

The Donner Summit

Heirloom

History and stories of the Donner Summit Historical Society

May, 2012 issue #45



The Most Interesting Unknown Historical Spot in California

The Transcontinental Railroad's 1867

Tunnel 6

A 19th Century Engineering Marvel

Every year after snow melt hundreds of people make the discovery of the tunnel on Donner Summit. They walk, bike, and even drive through from the old highway to the views of Donner Lake on the other side.

Few know the tunnel is the crowning achievement of mid-19th century engineering. It is also the victory of hundreds of Chinese immigrants over the 1659 feet of Sierra granite through which they bored the tunnel.

The tunnel took two years to complete and it enabled the crossing of the Sierra by the transcontinental railroad. Few know too, of all of the history on eastern side: China Wall; Native American petroglyphs thousands of years old; and the first transcontinental highway, the Lincoln Highway. All are easily seen and explored on the other side of Tunnel 6. But those stories are for another newsletter.

Here is the Tunnel 6 west portal today just off the road into Sugar Bowl and across from Donner Ski Ranch. The tracks were taken up in 1993. Note the little ridge of rock on the bottom left and right. That is where the original bottom was before the tunnel was heightened to allow taller trains.



Here we start a series about Tunnel 6, hardship, snow, avalanche, black powder and nitroglycerine, Chinese immigrants, the Big 4, the first locomotive in California (which was not used on Donner Summit as you'd expect), the first locomotive across the Summit (which did not go as you'd expect), and more.

But first, Tunnel 6 today.

You find Tunnel 6 on Old Highway 40 right at the top of Donner Pass. Just across from Donner Ski Ranch the Mt. Judah Road goes into Sugar Bowl. It's the only turn off from Old 40 in that spot. A hundred yards down the road is an overpass which goes over the old railroad bed. There are no tracks today; they were pulled up in 1993. Today's transcontinental train traffic goes through the longer tunnels a half mile or so south.

Tunnel 6 is right next to the overpass. Where trains used to travel and smoke blackened the roof, it's quiet, cold, and dank. Water drips from the ceiling. The gravel is easy traveling but there are pools of water. On a hot day it's a nice cool respite.

A powerful flashlight is a good friend to keep one's footing and to look for tool marks on the walls. A really powerful flashlight is needed half way along. Shine the beam up into the 90 foot shaft that goes to ground level up top.

In 1866-67 hundreds of Chinese immigrants worked the granite faces in teams of three, 24 hours a day, seven days a week making progress of only a little more than a foot a day. One man held the chisel drill bit, a long piece of steel



In these photographs you can see drill holes in the rock. How they were made is for next month. The drill holes in the top and bottom photographs here were used to split the rock. The drill hole in the center photograph would have been filled with black powder had it been used.



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with a flat spade bottom – the bit. Two other workers took turns hitting the drill bit with eight pound sledge hammers. After each hit the bit was rotated a quarter turn. Eventually a hole was worked into the rock, as much as 2 1/2 feet deep; filled with black powder; sealed; tamped; and blown up. Some of the holes, never blown up, can still be found in the walls (center photograph page 2) and in large chunks of rock. Other crews removed the debris and the drill teams went back to work on the faces: 24 hours a day, 7 days a week – bam, bam, ¼ turn, bam, bam, ¼ turn – for two years until the tunnel was finished. What an achievement. That's the story that is coming.

At the east end of the tunnel are spectacular views and more history. Go to the right, south, and wander back west. You are on the route of the old Lincoln Highway. When you come to the Lake Mary Rd. turn right, north, and go back towards Old 40. At the strangely shaped building in the Sugar Bowl Academy parking lot go west. Not too far from the road, you will find a large metal covering – the top of the shaft going to Tunnel 6 (see page five).

The tunnel was taking forever to build. It was slowing the whole railroad. More importantly it was slowing the money from the government which paid by completed railroad mile. Working on the tunnel from both the east and west ends was not fast enough. The shaft was sunk so workers could work from the inside as well as from the outside (see page 5). At the top in 1866 there were buildings and hoisting mechanisms – all gone now – but with a little imagination maybe you can visualize them or hear the bam, bam, ¼ turn, bam, bam, ¼ turn 24 hours a day, 7 days a week from down below.

Over the next few months, we'll explore Tunnel 6 – don't let your subscription lapse.

Tunnel 6 Portfolio



To enjoy these photographs from the inside of Tunnel 6 you should probably look at them on a computer screen rather than printed on printer paper. So go to our website to the pictures page under "photo galleries" and then click on "Tunnel 6." A gallery will open for you.

