

The Donner Summit Heirloom



History and stories of the Donner Summit Historical Society

September, 2012 issue #49

This Month

The emphasis over the last four months in The Heirloom was Tunnel 6 although there was a lot of other material in those newsletters. Our editorial staff kept pushing things into future newsletter folders. One option this month was to publish those "orphans" and choose a main topic. When we got down to business, though, we found lots of "orphans" and not enough room. So we did some more pushing of both big topics and small. This month's newsletter is a little eclectic, having lots of different things.

TRIUMPHANT COMPLETION OF THE PACIFIC RAILROAD CELEBRATION AT SACRAMENTO

.....now that the mass of our people can stop to reflect upon the Grand results which has caused such vast rejoicings over the State within the past week, we shall all being to see and feel the full value of our State, to Our Country, and to the World, the boundless good which has been achieved for u s all by the Grant, Triumphant and Gloriously successful COMPLETION OF THE PACIFIC RAILROAD.

California Farmer and Journal of Useful Sciences
May 13, 1869

[the article above is formatted as it was in 1869]

Right, two views of traveling to California. Top, 1867 via stagecoach and bottom, 1869, via comfortable parlor car.



Summit Valley is today's Van Norden Meadow

Summit Valley, 1868

"...we reach the pleasant opening of Summit Valley, which lies nestled at the western base of the great wall and the backbone of the Sierra Nevada. A charming glade of a mile in length, by half a mile broad, present in summer an interesting contrast in its green bosom to the great wall of everlasting snow which rises on its eastern border, the apex of which is more than eight thousand feet high. I recollect that in the summer of 1853, I visited this valley It took two days of hard riding and arduous travel, by tortuous and difficult paths, in picking our way over and among the rocks, from Emigrant Gap to this lovely valley, a distance which the locomotive now spans with ease, and without labor to the traveler, in a an hour and a half. Now before us, at the eastern end of the valley, rises the great barrier which no science could build a practical track over, and the problem was solved by going through the mountain. A nearly perpendicular depression exists many hundred feet lower than the main wall, and it was through and around this porphyritic barrier that the road must be constructed. To pass the summit before the eastern slope was attained, required at this point a length of tunneling 3,794 feet, nearly a mile, though a volcanic granite, hard as porphyry. The longest tunnel is 1,659 feet in length, and the altitude 7,042, but where the road is carried along the rocky precipice, an equal amount of blasting was required. It was the work of a whole year to complete the road at this point."

From "The Central Pacific Railroad or '49 and '69" by Old Block, published in 1868 by Alonzo Delano, pen name Old Block. He was a famous columnist, among other things, and had come to California overland in 1849.

SUMMIT VALLEY SAWMILL,

ON THE LINE OF THE C. P. R. R.

Red Fir Fencing, Flooring and Building Lumber, of the best quality; also, Shakes.

Lumber Dealers or Farmers wishing to purchase can have shipped at shortest notice, by the car-load, to all parts and lines or branches of the C. P. R. R.

a30-1mlp* RICHARDSON BROS.,
Summit Valley C. P. R. R.

above ad from the Sacramento Daily Union September 27, 1873. There were many sawmills in Summit Valley.

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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

PIONEER STAGE CO.'S GREAT EXPRESS

AND

UNITED STATES MAIL LINE

BETWEEN

San Francisco and Virginia.



Through in 24 Hours.

VIA

DUTCH FLAT & DONNER LAKE ROUTE
AND CENTRAL PACIFIC RAILROAD

TO SACRAMENTO,

AND VIA

PLACERVILLE & LAKE BIGLER ROUTE
AND PLACERVILLE SACRAMENTO
VALLEY RAILROAD

TO SACRAMENTO,

PASSENGERS LEAVING SAN FRANCISCO BY Boat at 4 p. m. will take the Cars at Sacramento, on both roads, at 6:30 a. m. for the Lake Bigler Route, will change to Stages at Shingle Springs. For Donner Lake Route, at Colfax Station. Arriving in Virginia, by both Lines, in 36 hours from San Francisco—

CROSSING THE MOUNTAINS BY DAYLIGHT.

R E T U R N I N G

Leave Virginia, via Placerville and Lake Bigler Route, at 1 p. m. and 4 p. m., connecting at Sacramento with San Francisco Boat at 2 p. m. next day. The 1 p. m. Stage will connect with the first morning Train at Shingle Springs, giving passengers 6 hours in Sacramento. By the Dutch Flat and Donner Lake Route, will leave Virginia at 4:15 p. m., connecting at Sacramento with San Francisco Boat at 2 p. m. next day.

DSHS News

1st Annual Margie Powell History Hike - Wow - What Attendance

A Simply Historical Saturday

The First Annual Margie Powell hike on August 4th drew over 128 friends and family as well as a variety of canine companions. As the crowd gathered on old Hwy 40 they were treated to the fabulous news that the Land Trust 's offer to buy Royal Gorge had been accepted. It was a perfect moment to encourage everyone to honor Margie and the jewel she loved so dearly and to give generously in her name.

