

The Donner Summit

Heirloom



History and stories of the Donner Summit Historical Society

August, 2012 issue #48

The Meaning of Tunnel 6

“The summit tunnel on the Central Pacific Railway was opened through from one end to the other yesterday.”

Sacramento Daily Union August 30, 1867

The grandest highway created for the march of commerce and civilization around the globe.

Daily Alta California June 20, 1868

Walking through Tunnel 6 on Donner Summit is an interesting experience especially if one takes along a powerful flashlight. There are tool marks and drill holes left by the Chinese left more than one hundred forty years ago. The granite ceiling is impregnated with decades of coal smoke.

At the right times of the year, interesting ice formations form from the continual drip of water through the cracks in the granite rock from the surface ninety feet above. (Take a look at our portfolio of contemporary photographs in our May issue.) Half way through the tunnel you can shine your flashlight beam up the central shaft that was excavated so the workers could work four faces at once instead of just two. Chinese workers were lowered by the donkey steam engine to work at the rock faces. The air was heavy and the light was dim. The work was back breaking. After enough holes were drilled, filled with powder, packed and tamped, the fuses were lit and the workers scrambled back up the shaft to safety. After the explosion and after most of the dust had dissipated they were lowered right back down the shaft and back to work.

The tunnel has stories to tell: the design, the work to build it, the storms and avalanches around it, the ordinary and famous people who traveled through it, even the zoo animals that escaped from a circus train and hid out nearby.

It's an interesting trip physically and through your imagination, but it is just a tunnel. There are lots of tunnels and lots of longer tunnels today.

Go back to the 19th century however. Tunnel 6 was an engineering feat - a marvel - something that had never been done before: carving a curving sloping passage through

A special train containing Leland Stanford, President E. B. Crocker, Chas. Crocker and Mark Hopkins, Directors of the Central Pacific Railway, with Senators Roberts and Belden, of Nevada county, ladies and members of the press, made the trip on Saturday, November 30th, from this city to the Sierra Nevada. The locomotive ran to within 200 yards of the summit tunnel, whence the gentlemen of the party proceeded on horseback or afoot through the tunnels to a point directly east and above Dormer Lake. The track will be finished by to-morrow all the way through the tunnel, and perhaps a mile beyond.

**Sacramento Daily Union
December 2, 1867**

THROUGH TO THE SUMMIT – The track on the line of the Central Pacific Railroad was finished through the tunnel to the Summit on Friday evening.... The most difficult portion of the Company's labors has been overcome – the rest of the route... is comparatively easy.

Daily Alta California December 1, 1867

so much granite and building it from four directions at once. The hardship endured by the Chinese workers and the work was just as an amazing feat as was overcoming the problems of Sierra tunnel building and Sierra winters by the CPRR. That was just the work though.

The building of the tunnel captured people's imaginations and in a broader sense, the tunnel meant something much more than just being a railroad tunnel constructed where some had not thought it possible.

California was isolated. It took the first arrivals months to get here either by ship or wagon train. Even with the advent of stages the trip was uncomfortable and long. Letters took weeks. One impetus for the transcontinental railroad was the Civil War, to keep California and its gold in the Union, but by the tunnel's completion the Civil War had been over for more than four years.

Reading through old newspapers and magazines we understand the tunnel was much more than a tunnel. There was a stream of reporters and visitors to the end-of-track at Cisco who then traveled to the tunnel construction site to report on the progress of the immense undertaking. Their flowery prose, repeated from newspaper to newspaper, tells us a lot.

Immediately after the tunnel was completed excursion trains took sightseers to the mountains and through the tunnel. Inclement weather had prevented the tracks from being laid all the way to Truckee but the excursionists got to see the great



The 5th annual Heritage Trail event will be held on August 11-12, 2011. Eighteen 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.

DSHS will display new exhibits about Tunnel 6 and the 20 Mile Museum.