Once we do the historical Tunnel 6 articles we'll add galleries of those pictures circa 1860's.

The granite walls of Tunnel 6 are full of color but that's only obvious when you use a good strong light or a flash. The one to the left looked like an interesting abstract.

Contemporary Photographs Inside Tunnel 6



Tunnel 6 is a cool respite on a hot day. During winter it's positively frigid especially when the wind is funneled in from the west.

There is a constant drain of water year round. In winter the falling water develops all kinds of designs and formations. Again, you need a strong light or a flash on your camera.

Above, icicles hanging from the ceiling. Below, water frozen as it moves down the wall. Right, a large ball of ice hanging from the ceiling with some icicles.



Tunnel 6 Central Shaft

When tunneling from the east and west simultaneously was not fast enough the CPRR sank a shaft down the center so tunneling could be done from the inside out as well as from the outside in. That's a story for a future issue. Top picture here is the looking up at the central shaft. Below that is the central shaft from the top. The bolt bottom left was used to bolt the Sacramento down. That's also a story for a future issue. So stay tuned.



Transcontinental Train Trip, 1870

The Transcontinental railroad was finished in 1869. This letter describes a trip less than a year later.

Sir — As an old resident of Dunedin, who has just taken a trip across the continent of America by rail, I take the liberty of sending a little advice for the benefit of others who may intend taking the same route. The voyage to San Francisco by steamer would be pleasant enough provided proper vessels were laid on ; but such steamers as the City of Melbourne and the Wonga Wonga are totally unfitted for the purpose. We were cramped, smothered, badly fed, and dirty. A few days in San Francisco, at one of the excellent hotels in that city, is necessary before starting by the rail. On landing there, you are pestered by agents of four different companies to purchase tickets for the journey across, each and every one asseverating that his particular route is the best. I made many enquiries so as to make sure, and was taken in at last. The line was made westward from Omaha by two companies. Eastward from San Francisco by the Central Pacific Company to Ogden, thence the Union Pacific Company to Omaha. Here four lines branch off to Chicago. As far as Omaha the line is a single one; the fare is fixed, and likely to remain so ; but considerable competition exists with the other companies. I took my ticket through to New York, price 140 dols., and before I reached there the fare had dropped 7 dols. I would therefore advise the traveler to take his ticket to Ogden, thence to Omaha, and thence, if he likes, he can take a through ticket to New York. He, however, should take the precaution to see his coupons run regularly from one company's terminus or depot to another, as he will have to pass over many lines.

The best route, and the only really pleasant one, by which the best and prettiest section of the country is to be seen, is from Omaha to Chicago, by the Chicago, Rock Island, and Pacific Railroad. The traveller should stay in Chicago a abort time — it is a grand city — then proceed by the Michigan Central to Detroit, from Detroit to Niagara Falls by the Great Western, and from Niagara to New York, by the New York Central, via Albany. At Albany the steamboat can be taken to New York, and the beautiful scenery of the river Hudson seen to perfection. If the through ticket be taken to Albany, and the steamer taken from thence, 6s is saved in the fare. By the rail, which skirts the river, many pretty glimpses are obtained. The trains all through stop three times a day for meals. The time allowed is 25 minutes, and the charges are, breakfast and supper 3s each, and dinner 4s, except on the desert, where all meals are 4s, and very good; the hotel cars are attached twice a week. The cost for meals right through from San Francisco to New York is 40 dollars.... Sleeping cars run with every train; a section in one must be taken, as the first-class carriages are constructed so as to prevent any person from lying down — elbowed seats to contain two persons sitting close on either side, with a passage down the middle, through which the conductor-or somebody is always passing.

Sitting upright for seven days' and nights, in the motion, is beyond endurance.-

The sleeping cars are divided in sections, each one has two double seats vis & vis. At night the attendant — a darkey — slides the seats together and folds down the backs, making a sofa six feet long by three wide, on which he puts a good thick hair mattrass, feather pillows, clean sheets and rug. Overhead a hinged shelf is let down — ship-berth

fashion on which a similar bed is made. Heavy rep curtains are hung on plated rods all round, and in each section there are a looking-glass, a lamp, and a portable table; also a spittoon. The seats are covered with rep or velvet, and the floor is carpeted. In each carriage there are separate dressing-rooms — one each for ladies and gentlemen — containing washstands, clean towels, iced drinking water, &c. All the fittings are plated, and on that account are called "silver palace



Unless otherwise noted, the photographs and other historical ephemera in The Heirloom's pages come from the Norm Saylor collection at the Donner Summit Historical Society

sleeping cars." The cost is 12s per night for one upper or one lower berth; the whole section, for married couples, 24s. Two ladies or two gentlemen are put in a section, and the black attendant expects a gratuity. Boot-cleaning is 1s per pair. As far as Chicago only one train runs for the 24 hours, so there is no dodging the night. From thence they are more frequent. I send you a map.