Docents Bill Oudegeest and Gene and Ann Bowles led the group on three hour hike past the old emigrant trail and granite billboards, to the Chinese wall, thru the tunnels and more. Myth and fact melded as Bill and Gene shared stories of the building of the railroad amid other tidbits. Some of the crowd returned to the Homeowners Beach with their picnics where decorated tables were displayed copies of Margie's book. The conversations centered around the "new stuff" people had just learned on the hike and "lets do more of that!"

The historical day was capped off with a movie at the beach. Over 60 people brought blankets, bug spray and wine to watch "The Hidden Wonder of the World: the Transcontinental Railroad", a documentary about the trains running from Old Sacramento to Donner Summit. Granite Bay movie producer Bill George spoke before and after the film while all ages probed him with questions and took turns at the campfire roasting s'mores and munching popcorn.

The day-long event was sponsored by the Serene Lakes Property Owners' Association, the Serene Lakes Donner Summit Conservation Association and the Donner Summit Historical Society and has sparked an interest in a speaker series. More info to come. In the meantime, give generously to Save Donner Summit – LET'S BUY IT!!!

Sharon Ruffner

Pictured here:
Gene Bowles talking about the old ad along the Lincoln Highway route and bottom, Gene Bowles talking about Native American petroglyphs on Donner Summit

Photographs by Sharon Ruffner



Our Tunnel 6 Research

The Heirloom's major focus from May to August was Tunnel 6 and the Transcontinental Railroad.

Our research staff is a bit stubborn. Most people would start with the secondary sources, books about a subject and then, maybe, delve deeper. For our Donner Summit stories about the railroad we started with the primary sources, the sources written at the time. We read newspaper articles, posters, announcements, ads, and what the principals wrote.

Then we moved to consult experts in the field at the California State Railroad Museum and Nevada Railroad Museum, and others. Those experts provided crucial hints to ferret out some missing details from other primary sources. It was only after all that that we actually went to the secondary sources. The secondary sources provided context and their bibliographies provided more hints and more primary sources to search.

We should thank Chris Graves of Newcastle, CA; Phil Sexton of the California State Railroad Museum (and who used to be a local Donner Summit USFS ranger); and Frank Ackerman and Wendell Huffman of the Nevada State Railroad museum.

We should also note that CPRR.org is a marvelous website with huge amounts of information about the Central Pacific Railroad.

I'd also like to note before any rail buffs send in corrections, that sifting through all the sources and trying ascertain the absolute truth of things, is hard. Contemporaries disagreed with each other. Newspaper articles written by witnesses, often contradicted other articles. For example, there are differing reports about how the drilling was done. There are differing reports about how much Chinese workers were paid. Some newspaper articles state the tunnel was finished on a particular date but we know it was only holed through at that point. Varying dates are reported for other stages. Reports differ about whether a particular train carried only a few Chinese workers' bones for repatriation to China, or many hundreds of workers' bones. So I've tried to be as correct as I could be and try to get the truth down; but any errors are mine.

We are not done yet. We still have some piles of research, for example about the first locomotive to cross the Summit. It did not go on tracks. There is also the story of the Summit connection for the first locomotive in California and the horses it scared. It was not a locomotive while on Donner Summit although it was on Donner Summit. You'll just have to stay tuned and keep your subscription current.

Riding over Donner Summit

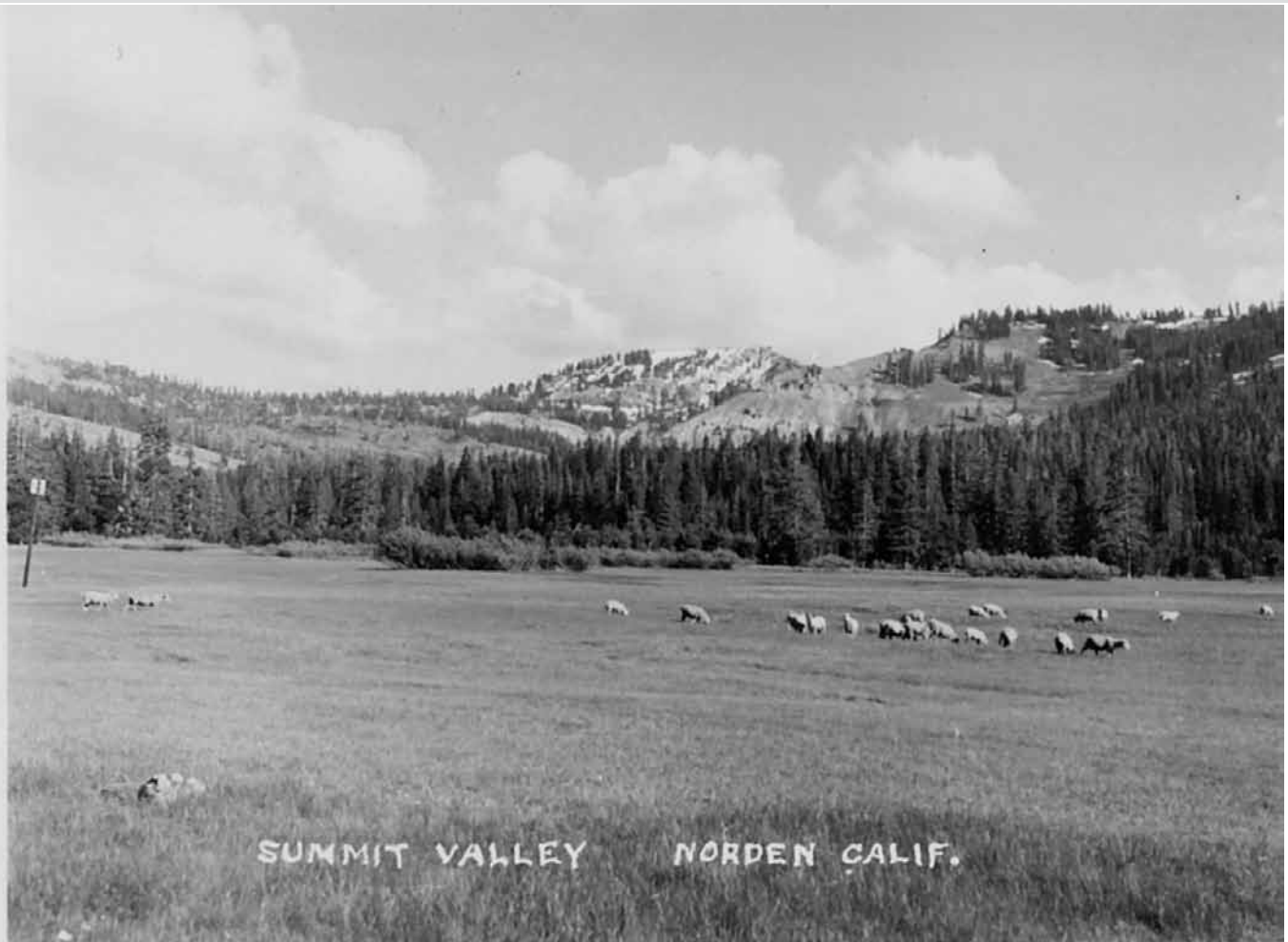
After the railroad's completion, riding the rails over Donner Summit