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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

tunnel. One of the excursion trains carried the State legislature of California which had accepted an invitation to ride up to the Summit. The members of the legislature and State and Federal officers embarked in Sacramento and traveled to Colfax where they disembarked for a banquet. The President of the railroad gave a speech saying, that "ere another biennial session [of the legislature] convened, the shrill scream of the steam whistle would resound through the loftiest peaks and crags of the Sierras [sic].

Thirteen passenger cars were pulled by two "powerful engines...puffing in the van, apparently impatient to test their strength and speed in the herculean task allotted to them." Smart and "up-right" men rode in the open car at the rear where they could better see the "kaleidoscopic beauties, now picturesque and anon sublime, which unceasingly break upon the vision...." They were wined and dined and when they reached the tunnel, "For the first time since the dawn of Creation, this grand chain of mountains was now penetrated by the railway car, carrying into its very fastnesses [sic], and even through to the eastern slope, hundreds of residents of a rich and populous State, itself scarcely inhabited but twenty years ago. No wonder, then, that the occasion was one of enthusiastic rejoicing. No wonder that cheers, deafening and prolonged, echoed and re-echoed along that subterranean granite chamber - cheers heard even above the screeching of the iron pilots of the train." (Daily Alta California December 10, 1867) When was there ever an event where the legislature and State officers ever all go on a train to go somewhere?

Certainly California's and maybe even the whole Nation's feelings can be seen in an article, printed in a number of newspapers, called, "The Mountains Overcome" celebrating the tunnel's completion.

"The telegram which, starting from the summit of the Sierras [sic] on Saturday afternoon last, flashed across the continent to the shores of the Atlantic and underneath that ocean to Europe, announced an event which will probably seem greater to those far away than to those nearby; to those who read of it in history than to those who witnessed it in fact. On that day the track of the Central Pacific Railroad reached the summit of its grade. ... The flag of the Union was immediately planted near the spot, fitly signifying that an event had occurred which, more than any other, assures the continued unity of this great republic. For the completion of a railroad across the Sierras [sic] removes the only obstacle which has been regarded as insuperable to a vital connection between the Atlantic and Pacific coasts. For California it means much, but it means more for the country at large and for mankind.

Alfred S. Hart. Titled: Shaft House over Summit Tunnel, American Peak. One half of a stereopticon slide.

Central Pacific Railroad Excursion over the Summit of the Sierras. Legislative and State Officers.
December 7, 1867

Complimentary to

Cars leave Sacramento at 7 o'clock.



The people of this continent are no longer severed by mountain barriers which would make of them two nations, diverse and hostile. We may now make certain of a common national life that shall secure not only our own best interests, but the largest and noblest influence upon the nations, from whom, on either hand, we are parted by an ocean, and whose destinies we must seriously affect.

... The company have great reason to congratulate themselves upon the monument of American engineering, energy and enterprise which their road undoubtedly is. No other great public work has met with obstacles apparently more insuperable, and none has overcome its difficulties of various kinds, with more determined perseverance. ... in the East and in Europe they will fill the public mind with added respect for the practical genius of the American people (Sacramento Daily Union December 2, 1867).

The building of Tunnel 6 was an amazing feat in more ways than a few.

Nitro-Glycerine

When the CPRR began work on Tunnel 6 workers drilled holes in the granite, poured in black powder, added the fuse, tamped it, packed it, and sealed the hole. Black powder has at least one disadvantage. When it goes off it leaves behind a lot of smoke which must be dissipated before work on the new rock face can be started. That slows work down.

Nitroglycerine had been invented in 1846 and Alfred Nobel invented a blasting cap to set it off. Nitroglycerine would become a great advantage in conquering the granite of Donner Summit. Not only does it have more explosive power than black powder, it leaves behind little smoke and needs smaller drill holes, 1 ¼ " instead of 2 ½". It was very efficient because it blows up in all directions at once, shattering rock. This meant work could progress much faster increasing progress by 54%. Drilling smaller holes enabled workers to do three holes in the time two took previously. Instead of progressing only 14 inches per day, the crews could advance 22 inches per day using the new explosive. On the bottoms of the tunnels work was even faster going from 17 to 53 inches a day.