The ride is most delightful. The scenery changes from the grand and sublime in the wild Rocky Mountains to grassy plains, dreary desert, smiling homesteads, pretty farms, orchards, gardens, villages, towns, rivers, lakes, waterfalls, &c, &c, like a kaleidoscope; something fresh every minute, and never tiring. Very little risk is run; the drivers are extremely careful; the ascents and descents are gradual and easy, every bridge, cutting, and embankment is slowly gone over at the rate of four miles an hour. The greatest speed is 25 miles — the average 18. Cow ploughs are fixed to every engine, which gently slides off any obstruction. We ran into four bullocks in a curved cutting, killed three, and never felt the shock. The train was stopped within its own length. The only real danger is from the Indians, through one section. They have a lot of Western roughs, outlawed from every State, living with them. They have tried to stop the luggage trains for plunder on several occasions, but have not succeeded in doing so. On the night we were passing through the State of Nebraska—the country of the Cheyenne and Sioux — on a dead level plain, near North Platte, a party of them were seen by the driver arranged on each side of the line: it being bright moonlight. He and his men put on steam and crouched down.

Directly, a volley of bullets was fired at the engine, breaking all the circular glass windows which protect the drivers in front, and two bullets came through the carriages, one into the mail car and one into the baggage. The conductors, who are well armed, let fly the charges in their revolvers, with what result, was not known. Fortunately no one in the train was touched. This was the first time a passenger train had been attacked. Companies of soldiers are stationed all along the line. At the next station some were sent back to fight the Indians. There is no fear of the snow in the winter, as snow sheds and fences are erected on all parts likely to be blocked. There is a snowshed tunnel 40 miles long on the summit of the Sierra Nevada. I came through in the last of May and first of June. Weather hot all the way.

Baggage can be checked the whole distance, and access had to it at all times — train in motion or not. Only a small bag is allowed in the car. Drafts should be bought on London and sold in San Francisco at a profit. Gold only is used as far as Ogden; after that nothing but paper, which can be bought at the ruling prices. It is now 112£. Not a coin except copper and plated cents, from one to five, the size of a farthing, is to be seen in the United States — nothing but scraps of paper, bank notes, very dirty and ragged, from five cents value upwards — miserable money. Everything in New York is high in price. I see little but imported goods, the same as we get in the colonies. A necktie, the Dunedin price of which would be 2s 6d, here costs 8s ; common muslin puggaree, 1s 3d in Dunedin, 6s0; and so on. Hotel board is from 3 dols. 1am, &c, William Meluishish.

CENTRAL PACIFIC RAILROAD

OPEN TO CISCO,
98 MILES FROM SACRAMENTO,
FOR FREIGHT AND PASSENGERS.



Trains leave **Sacramento** DAILY, (Sundays excepted) connecting at **Cisco** with Stages of the **PIONEER STAGE CO.** for **Virginia City, Austin,** and all parts of **Nevada.** Also, connect with the **OVERLAND MAIL STAGES** for **Great Salt Lake City** and all parts of **Utah** and **Montana Territories.** The Stages of the **PIONEER STAGE CO.** connect at **Hunter's,** on **Truckee River,** with

HILL BEACHEY'S LINE

To **Ruby City** and **Silver City, Owyhee.** Also, **Boise City, Idaho City, Placerville, Centreville,** and all parts of **Idaho Territory.**

THIS EXTENSION OF THE

CENTRAL PACIFIC RAILROAD,

In connection with the New Wagon Roads now open, *via Humboldt River,* will enable **Passengers** between **Idaho Territory, Owyhee** and **California,** to make the trip **IN FOUR DAYS,** being much less time than by any other route, and one-half the time formerly consumed *via* the **Columbia River.** Also, at much less risk and expense.

LELAND STANFORD, Prest. C. P. R. R. Co.

CHARLES CROCKER, Supt. C. P. R. R. Co.

SACRAMENTO, SEPTEMBER 1, 1867.

