

The Donner Summit

Heirloom

History and stories of the Donner Summit Historical Society



December, 2013 issue #64

About This Issue:

We've been accumulating lots of material for newsletters but because we did not want our newsletters to get excessively long, things just kept accumulating. So this issue the staff decided to partially empty the coffers and so we have a potpourri of things. In this issue you will find some ads to help with your winter experience, some local 1947 Summit gossip, old pictures, a movie review for when the weather is too bad for outdoor winter excursions, a book review, some quotes, and some Then and Now's. We also has to push forward other topics large and small into future newsletter folders. There is so much Donner Summit history.

Hannes Schroll "The Red Devil of Tyrol"

From January, 1939 Ski Heil told by Hannes Schroll

This article too, has been sitting in the computer for a long time with a note to publish it in December of 2012. There was no room so it got put forward and was about to be put forward again when this month's issue was being laid out. We can't keep putting it off, so here is Hannes Schroll, founder of Sugar Bowl. We found the magazine from which this came at the Western Ski Sport Museum at Boreal with Executive Director Bill Clark's help.

Hannes Schroll was four when his father began to teach him to ski and Hannes remembered him looking like a "waddling...fat duck" as he herringboned up a slope. His father worked for the Austrian army as physical training instructor.

cont'd on page 3

Mountain Poetry Donner Summit

TUNNELS OF THE PACIFIC RAILROAD.

A Paper read before the Society Jan. 5, 1870, by John Gilliss, Civil Engineer, Member of the Society [also construction engineer for the railroad's route over Donner Summit].

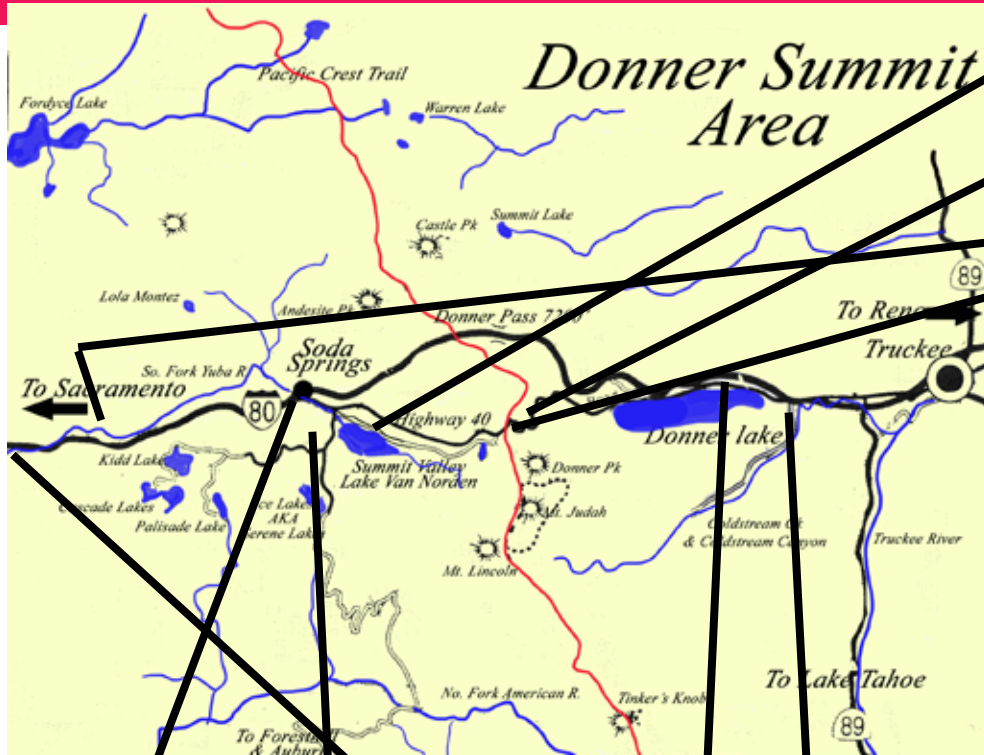
The Poetry:

From this road the scene was strangely beautiful at night. The tall firs, though drooping under their heavy burdens, pointed to the mountains that overhung them, where the fires that lit seven tunnels shone like stars on their snowy aides. The only sound that came down to break the stillness of the winter night was the sharp ring of hammer on steel, or the heavy reports of the blasts.