From Truckee the [rai]road ...will give you ample opportunity to study the triumphs of railroad engineering, and through great tunnels that rival the labor of Simplon.

... You rise up and up, over Alp on Alp, till the external snows stretch all around you; then through another tunnel, emerging from which you find yourself on the Summit, with Donner Lake — said to be the loftiest sheet of water in the world — reposing in wondrous beauty beneath your feet. Here, ... there is a royal feast of fat things for the imagination. It would be impossible to conceive of mountain scenery of more varied sublimity than meets the vision during this ride; where majestic, frowning peaks overhang you and bottomless abysses lie below, and where the splendor of snow and the music of sighing pines invite to "Summer high in bliss among the hills of God!" .

New York Times Report of June 18, 1869, published in the June 28, 1869 Newspaper of the George Mortimer Pullman Excursion. At http://cpr.org/Museum/Newspapers/New_York_Times/1869-06-28.html

From the DSHS Archives



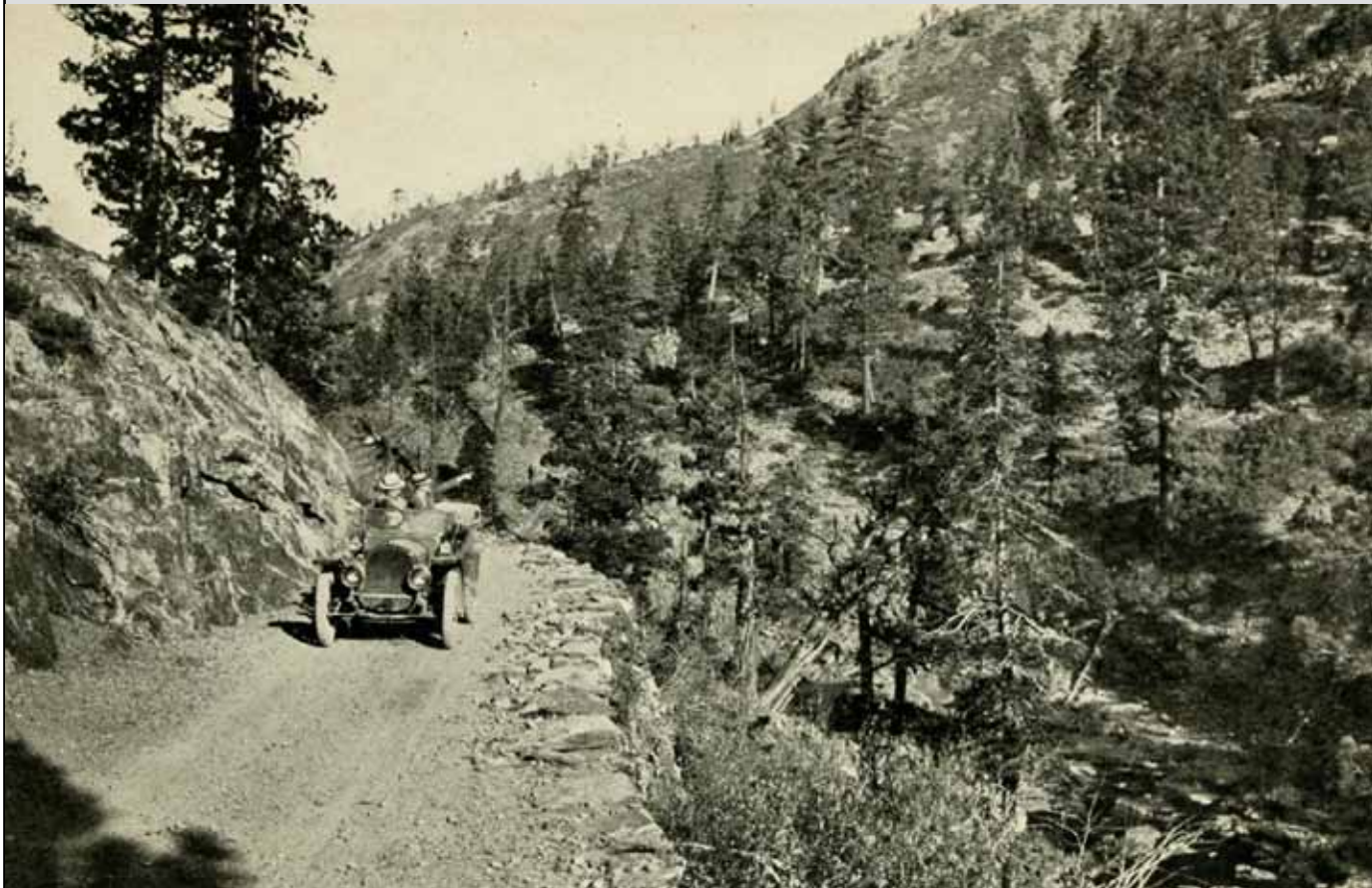
Before Lake Van Norden, before the Van Norden dam, here is Summit Valley on Donner Summit. The valley looks much as it must have looked to the wagon trains coming over Roller Pass. In the far distance you can see what is now called Mt. Judah (only named in the 1930's by Johnny Ellis in memory of Theodore Judah who laid out the route of the transcontinental railroad). Just to the right of Mt. Judah, hidden behind the ridge in the foreground is the location of Roller Pass.

