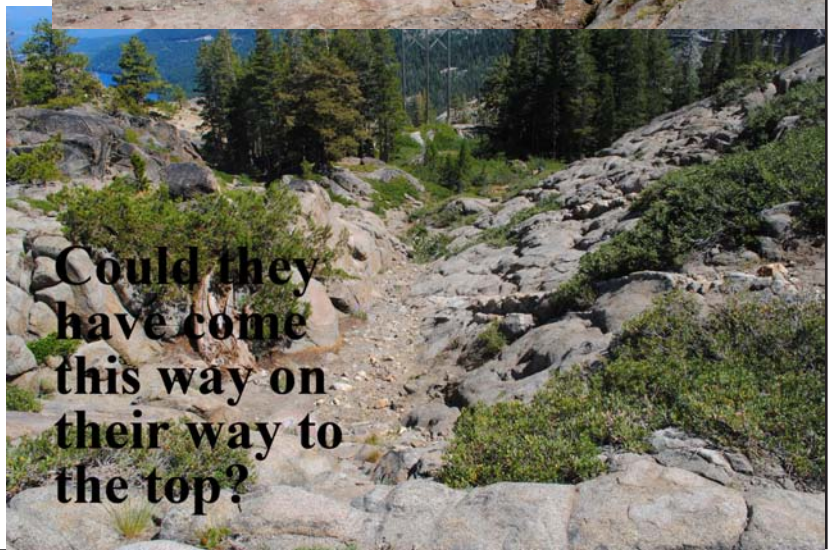
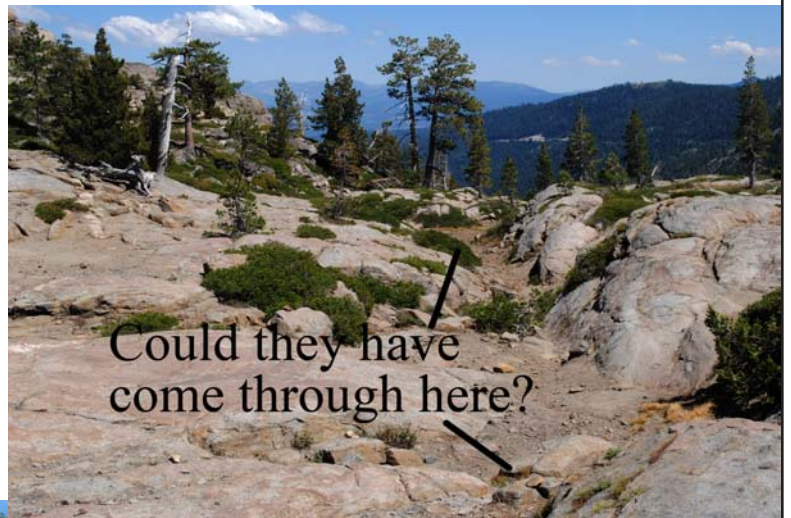
View of the Trails West marker on the north side of Mt. Stewart with view to Donner Lake.

failure that he was coming down almost to Old 40 when he saw it. How had he missed the signs so many times? Who knows. Light changes and different things become apparent.

You can go see what Dave found. Using a GPS the coordinates are 39 19 164 and 120 19 299. Without a GPS you can also go just a ways down Old 40 from the top, about half way to Rainbow Bridge. Look for the scene pictured in the center picture on the previous page.