1867 CPRR poster when the railroad reached only as far as Cisco

The Alder Creek Trail

by Marshall Fey

Donners at Alder Creek



The Alder Creek Trail was a final leg on the long arduous journey across the country for the advance Donner Party consisting of the Breens, Graves, Murphys, Fosters, Kesebergs and Reeds clans before wintering at Donner Lake. Detained by a broken axle, the trailing Donner families were only able to proceed 2 miles up Alder Creek Valley before they were stopped by heavy snow and forced to hastily erect tent-like shelters.

Fortunately, many early trail researchers were able to examine the beginning of the trail at the future site the Prosser House before the area was hidden under the waters of Prosser Reservoir in the mid 1960s. John Markle's 1849 diary, uncovered by Peter Weddell, was the early proof of the Donner Family campsite. Markle stated, "The Donner campsite could be seen from a high point near the junction of these two creeks [Prosser and Alder]. And this was the only place one could stand and look toward the head of Alder Creek Valley and see the two [Donner] tree stumps. Cut at snow level, the more than 12 foot high stumps could be viewed 2 miles away.



Beginning in 1935, Bert Olson joined Peter Weddell researching the Donner Trail. The photo Olson took nine years later shows the Prosser House and the Alder Creek Valley, above. The joining of the Prosser and Alder Creeks was at the low willows at the right. Olson stated, the Donner Stumps could be viewed from the hill at the right. Today the secrets of this spot and the junction of the two trails lay buried under the waters of the Prosser Reservoir. Early trail scholars said that some of the best trail evidence lay under Prosser Reservoir.

Not only the emigrant trail from Verdi to Truckee, but also the Lincoln Highway and old Highway 89 once passed in front of the site of the Prosser House. Highway 89 was still unpaved in 1944.

Visit the forgotten Historic Emigrant Road The End of the Trail for the Donner Party



To Get There:

From I-80 turn north on to Highway 89 and proceed about 4 miles north to the Alder Creek Donner Family Picnic Area located on the east side of the highway. Turn in here and park. Walk southward along a foot path from the parking lot through a picnic area in the trees. The footpath continues around the hill to the right, which leads to the "T" marker in the photo above.

Nevada Emigrant Trail Marking Committee "T" marker #20: Donner Camp at Alder Creek

After locating and marking the Donner Family Campsite in 1927, Peter Weddell began marking the Donner Trails. On the far side of the tree behind TRR 20 is a small part of an early Weddell wooden sign. A Rhoads white painted blaze is visible a little above the "T" marker on the same tree. To save Weddell's work, Rhoads put his blazes on the trees that Weddell had placed his perishable wooden signs.

The Donner family did not spend the winter on this ridge, but instead set up an emergency campsite in the nearby valley below.



A number of unknown modern day trail enthusiasts have marked parts of the Donner Trail along Alder Creek. One of these trail buffs' green buttons was placed on the tree at the right. Many mark the trees across highway 89 and another was on a log just below Stephens Pass.

The tree on the right, next to Highway 89, stands a few hundred yards west of TRR #20. The post on the ground probably once held a Donner Trail sign. When Prosser Reservoir was being filled in the mid sixties the Highway from Truckee to Hobart Mills was relocated two miles west from the former site of the Prosser House. A major benefit is that today it passes close to the Donner Family Campsite, providing easy access

While passing through the Donner Picnic Grounds be sure to take the self-guided tour along the circular path and read the seven interpretive panels that describe the story of the tragic Donner Party.





How To Get There:
 Return to Highway 89 and turn left (south). Proceed 0.6 mile and turn right on Alder Creek road. Proceed about 1/2 mile and look for the state marker about 100 yards north of the road. The marked trail runs eastward from here and can be followed by watching for trail signs from here for about a mile



California State Historical Landmark 799, placed on the Alder Creek trail, is one in a series of three. The other two were located on Hwy 49 and the Stephens Pass Summit.

This tree is located about 100 yards east of the State Historic Landmark. A little hard to find, Peter Weddell's weathered wooden Donner trail sign board is on the north side of the tree and Rhoads white blaze faces east.

The location of the swale in the photo at the right is preserved by two small modern day trail markers. A round green "Emigrant Trail" button is on the tree on at the left and diamond-shaped piece of metal is on the tree on the right.



To follow the remains of Weddells wooden signs, Rhoads' blazes and latter-day trail Preservationists' markers along this section of the Donner Trail for almost a half -mile is a very intriguing experience. The almost level terrain is easy to hike and was also ideal for covered wagon travel. Faint traces remain today from the wagons that passed by over 175 years ago.

The Alder Creek Trail Through the Tahoe Donner Subdivision



How To Get To Marker TRR #21:

Go west on Alder Creek Road for almost 4.5 miles to Fjord Road on the left. Turn left here and go 0.1 mile to the intersection with Northwoods Blvd.