Nitroglycerine also had the advantage of not breaking up the rock into very small pieces which meant workers could get in to clear out the rubble much more quickly. The rock can be lifted out in "clean, large blocks" said the Sacramento Union (April 19, 1867)

Nitroglycerine cost less in manpower clearly, but it also cost less per excavated yard, \$10 vs. \$14.80. The total savings was estimated to be \$10,000 for Tunnel 6. It was only used in tunnels 6, 7 and 8.

According to the newspapers touting the new technology, nitroglycerine was claimed to be very safe. At the same time at least one report said, "It is very strange that numerous testimonials of the safety of this oil have been given by many mining superintendents, and engineers, and by military engineers in Europe, while in this country we have already had two destructive explosions of the oil in bulk."

In April, 1866 at the corner of California and Montgomery, there was a huge explosion wiping out the Wells Fargo office. The newspaper accounts were very graphic and gruesome the next day and should not be repeated in this family

...Gunpowder seemed almost to have lost its force, in the hardness of the rock, but the invention of a more powerful agent, glycerine, afforded the energetic directors the means of accomplishing this great work in a comparatively short period. They adopted the use of glycerine, and their progress was unprecedented in the annals of blasting. It was a grand sight from the valley of Lake Donner, at eventide, to look up a thousand feet upon the overhanging cliffs, where the workmen were discharging their glycerine blasts. Through the gathering shades of night, immense volumes of the fire and dense clouds of smoke broke from the mountain side, as if a mighty volcano was rending it to atoms. Huge masses of rocks and debris were rent and heaved up in the commotion; then anon came the thunders of the explosion like a lightning stroke, reverberating along the hills and canons [sic], as if the whole artillery of heaven was in play. Huge masses of rock rolled far down the steep declivity, and pieces weighing two hundred pounds were thrown a distance of a mile. Sometimes the people at the hotel, a mile from the scene of destruction, were obliged to retire to avoid the danger from the falling fragments.

"The Central Pacific Railroad or '49 and '69" by Old Block, 1868

"...as if the whole artillery of heaven was in play..."

newsletter. The nitroglycerine had been refused by the person to whom it was sent from the East Coast and across the Isthmus of Panama, so it was stored in the Wells Fargo office. There it was seen to be leaking. Eventually it went off.

Almost at the same time the April 18 ,1866 [Daily Alta California](#) reported, "A terrible explosion occurred at Camp Nine on the line of the Central Pacific Railroad near Gold Run, Placer county [sic], yesterday afternoon, while workmen were arranging a blast. Three white men and three Chinamen were killed, several of them being blown to pieces."

So although the new explosive could speed up work on the Sierra tunnels, that speed came with a cost. Later of course Alfred Nobel would mix nitroglycerine with materials to stabilize it and make it safer creating dynamite. His sense of guilt about his explosives would also bring about the Nobel prizes. Dynamite was not ready to be used on the CPRR though.

The first regular use of nitroglycerine in the U.S. might have been on the CPRR above Donner Lake. it was used on Tunnels 6, 7 and 8, but not on the other tunnels. For safety's sake, so as not to repeat another San Francisco accident, nitroglycerine was manufactured at a little factory near Donner Lake. There James Howden produced 100 lbs. of the explosive per day under a "shed roof supported by posts...erected over an old kettle which was used as a nitrator." There were red flags around the manufactory set out as warnings. The liquid nitroglycerine was carried by "Chinamen" to the headings

Nitroglycerine freezes at 45 degrees. So imagine the care that had to be taken in winter, or even most of the year on Donner Summit. The nitro had to be heated it so it could be poured into the drill holes but not so overheated that it might explode. Nitroglycerine needs a blasting cap to set it off. So the cap is attached to the fuse by crimping it. We can imagine that sometimes the right tools were not available and blasting caps were sometimes crimped with the teeth. It took courage to be a railroad builder.

Nitroglycerine is produced by mixing sulphuric and nitric acid and then the adding glycerine. "By this simple process which a child might quickly learn, an explosive giant, which the world has had terrible reason to fear, is called into existence full grown.