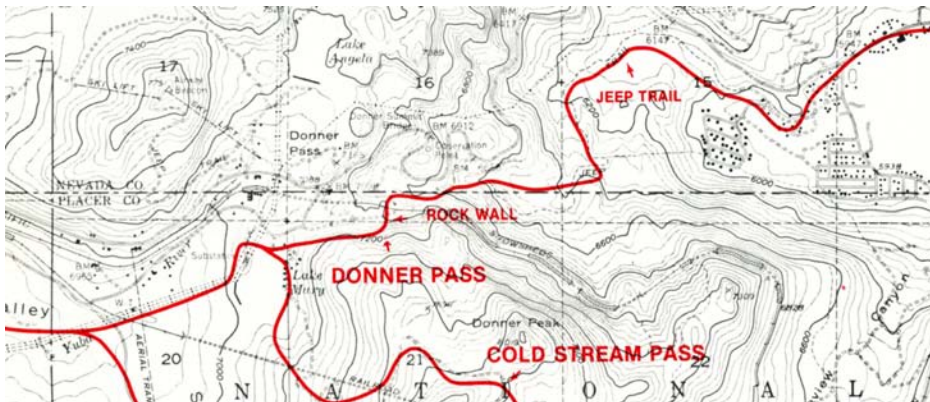
First Dave found a groove in the rock, clearly unnatural (bottom picture previous page). Well that could come from any number of things. He took out his tape measure and five feet left was another groove (pictures on previous page). In the center were scratches and a rust mark. An amateur would miss the marks and would think there is no way anyone ever got up there with a wagon. Look at the rocks and the brush. The brush probably would not have been there because of regular natural fires. There may have been more dirt below the rocks but the emigrants also piled up rocks to ease the slopes. This is not the roughest spot wagons ever went. Is it the actual route? No One knows for sure yet. Who knows what is hidden under the brush. From a trail historian's point of view, fires are helpful exposing all kinds of evidence.

To determine if this was the actual route, more research needs to be done. Trails West and OCTA believe that the route went to the north of Mt. Stewart from here. They have diary evidence of that. Some physical evidence of the route needs to be found to see how the emigrants got up to the Trails West marker at the top (top picture).

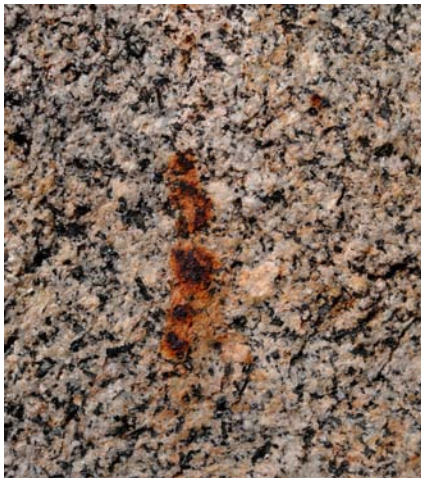


That marker is pictured at the top of the previous page along with its spectacular view. You can reach the marker in two ways. One is climbing up past the rocks pictured on page 6 and going through the brush. You can see a little trail blazed by rock climbers. Just a little way up you run into the PCT. Take that for a few hundred yards and then go left up one of the draws on the north side of Stewart. The other way is to head for Lake Angela. When you get to the dam go east. The GPS reading for the marker is 39 19 294 and 120 19 404 at an elevation of 7157 feet.

Pictured below the top picture on the previous page and here, right, are views of the geography. Could wagons have gone up here? Diary entries say the wagons got to Lake Angela. If we know that, how did they get up there?



Traditional route thinking from Trail of the First Wagons Across the Sierra by Charles Graydon.



close up of rust mark on the page 6 rock. It looks inconsequential. It is rust. How did it get there so coincidentally between the two well worn grooves in the hard granite?

After a day's travel we came to a rim rock ledge where there was no chance to drive up, so the wagons were taken to pieces and hoisted to the top of the rim rocks with ropes. The wagons were put together again, reloaded and the oxen which had been led through a narrow crevice in the rim rock were hitched up and went on.

Benjamin F. Bonney 1846

Summit Canyon – boon for history buffs

The Truckee Donner Land Trust has been acquiring private property and turning it over to public access for two decades. For example the TDLT has added about 2500 acres to the Donner Memorial State Park including all of Schallenburger Ridge, the ridge on the south side of Donner Lake.

In a move that hikers, bikers, and history buffs will enjoy in perpetuity, the Land Trust has purchased the lower part of “Summit Canyon” below Donner Pass and given the public access to 260 acres from which it had been excluded.