The current Soda Springs is to the left out of the picture. Summit Valley and Soda Springs Station (as opposed to the Old Soda Springs) was one of the top sheep shipping centers in the nation in the early 20th century when this photograph was taken. Sheep are grazing on the right. Basque sheep herders cared for their flocks in the many mountain meadows and at the end of the season brought them to Soda Springs for shipping. There are still the remains of some shipping facilities in the meadow.

There were also dairies on Donner Summit as can be seen from the grazing cows on the left. There were also saw mills, an attempt at an orchard, and ice production facilities, as well as the support businesses for railroad workers like stores, restaurants, bars, rooming houses, and hotels. Despite the bucolic photograph above, Donner Summit was a busy place in the old days.

This photograph comes from the Placer County Archives in Auburn, CA.

From the DSHS Archives



1915 on the Lincoln Highway. This our latest "then and Now" on our website. The page morphs from this view to the current view at this location. You'll find it at <http://www.donnersummithistoricalsociety.org/pages/ThenandNow.html>. It's called, "Across the Continent 1915." You will agree Art Clark did a great job putting the old and new together.

Robbery

Right: from the *Daily Alta California* September 6, 1865, Summit Valley is, of course, the valley today called Van Norden. Ingraham's Station was some miles east of Truckee.

On August 23th, says the *Territorial Enterprise*, Josh Romelli, the man who a short time since stabbed and killed in cold blood a Swiss named William Lombard, in this city, stopped a German teamster on the Dutch Flat and Donner Lake road, about half a mile this side of Ingraham's Station, and robbed him of \$63 in coin. Romelli had a handkerchief over his face as a mask, yet was recognized by the teamster, at whose head he presented a pistol. The German being unarmed was forced to "shell out." After getting what he wanted, Romelli told him he was at liberty to travel. The German gave the alarm as soon as he reached the station, and a number of persons started in pursuit of the robber, but failed to find him. It is reported that Romelli is harboring with the Indians in the neighborhood of Summit Valley. A reward of \$500 is offered in this city by the friends of Lombard for the arrest of Romelli, and we hope to hear of his being caught. He is a desperate villain, and we are sorry to know that he is still at large.

Book Review - Empire Express

Do You Like Railroads? Do You Want a Big Project? Read This Book.

Empire Express Building the First Transcontinental Railroad
David Haward Bain 1999

It is amazing that the first transcontinental railroad was even built. It was built despite accidents, politics, materials shortages, conflict, opposition, suspicion, greed, logistics, geography, Indians, skullduggery, snowfall, self-interest, labor problems, shoddy construction practices, dishonesty, criminality, boardroom drama, Civil War, desert, sleight of hand, character assassination, financial problems, stock manipulation, Congress, lawsuits, death, blackmail, threats, and gawking celebrities.

It was a remarkable confluence of governmental action, entrepreneurial spirit, hard work, Chinese and Irish labor, heroism, and bribery that overcame the elements and overcame human nature. Empire Express explores all of that with a greater focus on CPRR building and UPRR human nature than vice versa. It is perhaps because human nature, at least on the UPRR, provided such fertile ground that a major part of the book deals with that.