Turn left here following it east then southward for 1.5 miles to the marker. It is on the right side about 30 feet further west. The highly visible piece of trail is a little further beyond the marker.

This 1956 photo above shows a section of the Alder Creek trail north of TRR #21. A Weddell Donner Trail sign hangs on the tree on the right. The major construction of Tahoe-Donner housing during the 1970s obliterated most all of the trail evidence in the area.

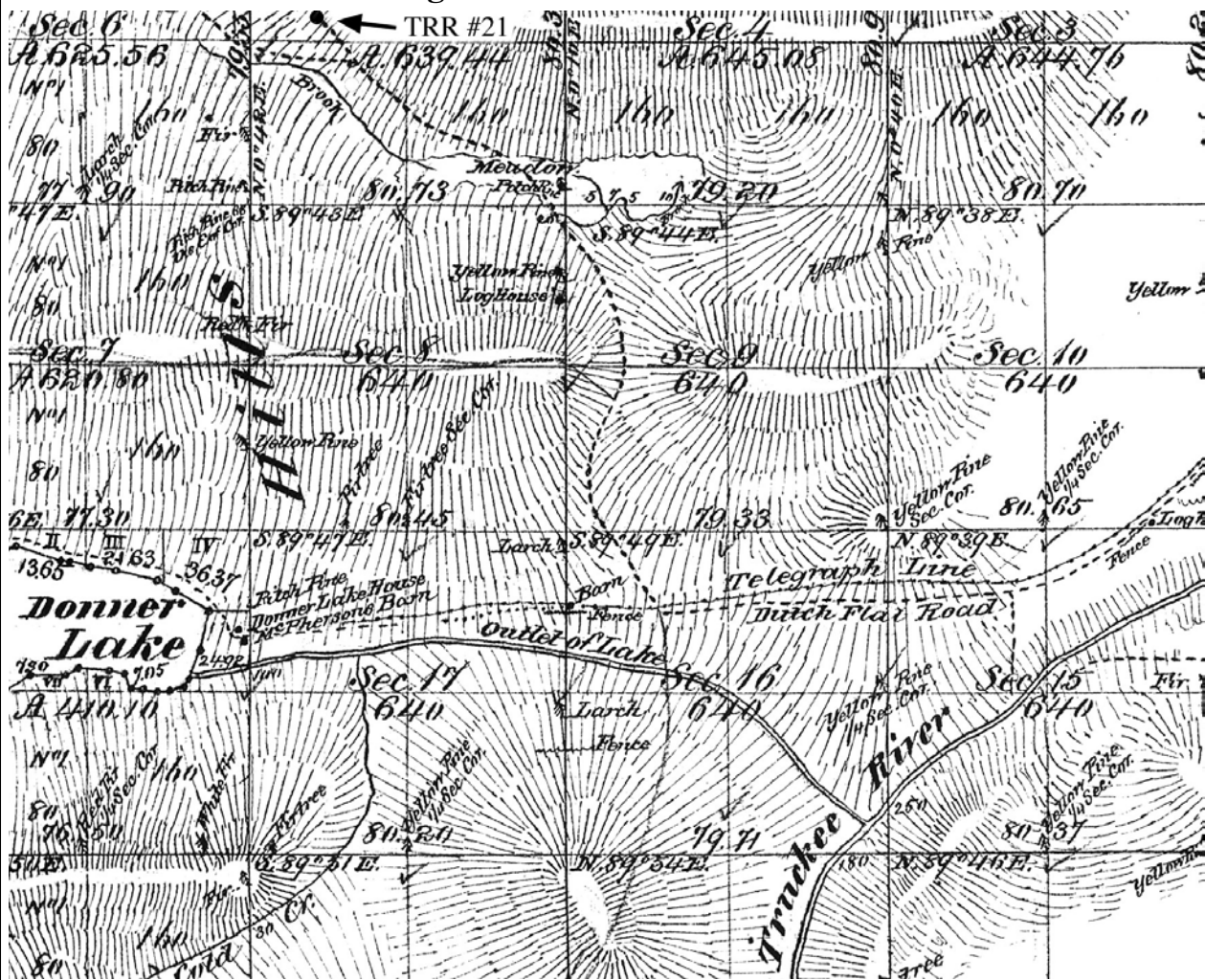
Fortunately, Nevada Emigrant Trail Marking Committee Marker TRR #21, photo at the right, was placed near a swale on still undeveloped land. Trail markers TRR #20, Donner Camp at Alder Creek, and TRR #21, Trout Creek, were abandoned by Trails West on March 5, 2001,