For those who enjoy history, the canyon is important because it contains the original Dutch Flat Donner Lake Wagon Road (1864), The Lincoln Highway route (1913), and the original route of the wagon trains (1844-46). For decades it was the main route over our part of the Sierra. Later Highway 40 later took travelers around the newly acquired parcel.

With this acquisition you can get on the old Lincoln Highway at the PCT trailhead on Donner Summit (Forest Service land) and walk the easily identifiable route to Donner Lake. If you can have a car waiting at the bottom, what a great walk, as you pass the original 1867 RR tunnel, China Wall, petroglyphs, 1913 Lincoln Highway underpass, and old advertisements painted on rocks. You walk the actual route of the Lincoln Highway almost the whole way with spectacular views of Donner Lake.

The Land Trust has had its eye on Summit and Billie Mack Canyons for years because the Trust sees expanding recreational opportunities, preserving historical sites and viewsheds, and protecting watersheds as an important duty. Summit Creek and Billie Mack Canyon Creek are part of the source of the Truckee River and Donner Lake. The Trust also sees the newly acquired parcels as a natural addition to the State Park which includes Schallenburger Ridge and Lakeview Canyon.

Perry Norris, executive director of the Land Trust has been working to get the canyon for some years and the deal finally closed in the Spring of 2011 for more than \$3 million. Money came from State proposition 84 money specifically set aside for park land acquisition. “It was a bear of a deal” Perry Norris said of the transaction’s complexities.

The acquisition is particularly attractive because for years hikers could start at Donner Summit on USFS land and follow the old Lincoln Highway route downhill until they ran into private property with “Keep Out Rottweiler Dogs Ahead” signs placed on the trail. The owner of the land not only kept the public off of his land but also off the public right-of-way to the old routes. Members of the public had

been fighting that idea, that the public could no longer access its rights-of-way, for more than a decade and there were numerous confrontations and even political intrigue. All that is no more.



Welcome to Summit Canyon Ranch

Trails are open to all non-motorized use

Open for day-use only. Sorry, camping is not permitted

Fires of any kind, including but not limited to smoking, campfires, and camp stoves, are strictly prohibited

Please pack out your trash

Please be sure that your pet does not harm or harass wildlife

For questions or more information please contact the

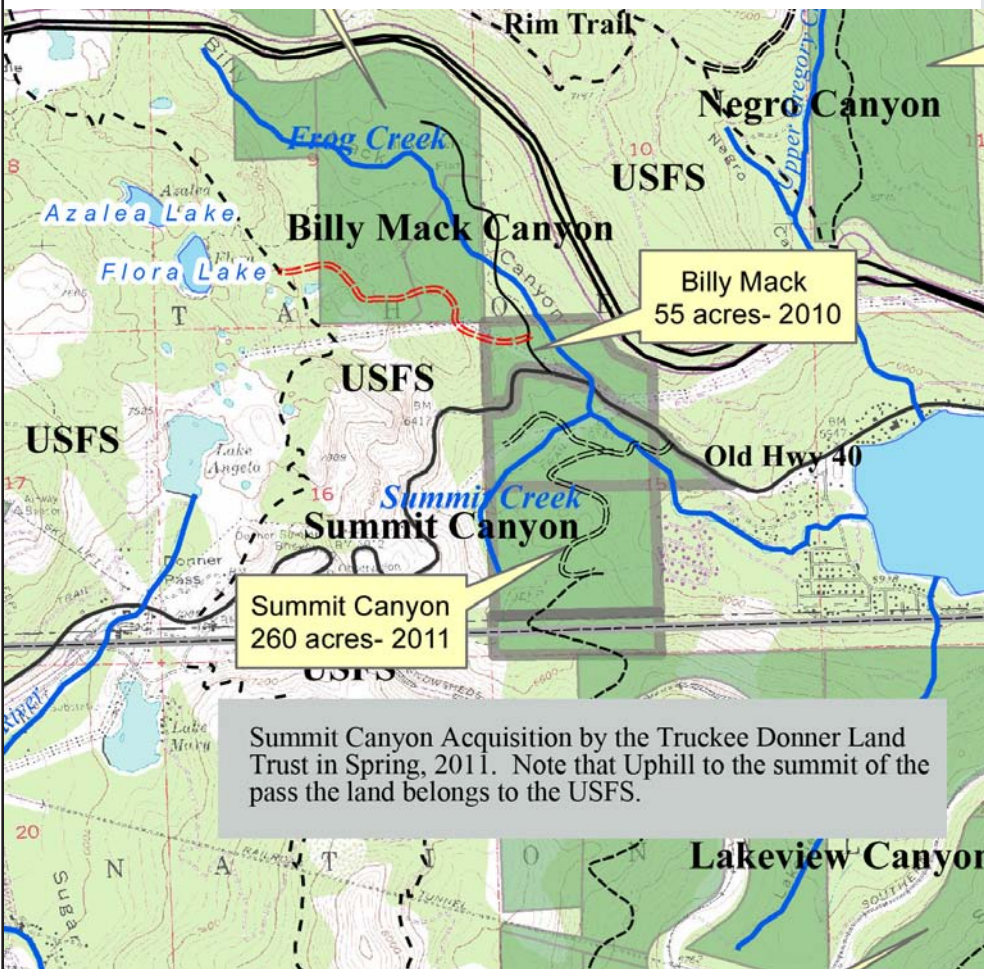
Truckee Donner Land Trust
at (530) 582-4711 or www.tdlandtrust.org