The Practicalities:

Road-breaking. — Of course these storms make the road impassable even for sleighs. They are opened by gangs of men kept there for the purpose with heavy ox sleds. The snow when new fallen is very light, so that a man without snow-shoes would sink to his waist or shoulders. Into this the oxen would flounder, and when they lay down, worn out, be roused by the summary process of twisting their tails. I saw three in one team so fortunate as to have had theirs twisted clear off, none left to be bothered with. The men were as regardless of themselves as of their animals. They took life easily in fine weather, but were out nearly all the time when it stormed. Late at night they could be seen shoveling on a bad drift at the corner of the warehouse, where the wind heaped in the snow faster than they could dig it out, and then a denser mass of flying snow would hide them altogether.

Story Locations in this Issue



- Summit Valley
- And So They Were Married
- South Yuba
- Sugar Bowl Academy

In This Issue:

- Local Gossip
- Soda Springs Ski Area
- Cisco Grove
- Norden
- Vanderfords

Vorlage

THE FORWARD-LEANING POSITION

stand with your back to a door or any perfectly straight, perpendicular surface, keeping your heels on the ground and back against the surface, keep your knees together and bend them forward as far as you can without straining your self and without raising your heels; then bend your back forward until you feel that you are about to lose your balance. You will now be standing in what is your natural vorlage, or crouch, position.

The cardinal principle of the crouch is ALL YOUR WEIGHT MUST BE FORWARD OF YOUR HEELS AND PERPENDICULAR TO THE SLOPE.

The secret of high speed running on steep slopes is: the steeper the slope the more you must lean forward and the lower you must crouch.

This is a sample of how the book

The ABC OF DOWNHILL SKIING

is written. Isn't it easy to learn from a book written in this way? 96 pages, 120 illustrations describing the Arlberg (forward-leaning) technique, parallel swing skiing, high speed technique, etc., etc. See your local dealer or send 50c to

The ABC Of Downhill Skiing
Department H
2340 Lincoln-Liberty Bldg., Phila., Pa.

From Ski Heil, January, 1939

editor:
Bill Oudegeest
209-606-6859
info@donnersummithistoricalsociety.org

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

Hannes Schroll from page 1

Hannes' first skis were wine barrel staves with leather toe straps to hold on his shoes. The first time on skis Hannes fell flat on his face. He managed to walk up the hill but upon reaching the top he'd had enough, took off the skis and walked down vowing he would not ski. but Tyroleans had to learn to ski.

It was the eve of WW I that would change Hannes' life. The Tyrol was awarded to Italy after the war and the people had to learn to accept a new government, culture, and language. Even today, visiting what is now Italy, it is interesting to find all of the signs in two languages with many showing the German first.

Hannes' father went off to the war telling him to look after his mother, stick to his skiing, and "Some day Austria will be proud of you." How right he was. Hannes' father was taken prisoner during the war and the family heard little more and then after 1918, nothing more. The family built a memorial for him in the village church.

It was a wrench to have to learn Italian and all that went with it. Luckily for Hannes winter sports came to the Tyrol. He won his first real skis by winning a ski jumping contest on his old barrel staves. Now he could really ski.

Hannes practiced and practiced feeling a freedom that he did not have under the Italian masters. He was "master of my destinies, king of a realm of snow and ice, free to roam where I willed."

In 1924 a knock came at the door and a hungry and Russian looking stranger greeted Hannes, "You are Hannsy?"



It was Hannes' father. Hannes went to the church and broke the memorial into "a thousand pieces."

Hannes worked his way through school by teaching skiing and graduated a bridge engineer. Skiing was his love though and he devoted his life to it.

In 1934 he came across an advertisement for the Downhill Ski Championship. It would be held in the Tyrol. It was only a few days away but far in distance. Hannes left the hotel where he was contracted to teach skiing by slipping out the window at 2 AM. He put on his skis and skied in the dark to the railroad station.

With no time for training Hannes was on his way to the downhill championships. Arriving at Marmolada, he had to walk hours to get to the championships. In his one trial run Hannes took only two turns on the steep slope where everyone else had to take three. That earned him the title, "red devil." He waxed his skis with his homemade wax. He was ready.

The Italian champion beat his own time and did the steepest part of the run in only two turns. Hannes had his work cut out for him. His skis were "singing" as he launched and within a few seconds the fog had lifted and he could see the course. He could see the crowds. He could see the finish flags. He raced down the hill "careening wildly" over rough spots and sitzmarks. He ignored everything except speed



Austria, his father, and the kiss a serving girl had just given him as she told him to win for Austria.

He took no turns, instead heading straight down the steepest section crouched low skidding and skiing. He was flying. Faster and faster. He had to win –for Austria. Then he hit a mogul. He left leg was in the air and he was on one ski. He recovered.