Facing north, this large monuments was placed at the end of the Alder Creek Trail in 1929 on old Highway 40 (Donner Pass Road) by the Landmark Committee of the Native Sons of the Golden West. The 24" x 16" plaque reads, "The Emigrant Trail in the Pioneer Days of California Came through the Low Pass to the North. Facing this Monument, the Trail Turned West at this Point for a distance of Twenty-Six Hundred Feet Where a Tablet Describes the Route Then Followed." The plaque contains an arrow pointing west towards Coldstream Canyon. The small sign at the right of the monument was placed by Weddell. It has an arrow that points to the north clarifying the abrupt turn.

Tahoe Donner Subdivision Plate 2

The 1865 Dyer Survey Map and the 1846 Edwin Bryant Diary Confirm the Emigrant Trail from TRR #21 to the Donner Lake

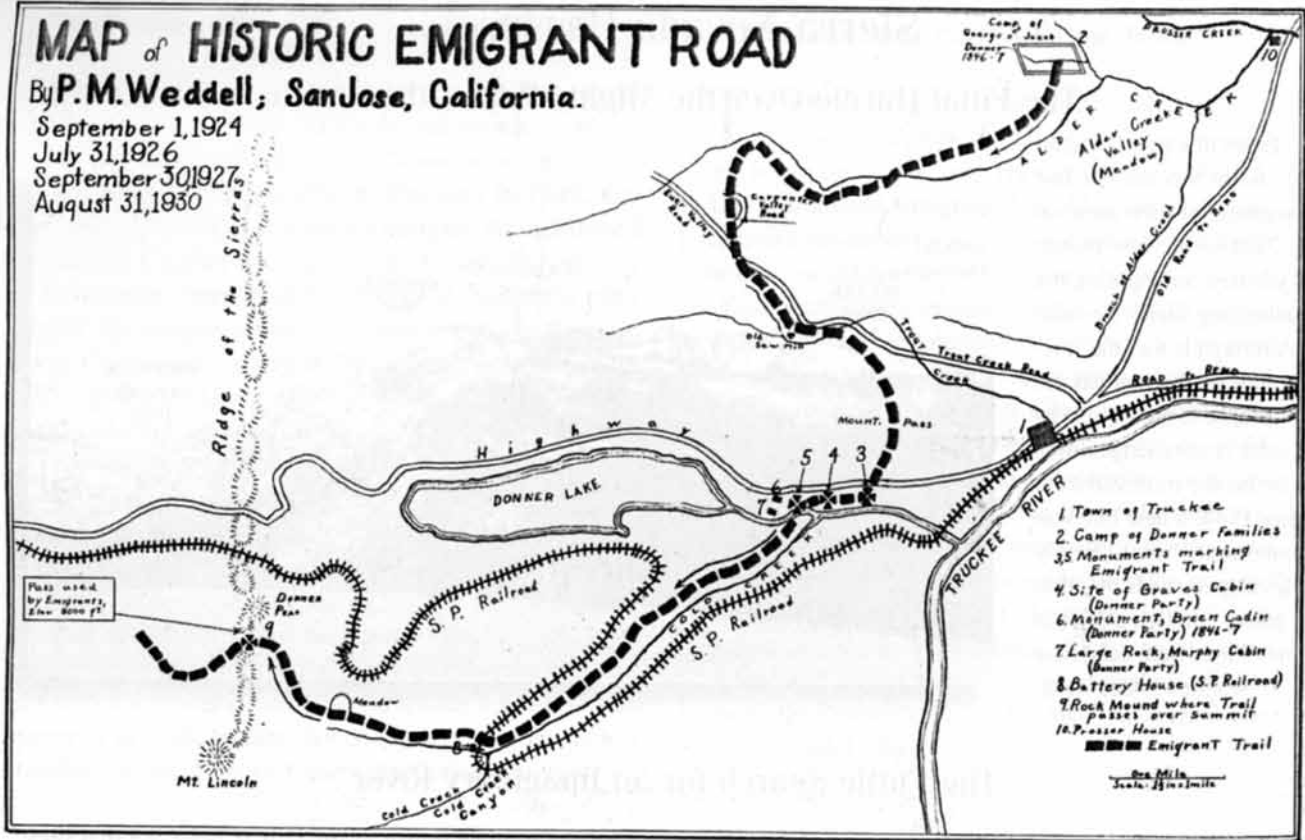


On this 1865 Department of the Interior map (Township 17 N, Range 16 E) the Alder Creek Rd. is shown by a vertical dotted line running down the center of the maps from the site of the T.R.R. #21 (Trout Creek), shown at the top of the map, and continues into Coldstream Canyon as the road to Roller Pass. On the adjoining BLM map to the North the dotted line is designated as the "Old Emigrant Road." Upon reading the vicinity of the former Dutch Flat Donner Lake Wagon Road, the end of the Alder Creek Trail, the advance Donner Party turned west for Donner Lake.