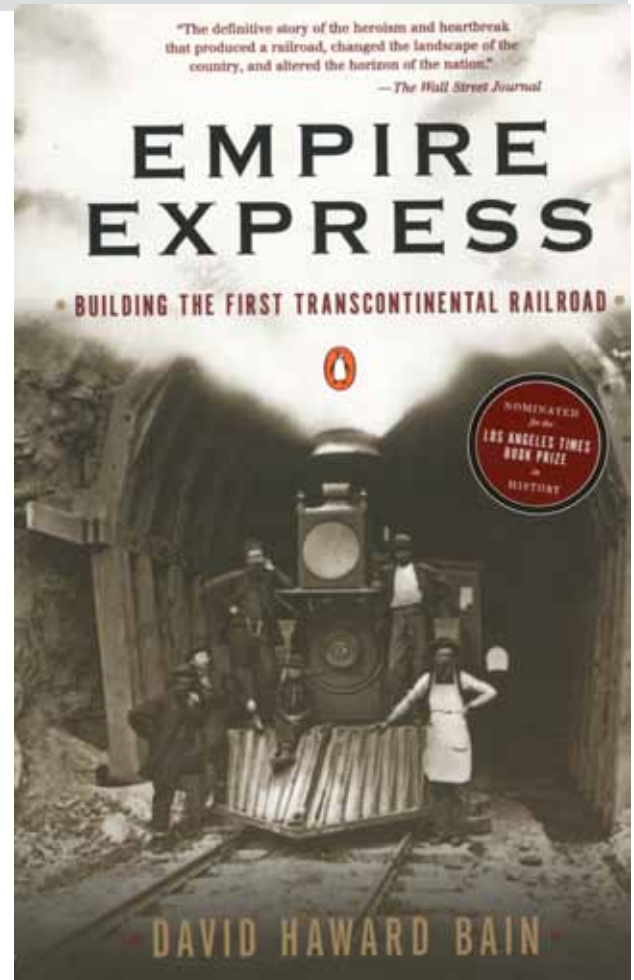
This book is a tome at over 700 pages which gives space for a lot of detail. It is heavily footnoted to support the great detail and the many stories. There are some pictures and a few maps, but the bulk of the story comes from a heavy use of the letters and telegrams of the principals into which they recorded their deeds (mis and otherwise) and observations. A typical history book focuses on events. This one does that but its primary focus is going into the personalities involved. It's not just the "great men" whose thoughts and actions are reported. The author focuses too on the lesser personalities.

Besides the heavy use of the words of the people involved, the other strength of the book is that it places the whole story of the transcontinental railroad into the historical context of what else was happening: the Civil War was raging during approval of the railroad and during the first part of the construction; the plains Indian wars were going on; three major amendments were made to the Constitution; and Mark Twain was a famous writer for example.

The story starts with Asa Whitney taking a railroad trip in 1844. The casual history reader probably has no idea that there were people pushing for a transcontinental railroad long before the CPRR and UPRR got into the game. Asa Whitney was amazed by the "lightning speed" and wondered "where will it end? Can it be happy?" "I fear not." Nevertheless he began planning for a railroad to cross the continent to annihilate, distance, ignorance, want, and barbarism with U.S. trade to the Orient and Christianity. Whitney's plans came at a time when the U.S. was engaged in a monumental change, the Industrial Revolution and geographic expansion.

He started pressuring Congress in 1845. A lot of what he recommended would end up in the Railroad acts that would come in the 1860's. It is this kind of context that helps make this book a valuable read if you want to understand the coming of the "Empire Express." Asa Whitney did not build the railroad but he got the nation talking.

The 1850's saw governmental survey parties begin to explore the west looking for possible railroad routes. Then Theodore Judah appeared on the scene and the book moves to the background of the railroad in California, before the



ultimately successful Big 4 got involved. We learn about the first railroads in California, Judah's part in them, their owners and even William Tecumseh Sherman who would later make a name for himself during the Civil War.

Theodore Judah was the driving force in getting the railroad started. He visualized trains crossing the continent at 100 MPH in just 40 hours. Clearly, even today, he was ahead of his time, but he visualized that which had not been done. Unfortunately, after laying out the western route and getting Congress moving, he was pushed aside and died. He never saw his railroad. The amount of work he did is almost unbelievable. He crossed the Sierra at least 23 times in plotting his route and went back and forth to New York and Washington D.C. a number of times. Today that's not such a big deal. In the 19th century each trip was a months long affair. Judah made maps with scales of 400' to the inch, one 90 feet long, to convince Congress that a transcontinental railroad was possible. If it had not been for "Crazy Judah" there would have been no mid-19th century transcontinental railroad.

There are lots of stories in this book to illustrate the dangers, corruption, success, and human elements in the construction and that is a strength. For example, Collis Huntington of the CPRR's Big 4, had a parsimonious personality. He was a whiz at geography. On a trip to San Francisco by ship the passengers mutinied, put the crew ashore and took the ship to San Francisco themselves. Nothing was done to the passengers and Huntington was in California where he developed a prowess as a merchant. He required that his employees be home by 9 PM and never gamble or visit prostitutes. It is that kind of detail that personalizes the quest to build the railroad.