Enjoy your visit!



Currently the land is open to public use for non-motorized activities like hiking, biking, and picnicking. Picnic tables will be installed and a set of interpretive signs and kiosks is being installed (above). Eventually a trailhead will be developed with ultimate connections to the PCT and the Donner Lake Rim Trail. Negotiations with the Forest Service about trails and connections are ongoing.

To find the new “public” lands head up Old 40 from Donner Lake. About a half mile up on the left you will see the kiosks and signs welcoming you.



Rick Martel has been studying route down the canyon for more than ten years accumulating a large body of knowledge about the routes of the travel ways. He has collected a large number of pictures and maps. A couple of really interesting ones will be in a future article about the Dutch Flat Donner Lake Wagon Road (DFDLWR).

Rick's devotion to public access and his and friends' energy may have helped move the acquisition along.

<http://www.historicdonnertrail.org/>

"Hopefully, we will soon have the old DFDLWR/state highway 37 marked for the public to easily follow the road from Donner Lake to the summit. There are a few spots where erosion and boulders in the road have made the road difficult to follow.

Hopefully, Placer and Nevada Counties can find funds to restore this county road, making it a great tourist destination."

Rick Martel

Trails West Website
<http://emigranttrailswest.org/>

OCTA website
<http://www.octa-trails.org/>


Rowton's Day and Night Service Station

Years ago when there was a lot more activity on Donner Summit Rowton's Service Station sat next to the Soda Springs Hotel and serviced travelers with gas, repairs and car storage. The service station building is now the ski shop across the street from the Historical Society.

We came across the ad here (with its misspelling (enlarging the pictures shows the right spelling and confirms Norm's memory) and thought that would be a nice piece of miscellany to put into the newsletter. That is the seed of a new newsletter feature. Don't let your subscription lapse.

Soda Springs Service

THE ONLY GAS STATION ON DONNER SUMMIT



● **Open 24 Hours** ●

GASOLINE - OIL - GARAGE SPACE
CHAIN SERVICE - TOWING SERVICE

★ ★
Next to Soda Springs Hotel
★ ★

RALPH RAWTON, Proprietor
SODA SPRINGS 2262



Pictured here Rawton's Service Station left with the hotel right and Soda Springs ski area behind. Between the hotel and the station is the Zorich Ski Shop (which is what the partly hidden sign says along with "rentals." Below left another view along with "Tasty Food" and the Greyhound depot at the Soda Springs Hotel. Below, they had lots of snow in those days too.





Summit Station & Roadhouse

Summit Station & Roadhouse – Summit Catalyst

The Donner Summit economy has been on a downward spiral for decades. A once vibrant economy has degraded to the point that one ski area head says, Highway 40 “looks like a third world country” on Donner Summit. It is a little exaggeration but there is truth too and we’re going to do something about it.

One of the Donner Summit Historical Society’s original goals was to build a museum/community center. The community center was to serve as a sense of place for Donner Summit/Soda Springs and as a welcome for visitors. It would have public restrooms and a place to get information about Donner Summit. Its proposed components are things people have wanted for years.

The idea percolated for a couple of years but it became obvious that a purely philanthropic venture would not succeed. We needed a better model.

There’s a new venture coming to town, an idea to serve as a catalyst for change: Summit Station and Roadhouse.

Summit Station and Roadhouse will have four components:

Interesting architecture: wide open vaulted space with huge post and beam timbers. Throughout will be visually exciting historical displays. Think of a Hard Rock Café with a Donner Summit historical theme. The activities and businesses will flow from one to another within the building with few barriers.

General store with a broad range of merchandise to serve daily needs of locals and specialty products for visitors and second homeowners looking for something special while on holiday. The store may also provide a delivery service so homes can be stocked upon renters’ or owners’ arrivals.

Restaurant with fun theme: soda fountain, quick food, prepared meal components to take home, and dining. Then menu will have “signature” items that will attract visitors as well as “comfort” foods like pizza from a wood-fired oven.

Public component with public restrooms to serve as a welcome to Donner Summit where visitors can get information about hiking trails, lodging, recreational opportunities, bike routes, etc. There will also be an art/photographic gallery with rotating juried exhibits.

Destination Attraction

The new building will not just attract people who happen to be going by; the architecture, history, food specialties, art gallery, and family fun will attract visitors who want to visit it specifically.

The building will sit to the west of the old Soda Springs Hotel on the old Beacon Hill Lodge site which currently hosts broken cement foundation, old swimming pool, and dumped materials. In the picture on the previous page you see a conceptual drawing of Summit Station & Roadhouse on Old 40. In the distance is the old Soda Springs Hotel building.

A Visit

Imagine driving down Old 40 past the Summit Station and Roadhouse. There’s a warm glow in the large front window coming from an old blacksmith’s forge. Stop for a visit. As you enter the vaulted open space some people are doing business but others are just milling around talking or admiring art or history exhibits. The aroma of pizza comes from the wood-fired oven. There is a general store off to the left and a restaurant/coffee shop/soda fountain off to the right.

Walk over for a coffee and a special cinnamon bun and take them out back to sit by the river or on the covered walkway out front. In winter just sit inside where people are using WiFi or just talking. While you enjoy your snack, acquaintances, friends, and Summit visitors come in to pass the time, pick up picnic lunches, fresh cinnamon buns, or meals to take home. Others are there to shop for some basics or wine and cheese for a gathering at home that evening. Visitors are finding information about local activities, eating at the restaurant or buying old time soda treats. Others are admiring the large historical displays: first transcontinental railroad, Lincoln Highway travelers, the building of Tunnel 6, the stage coach to the real Soda Springs, the building of Sugar Bowl, the Amazing Dennis Jones, local Olympic skiers, the Madman of Donner Summit, or the wagon trains crossing the Summit. There’s also a place for kids to play.

What fun.

The properties are under contract for purchase. The venture will be financed through a limited partnership, Summit Station LLC, made up of investors who want to catalyze the revitalization of Donner Summit - people who can see something better and are willing to act on that.

For more information, contact
Jim Hoelter jehoelter@gmail.com
Bill Oudegeest bill@donnersummithistoricalsociety.org

Don't let your subscription lapse Next Time,

My goodness, there was so much in this month's folder that our editorial committee wanted to put in this newsletter but it just was not possible given our general managers strictures against overly long newsletters.

So we've put away for next time:

An art piece Starr Walton has

The unknown pioneer marker on the way to Huysink Lake above Big Bend

An axe head found in downtown Soda Springs

The Cisco Sled - this is great!

A newly discovered picture of air route station on Donner Summit

Roller Pass

Joseph Aram in 1844

Snowshed Ferry