The Diary of Edwin Bryant, Traveling the Same Year as the Donners, Verifies the Route Along Alder and Trout Creeks

About one o'clock P.M., we descended a steep declivity [from T.R.R. # 21], and struck a stream [Donner Creek], which I first conjectured might be one of the tributaries of the Sacramento; but after an examination of its current, I discovered that it ran the wrong way, and was compelled, reluctantly, to believe that we had not reached the summit of the Sierra Nevada; and that the stream was a tributary of, or the main Truckee River. The trail runs along this stream a short distance ... until it strikes again the same watercourse in the distance of a few miles. About two o'clock, P.M., we suddenly and unexpectedly came in sight of a small lake [Donner].

Note: Bryant stated, "we descended a steep declivity and struck a stream" aptly describes the Alder Creek Trail from TRR #21 to Donner Creek. Referring to "striking a stream" rather than a river would indicate he arrived at Donner Creek (shown as "Outlet of Lake" on the above map) rather than first engaging the far larger Truckee River. He also stated he followed the same "watercourse" until reaching Donner Lake. Bryant would have noticed the major differences of Donner Creek and the Truckee River.



The Alder Creek Trail extended from the site of the Prosser House (noted on the map above as #10), located at the junction of Prosser and Alder Creeks, to the Native Sons of the Golden West's Monument (#3) placed on old Highway 40 between Truckee and Donner Lake.



Death Takes P. M. Weddell, S.J. Teacher, Historian

Recognized as the discoverer and marker of the Donner Trail, Peter M. Weddell, 88, retired San Jose High School teacher, died Friday night after his second operation this year.

A school teacher most of his life, Weddell taught at San Jose High from 1915 until his retirement several years ago. In 1920, he became interested in the route the ill-fated Donner Party took over the High iSerra to reach California, and spent much time in research tracing the trail.

Each Summer he spent erecting signs along the trail on both sides of Donner Lake. His wife accompanied him until her death. His last trip was made this Summer.



After Peter M. Weddell became interested in the Donner Party he continued to make wooden signs to preserve their trail from Verdi, Nevada to Donner Lake. Most every summer from 1924 until his passing at age 88 he continued this dedicated work that included preserving the route of the Alder Creek Trail.

The Nevada Emigrant Trail Marking Committee. Placing two "T" markers on this route, has continued to perpetuate Weddell's important research.

**SAVE N.E.T.M.C.
THE WEST'S
ORIGINAL GREAT
MARKING PROGRAM**

From the DSHS Archives



While Tunnel 6 was being tunneled the railroad came to an end at Cisco Grove. Travelers could take the train from Sacramento through the foothills to Cisco but there had to switch conveyances and take the stage east.

Here are a couple of advertisements for stage companies that connected with the railroad. They appeared regularly in newspapers. Above is a CPRR photograph of Cisco, the end of the line, with wagons ready to depart. If roads were impassable to stages, passengers might take mules to Virginia City but the trip would probably have been substantially longer than the advertised 17 hours (see below)

Today there is nothing left of the railroad era bustling town of Cisco.

THE CALIFORNIA STAGE COMPANY HAVE DAILY
 lines of Stages to all parts of California, Oregon and Nevada Territory, carrying the great UNITED STATES MAIL AND WELLS, FARGO & CO.'S EXPRESS.

LIGHTNING LINE!
 DAILY LINES OF SIX-HORSE CONCORD COACHES FROM SACRAMENTO TO VIRGINIA CITY, VIA DUTCH FLAT AND DONNER LAKE WAGON ROAD.

THE SHORTEST, SAFEST, BEST
 Route to Virginia!

Passengers from San Francisco and Sacramento take the cars of the CENTRAL PACIFIC RAILROAD at 6:15 A. M., arrive at Newcastle at 7:15 A. M., where they take the coaches of the CALIFORNIA STAGE COMPANY, arriving at Virginia City at 11 P. M., same day, being

Only Seventeen Hours from Sacramento to Virginia.

first stages dutch flat road 7/16/64 this from 7/26/64 sacto union

THE CALIFORNIA STAGE COMPANY HAVE DAILY
 lines of Stages to all parts of California, Oregon and Nevada Territory, carrying the great UNITED STATES MAIL AND WELLS, FARGO & CO.'S EXPRESS.