Then he was passing the contestants who had started before he had. The finish line came up blocked by a slower skiing contestant. Hannes crashed into him and in “one made scramble of skis arms, legs...” they went across the finish line together. He sprained an ankle but had beaten the Italian champion by 57 seconds, a new world record.

Hannes was good; he would become one of the ten best skiers in the world and earn the titles, “The Wild Man from Austria” and The One Man Circus on Skis.” At 17 he’d entered the European championships in Switzerland. He was unknown, competing against the best and won four major titles. He set a world record of 94 miles an hour in 1934 when he was 20. Mussolini presented him with a watch and ring and then commissioned him to teach Italian military personnel to ski. Hannes came to America in 1935 with almost 90 titles.

Hannes Schroll, 1936

This story first appeared in our November, 2009 [Heirloom](#). It is so well written and so exciting that since we have an article about Hannes Schroll in this issue, this description of him at the 1936 Olympic Trials at Mt. Ranier bears repeating.

Americans did not know what skiing was until Europeans like Hannes Schroll came to America to show them “real skiing.” Skiing in Europe was “so filled with thrills, spills, and unbelievable leaps that it leaves spectators gasping.

“At least that’s the way Seattle folks felt about the exploits of a young Austrian, one Hannes Schroll [said one spectator] ‘I hardly knew the front end of a ski from the south end of a post office, but I learned! I was planted half-way down the almost two-mile long course. From where I stood I couldn’t see the top of the hill where the starters were, it was that foggy. The course was bumpy and steep. I hardly wanted to crawl down.

‘Pretty soon the boys start to come down at one minute intervals....I knew Dick Durrance, of Dartmouth, when he came by. He was going like a hurricane. Some others coasted along. Then I heard a yell high above me. I looked up, and coming down through the fog like an eagle swooping down on a rabbit was No. 51 – Hannes Schroll. And he was yodeling at the top of his lungs!

‘He jumped the first terrace like a deer going over a rail fence. Then he jumped another- and landed on one ski. His body was leaning over like an open jack-knife, and he was swinging his ski poles to keep from somersaulting.

‘He must have skidded a quarter mile on that one ski, whooping and yelling all the time. As he passed me, his hat sailed through the air, and he whooped even louder he was that glad to get both his skis back on the snow. Before he stopped, he – No. 51 – had passed No. 41, who had taken off ten minutes before.’”

“Hannes Schroll won of course,” by almost two minutes. This was just one more win to add to his 87 European skiing awards.

From [Rotarian Magazine](#), February, 1936



Local Summit Gossip Circa 1947

From Western Skiing, January, 1947

Summit Scenes:

Truckee contractor Jack Wallert supervising the putting on of the finishing touches of the expanded Donner Summit Lodge while manager Bud Horak hovers over HJS shoulder.

Bud coughing mightily through a case of pneumonia, or was it the fancy five figure) price that he and his associates had to pay for a year round one-sale liquor license? Whatever the cause of Bud's cough, he is in possession of one of the slickest hostelrys yet seen in these parts. 150 beds, no less, Carpeting throughout, and radios in each and every rooms. The basement is a maze of curious shops, beauty salons, ski rooms, dorms, and bars. Cheap, too.

Another Bud, last name Walton, and wife Madeline, praying hard for a late winter and time to complete the T-bar and rope tow on the back of Signal Hill [today Donner Ski Ranch]. The winter was early, but the lifts may be operating anyway.

SP official and Soda Springs residents looking worried about the low level of the water supply lakes. The summer was extra dry, an the pipes to some of the Soda Springs cabins, service by SP water from Norden, threaten to imitate.

Rainbow Tavern doing its usual good business, New manager Hansen, who took over when Tiny Naylor bought Rainbow from Navone -Curtola combination for a quarter of a million dollars, isn't hurting the reputation of his hotel any. The consensus is that he'd a good addition to the Hill.

The newlywed Elmo Morianos busily readying their Beacon Hill Lodge for the season. It will be one of the most popular spots on the highway this winter if the volume of the pre-season reservation is any indication.

The almost completed garage next to the Woods Nordstrom tavern at the Summit. The betting has it that Gene and Ernie will get their bus line permit rom the Railroad Commission before the New Year. The line will run from Truckee to Cisco Grove. The only wonder is that nobody bothered to provide this much needed service before.

The new Norden Store with doors opened to the public. There's room to turn around now, an the stock and service are as good as ever.

Herstle Jones gloating over his low altitude location, where he hasn't had to race the winter with the construction of his new and beautiful hotel at Emigrant Gap the way the higher ups have had to do. [That's Nyack Lodge which used to sit where the Emigrant Valley overlook on I-80 is now. The lodge building was put on wheels and moved to its current location at the Nyack exit].

The Viking Ski Club's Quonset hut taking complete shape at the Summit. The hut, writes Genevieve urns, has dorm accommodation for forty people, a living room, and a full sized basement. Responsibility for the construction has rested on Mickey Mize and Frank Gyorfi.

From the DSHS Archives



Top Left: Soda Springs sometime before 1930.

Right: Soda Springs Ski Hill about 1948, before the trees were cut in 1950. The building directly beyond the lift cables is the Beacon Hill Lodge. The Soda Springs Hotel is to the right of that.

Below: Soda Springs ski lift about 1950



Pictures on the next page:

Top: Soda Springs Station about 1920

Bottom Left: Cisco Grove on Old 40, 1930's

Bottom Right: The sun reflecting off the snow is more intense than just sun. Be sure to use your favorite sunscreen this winter. From Western Skiing, January, 1947



From the DSHS Archives



ONE APPLICATION PROTECTS YOU AGAINST SUNBURN



GET Ready SUN CREAM

You're safe in the sun and set for fun with Ready in your ski kit. One application protects for an entire day. Stops the sun's burning rays. Rubs into the skin; remains despite perspiration. Use make-up over Ready if desired.

Ask for Ready at sport shops and drug stores, or write direct. \$1.00 plus cosmetic tax.

L'Vena Products
7810 Meridian
Seattle 3, Wash.

Use Ready for Safety from
SUNBURN
WINDBURN
SNOWBURN



GET Ready NOW



TO PHOTOGRAPHERS.
WANTED good Stereoscopic Negatives of every place of interest on the Pacific Coast for which a fair price will be paid. Specimen prints with particulars of locality, and the price for the negative will receive prompt attention by addressing
LAWRENCE & HOUSEWORTH,
 Agents London Stereoscopic Company,
 42 1st-2p. 637, Clay st., San Francisco.

Above: Cisco Grove ca. 1870. Ad from Lawrence and Houseworth soliciting photographs for sale. Lawrence and Houseworth sold many Alfred A. Hart photographs (Hart was photographer for the CPRR until 1869)

Makes Your Skiing Day Longer

MORE HOURS OF DOWNHILL SKIING

- Portable
- Economical
- Automatic operation
- Heavy duty
- Low in price

Complete, ready to go

WRITE FOR DETAILS

SWEDEN FREEZER MFG. CO.
 SEATTLE, WASHINGTON

SWEDEN SPEED SKI TOW



Left: Cisco Grove on Old 40 1930's.

Above: In case you are in the market for your own ski tow. Ad is from Western Skiing, January, 1947

Norden Ski Lodge

Store — Gas — Oil

UNDER NEW MANAGEMENT

ELEV. 7,000 FT.

Dormitory
Accommodations

Dining Room

Rental Ski Equipment

—Expert—
SKI INSTRUCTION
AVAILABLE

TRAIN & BUS DEPOT

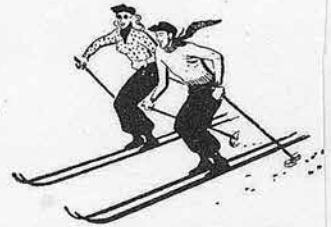
—Telephone—

NORDEN, CALIF.

Two Miles West of Donner Summit

Winter Sports Fans!

Here's big news about



NORDEN AND THE SUGAR BOWL

Now you can enjoy the most exciting and complete winter sports season you've ever experienced! Here's why:

1. S. P.'s new "House Within a House". At Norden Station Southern Pacific has just completed a large, knotty pine Ski Hut—built inside a snowshed! Here you'll find benches, checking, warming and restroom facilities, and a lunch counter serving good meals at low prices.

2. New Sugar Bowl Lodge. In nearby Sugar Bowl there's a brand new Lodge with accom-

modations for 40 persons; 10 double bedrooms, 2 dormitories. Lounge, bar, dining room, huge fireplace. Moderate rates. Only 1½ miles by "snow cars" from Norden Ski Hut.

3. New Ski Lift. Also at Sugar Bowl—the finest skiing area in the West—you'll ride the new chair lifts which provide a safe and comfortable 3000-foot ride to an elevation 1000 feet above the Lodge in 6½ minutes.

NEW WEEKEND TOURIST PULLMAN SERVICE

Friday and Saturday nights there are tourist sleeping cars as well as coaches and standard Pullmans to Norden and other Sierra winter sports centers, with convenient 7 a.m. arrival at Norden.

You can leave Norden on Sundays and holidays at 3:40 p.m. in

coaches, arriving San Francisco 10:30 p.m. Also overnight service every night from the snow country with early arrival in San Francisco next morning. Inquire about our low round trip fares to Norden and other Sierra winter sports centers.

NEXT TIME, TRY THE TRAIN TO FUN IN THE SNOW!

Southern Pacific

In case you need a place to stay this winter or a way to get to the Summit.

ads from Ski Heil 1/39

VANDERFORD'S

HOTEL ACCOMMODATIONS - DINING ROOM - UP-SKI

TELEGRAPH VANDERFORD'S
NORDEN, CALIF.

RENTAL
SKI EQUIPMENT

DONNER SUMMIT SKI LODGE

FRED KLEIN, SKI INSTRUCTOR
CLASS & PRIVATE

It's All Downhill from Here.

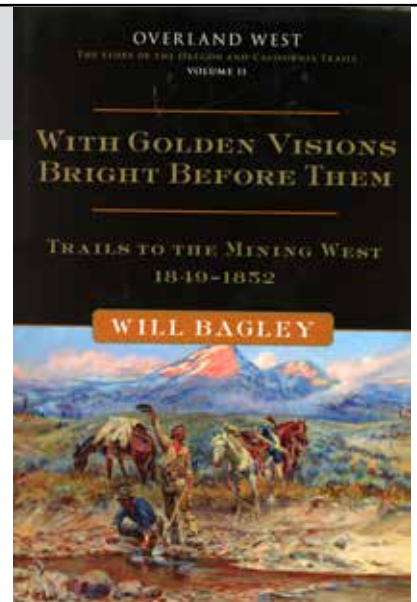
Imagine the joy emigrants felt upon reaching the crest of Donner Summit and seeing Summit Valley below. They had just conquered the most difficult part of the transcontinental journey.

Last Month we reviewed [With Golden Visions Bright Before Them](#) which is about the emigrant experience during the Gold Rush.

We included a number of quotes from emigrant diaries about the journey and coming up the western slope of the Sierra to Donner Summit. Students of local history having examined Donner and Roller Passes and maybe even walked them can marvel about the journey up the pass. One would think that it's all downhill from there. That's not the case however, as the quotes on the next page show about the journey downhill from Donner Summit.

One would have thought that upon reaching the top of the Sierra and having accomplished the hardest part of their journey, and seeing the grass, water, flat Summit Valley that it would have been downhill from there, but some of the hardest experience was from Summit Valley down to below Bear Valley.

To the right is an Alfred A. Hart photograph of Summit Valley from Mt. Judah, facing west. You can see what is now Soda Springs ski hill in the back left of the valley and if you look closely, towards the right side of the far end of the valley, you can see a faint stripe. That is the Dutch Flat Donner Lake Wagon Rd. That old road, built as a toll road and to facilitate the building of the railroad by the Big 4, is remarkably well preserved and walkable. Nearby you can find Native American mortars and metates. In early summer there is a riot of wildflowers and there are lots of species of birds in the lake. The picture at the bottom is what the valley looks like today, in color.



It Wasn't Downhill from There

Emigrant Quotes about the trip from Summit Valley

“My mistake was that I said I had seen ‘the Elephant’ when getting over the first mountain. I had only seen the tail. This evening I think I saw him in toto. No Elephant on this route can be so large than another cannot be larger. If I had not seen wagon tracks marked upon the rocks, I should not have known where the road was, nor could I have imagined that any wagon and team could possible pass over in safety. Wakeman Bryarly.

The Trail to the pass was bad, but the rest was “The most damnable road on the face of the earth [filled with rocks] from the size of a teakettle up to that of a hoghead over which we were obliged to drive, or rather lift the wagons.... the most miserable, gloomy road on earth...one would swear that a wagon cold not be driven over and God only knows how we did get through.” Lucus Fairchild

“The western descent of these mountains is the most rugged and difficult portion of the whole journey. “ T.H. Jefferson

“The western slope of the Sierra is rough beyond description. The mountain breaks off in immense granite ridges from the main summit. Streams heading in near the main divide, plunge down impassable Kanyons...fierce and terrific descents you should not deem it possible for wagons to pass. This rough country continues for 10 miles from the summit.” (all the way to today’s Cisco Grove maybe) D.B. Wood

“we were rudely disappointed, finding ourselves involved in a wild labyrinth of mountains and chasms, with no visible way out.” The train was “in the hardest labor, dragging the wagons over rocky ledges, and hoisting and lowering hem over ‘jump-offs’ by ‘Spanish windlasses’ and other mechanical means.” Later there were “impassable precipices on either hand. Without knowing what might be at the bottom, we undertook to get the wagons down over the huge boulders which choked the gorge.” Isaac Wistar

“My mistake was that I said I had seen ‘the Elephant’ when getting over the first mountain. I had only seen the tail. This evening I think I saw him in toto. No Elephant on this route can be so large than another cannot be larger. If I had not seen wagon tracks marked upon the rocks, I should not have known where the road was, nor could I have imagined that any wagon and team could possible pass over in safety. Wakeman Bryarly.

The route from Donner Summit was “indescribable, but it was the damn-dest, roughest and rockiest road I ever saw.” John Markle

To get to the Yuba River they used roads “such as would hardly be believed possible for wagons to have passed over.” Thomas Van Dorn

Emigrant Arsonists on Donner Summit

Apparently Donner Summit was also “an arsonist’s paradise” according to Will Bagley, author of With Gold Visions....

“We amused our selves this evening, by setting dead trees on fire, which are from 75 to 100 ft high and the fire streamed far above their tops. The sight is magnificent and the fire roars like a tempest, Three of them burnt all night”

Edward Jackson

regarding the burning of the trees:

“I am sorry to see the careless destruction of timber in this noble forest.. The fools, whoever they are fire the roots or bottoms of the largest trees they can find. The fire when once applied will burn for days, probably weeks or months until all within its reach is consume.” One tree feel with an awful crash across my very path, the public road. This practice not only make the road dangerous, it delays wagon trains considerable, and what too when time is precious.”

Edward Harrow.

Information about the Emigrant Trails from the National Park Service:

<http://www.nps.gov/cali>
<http://www.nps.gov/oreg>

Movie Review

And So They Were Married

Starring Melvyn Douglas and Mary Astor, 1936

It was serendipity really. I sometimes turn on TCM on cable TV to see what old movie is playing and watch nostalgically for a few minutes or more. As the screen came on this particular time, I saw a very familiar scene: snowbound Highway 40 with Donner Peak and the snowsheds in the background (the top black and white picture to the right). Of course my interest was piqued. The highway workers were clearing Old 40 with snow shovels, an interesting piece of historical trivia.

The scene was part of "And So They Were Married." Thanks to the attached DVR I was able to capture the whole movie and so come back to photograph the scenes here.

I don't recommend the movie unless you particularly like 1930's style comedies with their exaggerated reactions and intonations, contrived plot furthering situations, and their sometimes slapstick antics. There is no subtlety. One example here is a "mad" dog what was intended as a Christmas present. It was contrived that the dog got to stay in the no pets hotel, how it was not kept sequestered, and how it soap the dog ate which ended up lathering its face and so panicking the guests: "Mad Dog!"

The story is about a divorcee (Mary Astor) and a widower (Melvyn Douglas) who arrive at the Snow Crest Lodge's Gala Opening on December 18. The sign says the lodge is in Los Angeles but even the most gullible knows it does not snow in L.A. and the scenery is clearly overlooking Donner Lake as you can see here, right.

The parents immediately take a dislike to each other as do the kids. The parents begin to find each other attractive and the kids decide to work against that after overhearing some over-enthusiastic hotel staff talk about marriage bells. The marriage is on, the marriage is off, the marriage is on, and then misunderstandings end things for good and everyone leaves for home early.

The kids are upset their parents are upset and that the parents don't spend time with them so they concoct a kidnapping and hide out in the rumble seat of the cook's car. Of course that's the car the parents take to go looking for the missing kids.

The police spot the kids' heads sticking out from the open rumble seat and arrest the parents on New Year's. It's off to jail with more misunderstandings.

There's no need for a "spoiler alert" here since the title gives you a good clue.

Reality has to be dispensed with to move the plot along. The style of 1930's movies does not match our modern sensibilities for realistic behavior. Two 13 year olds were cast as the bratty 9 and 10 year old kids. There are not many scenes of identifiable Donner Summit, but you can see some here. At the top of the next page the pictures are of the couple walking down Old 40 below the Summit and talking while overlooking Donner Lake at the Rainbow Bridge parking lot. You can see some 1930's ski technique too.

There is one bit of unintentional irony. As the couple arrives at the lodge they have



just dodged an avalanche that has closed the highway for a few days. That's a complication that furthers the plot of course. Mary Astor worries aloud hoping that there is no chance of starvation and so they won't have to draw straws to see who gets eaten. Presumably if one were to look out the window of the lodge one would see Donner Lake. But of course we don't know that there were any straws drawn down there in 1846.

The movie is available through Amazon, it will no doubt come back on TCM, and it's apparently on YouTube.

For other movies with Donner Summit scenes, take a look at Charlie Chaplin's "Gold Rush" (subject of one of our 20 Mile Museum signs in our August '11 Heirloom), "Two Faced Woman" (January '10 [Heirloom](#) and that one also starred Melyvn Douglas who can be seen riding the original Sugar Bowl single chairlift), and "The Art of Skiing" (January '10 [Heirloom](#)) starring Goofy. We'll have another one coming later this winter but we'll let you remain in suspense about that.



Book Review

From the Atlantic to the Pacific Overland

Demas Barnes 1866

Demas Barnes decided to cross the continent in 1866 and the stagecoach as the only method of transportation for most of his journey. He recorded his observations in letters that were later assembled into a book.

If you want to get a taste for Western America in the mid-19th century, want to learn about stage travel, and like reading old texts, then maybe you'd like to pick this book up. There are reprints available but you can also download a PDF version (as well as other formats) from the internet.

Demas went overland from New York to San Francisco and then returned to the east coast by ship. He talks about discomfort, lodging, sights along the way, places on the route (with observations and information), and Indians (both observations and attacks).

The first page introduces the book saying that friends envied his trip "but I beg to undeceive them. It is not pleasant, but it is an interesting trip. the conditions fo one man's running stages to make money, while another seeks to ride in them for pleasure, are not in harmony to produce comfort." That seems an understatement for what follows.

"Coaches will be overloaded, it will rain, the dust will drive, baggage will be left to the storm, passengers will get sick, a gentleman of gallantry will hold the baby, children will cry, nature demands sleep, passengers will get angry, the drivers will sear, the sensitive will shrink, rations will give out, potatoes become worth a gold dollar each, and, ...water brackish, the whiskey abominable, and the dirt almost unendurable." He swears he will never do it again. "to sleep on the sand floor of a one-story sod or adobe hut, without chance to wash, with miserable food, uncongenial companionship..."

For the price of your ticket you get "a fat man on one side, a poor widow on the other, a baby in your lap, a bandbox over your bed, and three or four more persons immediately in front, leaning against your knees, makes the picture, as well as your sleeping place for the trip..." The stage traveled 24 hours a day. One slept sitting on his seat.

The book is an interesting slice of Americana and not long, only 127 small pages.

FROM THE
ATLANTIC TO THE PACIFIC,
OVERLAND.

A SERIES OF LETTERS,

BY

DEMAS BARNES,

DESCRIBING A TRIP FROM

NEW YORK, VIA CHICAGO, ATCHISON, THE GREAT PLAINS, DENVER, THE
ROCKY MOUNTAINS, CENTRAL CITY, COLORADO, DAKOTA, PIKE'S
PEAK, LARAMIE PASS, BRIDGER'S PASS, SALT LAKE CITY,
UTAH, NEVADA, AUZIE'S, WASHOE, VIRGINIA
CITY, THE SIERRAS AND CALIFORNIA,
TO SAN FRANCISCO,

THENCE HOME,

BY ACAPULCO, AND THE Isthmus of PANAMA.

NEW YORK :

D. VAN NOSTRAND, No. 192 BROADWAY.
1866.

Then & Now with Art Clark

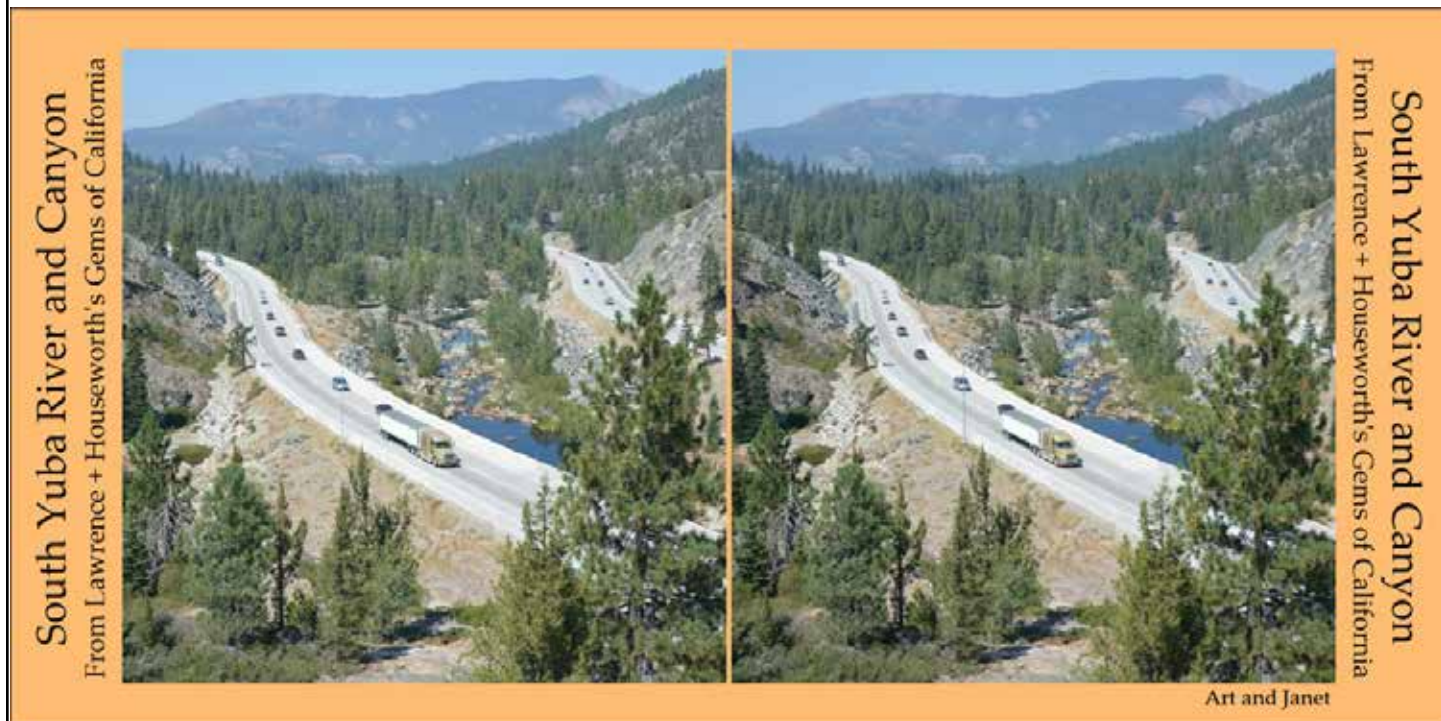


Lawrence & Houseworth's
Gems of California -

South Yuba River and Canyon.

Built around 1960, Interstate 80 needed lots of space. At this spot below Cisco, there happened to be a bend in the river right where eastbound I-80 needed to be. The riverbed was shifted north, straightened out and placed between the east and westbound lanes.

Photo location 39° 18.881'N
120° 33.342'W



South Yuba River and Canyon
From Lawrence + Houseworth's Gems of California

South Yuba River and Canyon
From Lawrence + Houseworth's Gems of California

Art and Janet

Then & Now with Art Clark



Sugar Bowl Academy

The large building at the head of Donner Pass started out as a dormitory built in 1931 for highway workers. It then became the Donner Spitz Inn, and then the Alpine Skills Institute, and today is Sugar Bowl Academy. The unique-looking octagonal garage was collapsed by snow in 1983.

Photo Location: 39° 19.029'N 120° 19.591'W



DONNER SUMMIT HISTORICAL SOCIETY
www.donnersummithistricalsociety.org

Membership

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

DATE _____

NAME(S) _____

____ New Membership

MAILING ADDRESS _____

____ Renewing Membership

CITY _____ STATE _____ ZIP _____

____ Individual Membership - \$30

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

____ Family Membership - \$50

____ Friend Membership - \$100

____ Sponsor - \$250

____ Patron - \$500

____ Benefactor - \$1000

____ Business - \$250

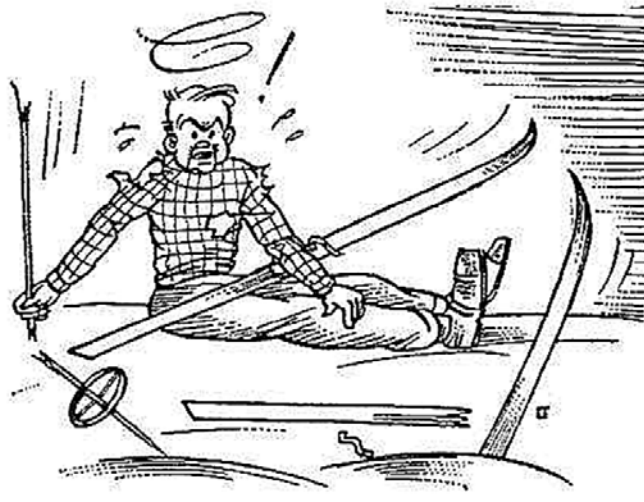
____ Business Sponsor - \$1000

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.



Next time I'll go where there's an up-ski!



It's a lot cheaper to take lessons.

From Ski Heil Magazine, 1939