Now wearing a black eye patch, Strobridge (CPRR construction chief) was a commanding presence at an inch over six feet and made of solid iron – but not just because of appearance. A pure fire-breather with a demon's temper, asbestos lungs, and the sharpest, most profane tongue in the state, he use physical fear as his prime managerial tool. Like Crocker, Strobridge was vehement teetotaler,

Another story, having to do with the UPRR, says the Indians were interested in the boxes (box cars) so they set out to waylay a train. A hand car came along first which was attacked. The occupants were scalped and then the Indians waylaid a real train. They satisfied their curiosity by opening the box cars and plundering the contents. Stories like that later became subjects of modern westerns.

Detail makes for interesting reading too. For example, part of the context of the railroad was Lincoln's death. Lincoln's funeral train bearing his body traveled to his burial site. School children had thrown so many flowers on the tracks in Pennsylvania "that the engine lost traction - the train almost stalled more than once."

Despite the length, the greater detail, the stories, the descriptions, and the words of the participants all make for a good story and strong book.

Doctor Strong led Huntington Stanford Crocker to the summit. They looked down from the summit where Judah said the track could go a thousand feet down to Donner lake. It was impossible.

"I'll tell you what we'll do Crocker said Huntington after a thoughtful silence We will build an enormous elevator right here and run the trains up and down it."

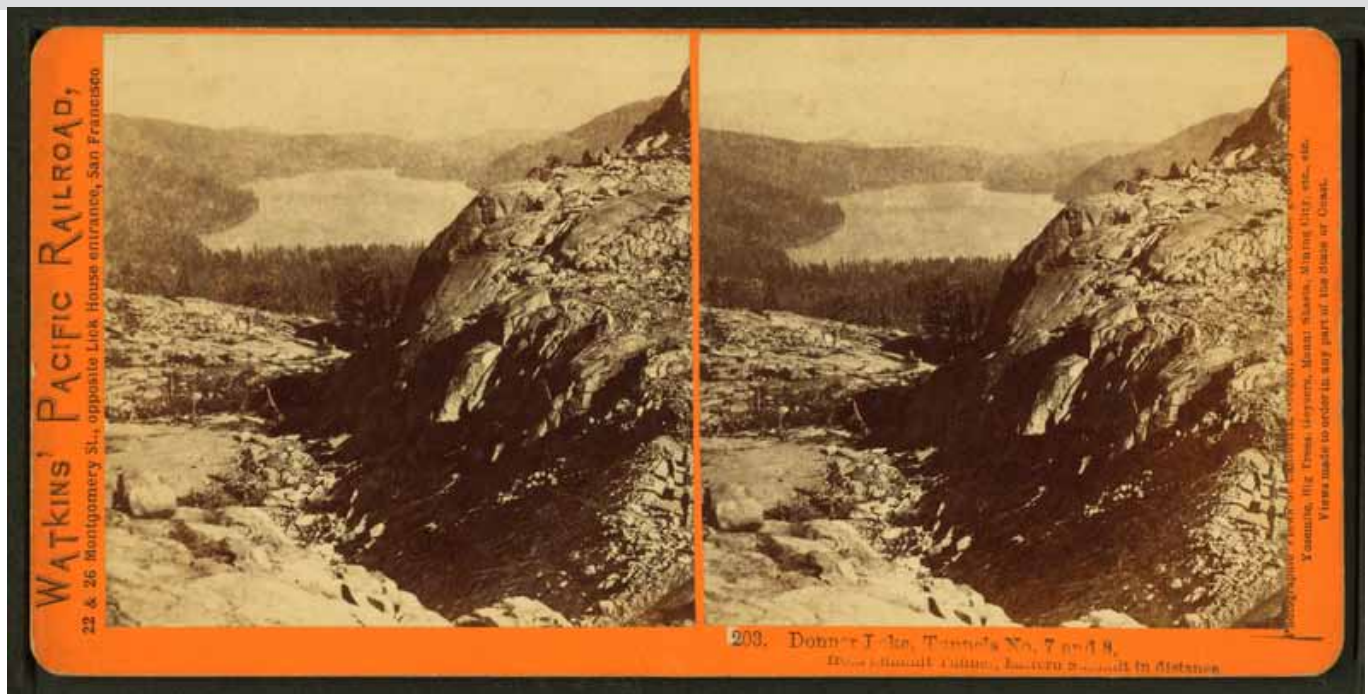
" Oh Lord moaned Crocker, It cannot be done."

pg 111 Empire Express

Photographs of Donner Summit

From the Internet here are some great photographs of Donner Summit railroading from the early 20th Century:
<http://therbfamily.homestead.com/norden.html> The photographs are part of the E. Peter Hoffman Collection

Art Clark's Then & Now's



Donner Lake, Tunnels 7 and 8 v2
Compare to C.P.R.R. #203



Donner Lake, Tunnels 7 and 8 v2
Compare to C.P.R.R. #203

Art's Sierra Scenes

This view of Donner Lake is taken from above the eastern portal of Tunnel 6. At the bottom right corner a portion of the Dutch Flat Donner Lake Wagon Road is visible.

Several versions of this Stereocard were produced. All were made from the same negatives, but cropped differently. The text on this card reads "203. Donner Lake, Tunnels No. 7 and 8, from Summit Tunnel, Eastern Summit in distance." Oddly, the tunnels were cropped out of the picture in this version.