LIGHTNING LINE!
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THE SHORTEST, SAFEST, BEST
 Route to Virginia!

Passengers from San Francisco and Sacramento take the cars of the CENTRAL PACIFIC RAILROAD at 6:15 A. M., arrive at Newcastle at 7:15 A. M., where they take the coaches of the CALIFORNIA STAGE COMPANY, arriving at Virginia City at 10 P. M., same day, being only SIXTEEN HOURS from Sacramento to Virginia. RETURNING, leave Virginia at 1 P. M., arrive at Newcastle in season for the morning train, arriving at Sacramento at 8:30 A. M. THE CALIFORNIA STAGE COMPANY also run a SIX-HORSE DAILY LINE OF CONCORD COACHES from Sacramento to Virginia City, via BENNESS PASS ROUTE.

Leave Sacramento on Central Pacific Railroad at 6:15 A. M., take the Coaches of the Company at Newcastle at 7:15 A. M., arriving at Nevada at 11:30 A. M., and at Virginia at 2 A. M. next day. RETURNING, leave Virginia City at 5 A. M., arriving at Nevada at 9 P. M., where they remain until 6 o'clock next morning. This enables passengers to have a full night's rest and arrive at Sacramento in time for the San Francisco boats.

Passengers by this line have NO NIGHT TRAVELING—pass through Auburn, Grass Valley, Nevada and Eureka. The only Daily Line to MARYSVILLE, Oroville, Red Bluff, Shasta, Yreka and Portland (Oregon), connecting with the Central Pacific and California Central Railroads. OFFICE of the Company, Sacramento, corner K and Front streets, directly opposite Landing of Boats of California Steam Navigation Company.

A. G. RICHARDSON, Superintendent
 California Stage Company.
 A. WAGENER, Agent.

jy14

NEW ARRANGEMENT.

PACIFIC STAGE AND EXPRESS COMPANY.—On and after June 1st this Company will run a Daily Line of Six-Horse Concord Coaches, connecting with the Central Pacific Railroad at Newcastle, for Grass Valley, Nevada, North San Juan, Forest City, Downville, Virginia City, and all parts of Nevada Territory, carrying the United States Mail and Pacific Express. N. B.—Passengers by this line will arrive at Nevada and Virginia City before anything that leaves Sacramento at the same time, except the Pony Express. Persons having business, and in a hurry, will find it to their advantage to travel on this line, which, for safety and comfort, can't be beat.

Then & Now with Art Clark



This view of the Lincoln Highway, later to become Old 40, was taken from about 1.1 miles below the Rainbow Bridge.

This is approximately the location:
39° 19.380' 120° 18.799





20 Mile Museum Featured on Nat'l Geographic Geotourism Map

National Geographic's Geotourism initiative to promote sustainable tourism has come to the Sierra. People have been writing up Geotourism sites in the Sierra for the database and some have been featured on the new Sierra Geotourism map. One of the lucky sites, is the Donner Summit Historical Society's 20 Mile Museum as you can see from the excerpt below inside the oval. To find out more about the 20 Mile Museum go to <http://www.donnersummithistorical.org/pages/20MileMuseum.html> and to read more about Geotourism and see the main map go to <http://www.sierranevadageotourism.org/map.php>

We will have the whole map from which the excerpt below came available when they are published sometime this month. You can see a smaller version at <http://www.donnersummithistorical.org/PDFs/Geotourismmap2012.pdf>



Donner Summit 20-Mile Museum
 You won't find any walls at this "museum." Instead, drive along Old Highway 40 and stop at dozens of interpretive signs that reveal wagon train routes, Native American sites, the first transcontinental railroad, and other relics of history.

DONNER SUMMIT HISTORICAL SOCIETY
www.donnersummithistorical.org

Membership 2012

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

DATE _____
 NAME(S) _____
 MAILING ADDRESS _____
 CITY _____ STATE _____ ZIP _____

- New Membership
- Renewing Membership
- Individual Membership - \$30
- Family Membership - \$50
- Patron - \$500
- Friend Membership - \$100
- Sponsor - \$250
- Benefactor - \$1000
- Business - \$250
- Business Sponsor - \$1000

Donner Summit Historical Society is a 501(c)(3) non-profit organization

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