April 19, 1867 [Sacramento Daily Union](#)

The CPRR began testing nitroglycerine on rocks and hillsides in 1866. "The gentlemen present were very much pleased with such results from a material so new to all," 20lbs shook the ground 300 feet away.

April 18 ,1866 [Daily Alta California](#)

The inventor claims that this oil is superior to gunpowder not only for its greater force (its effects being ten times greater) but in its economy of time and labor, for, in blasting rocks, fewer and smaller holes are required than for powder. It is claimed for this oil, also, as now prepared, that it will not explode under ordinary circumstances, and that it may be safely stored and handled.

April 18, 1866 [Daily Alta California](#)

An Interesting Aside

Nitroglycerine was clearly more efficient to use than black powder since it was cheaper per excavated yard, cost less in manpower, and moved progress along more quickly. John Gilliss, chief engineer for the route over the Summit, made a presentation to American Society of Engineers called, "Tunnels of the Pacific Railroad." That presentation provides a lot of detail about construction methods, progress and cost. According to Mr. Gilliss, the introduction of nitroglycerine meant that with the same number of men, 50% more work could be done. That caused 20% of the Chinese workers to strike in opposition to the new technology. Mr. Gilliss does not mention what happened to the strikers but work went on, presumably with 20% fewer men.

"...Huge masses of rock and debris were rent and heaved up..."

The Great Bore

There are about fifteen tunnels, so far, constructed on the road, and they are all known to the initiated as number so-and-so, each tunnel having a number of its own, beginning with Tunnel No. One. The king of the list, however, is No. Six, that being *the* tunnel, or the Summit Tunnel, as it is generally called. It ought to be called Number One, for it is a wonder, surely, and we may well be proud that such a triumph of labor and skill has been executed in our own State and country.

This great bore is 1,659 feet long, and was about one year in being put through; it was commenced on the western side of the ridge September 20th, 1866, and daylight was let through, August 3rd, 1867 the job being actually finished in one-third of the time that the most experienced engineers were willing to acknowledge that it could be done.

The rapidity with which the work was finally prosecuted to a close, however, was chiefly due to the discovery and use of that terrible explosive compound, nitro-glycerine.

Much of the work, it is true, had already been done before the new explosive agent was adopted, but it facilitated matters wonderfully when finally used. Experiments were commenced in February of the present year, and, after some considerable delays, the engineers became sufficiently familiar with the compound to use it constantly and safely, after which the work advanced with accelerated speed, equal to about fifty per cent. increase on all the former operations. So much for nitro-glycerine.

Daily Alta California November 10, 1867

Why They Stopped Using Nitro

Here is a nugget that few know of: Why did the Associates [The Big 4 of the CPRR] cease use of nitroglycerine? We KNOW that nitro was used beginning February 9, 1867. On May 1, 1867, Edwin Crocker noted that Tunnel 6 had but 681 feet to go. Nitro was discontinued in November, 1867. So why did the CPRR stop? Money, my friend, money. Alfred Nobel was granted a Swedish patent on Oct. 14, 1863, and an American patent on Oct. 24, 1865. Edwin Crocker, an attorney and later Supreme Court Justice for Calif. was aware of those patents, and he was concerned about patent infringements. On May 3, 1867 in a letter to Collis Huntington, he urged that Huntington pay \$500 for patent use. Charles Crocker however would have nothing to do with nitro outside of railroad construction. In the end, Charles said "Bury the stuff" and nitro use was stopped.

G J Chris Graves, Chairman, Committee for the protection of "What is Truth" in Railroad History. Newcastle, CA

Fine Views.

About one mile east of the Summit one of the finest views on the road will be had. The line passes at a great elevation along the face of one of the Summit peaks, and the view into the deep canyons below and across Donner Lake, ... is sublimely magnificent. ... It, is no exaggeration to say that the scenery all through the canyon is one continuous glorious masterpiece of painting. At the foot of the canyon the Truckee River winds its musical -way eastward. On each side of it in many places almost perpendicular peaks rise to the high [sic] of from 1,000 to 1,500 feet above the river's bed, and are all very thickly covered with timber, this last being largely due to the fact that until the railroad force came along, man, the vandal, had seldom disturbed this out of the way spot of loneliness and beauty.

Sacramento Daily Union April 22, 1867

How fast did trains go?

A stage can make six miles an hour easily for 20 hours out of 24, or 180 miles per day... The [train] cars should make 350 miles per day, so the time from Sacramento to Omaha, 754 miles in the cars and 970 in stage, should be less than eight days.... With every additional hundred miles of rail about nine hours time are saved in the trip; and in December next, if 460 miles are finished this year, the mail time between the Western and the Eastern Metropolis of the Continent will be reduced to about nine days. That will be highly satisfactory.

Daily Alta California June 20, 1868

From the DSHS Archives



Above is the Dutch Flat Donner Lake Wagon Rd. It is from the USGS King survey, 1867. It is titled, Donner Lake Pass in the Sierra Nevada Mountains of California. Photo by T.H. O'Sullivan. U.S. Geological Exploration of the Fortieth Parallel (King Survey). If you want to go exploring in the USGS archives: <http://libraryphoto.cr.usgs.gov/photo.htm>

Trip to Castle Peak, 1866

From the memory of J.O. Wilder of 1866 working with surveying crew laying out the route of the transcontinental railroad on Donner Summit.

"Their chief engineer was hurt so while waiting...for the new engineer to come up, we visited Soda Springs, also Castle Peak. This was the hardest climb we had undertaken. It was now the first of August, but there was still snow on the north side of the mountain. We were compelled to cross over some of the patches, which nearly cost Mr. Ledle his life, for he slipped and fell and finally brought up against a big rock, none the worse for his slide. We reached the top, ate our lunch, wrote on a piece of paper who we were, signed our names placed it in a bottle, corked it tightly, and placed the bottle, big end up, with rocks around it."

Was this the first Geocache? Is the paper still there in its bottle? - Editor

More from the DSHS Archives

Two postcards dated 1905 and 1906. The top one captioned "Donner Gap near Summit Cal" is clearly Donner Pk. which is a great hiking destination. The cleft in the rocks on the right provides a stunning view 1000 feet down to Donner Lake. Take the Pacific Crest Trail from the PCT trail head at Lake Mary. Go up to the first Judah Loop turnoff and go left. Follow the trail and then the dirt road up to the pass between Donner Pk and Mt. Judah. That's the old Coldstream wagon

train route. When you get to the highest point of the pass, go left up the rocks to what you see here.



The bottom postcard shows what is now Mt. Disney and Crow's Peak. You can see from the caption that Disney used to be called Red Top. The picture was taken somewhere along what is now the PCT on Mt. Judah. There were not so many trees in 1906.



*Crow Peak & Red Top
From Mount. Lincoln Trail*

Book Review

A Great and Shining Road

John Hoyt Williams 1988

Last month we reviewed High Road to Promontory. This month rails buffs will be happy to see the book is A Great and Shining Road which is also about the Transcontinental Railroad.

The difference is that last High Road to Promontory is about the Central Pacific and building the road east from Sacramento. A Great and Shining Road is about both the Central and Union Pacific railroads.

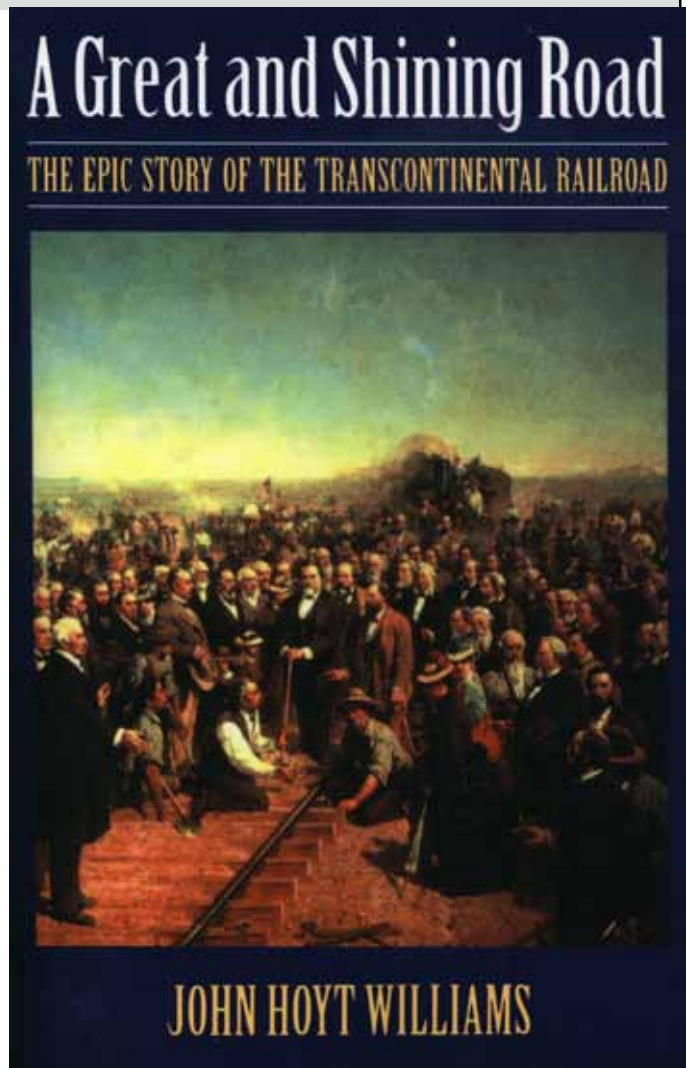
Although the book is about the same number of pages there is at the same time a lot more and a lot less in it. Obviously there is a lot more because the book is about both roads. There is also a lot more because there is a lot more detail in the Great and Shining Road. If you are a rail buff and want to know every detail of the building this is the book for you. You will learn more stories and their details such as Theodore Judah's attempt to buy out the Big 4 and where the Sierra starts and how that came to be. You will learn more about the opposition to the railroad, opposition to Chinese workers. You will learn a lot about business details, stock grants, bribery, the details in congressional bills as well as the actual congressional vote totals, that the formula for nitroglycerine is $C_6H_5H_{18}N$. You will learn about Union Pacific railroad ties and how to burnettize them.

What is less in the Great and Shining Road are pictures and quotes. There are some but nowhere near what are in High Road. Substituting details for pictures and quotes makes Shining Road more cerebral, maybe, but also a bit tedious.

But the task facing the Central Pacific was not merely improbable, it was unique in engineering annals so rugged was the land after Colfax that the cost of grading alone on some portions would exceed \$100,00 per mile.

Still the extra detail do give a richer picture. For example the book starts with an interesting introduction to the emptiness of the land prior to the railroad. The land was not ready for the railroad because there was no market. Railroad technology had to improve before there could be a transcontinental railroad too. But improve it did and there was tremendous growth of railroads in America. Between 1850 and 60 more miles of railroad track had been laid in the U.S. than anywhere in the world and by 1860 just under half of all the tracks in the world were in the U.S. That's impressive and adds to the story.

The details don't always add though. When the Central Pacific laid an unheard of 10 miles of track in one day and won Charles Crocker \$10,000 (had the bet been paid) the workers laid 2580 ties, 3520 rails, 28,960 spikes, 14,080 bolts, 2,112,000 lbs or iron, and each man lifted a total of 264,000 pounds of iron each. At the ceremonies in Promontory Point, Utah we learn how much the ceremonial spikes cost, the value of gold in those days, the cost of the velvet inlaid presentation box for the gold spike, and even who made it. Train buffs would love that. Other readers maybe not so much.



Then & Now with Art Clark

Bluff and No Snowbank
Compare to C.P.R.R. #200



Bluff and No Snowbank
Compare to C.P.R.R. #200

Art's Sierra Scenes



For more of Art Clark's Then and Now's go to our website: <http://www.donnertsummithistoricalsociety.org/pages/ThenandNow.html> There the animations will morph from "now" to "then" and back.

DONNER SUMMIT HISTORICAL SOCIETY

www.donnersummithistoricalociety.org

Membership 2012

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

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

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

Friend Membership - \$100 Sponsor - \$250

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

DSHS Indices Reformatted

Maybe you have never looked at our newsletter article and photograph indices on our website. They are very useful for finding stories and pictures.

After almost 50 issues of the newsletter though they went on for page. We have reformatted them so they are all three columns and fewer pages. That will work for awhile we hope.

1st Annual

**Margie Powell
Memorial History Hike
August 4, 2012 9:30 AM**

Margie was one of the founders of the DSHS and when she passed away last summer the community promised to do annual memorial history hikes.

This first hike will hit the historical sites in Donner Pass on Old 40. It will be fascinating as you hear stories right at the history. In the evening there will be a video and presentation about the transcontinental RR to Donner Summit.

It's all free.

Get a flyer at the link on the main pages at www.donnersummithistoricalociety.org or www.exploredonnersummit.com



The Hidden Wonder of the World


Nimbus Films is offering "The Hidden Wonder of the World, the Transcontinental Railroad from Sacramento to Donner Summit" for sale, for just \$19.95.

For the first time the hidden wonders of one of America's greatest construction and engineering feats are revealed on camera. Come along and visit the abandoned granite tunnels, stunning trestles, gigantic cuts and breathtaking scenery traversed by the Transcontinental Railroad. People come from all over the world to see these hidden sites. Now you can travel to the summit of the Sierra Nevada and marvel at how the master engineers and builders of

the 1860s accomplished this heroic deed. Perfect for history, railroad and travel fans!

To order a DVD, please send a check for \$19.95 to Nimbus Films, 4520 Shari Way, Granite Bay, CA 95746. Or Visit transcoshow.com to order online. This includes shipping and handling.

To see the DVD on the beach at Serene Lakes, see page 11



EMIGRANT TRAILS
Marshall Fey

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**2012
Donner Summit
Historical Society**

Roller Pass Sign Installed

Over the past few years we had installed 33 20 Mile Museum signs from Nyack to below Rainbow Bridge. There was one left. We tried placing the Roller Pass sign in a number of logical places but had no luck getting permission.

Finally, this summer, with the sign still languishing in the Historical Society's sign construction facility, a solution was devised. Sugar Bowl, who sponsored the sign, agreed to the sign's placement just before Roller Pass on the PCT on Sugar Bowl's leased USFS land. The sign is near a commemoration by Trails West of Emigrant Trail and just off the PCT.



Years ago there was a wooden sign nearby commemorating and explaining Roller Pass, but it has disintegrated. The new Roller Pass sign, like the other 20 Mile Museum signs, is pretty impervious to the elements and should stand commemorating the emigrants' passage for a long time. You may like to contribute to more 20 Mile Museum signs and if so, use the form on page 11.

New Exhibits

Along with Tunnel 6 being the major article in our newsletters from May to August this year, our crack exhibit team went to work and crafted five exhibits about Tunnel 6.

Each exhibit includes primary sources in the form of quotes, old photographs, and modern explanations.

The exhibits cover introducing Tunnel 6, the building of Tunnel 6, and the Chinese workers. In all, there are five exhibits.

They are intended to be traveling exhibits, not permanently moored. If you have been in the DSHS museum you know there is no room for more. These exhibits go along with some "realia" which you can read about in the next newsletter. If you come to the Heritage Trail event on August 11-12 (see page 2) you can see these exhibits and the "realia." The exhibits are also on our web pages.

Last year we made 12 traveling exhibits on various topics (also viewable on our web pages). What will come next year?

Summit Pioneer Awards, 2012

Babette Hauieson

Skiing with “Miss B” is skiing with a legend. Babette, affectingly known as Miss B, has 60 plus years of skiing, 50 years of teaching and at least three generations of families that have been coming to her ski school classes for some 40 years.

Babette came to California in 1949 to attend Marin Junior College. She had never put on a pair of skis even though she was from Wisconsin. She joined the Berkeley Ski Club and thus began her journey. She knew she wanted to be a teacher, but her real calling was teaching on the snow not in a class room. She moved to the Donner Summit and became a ticket taker at Sugar Bowl and worked for room and board and \$150 a month. It was there she met Bill Klein who taught her how to really ski. She loved to ski with the Austrian instructors and started racing to improve her skills. She became so accomplished as a ski racer that she won the prestigious Silver Belt Race at Sugar Bowl and the Roch Cup in Aspen in 1955. She tried out for the 1956 Olympic Ski Team but wasn't selected.

She then moved to Austria and the famous ski school at St. Anton. After several seasons in Europe, Babette returned to Truckee. In 1960 at Squaw Valley, Babette carried the Olympic Torch into Squaw Valley on barrel staves as there was very little snow and relayed the torch to Starr Walton. The next year, with the opening of Alpine Meadows, she applied for a teaching job with the ski school and Luggi Foeger. At that time, there were no female ski instructors in Foeger's new school. Babette persisted and was finally hired. Under Alpine's next Ski School Director, Werner Schuster, Babette became a fully certified ski instructor and taught at Alpine Meadows for sixteen years. Babette was the Ski School Director at Soda Springs for three years and then moved to Northstar where she taught for the next twenty plus years. One of her proudest moments is being the coach for Team USA World Transplant Games in Switzerland. In 1995 Babette was named as one of the “Top one Hundred” ski Instructors in the nation by Skiing Magazine. She was selected, not just for her technical excellence, but her ability to facilitate ski development and teach a class or private lesson with equal success. She is one of ten instructors in the Sierra Nevada to receive the recognition. In 2004, Babette, along with Elissa Slanger of Truckee and Lyn Mundt, from Reno, was inducted into the Veterans Ski Instructors' Hall of Fame in Deer Valley, UT. It was the first time for women to be recognized and inducted to the Hall of Fame.

Starr Walton Hurley



Babette Hauieson, 1955 at Sugar Bowl

Donner Summit Art Walk, 2012

On Sept. 8 and 9, the region's only art hike will take place on Donner Summit - beginning at Donner Ski Ranch.

What: Trails and Vistas 2012 art hikes

Where: Donner Ski Ranch, 19320 Donner Pass Road, Norden, CA (10 minutes from Truckee, CA)

When: Saturday, Sept. 8 and Sunday, Sept. 9, 2012

Theme: The Dreaming Tree

Tickets: Available online at www.trailsandvistas.org. \$30 general admission, \$10 ages 5 to 12 years old.



The Trails and Vistas Tahoe Truckee art hikes overlooking Donner Lake and the Sierra will be held on September 8 and 9, 2012 at Donner Ski Ranch. Attendees will experience rare live musical performances, original dances, poetry readings, storytelling and installation art along a guided, moderate

two-mile hike that creatively blends art and nature. The theme for the 2012 art hikes is "The Dreaming Tree."

Trails and Vistas performances are the only guided art hikes of their kind throughout the state. Thirty talented artists and sixty volunteers collaborate to present the signature art hikes. Artists range from world musicians and dancers to storytellers and visual artists.

Attendees choose from one of the morning or afternoon scheduled art hikes and begin a two and a half hour guided adventure through the natural world. Host sponsor Donner Ski Ranch offers sweeping views and a relaxing place to enjoy refreshments before or after the hike. The advance ticket cost for the art hikes is \$30 general admission and \$10 for ages 5 to 12 years old. Organizers encourage people to purchase tickets this month because the hikes often sell out in advance. If there are tickets available the day of the hike, the cost is \$40.

Visit www.trailsandvistas.org for tickets and more information.

More information: <http://www.exploredonnersummit.com/pages/temporary/ArtWalk2012.html>

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