Picture location 39°18.962'N 120°19.435'W

Save History on Donner Summit

Donner Summit is unique. It has world class recreational opportunities. It has an incredibly diverse biology. There are 115 species of butterflies, over a hundred species of birds, 16 species of amphibians, and many dozens of species of mammals. Some of the species are special status.

Donner Summit is the Sierra Divide and the source of three California rivers: the Truckee, the Yuba, and the American.

The geology is amazing. The great batholith pokes out in many places, with volcanic flows sitting on top. Nearby are mountain tops that were islands in the Pacific 65 million years ago. Glacial action and remains are everywhere.

It is the history that is really spectacular. Native Americans crossed for thousands of years. The first wagon trains to reach California came over Donner Summit. The first transcontinental railroad, highway, air route, and telephone all crossed. The telegraph line first sat elsewhere but also came to Donner Summit. There are so many stories and evidence of all of that richness.

Now there is the opportunity to set aside and protect that history. The Truckee Donner Lant Trust and others are working to purchase 3000 acres of Donner Summit, including parts of the Emigrant Trail. You can download the beautiful brochure here at: <http://www.exploredonnersummit.com/pages/temporary/RoyalGorgeAcquisition.html> or directly at: <http://www.exploredonnersummit.com/PDF's/temporary/RoyalGorgeAcqBrochure.pdf>



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.

New Displays - historical "realia"

Realia is a "buzz word" I learned some time ago but have never had the opportunity to use. It fits here, kind of. As our research team was researching about Tunnel 6 for the last few issues of [The Heirloom](#), one question arose which was about the drilling. Just how was that done? There were mechanical drills, steam powered, in those days and a couple of them came up to the Summit, but only to visit.

It's never been made clear why, but they were never used despite the railroad's wishes. The workers and supervisors just wouldn't use them. Leland Stanford said, "where there's a will there's a way, but here there is no will." All of the drilling was done by hand.

2 1/2 inch holes were drilled for black powder (pictured right is one of the original 1867 holes) and 1 1/4 inch holes were drilled for nitroglycerine (also pictured right, one of the 1868 holes). I'd learned that star drills were used for hardrock mining and drilling in granite. I visited with a stone mason, Roy Ruhkavla, in Rocklin, who is over 90 years old and who used and uses star bits. Star bits are so named because the "business end" is an "x." Our Tunnel 6 20 Mile Museum sign says star bits were used and local historians think that too. The long drill bit on display with the Sierra tunnel exhibit at the State railroad museum is a star bit.

It's not true however. Star bits were not used on or in Sierra tunnels. First there is the practical consideration. Bits needed constant sharpening and star bits are hard to sharpen compared to what was used. The State Railroad Museum star bit has a hold down the center which means it was for a later mechanical drilling activity.



During our research we met many people. We already knew Phil Sexton, former ranger at Big Bend. He now works at the State Railroad Museum. He put us into contact with Newcastle railroad aficionado and expert, Chris Graves. Chris was sure that star bits were not used. He said the bits were flat, chiseled shaped. Well, maybe he was right. He introduced us to Wendell Huffman of the Nevada State Railroad Museum who has some of the drill bits. In between there were some emails among railroad experts.

A trip to Carson City was called for to see the bits in person and Wendell Huffman. There indeed were the bits (business ends next page). Photographs were made and then a trip to Auburn was scheduled.

The Auburn Iron Works is a very old family run business. Inside their shop is a little museum of tools and equipment used in the old days. Now-a-days they have modern equipment. I came down with some hex steel and asked them to fashion for us two bits, one that would have been used for nitroglycerine and one that would have been used for black powder. For good measure I asked that the tops be fashioned as if they'd been hit over and over and over with sledge hammers by Chinese workers.

A few days of fashioning and we had our replica drill bits (left). Each is three feet long.

One of the problems with history is that people did not write down ordinary things and then they thoughtlessly died. We don't know how long the bits were nor how the holes were cleaned. We do

know from newspapers accounts that Chinese workers worked in the tunnels in eight hour shifts, 24 hours a day. As they pounded on the bits the bits were rotated. Hence: bam, bam, quarter turn, bam bam, quarter turn, all day long 24 hours a day. It was greuling work.

We can suppose that bits were different lengths. As the holes were started, one worker worked with a short bit. Sometime along in the process though, they worked in teams. Newspaper account talk about three man drill teams, two men pounding and one rotating. Imagine the trust the rotator must have had. He could not offend anyone. Holes could be 2 1/2 feet deep before being exploded.

Single jacks were single drivers. Double jacks, were two men, and triple jacks must have been three men.

If you look around the old tunnels you an see some of the old holes. There are some in Tunnel 6. Occasionally you can find actual bits or steel that might have been actual bits. They've probably been modified after more than a century of use in gardens or wherever. After our bits were made in Auburn Norm Saylor found one on eBay. It's the right hex steel but the end comes to a point. The 3 foot shafts of 1 1/4 inch hex steel (the bits ends are fashioned wider) weigh 13 lbs. and the 3 foot 1 inch shaft weight 6 lbs. Imagine working this those all day.



Lincoln Hwy on Donner Summit

One of our initiative this year is producing some brochures or pamphlets about the Summit and its history. Earlier we'd produced pamphlets about our 20 Mile Museum, the DSHS, and how to take Old 40 from Rocklin to Truckee.

This year we thought we'd make some brochures about specific aspects of the history of Donner Summit. So we made brochures on Tunnel 6 and Donner Pass. Our third one this year is the Lincoln Highway Through Donner Pass. This one grew out of a request from the Land Trust for some help with old photographs for their information kiosk at the entry to their newly purchased Summit Canyon land, see our October '11 issue.

We thought a brochure with old photographs would be nice but would be especially nice with a map showing people how to walk the Lincoln Highway route from the Pacific Crest trailhead down to Donner Lake. It's an easy and scenic hike with lots of history on the way. That's what the graphic to the right is.

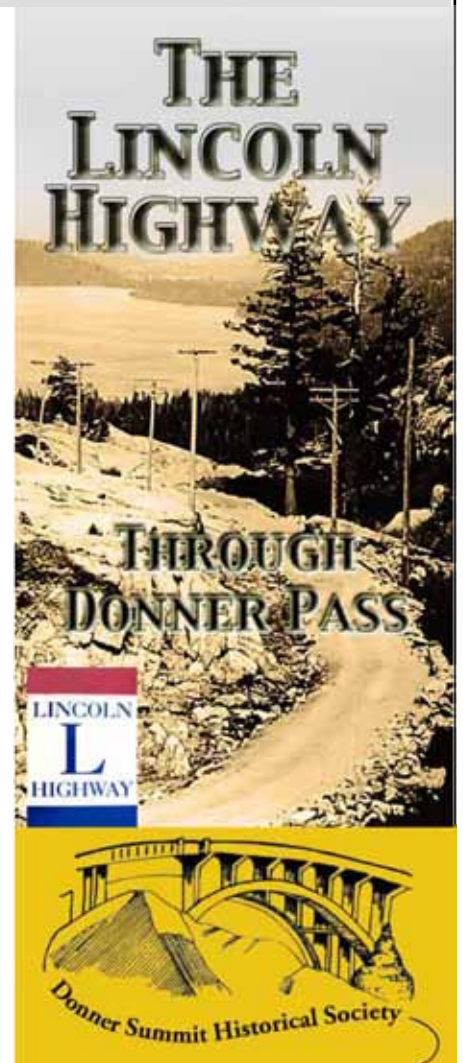
You can pick up the brochure at the DSHS or at the Soda Springs Store. You can also download an 8 1/2 X 14 version from our website.

The walk is downhill all the way. You will pass Tunnel 6, the 1867 transcontinental tunnel, the Dutch Flat Donner Lake Wagon Rd., The lincoln Highway, the 1913 underpass, China Wall, old ads painted on rocks for Lincoln Highway travelers, and Native American petroglyphs. You will take in sights that have enthralled generations of artists and photographers.

Maybe the best part of the hike is you can't get lost. Keep going downhill. You can't go further than Donner Lake.

The website here has a nice interactive map showing the Lincoln Highway over Donner Summit: www.lincolnhighwayassoc.org/map/

If you have ideas for future brochures, please let us know.



DSHS Memberships

The Donner Summit Historical Society is involved in a number of projects. We have our museum of course, for which we pay rent. We have a website and this newsletter. Last year we built 12 displays on stands about different aspects of Donner Summit history which are for travelling. This year we added five more all about Tunnel 6 and the Chinese workers on Donner Summit. We have our 20 Mile Museum and this year installed the 35th interpretive sign, right at Roller Pass. We also do speaking engagements.

This year we added a new project: brochures or pamphlets. We already had a couple that we've updated and reprinted. This year we added the "Lincoln Highway on Donner Summit" which comes with a map to hike down to Donner Lake, "Tunnel 6," and "Donner Pass" the most important historical square mile in California. All are available in our museum, at the Soda Springs Store, and on our website. Coming soon will be "Historic Hikes on Donner Summit" which is being constructed right now.

We just sent out letters to all of our previous donors asking them to renew memberships. We've started to receive a nice response. We have only a couple of hundred members while there are more than 600 subscribers to this newsletter. If you like what we're doing, give us some help. It's tax deductible. We have no employees and go on no junkets. All our contributions go into the list of activities above.

DONNER SUMMIT HISTORICAL SOCIETY www.donnertsummithistoricalociety.org

Membership 2011

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

New Membership

Renewing Membership

Individual Membership - \$30

Family Membership - \$50

Patron - \$500

Benefactor - \$1000

Business - \$250

Business Sponsor - \$1000

DATE _____

NAME(S) _____

MAILING ADDRESS _____

CITY _____ STATE _____ ZIP _____

(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

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.

On Donner Summit *Musical Mystery Experience*

Fundraiser Supporting the Royal Gorge Acquisition

**Sunday
September 23, 2012
2 P.M.**

**(park at Donner Ski Ranch by 1:30 to be taken to the venue)
reception afterwards at Lake Mary**

Limited Seating

R.S.V.P. at: 426-9000 (Sugar Bowl's reservation system)

Minimum Suggested Donation - \$50.00/person

Featuring:
percussion
brass quintet

Lake Mary Reception Follows:
hors d'oeuvres
provided by local restaurants
wine, beer, lemonade

Sponsors:

