



Echoes From The Past

Celebrating 42 Years
1968 - 2010
SPRING 2010

**TRUCKEE DONNER
HISTORICAL SOCIETY**
Founded July 24, 1968 as a 501 (c)(3)

Volume XXVIII Issue 1

PRESIDENT'S CORNER by Chelsea Walterscheid

Well, here we are again. Our membership has seen me fit to be the President of the Truckee Donner Historical Society again. The last time I had the honor of holding this office was before I had children. Jack Douglas is nearing ten and Annebelle Jean is enjoying being seven (and driving her brother nuts!) Our Research Librarian, Katie Holley recently found an article that a certain 11 year old wrote for the Sierra Mountain School newspaper, the *Tahoe Truckee Express* in 1985. I had no idea that it was reprinted in the Truckee Donner Historical Society's newsletter until Katie showed it to me. So, there you have it, I have officially been interviewing Truckee's Old Timers for 26 years! Enjoy the article...

Special Interest Item

By Chelsea Birch, Sierra Mountain School

The following is reprinted from the pages of "THE TAHOE TRUCKEE EXPRESS", a kids publication serving the Lake Tahoe & Truckee area.

Uncle Charlie

Dr. Charles C. Cozzallo D.D.S., better known as Uncle Charlie was born in Truckee, in 1904. He still lives in the same house he was born in and his house today is the same as it was in 1904. Uncle Charlie lives like they did in 1919, for instance he heats his house with the wans wood burning stove his family had.

Uncle Charlie kept himself busy. When he was younger, Uncle Charlie and his brothers and sisters made their own skis out of barrel staves. When Uncle Charlie got older he was a camp's cook helper, he cut ice, and he cut cord wood for the wood mill in Floriston.

After Uncle Charlie graduated from Berkeley, he went to dental school in San Francisco. After he graduated from dental school, Uncle Charlie was too young to practice dentistry in California, so he taught dentistry in Berkeley. Later on, he practiced in the upstairs apartment of the now called "Off-Shore" in downtown Truckee.

Uncle Charlie has a lot of hobbies. He likes to read, fish, hunt, travel, and help ranchers move sheep.

Everyone likes Uncle Charlie because he's fun. People especially like Uncle Charlie because he tells a lot about Truckee history. We're lucky to have Uncle Charlie living in the Truckee-Tahoe area.

HELP NEEDED

Publicity Chair § Docents § Event Coordinator § Grant Writer(s) § Marketing Strategist § Photo Afficionados
The list of committee chairs and committee members is non-ending. Each working board and committee chair could use additional assistance to perform the existing duties they have already undertaken *plus* there are more opportunities for you to begin your own projects by utilizing your own unique skills. At this point in time all positions are performed as a volunteer. Maybe one day TDHS may employ staff to operate and staff the Research Library & Old Jail but until then . . . we rely on the heart and soul of You! To reach us, email info@truckeehistory.org or call 530.582.0893. :-)

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2010 CALENDAR OF EVENTS

- Sat, April 24 - Docent Training Day 2-4pm
- Sat & Sun, May 29-30 - Old Jail Open 11-4pm
- Sat, June 12 - Old Jail Open weekends 11-4pm
- Sat, July 17 - Old Timers Picnic 10-4pm
- Sat, Aug 21 - Ice Cream Social 11-3pm

We would like to introduce and welcome our newest member, Dennis Beeghly. Dennis is a great asset to the team! He came to TDHS with extensive knowledge of the area and of rail-roading history. He knows about the railroad equipment, the operations, events such as strikes and derailments, and the people of the railroad from the head of the company to the men on the lines. He has been reading and studying railroads his entire life, and his enthusiasm is inspiring.



Dennis visited the research library at the end of October last year and fortunate for us, continues to make the weekly trip from Sparks, Nevada to the library to staff it, to work on the ongoing photo archiving projects, and to assist customers with their photo requests.

He has also accepted the Photo Chair position replacing Judy Dunlap, who continues to work as his mentor training Dennis all the nuts and bolts of this very important position.

WELCOME DENNIS !!!

2009-2010

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Echoes From The Past

is a quarterly publication of the Truckee Donner Historical Society printed in Jan., April, July, and Oct. Send comments or submissions to webmaster@truckeehistory.org

Truckee Donner

Historical Society

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Board meetings held on the 4th Tuesday of the Month at 6pm

**DEDICATION OF JOSEPH RESEARCH LIBRARY
at the Truckee Donner Historical Society Cabin**

Honoring early Truckee citizen and philanthropist Dick Joseph, the Truckee Donner Historical Society announced the dedication of the Joseph Research Library during the annual Christmas at the Cabin Open House.

Beginning in June 2009 this historical research library has been open to the pub-

lic every Thursday from 10 a.m. to 2 p.m. Books, newspaper files, maps, and photographs are available for use within the library for researchers, genealogists, historians, homeowners, and all who wish to study area history.



The Historical Society recognizes the significant contributions that Dick Joseph made to the Truckee community and surrounding area as a businessman, a land developer, an entrepreneur, and philanthropist. An Armenian who escaped the massacre of the early 1900s, Joseph raised a family here and remained close to his two sisters, Roxie Archie and Victoria (aka Azad) McIver, until his death in 1986.

Beginning in the 1920s, Dick Joseph owned Manstyle Barbers, the Donner Hotel, and the Pastime Club on Commercial Row. He purchased land from the Union Ice Company after years of persistent inquiry; the parcel extended from Gateway to Donner Lake. He later donated a portion of that land for the construction of the Tahoe Forest Hospital, which opened in 1952. In 1986 Joseph and his sisters donated more land and \$100,000 to build a skilled nursing facility. In 1996, sister Roxie donated more land, which she'd inherited from her brother, for the hospital's expansion.

Joseph was known as "the Founder of Gateway," because he developed the residential area of Gateway and established the Gateway Motel and gas station in 1938. The very cabin in which the Joseph Research Library is located served as the motel office. He and his sisters operated the motel until the 1980s; following his death in 1986 the sisters carried on until selling the land in 1990 to a developer to make way for the Gateway Shopping Center at Donner Pass Road and Highway 89. Joseph's sisters donated the motel office to the Truckee Donner Historical Society and had it moved to its current location, stipulating that it be used as a research library.

The Historical Society is proud to celebrate the generous spirit of Dick Joseph by bestowing his name on the Research Library. His resourcefulness, persistence, creative thinking, and commitment to the community are ideals that are still admired. All are encouraged to come in and explore the rich history of our area and the extraordinary people, like Dick Joseph, who contributed to it.

The dedication ceremony was held at the Joseph Research Library located at 10115 Donner Trail Road on Sunday, December 6, 2009.

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JOSEPH RESEARCH LIBRARY NEWS

Come sun, rain, or snow I do not believe there were many (if any) days since the Joseph Research Library opened it's doors to the public in July of last year that at least one of our trusty volunteers failed to have the library open.

Between Katie Holley, our Research Librarian, Chaun Mortier, Research Historian, Chelsea Waltersheid, President, Judy Dunlap, Past President and our newest member volunteer and now Photo Chair, Dennis Beeghly, the library has been regularly open every Thursday between the hours of 10 am and 2 pm.

After Judy (during her Presidency) took it upon herself to begin (with board approval) converting the cabin into a "real" public research library the momentum to sift through every cabinet, box, photo and corner of the cabin started to steamroll.

The internet has made finding TDHS as a resource for Truckee history and genealogy by the public easy. The emails, phone calls and in-person inquiries have been a big motivating factor for our library volunteers to create self-made database computer catalogs and scans of our existing research materials and artifacts. The board realized the need to upgrade the computer hardware so the archival work being performed could be saved and shared digitally for current and future generations.

The response from the public has been positive and the thirst for information overwhelming for the few volunteer members who are making a weekly trip to the library, if not a daily commitment to respond to the varied historical and genealogy requests the Society receives on a regular basis, in addition to the archival projects underway.

The Society was established as an "educational" 501(c)(3) way back in 1968. With the official opening and naming of the Old Gateway Cabin, last December, as the Joseph Research Library the Society is putting it's energies into projects and upgrades that will serve it's intended purpose and mission.

Come next month installation of the new computer hardware and utilization of the new software can begin. Getting the cabin, once only used as a storage place for our research materials, fully converted into a modern-day research library open to the public has been a goal of the Society for years.

The TDHS Board would like to thank everyone who has been instrumental in our success: the Truckee Rotary Club with yet another monetary grant, the dozens of individuals who attended and were involved with the successful fundraiser at the 1st Annual Historical Haunted Tour last October, and the board/committee members who have provided their unending energies and time to reach our goal(s).

THANK YOU ALL !



cake prepared and provided by
Dennis & Linda Beeghly for the Dedication

STOP ON BY

Check out some of the work our research library volunteers have accomplished to date:

1) An Index has been created for the businesses in Truckee to include the names and type of business that have occupied our historic buildings in downtown Truckee.

ALPINE RIVERSIDE HOTEL

- 1960 Chamber of Commerce Roster, shows contact last name of Fowler

BESIO'S LODGING HOUSE

- Corner Bridge St. and SE River St., current address: 10009 East River St.
- Owned and Operated by Stephano Besio
- Building purchased in 1920 from the Finnegan Family. (Local Attorney)
- Was a boarding/eating house. Sold in 1969. Became the Stone Cold Inn.

Chaun Mortier has created the Index. She shared this comment about her ongoing work, "And I haven't really gotten into the early years yet as I've been adding in stuff we're finding in the cabin files."

2) The following are recent discoveries (also) found by Chaun.

- Did you know that some time between 1944-51 that George O. Cook had the "Donner Lake Chinchella Farm?"

- Information found in a newspaper article from May, 1884 for Memorial Day

"On the hill south. After the Rosebuds had placed a wreath and flowers on the grave of John Bowker an old soldier buried there, the Trio sang once again, "Dear to the Spot" after which a general decoration followed. After the completion of the decoration at the Schaffer ground the entire assembly repaired to the plaza where a benediction was pronounced by Rev. L. Ewing. This closed the formal ceremonies of the day. A handsome wreath was made by the ladies and sent to the now disused cemetery in Brickell Town, Officer J. Teeter taking charge and seeing it was properly placed. It was absolutely impracticable to attempt to get there with the procession, and this was deemed as an appropriate recognition of the dead there. Later the Rosebuds conveyed by Wm. Irwin, went to Donner Lake and there decorated the three graves that are there. It is hoped that no one's grave was omitted."

If information and discoveries such as these interest you then please stop on by the library on Thursdays between 10am and 2pm or send inquires to:

history@truckeehistory.org

Much more work lies ahead of our current and future volunteers to further the recent (exciting) work currently underway.

2010 CALIFORNIA PRESERVATION

Conference: Nevada County

The Sierra Nevada: Preserving A Sense of Place

Wednesday, May 12 - Saturday, May 15, 2010

*Join the conference. Sign up for the Historic Highway 40, Donner Summit, and Truckee Tour on Wednesday May 12 from 9:00 AM–5:00 PM. Trace historic rails, backroads and trails from Nevada City to the historic town of Truckee. The Big Bend Interpretive Center, Donner Center Summit Museum, Chinese Swalls along the historic Lincoln Highway, Maidu Petroglyphs, and a walking tour of downtown Truckee including the Old Jail Museum are featured.

*Attend Workshops on issues facing California's historic, cultural and natural resources - taught by over 100 expert speakers.

Who should attend?

Preservationists, city and county planners, architects, landscape architects, community leaders, landmark and historic resource commissioners, historians, archeologists, educators, attorneys, realtors, students, historic property owners, Main Street coordinators, members of Certified Local Governments, developers, contractors, craftsmen, advocates of historic preservation, heritage travelers, and involved citizens.

How do I register?

To obtain a registration brochure, please contact the CPF office via email at: cpf@californiapreservation.org or ydunkley@californiapreservation.org or call (415)495-0349. Or Log onto: http://www.californiapreservation.org/register_conference.shtml#navtop

From the Editor — If you are still awaiting your Winter edition of *Echoes* rest assured your local postal delivery person did not abscond with your copy. It just did not get published. Many apologies to anyone who tirelessly waited for it to arrive or who actually realized the lapse in its quarterly delivery. With that said, I will not bore you with the dozen of excuses of how I could have let something like that happen.

For those members with email you may find some duplication of content between the *TDHS E-News* and *Echoes From The Past*. You aren't losing your mind or having déjàvu. But if you are wondering why, it is because many of our TDHS members do not use a computer and *Echoes* continues to be our only means of communication. Many members may remember when our quarterly newsletter was our only form of communication.

It was not so long ago, with the availability of computers and other similar devices, we started the E-News issue to provide our members more timely updates and notices, especially for our annual and/or special events.

Like many other non-profit organizations that are 100% volunteer-based, with every project completed, every goal reached, and every task performed (including publishing a newsletter), it is the enthusiasm and zeal of our members that tirelessly devote their time and energy for an organization they believe to be worthy of their efforts.

TDHS was organized (way back) in 1968 as an 'educational' 501(c)(3) non-profit. I find 2010 to be the beginning of a new era for Truckee and it's history. Due to recent support and funding from the local community, TDHS has acquired the resources to further

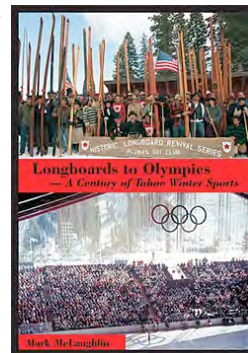
NEW ITEMS FOR SALE

LONGBOARDS TO OLYMPICS

Longboards to Olympics is the only book that tells the fascinating story of how winter sports took Northern California by storm and captured the imagination of a nation. From the early exploits of skiing mailman Snowshoe Thompson, through the 1930s, a breakout decade for Skisport when thousands attended ski jumps in Berkeley and San Francisco. These well-illustrated stories conclude with the 1960 Winter Olympics at Squaw Valley, the seminal event that launched Lake Tahoe into the international spotlight for world-class winter sports.

By Mark McLaughlin
Member Price: \$22.46 Non-Member

Price: \$24.95



TRUCKEE TRIVIA

Souvenir provides an interesting twist on Truckee Trivia. Are you a Truckee history buff? Let Truckee Trivia put you to the test. Truckee Trivia consists of 50 playing cards with answers and interesting facts about the people, events and history of Truckee and is packaged in an attractive silver tin — a great gift or souvenir for friends and family.

created by Scott O'Connor

Sample questions:

1. What was the name of the small steamship that made excursions back and fourth on Donner Lake during the late 1800s?
2. Jacob Teeter was Truckee's bravest constable during the late 1800s. Although proficient with firearms, what weapon of choice did Teeter prefer to keep the peace with in Truckee?
3. What gift was presented to President Theodore Roosevelt by the Citizen's Committee when he visited Truckee on May 19, 1903?

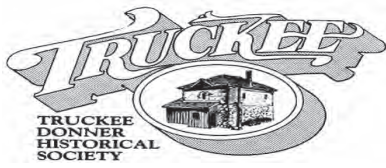
Member Price: \$11.65 Non-Member Price: \$12.95
Buy yours today! Stop by the Joseph Research Library or order your copy directly from our website.

Locate our Publications page at: www.truckeehistory.org

the important process of digitally recording and cataloging the collections, artifacts and research materials TDHS has been able to acquire for almost 50 years now. The preservation, collection and dissemination of information about Truckee will someday be available to everyone (no matter their location) through the Internet and other technology yet to come.

It may be needless to say, but TDHS is strongly in need of additional volunteer power to help us further our ongoing archival projects, staffing the research library, acting as docents, and folks that (like me) can relate to the computer. Please if you have any passion for the history of Truckee contact us. Let us know how you can help. 530-582-0893 | info@truckeehistory.org

Thank you and we hope to hear from you soon.
Billie Cornell, Newsletter Editor



-A COLD-BLOODED MURDER-

Submitted by TDHS Research Historian Chaun Mortier

You can also read the following articles on our website at:
<http://truckeehistory.org/history.htm>

Article published on April 21, 1877 – Truckee Republican

Wednesday morning, about 7 o'clock, a most cold-blooded and cowardly murder was perpetrated at D. McMillan's camp out twelve miles from town and about two miles beyond the dividing line between Sierra and Nevada Counties. Jack Tallan, a teamster in the employ of Joseph Gray, of Truckee, and one of the steadiest, hard working men in the section was shot in the back, while seated on top of a load of square timber. It appears that all the teamsters at the camp, (three in numbers) were just coming in with their first load, when one of them in front was startled by the cry of "murder" from the man driving the hindmost team. They went back immediately and found Tallan in the last struggles of death. They raised him up at his request, and placed him on a log, but he never spoke afterwards. As none of the men had heard the reports of firearms, they supposed that he had fallen off the wagon and been killed. He was placed in a wagon and brought to town.

Dr. Curless made an examination of the body, when it was discovered for the first time that he was shot in the back with (3) three buckshot. They were all very close together, not being more than three inches apart, and in a triangular shape. One shot entered just below the left shoulder blade, another about two inches to the right, and a third about three inches below and between the two. A number of the number four shot, were also taken out of the back of his head, which makes it look as though the gun was already loaded with shot, and when the assassin got ready to do his work, he poured the bullets in on top of the charge of shot.

The strangest and most incomprehensible part of the affair is, that when the men hearing the cry of "murder" and going to the spot, and finding Tallan dying, should jump at the conclusion that he had fallen from the wagon and broken his neck, and that they should bring him all the way to Truckee, a distance of twelve miles, before it was discovered that he had been murdered. When told that he was shot they were all perfectly thunderstruck and would not believe it till they had seen for themselves. That a hard-working, peaceable man, who was never known to have any trouble with any one, and who did not have any money at all about his person, should be assassinated in this manner, while attending to his work, is perfectly inexplicable.

The affair caused a great deal of excitement in Truckee, and Wednesday and Thursday it was the only theme of conversation. Everybody has a thought of their own, but none have, as yet, come to any satisfactory solution of the mystery. A man claiming to be a tax collector, was at the camp the day before the killing occurred, and he is the only man, save those employed at the camp, that has been seen around in that section for some time. It is said that Tallan had some few words with him, and he made the remark to one of the men at the camp, that he "succeeded in making the fellow believe that was no collector at all."

T.C. Plunkett and James Reed went out to the spot where the killing occurred, Thursday morning, in order to see if they could track the murderer, but about four inches of snow had fallen during the night and of course their trip was useless.

We publish below the testimony adduced at the coroner's inquest.

Jesse Harvey Hitchcock, Sworn.

I knew deceased; I last saw him alive this Morning between six and seven o'clock at the camp of McMillan's, about seven miles from Boca on the Little Truckee River. The next time I saw him he was lying on the road, about two feet from the wagon road, and seemed to be injured. He said "lift me up!" This morning going out of camp Alex Anderson was ahead of him, this being their first load. As soon as Tallan

could get loaded he followed him with his team. A very short time afterwards Jas. Rahl said to me, "Did you hear that; someone bellowed murder!" I said "No." Rahl started in the direction in which he heard the noise. I unhitched my horses and followed him as soon as possible. Hugh McMillian also heard Rahl and started afoot. Rahl went past where the body was lying without seeming to see it; he went on down to the foot of the hill, and there he found Tallan's team; he then came back to where the body was. We both took hold of Tallan, and tried to stand him up, but he could not stand; we seated him on a log; he afterwards asked us to lift him up again; Rahl started for a doctor, but we found that Tallan was dying and called him back. I think deceased was born in Canada; was about 32 or 33 years of age; I never knew of him being engaged in any quarrel; he seemed to be a very pleasant man among his companions; he had gone a quarter of a mile from the camp; deceased was about one hundred yards from his wagon when we found him. It seemed that he fell from the wagon right where we found him; I have never seen any hunters in that neighborhood this Spring; there are no other camps in that vicinity; a man purporting to be a tax collector of Sierra County was out to the camp yesterday and deceased had a talk with him; I do not know the substance of their conversation, but Tallan afterwards told me that he thought he made that fellow (meaning the tax collector) think that he had no right to collect taxes there.

James Rahl, Sworn.

I knew deceased; last saw him alive sometime between six and seven o'clock this morning; I next saw him lying on the road some two or three feet from the side of the wagon road. Some very few minutes after Tallan had left with his team I heard the cry of "murder" and immediately I started in the direction of the cry; I notified Hitchcock of what I had heard and again started; I went to where the team was standing and called him; receiving no answer I returned to where Hitchcock was with the body; I was traveling very fast when I passed the body; I was looking for the team and not thinking of finding a body; I heard no shots fired, the sound of the shot may have been drowned by the noise I was making with my rigging; I am positive I heard the cry of murder, and thought I recognized Tallan's voice.

Jno. A. McMillan, Sworn.

There is a shotgun in the camp, the property of Alex Anderson; I heard that he had given the gun to Tallan; I do not know of his having received any money lately; I never knew of Tallan having a quarrel with anyone except a few words with Jas. Rahl sometime ago, which seemed to engender no ill feeling.

Alex Anderson, Sworn.

I made Tallan a present of a shot gun about a month ago; he always kept it under his bed; when I returned to the camp after Tallan's death, I saw the gun in the same place where Tallan usually kept it; as I went along the road from the camp that morning, I was attracted by the barking of my dogs, which were following behind me; the dogs always bark loudly when there are any strangers near; deceased has a brother living at Reno, Nevada and one at Nevada City, CA; since the quarrel between Rahl and deceased they have been on very friendly terms.

Dr. Curless' Report.

The wounds found on the body of deceased would produce death in a sort time; perhaps from five to thirty minutes. There were no other wounds on the body which could have produced death.

Verdict of the Coroner's Jury

We the undersigned, jurors summoned to appear before T.C. Plunkett, J.P., acting Coroner, in and for the township of Meadow Lake, Count of Nevada, State of California, on the 18th day of April, 1877, to inquire into the cause of the death of an unknown person, found near the logging camp of Duncan McMillan, in Nevada County, having been duly sworn, according to Law, and having made such inquisition, after inspecting the body and hearing the testimony adduced upon our oaths, each and all, do say that we find the deceased was named John Tallan; was a native of Canada; aged about thirty years. That he came to his death on or about the 18th day of April, in this county, at, or near the place known as McMillan's logging camp, having been killed by gun shot wounds, administered by some party or parties to this jury unknown, all of which we duly certify by this inquisition in writing, by us signed this 18th day of April, 1877.

J.F. Greeley,
Lee Johns
D.W. Leach,
W. Richardson,
Thomas Helm,
S.B. Weller,
Isaac George,
Frank Rabel,
H. Davis,
R.P. Moore.



A COLD BLOODED MURDER

~ JOHN TALLAN - THE FINAL CHAPTERS ~

A town's outrage at injustice and a plea for reward.

Article published April 21, 1877 — The Truckee Republican
-Give Us a Reward-

As appears in our local columns to-day, one of the darkest, and most mysterious murders, was committed in this section on Wednesday last. It has formed the constant theme of conversation, along the street and in the household, since its committal. The mystery surrounding it seems to grow deeper and more clouded, instead of becoming developed or cleared up. All sorts of theories and suppositions are advanced in regard to it, but the fact remains unchanged that a quiet and unoffending citizen, was shot in cold blood, and unless immediate steps are taken to ferret out the perpetrator, it is altogether likely that he will forever go unpunished. Had this section become less notorious for actions of this kind, public indignation might be palliated or allieved, by efforts made alone by the local officers in this vicinity, but in this connection, we must call to mind the fact that less than a year ago, the Trout Creek trans-section aroused the blood of indignation in the hearts of all good citizens, not only in this section, but throughout the entire state.

The Governor of the state offered a large reward, several thousand dollars were subscribed by private persons in San Francisco, and the next day after the murder a private circular was circulated along Front Street in this town, and a large amount of money raised. Now whether the true culprits were discovered or not matters little, for the purposes of our argument—this fact is patent; that it had a wholesome effect. It brought the best detectives from the lower counties, it was published and re-published in nearly every paper in the state, and the fact was made known to the world that an outrage of this kind could not be committed with impunity.

Now, we protest that a Chinaman has no more rights than a white man! The human life taken by some dastardly wretch on Wednesday last, was just as sacred and should be as inviolate as that of a Chinaman! The clink of gold is the magic charm that lures men to activity, and stimulates them to energetic perservance. Indeed it could not be expected that our local officers with their parsimonious income, could be called on to spend large amounts in traveling expenses, and scouring the country in what might prove a futile search, and even if their work proved profitable, the income would not equal one iota of the outlay. Let the \$5,000 reward that was offered in the Trout Creek case be held out as an inducement to bring the murder of Jack Tallan before the bar of Justice, and unless she has departed to some far off clime, there can be little doubt of the assurance that before many weeks he would be confined in a murderer's cell. The whole country would be searched, the case would be probed to its very depths, and every official in every city, town and hamlet on the coast would be upon the lookout for some sign or token. Let Governor Irwin be a magnanimous and vigilant for one class of citizens as another, for even if the matter dies out, the fact will forever remain that it was a heartless dark and cold-blooded murder, and unless some such steps as we have suggested are resorted to, it will probably always remain shrouded by the dark veil of mystery than now envelops it.

Article published April 23, 1877 — The Truckee Republican
-Let Us All Subscribe-

Mr. McMillian, a friend of Mr. Tallan, who all believe to have been so foully murdered, is circulating a subscription among the lovers of justice living around this neighborhood, and is meeting with every success. We believe he has now about \$1200 subscribed for the purpose of bringing the assassin to trial, and there also has been circulated a petition from the Cardwell House, praying Gov. Irwin to offer an additional reward. We do not assert that the poor mortal who was hurried into the presence of his maker was foully murdered, but we firmly believe from all the evidence and circumstances brought to light that such is the case. It is something remarkable that Gov. Irwin seems to take no steps in the matter, and we hope the petition will be the means of awakening him to a sense of his duty.

Article published April 25, 1877 — The Truckee Republican
-Tallan's Funeral-

On Saturday last at 2 in the afternoon the remains of Jack Tallan, were borne to their resting place. It was snowing very hard at the time, the cold wind blowing the great flakes into the faces of the friends who had gathered to pay their last tribute of respect to their poor and greatly wronged friend. Six carriages were filled with mourners, and a number of footmen followed behind. As the funeral left Plunkett's office, and moved down Front Street, the sight presented a sad and melancholy appearance. Most of the those who followed were personal friends of the deceased, men who had worked side by side with him on the road and in the lonely wood, all men who bore testimony to his personal worth, his peaceable disposition and sober life, and now, they were bidding their last goodbye to him, as he passed into the silent grave, beyond the confines of time. The fact that he had been stricken down without provocation, by the hand of some unknown assassin made the thought dreary indeed. He was temporarily interred in the Catholic burial ground. In this connection it might not be amiss to again call attention to the matter mentioned in our last issue that by all qualities of sense and justice, a reward should be offered for the murderer of that man. We know people are loath to take the initiatory step, but on other occasions they have been forward enough. That such a foul and dastardly act should be committed almost in our very midst, and that it should be passed quietly over reflects little credit on those who have so keen a sense of right and justice. We have heard of no steps being taken in this direction although we have made diligent enquiries as to whether it was probable or not that a reward would be offered. It is morally certain that as matters now stand the wretch who without even a shadow of a motive, shot that man in the back will go unpunished. It is a sad reflection to think that the machinery of justice is so lane and impotent, that when such a monstrous crime as this is committed, no effective steps are taken to secure the perpetrator. It causes for a day a ripple of excitement, but feelings are qualmed and the affair blows over -poor Jack is un-avenged!

REMEMBRANCE CORNER



Carmen LeBlanc, known lovingly by most as “Memaw” passed away early on Nov. 26 of 2009, surrounded by family at Tahoe Forest Hospital. One of her favorite mottos was “It’s not the number of years in your life, but the life in your years!” She was a well-traveled person, was born in Seattle, Wash. on April 9, 1939; she grew up in Bethel, Conn. and attended BHS. She moved to Danville, Calif. after high school and attended college, got married and started a family. She did a number of things in her life for work and pleasure. She lived in Ventura and worked as a Tupperware Rep. She was an office manager for Target, worked in the medical field, volunteered with the Lioness, The Truckee Donner Historical Society and wanted to volunteer with the local Hospice, as she greatly appreciated the care provided for her late husband, David, and wished to give back to the community.

Carmen and David enjoyed cruises with friends, dancing, camping and golf, to name a few. They frequented the Truckee/Tahoe area, fell in love with it and moved here in 2005. Each day here was “Just another day in Paradise.”

Carmen’s friends at the Historical society miss her infectious laughter and her “I can do that” attitude. She became our Publications Chair, worked as a docent and helped countless times at so many of our special and annual events. We are thankful for the time Carmen was able to spend as an enthusiastic and giving volunteer for TDHS.

To read more of Carmen’s obituary, go to our website at: <http://truckeehistory.org>, click to the “Remembrances” page and locate Carmen’s Memorial plaque.

Philip Stephen Kearney born to Frank F. Kearney and Margaret Elizabeth (Lizzie) (Finnegan) Kearney, youngest of ten, on May, 9, 1920, *born and raised on his father’s chicken ranch on the east end of town in Truckee*; passed February 14, 2010. Graduated St. Mary’s (Moraga) with a full scholarship in 1940, pursuing his teaching credential until WWII (41st Signal Corps, 12/41). He was wounded in Aitape and awarded the Purple Heart. He taught HS science, took electrical engineering classes at Stanford, and received his PE. He married his beloved Eileen in 1948. Hired by DWR in 1961, he assisted with the design and building of the aqueduct. He is survived by his children, Frank (Teresa) Kearney, Mary (Mitch) Berkowitz, and Margo (Gary) Carson; his grandchildren, Kayla, Ian, and Katie; his sister-in-law, Mary; numerous nieces and nephews, and many loving cousins and friends.

TDHS is sadden to lose yet another long supporter and friend of the Society. Our warmest condolences go out to all family members of our members who have passed on.

Published in online issue of The Sacramento Bee from February 25 to March 6, 2010 (*italicized* portion above provided by his son Frank Kearney)

DOCENT TRAINING DAY

Come join Museum Curator & TDHS President, Chelsea Walterscheid on Saturday April 24 from 2pm to 4pm at the Old Jail Museum. Learn the trade secrets of our experienced docents as you discover the inside track to Truckee’s notorious and infamous history.

Shifts are only 2.5 hours on weekends, either from 11am to 1:30pm or from 1:30pm to 4pm. The first weekend of operation will be Memorial Day weekend, May 29th and 30th. After that the Old Jail will re-open for the summer season starting Saturday June 12th.

If weekends aren’t your thing, TDHS supports the Truckee Downtown Merchants during Truckee Thursdays by opening the Old Jail from 4-6pm allowing plenty of time to enjoy the rest of the festivities each week.

No prior experience is required. Free training is provided. This is a great event for experienced docents to use as a refresher course and to welcome new docents.

Docents work in pairs for each shift so if you have a friend, spouse, or significant other that may be interested to work with you bring them along. Guaranteed you will meet the most interesting people from all over the world as you spend time at the Old Jail Museum.

So how do I sign up? Call or email Chelsea at 530.305.4231 - cwalterscheid@truckeehistory.org If you missed the April 24th training date do not despair, other arrangements can be made for personal training at your convenience.

WELCOME TO OUR NEWEST MEMBERS

(since our last publication)

Dan Warren & Autumn Winston Reina Markheim
Catherine L. Squire Dennis Beeghly
Suzie McSherry Amy DePietro Lindy Yelk
Patricia Spielmann The Richardson House
Donner Summit Historical Society

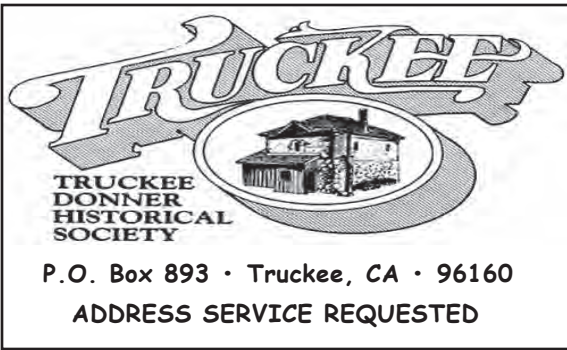
Members of the Society become part of a legacy and can take pride in their support of Truckee’s invaluable historical resources

— the Old Jail Museum and the Joseph Research Library —

MEMBERSHIP NOTICE

A goal this year is to decrease the number of USPS paper renewals and to increase the number of eBills sent to our members. If you have an email account we are asking you to help us become more eco-friendly by signing up to receive your renewal notice in the form of an eBill delivered to your Inbox. Receiving an eBill does not require you to pay your dues online. You will still be able to pay by check, by downloading and printing the renewal form link found in your eBill OR you can pay online using your credit card.

To sign-up today for your membership renewal eBill notify Billie Cornell by sending an email to: membership@truckeehistory.org



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Docent Training Day April 24

Didn't receive your newsletter in time to RSVP?

No worries...Chelsea will be available to make other training date arrangements for everyone who missed the training on the 24th.

Are your membership dues current?

**If your renewal date is past due please renew TODAY.
 Thank You!**



I/We would like to JOIN or RENEW (circle one) my membership in the

Truckee-Donner Historical Society
 Make your check payable to TDHS
 Mail to P.O. Box 893, Truckee, CA 96160

Founded July 24, 1968
 as a 501(c)(3)

RENEWAL/MEMBERSHIP APPLICATION

Please check below for any changes:

New mailing address I want to Go Paperless* I want to Go Echo-Friendly** New e-mail address

NAME: _____

MAILING ADDRESS: _____

CITY, STATE, ZIP: _____

E-MAIL ADDRESS: _____

HOME PHONE: _____ CELL or WORK PHONE: _____

Enclosed please find a check for:

MEMBERSHIP CATEGORIES (please check below)

Individual \$20____ Family \$30____ Junior (18 years & younger) \$10____
 Non-Profit Organization \$25____ Business \$40____ Sustaining \$75____ Contributing \$100____

SPECIAL DONATIONS (insert amount and names)

Community Memorial Garden \$_____ In Honor of _____

Memorial Donation \$_____ In Honor of _____

Gift Membership \$_____ In the Name of _____

Areas of Special Interest and/or Comments/Suggestions:

*Go Paperless - eliminate mail delivery to receive your membership renewal via email, then
 Go To <http://truckeehistory.org/membership.htm> to pay by credit card or personal check
 **Go Echo-Friendly - eliminate mail delivery to receive your copy of Echoes From the Past via email
 Membership Questions? Contact membership@truckeehistory.org or call 530.582.0893



Echoes From The Past

Celebrating 42 Years
1968 - 2010

TRUCKEE DONNER HISTORICAL SOCIETY

Founded July 24, 1968 as a 501 (c)(3)

Volume XXVIII Issue 2

SUMMER 2010

PRESIDENT'S MESSAGE by Chelsea Walterscheid

We are gearing up for our busy season here at the Truckee Donner Historical Society. Not only has the Old Jail Museum opened for the season, the 30th annual Old Timers' Picnic and the 6th Annual Ice Cream Social are right around the corner! This year we sponsored the Truckee Optimist Club's Cannibal Cruise Poker Run that was held July 11. For the first time the Old Jail Museum participated as a Poker Run stop during the 20th anniversary of the Cannibal Cruise. And another first this year, any car was allowed to participate in the Poker Run, you didn't have to be driving a classic to sign up for a chance to win the \$500 purse! It was a hoot with some notorious characters needing to be "handled" by Truckee Railroad Regulator law enforcers that led the Old Jail Museum to be VOTED THE MOST ENTERTAINING POKER STOP!!!! Kudos to all who participated.

I would like to acknowledge our busy workers who have kept the Joseph Research Library doors open for one year now! Every Thursday from 10am to 2pm we had volunteers staffed to help people with their research requests. Katie Holley, Chaun Owens-Mortier, and Dennis Beeghly were busy all winter. And on those slow days they have been re-organizing our files and archives to make researching easier for our guests. I go down some Thursdays to get my work done and become very distracted by the great historic tidbits we come across in the files. Come down and see us sometime. If Dennis is here, there is sure to be some yummy home baked goods from the Beeghly house!

We have a couple new members on our team. We would like to welcome Patty Spielmann as our new Publications Chair. Patty will take care of selling our books to customers and retail stores, as well as keep the Old Jail Museum stocked for our visitors to purchase. We would also like to welcome Les Atkins as a Special Tour Docent partnering with Don Colclough to open the Museum for special tours and on Truckee Thursdays from 5pm to 7pm throughout the summer. Thank you Patty and Les! We depend on our faithful volunteers!

And, lastly, we always need new volunteers. The Old Jail Museum is often short staffed and has to close its doors during the prime-visiting season. If you can help us staff the Museum, please contact us! Reina Markheim can work you into the docent schedule rmarkheim@truckeehistory.org. Every little bit helps us out greatly!

CALL FOR NOMINATIONS!
TDHS IS LOOKING FOR NOMINEES
for the upcoming Board of Directors election.

September 28th is the date for our next annual Board of Director Elections and Annual Dinner.

Do you have an interest in Truckee history?
If you or someone you know is willing to serve on the TDHS board of directors contact Judy Dunlap at 530-582-1178 or email jdunlap@truckeehistory.org.
Nomination ballots will be mailed in mid-August.

SAVE THE DATE!
TDHS ANNUAL ELECTION AND DINNER
6PM Tuesday, September 28

The setting for the September 28th dinner is still being finalized. Invitations will be mailed in mid-August.

Join in this fun summer evening and the fellowship of TDHS. And if you care to be involved with this event, contact Don Colclough at (530) 587-1343 or email dcolclough@truckeehistory.org.

inside this issue:

<p>Articles</p> <ul style="list-style-type: none"> The Donner Cross Ice Cream Social News Old Timers' Picnic Tradition Remembrances - Vi White & Reg Smart 	<p>Calendar of Events</p> <ul style="list-style-type: none"> JULY 17 30th Annual Old Timer's Picnic AUG 21 6th Annual Ice Cream Social SEPT 28 TDHS Annual Dinner & Election DEC 4 Christmas at the Cabin
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2009-2010

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CORRESPONDING SECRETARY

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Patty Spielmann

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RESEARCH HISTORIAN

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RESEARCH LIBRARY CHAIR

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Echoes From The Past

is a quarterly publication of the
Truckee Donner Historical Society
printed in Jan., April, July, and Oct.
Send comments or submissions to
webmaster@truckeehistory.org

Truckee Donner

Historical Society

P.O. Box 893 | Truckee, CA

96160 | 530.582.0893

info@truckeehistory.org

www.truckeehistory.org

Board meetings held on the
4th Tuesday of the Month at 6pm

Many people drive by a large white cross everyday without even noticing it. Other people see it, but don't know why it's there. Located off Donner Pass Road between Truckee Elementary and the Citizens Bank Plaza (aka Factory Stores), the 16-foot cross is a site to see.

Truckee citizens erected the first cross in 1887 to mark the site of the Graves-Reed Cabin at Donner Lake, where members of the Donner Party were trapped during the infamous winter of 1846-47. According to the Truckee Republican, "The Cross is 24' high and is painted white. It can be seen from the road to Donner Lake". There were plans to erect three more crosses as soon as funds could be raised.



photos of original historical locations of the Cross
Truckee Donner Historical Society all rights reserved

By 1906 the Donner Cross was rotting through. Owning the land where the cross rested, the Donner Ice Company replaced it with a new 20-foot cross. In the 1920s Captain Charles E. Davis set out looking for lost emigrant trails. One of the trails Captain Davis followed was the same one blazed by the Donner Party. This expedition led him to the Donner Cross in 1927. At this time, the cross was burned away at the base from a campfire. Davis condemned the desecration of the landmark and vowed to restore the cross.

Work to construct a stretch of Interstate 80 through Truckee began in 1958. During the early construction of the highway, the Donner Cross was moved to make room for the road. The original Agriculture Station was built on the site where the cross was located since 1887. For many years, motorists passed the cross as they drove through on I-80. This would not be the final resting spot for the Donner Cross. In 1988 the cross was moved again, this time to make room for the Factory Outlet Stores, now referred to as Citizens Bank Plaza. At that time, the Donner Cross and

a bronze plaque were moved to a piece of

land between Truckee Elementary and the factory stores and an easement was granted to the Truckee Donner Historical Society.

This spring the Donner Cross once again fell victim to years of Sierra weather, rotting through and falling down. Mark Tanner stepped forward to help the Truckee Donner Historical Society replace the cross, ensuring that residents and visitors continue to remember the story of the Donner Party.

Mark Tanner Construction sent out a crew, led by Jim Smith, to construct and erect a new cross. Kevin Casey of Caseywood Lumber donated half of the materials, Mike Rodarte of TNT Materials donated the concrete and Stephen Birch of Accurate Painting and Staining painted the cross. Bill Whitehead, The Richardson House and Marissa Campbell donated money to cover the rest of the costs. Everyone was very generous with their time and their wallets to make this project happen! We would also like to thank Tom Macauley for providing historic newspaper articles and photos of the original Donner Cross. If you would like to view these photos, visit the Joseph Research Library, open Thursdays from 10am-2:00pm in the Old Gateway Motel Cabin in Meadow Park. The Truckee Donner Historical Society would like to thank everyone who helped us carry on the tradition of the Donner Cross!



More photos and a web version of this article will appear in the August TDHS E-News.

The Truckee Donner Historical Society will be having their Sixth Annual Ice Cream Social on Saturday, August 21st at the Old Jail Museum and Community Memorial Garden. So mark your calendars and plan to join us for some sweet treats!

Ice cream sundaes will be sold for \$5 and root beer floats for \$3. Each ice cream purchase includes a raffle ticket for a door prize drawing of vintage photographs from the Truckee Donner Historical Society collection. Additional raffle tickets will be sold for \$1 each.



There will be a live music by Jody Sweet and Cabin Fever. ToTo the Clown will be available for children's face painting so there will be fun activities for the whole family! This is a great opportunity to tour the jail museum. Catalogs of the Historical Society's vintage photo collection will be available to view and special orders for reprints can be made at the Social.

This event is a fundraiser for museum upkeep and repairs. The Old Jail Museum dates from 1875 and is always in need of maintenance and repair. Please come and lend your support. The museum is located near the intersection of Jibboom and Spring Streets in Historic Downtown Truckee. For additional information, contact Judy Dunlap, 530 582-1178, jdunlap@truckeehistory.org.

30th ANNUAL OLD TIMERS' PICNIC AND FAMILY REUNION TRADITION

Come join us on Saturday July 17 at the Truckee River Regional Park for a double celebration. Besides 30 years of reuniting with life-long friends, family and neighbors TDHS will also be celebrating the first year of the Joseph Library being open to the public. Our dedicated library staff have managed to keep the library open every Thursday from 10am - 2pm come rain, sleet, snow or sunshine.

Be sure to bring your picnic lunch and lawn chairs. Arrive early for a close parking spot and a seat at one of the picnic tables. TDHS has reserved the area from 10am to 4pm. Be sure to bring the entire family so the young Truckeeites will learn to carry on this grand tradition. Plus they will enjoy the celebratory cake to be provided in honor of YOU and the many volunteers past and present who have made the Old Timers' Picnic an annual event you never want to miss !!!

Violet (Vi) H. White was born in Oakland, California, February 9, 1918 and passed away at 92 years old, Saturday, April 17, 2010. Her Mother, Walburga Popp, was a German immigrant and her father, Harry Hanson, emigrated from Sweden. Vi graduated from Oakland High School. Vi was one of the original members of the Oakland Ski Club (OSC) where she met and married Carson White and helped build the ski lodge on Donner Summit, near Sugar Bowl. Vi worked as a Beautician in Oakland. After Carson returned from WWII, they moved to Walnut Creek.



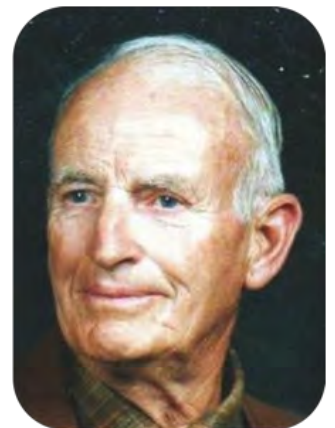
Vi was an excellent skier and participated in some local races while members of OSC. Vi worked at McDonald's Nursery and occasionally at the "Contra Costa TIMES". They moved to Donner Lake, Truckee, California in 1960. Vi and Carson attended the 1960 Winter Olympics, as well as Olympics and FIS Races in Europe.

Vi was a charter member of the "Sierra Tinker Belles Garden Club" and member of the Truckee Donner Historical Society. Like

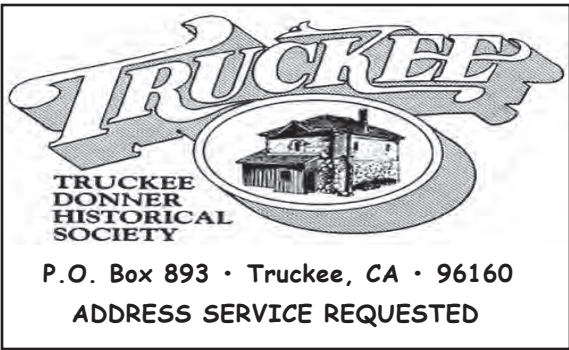
her Mother, she helped support the "US Forest Service Pennies for Pines" program. Carson and Vi were Truckee Fourth of July Parade Grand Marshalls twice. They moved to Auburn for several years and Vi moved to Reno after Carson passed away. Son, Charles, and Grandson, Chris, live in Truckee and continue to run Donner Lake Realty which Carson had started in 1973. A "Celebration of Violet's Life" was held May 29 in Truckee. Donations to the US Forest Service Pennies for Pines program, or the Reno, Auburn, or Truckee Hospice would be appreciated.

For more information, call Charlie White at 530-587-4811.

Reginald Edwin Smart was born on June 23, 1916, in Winnipeg, Canada, to Gladys and Edwin Smart. Reg moved to the United States and earned his U.S. citizenship. He attended Washington University and graduated with a degree in Restaurant Management. During World War II he served his enlistment in the San Francisco Bay Area working for Pan American Air Lines. He and his wife, Arline, moved to Truckee in 1947. They opened the Good Fellows Grotto in downtown Truckee. In 1955, Reg and Arline opened Smart's Cafeteria and Dining Room located at the Tahoe-Truckee Y. They sold Smart's in 1968. They continued to operate the Good Fellows Grotto and renamed it "The Wagon Train Coffee Shop." They sold the Wagon Train Coffee Shop to their son, Brian, in 1978. Reg and Arline raised four children in Truckee.



Reg was very active in Truckee and the surrounding area. He was an active Mason right up until his death and was the oldest living Mason in Truckee Lodge No. 200. He served on the Tahoe-Truckee School Board as well as the Sierra College School Board. He was a long time Truckee Lion and a founder/charter member of the Chief Truckee chapter of E Clampus Vitas. Reg Smart was also a long-standing member of the Truckee Donner Historical Society. Memorial Services were held at the Truckee Cemetery Tuesday, June 22, 2010.



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- 1) Stop your paper bills and receive an eBill* for your membership dues reminder.
 (*even with an ebill you have the choice to pay your dues by check or pay online by credit card)
- 2) Stop your mail delivery of Echoes From The Past and read it online with e-Echoes delivery.

PLEASE EMAIL bcornell@truckeehistory.org
 and say "I WANT TO BECOME ECO-FRIENDLY."

Are your dues current?
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 Thank You!



I/We would like to JOIN or RENEW (circle one) my membership in the
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 Make your check payable to TDHS
 Mail to P.O. Box 893, Truckee, CA 96160

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**RENEWAL/MEMBERSHIP
 APPLICATION**

Please check below for any changes:

New mailing address Send me an eBill* Send me eEchoes Delivery** New e-mail address

NAME: _____

MAILING ADDRESS: _____

CITY, STATE, ZIP: _____

E-MAIL ADDRESS: _____

HOME PHONE: _____ CELL or WORK PHONE: _____

Enclosed please find a check for:

MEMBERSHIP CATEGORIES (please check below)

Individual \$20 _____ Family \$30 _____ Junior (18 years & younger) \$10 _____
 Non-Profit Organization \$25 _____ Business \$40 _____ Sustaining \$75 _____ Contributing \$100 _____

SPECIAL DONATIONS (insert amount and names)

Community Memorial Garden \$ _____ In Honor of _____

Memorial Donation \$ _____ In Honor of _____

Gift Membership \$ _____ In the Name of _____

Areas of Special Interest and/or Comments/Suggestions: _____

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 Go To <http://truckeehistory.org/membership.htm> to pay by credit card or download a membership form to pay by personal check
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 Membership Questions? Contact membership@truckeehistory.org or call 530.582.0893



Echoes From The Past

Celebrating 42 Years
1968 - 2010

FALL 2010

TRUCKEE DONNER HISTORICAL SOCIETY

Founded July 24, 1968 as a 501 (c)(3)

Volume XXVIII Issue 3

PRESIDENT'S CORNER

While doing research for this year's Historical Haunted Tour fundraiser, I was finding myself at a loss for where to get some of the necessary information. I depend on the help of Chaun Mortier, our Research Historian, and Katie Holley, our Research Librarian. These women took time out of their busy research schedules to pull the files out and start digging. This is the frustrating part of being a historian: it's fun to dig through files when you have plenty of time, it's absolutely maddening when you're staring down the barrel of a deadline. At this very frustrating fork in the road, Chaun handed me a packet of information about one of the buildings on the Tour. There were dates, names, and copies of the original newspaper articles. . .all in chronological order! She had pulled all this together for me in a few hours, putting her "to do" list aside to start looking for "my" information. At that moment I realized we have jumped to the next level of research.

The Joseph Research Library has come a long way since my first years as President in the 1990s. Having volunteers who staff the library every week has brought in so many people looking for information. We see architects who want to study historic building to use in their designs, families who are searching for information on their ancestors and people who just want to look at some really cool old photos of Truckee. Our staff of committed volunteers work very hard to help our visitors with their research requests and have now moved on to important library archival projects. We now have a Collections Committee and are sorting through, organizing and properly archiving our large collection of artifacts. I am very proud of all our volunteers for their hard work and it is my pleasure to represent the Board as President of the Truckee Donner Historical Society for yet another year. Here's to a productive year!!

Chelsea Walterscheid, Your TDHS President

CONGRATULATIONS TO YOUR 2010-2011 BOARD OF DIRECTORS

President: Chelsea Walterscheid
Vice President: Judy Dunlap
Treasurer: Dennis Beegley
Recording Secretary: Barbara Schlumpf
Corresponding Secretary: Billie Cornell
Board Member: Don Colclough
Board Member: Chaun Mortier

Board Members who serve by appointment as Committee Chairs:

Research Library: Katie Holley
Community Memorial Garden: Bob Bell
Publications: Patty Spielmann
Old Jail Museum Curator: Chelsea Walterscheid
Membership: Billie Cornell

Welcome new board members, Dennis, Barbara and Chaun.
Thanks go out to Chelsea, Billie, Judy, Don, Katie, Bob and Patty
for continuing with their dedicated service to TDHS.

inside this issue:

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Sunshine Letter— Page 4

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Geotourism Nominations — Page 5

Upcoming Events - Tour, Hike, Celebrate — Page 5

calendar of events:

Oct 2 - 3 Donner Party Hike

Oct 21 - 22 Historical Haunted Walking Tour

Dec 5 Christmas At The Cabin ... **SAVE THE DATE!**

2010-2011

Executive Board

Chelsea Walterscheid
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Barbara Schlumpf
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Billie Cornell
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Committee Chairs

Bob Bell
COMMUNITY MEMORIAL GARDEN

Chelsea Walterscheid
OLD JAIL MUSEUM CURATOR

Patty Spielmann
PUBLICATIONS CHAIR

Katie Holley
RESEARCH LIBRARY

Billie Cornell
MEMBERSHIP

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bcornell@truckeehistory.org

Billie Cornell
ECHOES NEWS EDITOR
TDHS E-NEWS EDITOR
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Board meetings held on the
4th Tuesday of the Month at 6pm
September meeting is the Annual Dinner

SURPRISE GIFT FROM TDHS MEMBER DON TITUS

By Judy Dunlap

Long-time TDHS member, Don Titus, surprised us over the weekend of the Ice Cream Social by traveling up from his home in the Bay Area to work in the Community Memorial Garden. Don spent most of the day on Friday, weeding and cleaning up the garden prior to the festivities. The garden and back yard patio looked wonderful. Don then returned to the Ice Cream Social to participate in the festivities. He contributed to the fundraising by eating ice cream throughout the afternoon. We won't share how much, after all we weren't counting! To top it all off, Don surprised us even further by coming back to the garden on Sunday and sanded and varnished all of the benches, tightened bolts, and purchased new lock chains to replace those that were missing! He also did more garden clean-up and did some new planting. Thank you, Don, so much, for all of the work that you did over the weekend. We at TDHS appreciate your hard work, and all of your support to the organization throughout the year. Don was also one of the winners of the vintage Truckee photo raffle prizes.



Don is a member of one of the early Truckee families, the Titus Family. He is the great-grandson of John C. Titus who was the first member of his family to settle in Truckee. John C. Titus was born in New York City. At the age of 3, he left New York with his parents for the Pacific where his father was to captain a ship. When they reached the mouth of the Sargass River, the party was attacked and his parents were killed. Titus was seized by a captain of a nearby boat and rushed aboard. A crewmember William Brigham adopted the young John. A few years later, John and his adoptive father settled in Sierra Valley. At 13, Titus left home because he was not happy with the ill treatment he received from Brigham. He moved to Nevada and obtained a position as a cowboy for Richard Kirman, the father of the Governor of Nevada who had an extensive cattle business. While he was employed by Kirman, he met and married Julia Williams.

In May 1909, the couple moved to Truckee and made it their home. They became active in civic and fraternal affairs, serving with the Odd Fellows, Encampment and the Rebekah Lodge. Julia and John had three sons — Frank A., John W. and William E.

Frank A Titus (Don's grandfather) married Flora Rasabell Cottrell of Carson City. He was contracted by Bliss Brothers to work on the survey team which was working on the narrow-gauge railroad between Truckee and Tahoe City. He also worked with Wally Gelatt in the first winter sports enterprise in California. Frank and Flora had three children, one of which was Jack, Don Titus's father. We are so lucky to have Don as a member of the Truckee Donner Historical Society and our friend. He has always been very supportive of the work we do, and shares much of the history of his family with us, including great old photographs.

Thank you Don for all of the work you did over the weekend on the Community Memorial Garden, and thank you for your enthusiasm and support of TDHS!

Resources: Truckee Republican Feb 1, 1940 | Truckee Republican Nov 11, 1954 | TDHS Research Library

MEMBERSHIP CORNER

Welcome to our Newest TDHS Supporting Members. — Thank You to All Our Members

*§ Barbara Schlumpf § Annie Raber § Edmund and Barbara Czerwinski §
§ Bob and Marice Hobbs § Ann McBride § Chet and Ingrid Eccles § Les Atkins §
§ John T. Gallo § Jim and Jeannie Hentz § Truckee Donner Railroad Society §*

For membership questions contact Billie Cornell bcornell@truckeehistory.org

CALL FOR VOLUNTEERS By Judy Dunlap

As we begin our new year, with a new Board of Directors, I would like to thank everyone who agreed to serve the Truckee Donner Historical Society either by accepting a board position or a committee position. For many years all of the TDHS board members have worn more than one hat; serving in positions where they take care of the administrative duties and keeping the organization afloat. These duties, in of themselves, take a lot of personal time and commitment. In addition, board members serve as Committee Chairs, and in many instances these are “committees of one.” In spite of this core group of dedicated volunteers doing the jobs of many, we have been able to accomplish more than just keeping the organization afloat, we have grown! We have been able to expand our offerings of special events and activities, obtain grant money to put a new roof on and paint the Research Library Cabin, obtain assistance from the Town of Truckee Redevelopment Agency to put a long over-due roof on the Old Jail Museum, obtain a grant to update our technological resources to document our artifacts and acquisitions and move closer to having a history database which is searchable via the internet, realize the goal of our predecessors to create a research library open to the public, expand our photo catalog collection by scanning photos, and offering a greater selection of vintage Truckee photos to non-profit agencies, the Town of Truckee for use in conducting town business, history authors, local publications, and members of our community. In other words, we have come a long way; however we have more to do in realizing our goals of preserving Truckee’s historical legacy.

So, I would like to let you know some of the areas that you, the members of TDHS, can participate in helping us ALL to achieve our goals. We are looking for volunteers to serve on the following committees:

1) **One-Time Events:** Members who are willing to work in the planning and coordinating of the following one time annual events:

§ **Donner Party Hike** – Scheduled for Oct 9, 2010. Work with the committee chair to help set-up and break-down our table, where we sell our history books and photos to the participants of the Donner Party Hikes. Contact: Billie Cornell at bcornell@truckeehistory.org.

§ **Old Timer’s Truckee Reunion Picnic/Ice Cream Social** – Scheduled for summer 2011. Work with committee chair to plan and coordinate this annual event. Next year we will be combining our Picnic with the Ice Cream Social to make this a super-duper fun summer activity. Contact: Judy Dunlap at jdunlap@truckeehistory.org.

2) **Old Jail Museum:** We are looking for at least two volunteers who can commit to working with Old Jail Museum Chair to schedule volunteer docents during the summer months that the museum is open. This requires phone calls to our volunteer docent list, making sure that the museum is fully staffed. We are also ALWAYS in need of volunteers who are willing to work as docents in the Old Jail Museum during our summer season and for special group tours. Contact: Chelsea Walterscheid at cwalterscheid@truckeehistory.org.

3) **Community Memorial Garden:** Members who are willing to work under the supervision of the Community Memorial Garden Chair, and the Master Gardener Volunteer, to help keep our garden clean, groomed, beautiful and thriving. Contact: Bob Bell at bellbob@sbcglobal.net.

4) **Research Library:** Members who are interested in working under the supervision of Research Librarian and Research Historian conducting research in response to requests received from our website and the community. Members who are interested in working under the supervision of our Photo Archive Chair, with our vintage photo collection, to continue the on-going process of scanning and archiving our vast photo collection. Contact: Katie Holley at kholley@truckeehistory.org.

Committee Sub-Chairs:

1) **Press/Publicity** – Working under the supervision of Corresponding Secretary to manage our publicity/press. Issuing press releases periodically, sharing with the community what is happening with TDHS, i.e. sharing the good news, and providing announcements and publicity for our upcoming special events. Prepared Press Kit is available. Contact: Judy Dunlap at jdunlap@truckeehistory.org.

2) **Newsletter** – Working under the supervision of Corresponding Secretary to assist and/or produce our quarterly newsletter, “Echoes from the Past.” This role can start out small, writing news articles, and submitting to the Newsletter Editor, and can be expanded into taking over the editor duties of writing, producing, arranging for printing and mailing our quarterly newsletter. Contact: Judy Dunlap at jdunlap@truckeehistory.org.

3) **Written Correspondence** – Working under the supervision of Corresponding Secretary to send out cards and correspondence to our membership and friends, acknowledging gifts and donations and acknowledging the passing of members and their family members. Contact: Judy Dunlap at jdunlap@truckeehistory.org.

This certainly doesn’t cover all of the volunteer opportunities that are available with YOUR Truckee Donner Historical Society, but I am hoping to give you some ideas of where you can participate. If you would like to speak with me about any of these opportunities for service, or share some of your own ideas, I would love to speak with you.

Please contact me at (530) 582-1178 or at jdunlap@truckeehistory.org.

VOLUNTEER CORNER

CHAUN FINDS A LIVE ONE AT THE CEMETERY!

You never know how a volunteer will come about joining your organization.

Barbara Schlumpf wanted to find the graves of two of her husband's ancestors so that she could have markers placed on them. Her husband, Dennis, is the grandson of Truckee Constable August "Gus" Schlumpf, who served here in the early 1900s. Barbara contacted Chaun Mortier for help in her search, as Chaun not only is the TDHS Research Historian but also is the archivist for the Truckee Cemetery.

Chaun easily led Barbara to the graves she sought, but that was only the beginning. Conversation between the two revealed to Chaun that Barbara had a strong interest in local history and revealed to Barbara that the Truckee Donner Historical Society had a research library. Barbara was especially pleased to find out that she could do further research not only on her own projects but also on requests that come in to the Society.



Chaun wasted no time in letting Barbara know that we could use her considerable interest, family knowledge and skills, and Barbara began coming up from her home on the West Shore every Thursday to volunteer at the Joseph Research Library. She has become a huge asset to the team, pursuing research requests, accessioning artifacts in the collection, and assisting library patrons.

If you are interested in volunteering at the Research Library, or in working on any particular project, contact the research librarian. All volunteer efforts are welcome. You do not have to make a long-term commitment. You do not have to sit through long, dull meetings. You just need to let us know how you would like to contribute and we will match a project to your interests.

Contact Katie Holley, Research Librarian,
kholley@truckeehistory.org | 530-582-0893

SUNSHINE LETTER

The Truckee Donner Historical Society hosted their 6th Annual Ice Cream Social fundraiser Saturday August 21st. Our heartfelt thank you to those who donated toward this event.

We would like to thank Dave Dedman of Curren Distributors, Safeway Stores, Inc. and Coffee And for their donations toward our supplies.

A special thanks go out to Dennis Cook and the Railroad Regulators 601 for donating the ice cream again this year.

A tremendous hurray to Jody Sweet of Cabin Fever who performed a wonderful mix of music for the afternoon. We also thank ToTo the Clown, Toni Mason, for her spirit and enthusiasm and all of the face painting she performed on the children (and adults) who attended the event.

We at TDHS appreciate the support from all of the individuals who came to support the Old Jail Museum and helped us to raise funds for the much needed (ongoing) repairs to this wonderful and treasured piece of our community's history.

TDHS DISCOVERS DOCENT PARTNER!

Les Atkins and his life partner, Angela, having retired, moved to Truckee from the California wine country of Sonoma over a decade ago. Until a couple of years ago, Les had been leading Sierra Club trips, both backpacking and service trips in the Sierra and International trips, mostly to Ireland and Great Britain. Making yet another retirement decision from his Sierra Club work, Les looked for some other involvement. He decided volunteering at the Old Jail Museum would be a great



way to learn local history and to start *giving back* once more.

In the winter months both Les and Angela enjoy cross country skiing, and they round out their retirement by hiking Tahoe's many fabulous trails and enjoy their own travel escapades.

When Don Colclough found himself without his previous docent side-kick partner, Henry Murray (due to full-time personal family needs), he wasted no time in recruiting Les as his new right hand. According to Don, "Les is very enthusiastic, does a great job, and we enjoy working together. We could use *at least* 10 more like him. He's our new Henry Murray for our 3rd graders and Truckee Thursdays as well as other times. Les does a great job as the visitors like his presentation."

During this year's Ice Cream Social, Les was found at both the start and end of the day, guiding the final visitors (with a count of over 180 for the day!) through the jail.

OLD JAIL MUSEUM CORNER

For the third year in a row the Old Jail Museum participated in Truckee Thursdays by having it open to the public from 5 p.m. - 7 p.m. weekly. As reported by Don Colclough, who worked with our newest docent Les Atkins, "once it got going Truckee Thursdays were very successful. The last one got us 76 visitors and that was a record." From the docent counting records, the normal number through on Thursday evenings ran between 40 to 50 visitors.

Don and Les worked every week together except for August 12th, when two other dedicated docents filled in their absence. Don also reported, "there were MANY interested visitors along with many verbal favorable comments."

JOSEPH RESEARCH LIBRARY CORNER

2010 Annual Report

Library visitors: 60

Research Requests: New: 101 Completed: 88 Active: 13

Sales/Donations: \$300 (sales include books and photographs)

SIGNIFICANT MILESTONES:

Accessioning: We developed an accessioning process to properly document all items in our possession. Twenty-six collections have been accessioned; some collections are as simple as a single item (such as a brick) and some comprise numerous items (such as a photo album with 64 prints in it).

SQUAW VALLEY PHOTOS FROM THE JOHN CORBETT COLLECTION: Chaun culled out photographs from the John Corbett Collection that pertain to Squaw Valley history. Bill Clark, the Executive Director of the Auburn Ski Club and representing Squaw Valley Olympic Museum, took ownership of the photos and signed a use agreement governing the photos.

PAYING IT FORWARD: We sent photos from the John Corbett Collection to the Iowa Gold Star Military Museum, Camp Dodge, Johnston, Iowa. John Corbett worked for the U.S. Ordinance Department during the 1940s.

OPEN HOURS: Thursday 10 a.m. to 2 p.m.

For the year preceding September 28, 2010, the Research Library was open for 4 hours every Thursday; volunteer staff also scheduled additional hours on an as-needed basis for people from out-of-town. Total open hours were no less than 220.

VOLUNTEER STAFF:

Katie Holley: Research Librarian

Chaun Owens-Mortier: Research Historian

Dennis Beeghly: Photo Archivist

Barbara Schlumpf: Researcher and Archivist.


ONGOING WORK:

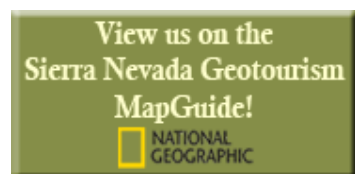
- Organizing and entering data from newspaper/ephemera files into database.
- Organizing and streamlining administrative files, separating archival from active files.
- Cataloging artifacts currently stored in the book closet.

GEOTOURISM NOMINATIONS

TDHS is proud to announce we have three nomination submissions for the National Geographic Geotourism Interactive Map Project. They are the:

- 1) Truckee Old Jail Museum & Community Memorial Garden
- 2) The Donner Cross
- 3) The Joseph Research Library

Please show your support by giving each of our nominations your  THUMBS UP! at the Sierra Nevada Geotourism MapGuide <http://www.sierranevadageotourism.org>



We should know by November if our nominations have been approved and will become part of this interactive legacy!

UPCOMING EVENTS



Truckee History Tour

Trails & Vistas, Truckee Donner Historical Society and Sunshine Tahoe present 2nd Annual Historical Haunted Walking Tour — You Won't Want to Miss This Year's Tour

When: Thursday, October 21 and Friday, October 22

5: 30 p.m. check in, first tour departs at 5:40 p.m.

Where: Begin at Moody's Bistro and visit scariest historic haunts in town: The Richardson House, Squeeze In, Old Jail Museum, The River Street Inn and Truckee Book and Bean

Cost: \$25. Includes a glass of wine or non-alcoholic beverage.

Buy tickets online now at <http://truckeehistorytour.com>

Last year's told sold out in advance — Don't miss historic Truckee's haunts this year!

If you attended last year, experience something new in 2010.



The tour is for adults (ages 21+). KidZone will offer Professor Stickeybottom Halloween Science on Thursday, Oct 21 for ages 5+ from 5 to 8:30 p.m. Discounted to \$20 per child (if parents / caretaker have a ticket to the Tour). Call KidZone at (530) 587-5437 for reservations.

Producer: Sunshine Tahoe

Sponsors: Trails and Vistas | Truckee Donner Historical Society



Donner Party Hike

Mark Your Calendar for October 9 & 10

The Truckee Donner area is steeped in history. From ancient petroglyphs, to mountains scarred by overland wagons, tiny clues open these mountains to a world of discovery. Enjoy guided, interpretive hikes showcasing the spectacular beauty of Donner Summit and learn about emigrant history, the building of the transcontinental railroad including a walk through snowsheds, and High Sierra lakes.

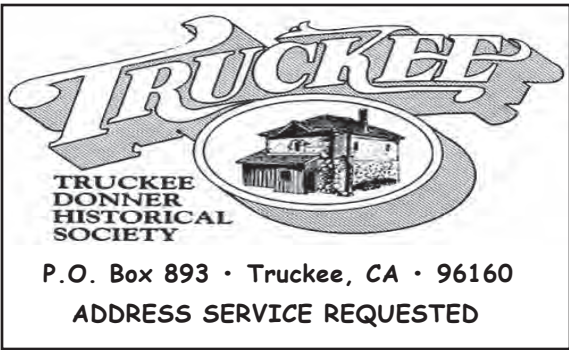
For detailed information about the hikes and the registration forms go to www.truckee.com or call the Truckee Chamber of Commerce at (530) 587-8808.

On Saturday only, TDHS will join the Donner Party Hike where we will sell our books, photos & Truckee Trivia game. Plan to see us at Sugar Bowl bright and early when the hikers check in. We will stay the day so there will be plenty of time to stock up on items for yourself or as gifts for the upcoming holidays. So don your hiking shoes, choose a walk or hike, and delve into Truckee's history.

CHRISTMAS AT THE CABIN

Final details are in the making for the annual Open House Celebration. If you'd like help coordinate this event contact Judy Dunlap. Otherwise, **SAVE THE DATE — DEC 5th.**

Look for details on our website or in future TDHS E-News.



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 info@truckeehistory.org or call 530-582-0893

**SAVE THE DATE
 DECEMBER 5
 CHRISTMAS AT THE
 CABIN**



I/We would like to JOIN or RENEW (circle one) my membership in the
 Truckee-Donner Historical Society
 Make your check payable to TDHS
 Mail to P.O. Box 893, Truckee, CA 96160

Founded July 24, 1968
 as a 501(c)(3)
**RENEWAL/MEMBERSHIP
 APPLICATION**

Please check below for any changes:

New mailing address () I want to Go Paperless* () I want to Go Echo-Friendly** () New e-mail address ()

NAME: _____

MAILING ADDRESS: _____

CITY, STATE, ZIP: _____

E-MAIL ADDRESS: _____

HOME PHONE: _____ CELL or WORK PHONE: _____

Enclosed please find a check for:

MEMBERSHIP CATEGORIES (please check below)

Individual \$20 _____ Family \$30 _____ Junior (18 years & younger) \$10 _____
 Non-Profit Organization \$25 _____ Business \$40 _____ Sustaining \$75 _____ Contributing \$100 _____

SPECIAL DONATIONS (insert amount and names)

Community Memorial Garden \$ _____ In Honor of _____

Memorial Donation \$ _____ In Honor of _____

Gift Membership \$ _____ In the Name of _____

Areas of Special Interest and/or Comments/Suggestions:

*Go Paperless - eliminate mail delivery to receive your membership renewal via email, then
 Go To <http://truckeehistory.org/membership.htm> to pay by credit card or personal check
 **Go Echo-Friendly - eliminate mail delivery to receive your copy of Echoes From the Past via email
 Membership Questions? Contact membership@truckeehistory.org or call 530.582.0893

Echoes from the Past

TRUCKEE DONNER HISTORICAL SOCIETY

FOUNDED JULY 24, 1968 AS A 501(c) (3)

SPRING

2012

President's Corner

The summer will soon be upon us and the Old Jail Museum will be opening for the season. The museum is staffed 100% by volunteers. We really need more help! It takes many people to staff the museum successfully for the whole season. If you can spare time on a Saturday or Sunday, please consider helping us out. If you can't but know someone who would like to, please extend an invitation to call me. We provide training, so it's OK if you don't consider yourself an expert. You'll learn as you go! email me at cwalterscheid@truckeehistory.org or call me at 530-305-4231.

Returning Docents: We want to thank you for all of your hard work by treating you to lunch on our official opening day. Saturday, June 16th we will have a picnic lunch on our patio in the back of the museum. Lunch will be served at 11:00 AM. We hope you can make it by!

We are excited to be opening a new railroad exhibit in June! Our research team has been hard at work and I can tell you that you will be WOWED! I'm not going to give anything away; you must come down and see for yourselves. We will unveil the new display on Saturday, June 16th. Come down and be one of the first to see it. We will unveil the new display and cut the celebratory cake at Noon.

The Old Jail Museum will be open from 11-4:00 on Saturday and Sunday of Memorial Day Week end. It will be closed after that until the official Opening Day on June 16th, when we celebrate our volunteers!

The Old Timers' Picnic and Truckee Reunion is On Saturday, July 21st from 10-4:00 at the Truckee River Regional Park. Bring a lunch and some chairs and plan on staying for the day to visit with old friends. We rent the Chief Truckee Lawn area for the day, so bring your whole family!



Inside this Issue

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- Upcoming Events and Info—Pg. 4
- Member Connection—Pg. 5
- Forgotten Names and Ghosts Along the Truckee River—Pg. 5-7

*Awake, thou wintry earth- -Fling off thy sadness!
Fair vernal flowers, laugh forth--Your ancient gladness!
~Thomas Blackburn, "An Easter Hymn"*

Civil War Headstone Dedication Ceremony: June 23 at Sierra Mountain Cemetery

As in any historical cemetery there are those that have unmarked graves. There are elaborate and simple Monuments; there will be wooden crosses for others. All of the marked show the names and dates of the lives of those resting in peace but it's the "dash in between" that makes us curious. Who were these people and how did they get to Truckee? What did they do in their lives? It is the military markers that help shed light on what some of these pioneers were in their lives. It is these markers that show the dedication to our country, enough to fight in a battle and risk losing their lives, just to keep this country free. This is not to slight all those that fought for this country in their own way, it is just something about seeing a military marker that makes a person take pause.

The Truckee Cemetery District has dedicated its cause to the preservation of the three historical cemeteries within its scope. Although there are two historical sections in the Sierra Mountain Cemetery they are within their own right separate and equal cemeteries. The Odd Fellows and the Masons purchased land in 1873 and opened the first true cemeteries in the Truckee area in 1874. The original land plot was 200' x 225'. The south section was used by Odd Fellows and the section to the north by the Masons.

The third area that has become known as the "Catholic" Cemetery was also created in the same time era. Its official name is "The Old Truckee Cemetery". It began its use for those that could not be buried, either for beliefs or financial reasons, into the upper cemetery. The previously used

"Brickelltown" Cemetery which is at the end of South East River Street past the pavement was apparently no longer acceptable for use. From research of old burial records it has been determined that there are 22 known civil war veterans in the upper cemetery. Ten have markers; military or personal, six remain unmarked pending further research and six now have new headstones.

This ceremony is to honor those six and remember all. The actual Evergreen Ceremony is being held by a joint effort of the Battleborn Civil War Re-Enactors and the Sons of Union Veterans of the Civil War. This ceremony is a formal recognition for these soldiers. It is also the 150th Anniversary of the song "Taps", which is so familiar to all. This will be played on an authenticated civil war bugle.

Participants will include Congressman Tom McClintock, The Patriot Guard Riders, the Air Guard Honor Guard out of Reno and the Truckee and Reno Civil Air Patrol. Also on hand will be the Fort Point Garrison Civil War Brass Band (<http://www.fortpointbrassband.org/>) playing civil war era music and our own Mountain Belles.

The ceremony will start at 10:00am; parking will be at a minimum so please try to car pool. We are working on off-site parking and will be announcing that soon. Also; period dress is very welcome but leave your guns at home! The Civil War Groups will be doing a 21 gun Salute. Please join The Truckee Cemetery District and the Truckee Donner Historical Society, along with the Battleborn Civil War Re-Enactors, Sons of Union Veterans of the Civil War, Congressman McClintock, the Patriot Guard Riders, Air Guard Honor Guard Nevada, Truckee and Reno Civil Air Patrol, The Fort Point Garrison Brass Band and our own Mountain Belles in honoring these soldiers with the new headstones.

Help support TDHS!

*Don't forget to add the GoodSearch toolbar to you internet browser.
See our website for more details at www.truckeehistory.org.*

The Stones That Tell of Truckee's History

BY GUY COATES

This article originally appeared in the Sierra Sun on January 31, 2001. Guy Coates is the former vice president of the Truckee-Donner Historical Society.

During the last three Ice Ages, glaciers covered the Truckee River basin and surrounding mountains, carving out Donner Lake and many other lakes.

Much evidence of this glacial action can still be seen by examining the smoothed and striated rock along old Highway 40 near Donner Pass. To the east, today's Nevada desert was covered by a huge inland sea.

The earliest known inhabitants to occupy the Truckee area were prehistoric nomadic tribes who spent their winters in the Nevada desert and California valleys. During the summers these ancient hunters climbed both sides of the Sierra into the high country.

These inhabitants, believed to be ancestors of the Washoe, Maidu and Paiute Indian tribes, traveled through the pristine mountain meadows and forests collecting edible and medicinal roots, seeds and marsh plants. In the higher elevations they manufactured stone tools and hunted local game and fished in the many lakes and streams while living in temporary brush shelters.

Archaeological evidence of these ancient people who returned year after year during the Middle Archaic Period can be found in petroglyphs carved into solid granite near the crest of Donner Summit as well as in the abundance of

flaked stone artifacts, broken tools and dart points which have been discovered throughout the Truckee basin.

When Stampede Dam was completed in 1969, an ancient Indian ceremonial circle of stones in Stampede Valley dating back 15,000 years was carefully removed to an area adjacent to Truckee River Regional Park and placed exactly in their original position by volunteers and members of the Truckee-Donner Historical Society under the direction of Carroll Maynard, Roy Baker and Dorothy Fordham.

In 1983 an archaeological excavation at the location of today's McDonald's restaurant revealed that the site was associated with a large prehistoric Indian camp dating back 3,500 years. The findings included layer after layer of stone artifacts indicating that the site was once a major tool-manufacturing area.

Resident archeologist Susan Lindstrom has found evidence of a Washoe village at the mouth of Donner Creek and other sites all along Interstate 80, Donner Lake Park and throughout the Truckee River basin. Today's "bug station" sits atop a large site dating back 8,000 years.

In one study Lindstrom noted that downtown Truckee rests on top of a former Washoe Indian village site named "K'ubuna detde'yi," and below Truckee, at Trout Creek, was another

Continued on page 4

Now every field is clothed with grass, and every tree with leaves; now the woods put forth their blossoms, and the year assumes its gay attire. ~Virgil

Projects and Information

The Stones that tell of Truckee's History

Continued from page 3

village site named "Pele ma'lam detde'yi." The Washoe name for the Truckee River was "a'wakhu wa't'a."

Perhaps the most tangible reminder of Truckee's Native American roots sits on the hillside above the Town of Truckee. Rocking Stone Tower is believed to be one of 25 such stones known in the world. Reminiscent of a Druid monument, Rocking Stone has diligently stood guard over the community as long as anyone can remember. At one time the slightest breeze or touch of the hand could set the 17-ton smaller boulder rocking.

According to a Washoe Legend, the large flat rock provided a place where the ancient hunters could dry their food, while the continuous movements of the smaller stone kept it safe from scavenging birds and animals. It was also believed that Rocking Stone was a very sacred place that served as a natural altar to worship the Spirit God.

"This story may well be a local non-Washoe legend," says Lindstrom. "I have never found any ethnographic evidence to support it." One geologist who recently examined the site believes that native tribes painstakingly chipped away the mother rock to flatten the top and somehow rolled the smaller boulder on top, thus creating a primitive monument. Other experts believe that Rocking Stone is merely a relic of the glacial age.

While experts may never agree on its origin, there is little doubt that it must have provided ancient people a first-class view of the 20 mile-long lake that once covered the entire Truckee basin.

- **Continuing Projects:** Street Project, Fire History, archiving of artifacts from the Jail Museum and Research Library, indexing of the Research Library Books in preparation for publication on website. Archiving photo collections; includes scanning, numbering, indexing and preparing for publication on website in a PDF format.
- **New Jail Exhibit opening this season:** The Human side of the 1952 snowbound City of San Francisco. Truckee's history centers on railroads, tourism and dealing with the "storm king." The story of the snowbound City of San Francisco is one of the monumental stories of the Sierras that captured the nation's attention at the time. Sixty years ago Truckee played a key role in the rescue operations.
- **Major Photo Requests:** Assisting new owner of Alta Hotel in refurbishing the site, Assisted Anchor Steam with advertising photos of Boca Brewery: http://www.youtube.com/watch?v=i_kal6opEyc, Assisted Wells Fargo with photos for a mural project, Assisted America's Star Media/Morningstar Entertainment with photos for upcoming National Geographic Documentary.
- **Upcoming Events:** June 23rd and 24th. Ice Harvesting Symposium featuring Tom Macaulay, Expert on Ice Harvesting in the Truckee Area. The event on Saturday, the 23rd will be at 1:00PM at the Joseph Research Library with a slide presentation, Q & A session, and overall discussion. On the 24th people are being asked to meet on the Legacy Trail easterly end at the first information sign for the ice harvesting by 11:00am.
- **Other Events:** The Trestle Tour and the Tunnel Tour sponsored by the Truckee Railroad Society and supported by Truckee Donner Historical Society.

Member Connection Corner

By Billie Cornell

Looking into the future it is important, as a non-profit, to be able to 'connect' with both our long-time members and future members. Your TDHS board agrees, it is important to keep a print newsletter for those members who do not communicate with an iPad, iPhone, Android, computer, or other personal device and for those of us who just prefer to read a paper-newsletter in their hands. But this is not true for everyone.

As Membership Chair, there is a similar 'connection' for our membership renewals. Being an association with a long history, communication methods have taken a giant leap into, what some folks 44 years ago (when TDHS was formed) would have called, science fiction. Yet for many, cyberspace and digital communication is the only way to function these days.

Conservation, being eco-friendly and recycling are important when making financial and personal decisions. As part of setting up a new membership database, many of you may have already received my Stay-In-Touch email. We have a new Constituent Relationship Management (CRM) system with Sales Force to, initially, handle our membership duties. The days of storing a database only on 3x5 index cards (yes, I still use them though) and mailing a generic photo copied renewal letter lacks our current communication needs.

By providing us with your current contact information and telling us your communication preferences, we will be able to keep in touch the WAY YOU LIKE.

I implore you to contact me with your questions and communication preferences for both membership and newsletter delivery. As I have said many times before, the worst part of being the Membership Chair is when I have lost communication with a member and have no choice but to remove them from our membership database. Ouch! You can reach me by email at bcornell@truckeehistory.org, by phone at the Joseph Research Library at 530-582-0893 (leave a message), or by mail at P.O. Box 893, Truckee, CA 96160. I'm here for you and to improve TDHS's Member Connection Corner. Cheers, Billie

Forgotten Names and Ghosts Along the Truckee River By Tom Macaulay

This is the second installment of a three part column on the once busy communities between Truckee and Verdi, Nevada. The column is guest written by Tom Macaulay, who is Truckee's senior historian and has studied Truckee's history, especially the ice industry for many years. The final installment will be published in our Summer 2012 issue.

CAMP 16, later named PACIFIC, was one mile below Prosser Creek and eight miles below Truckee, on the CPRR right of way. It was named by CPRR construction crews and was the site of Pacific Lumber Company, Nevada and Mountain Lakes Ice Company, Pacific Shingle Co. and the terminus for some lumber flumes descending Prosser Creek. Nothing remains today.

Continued on page 6



Floriston, CA

Volunteer for the fun of it! Contact Chelsea Walterscheid at cwalterscheid@truckeehistory.org to volunteer as docent for the Old Jail Museum this coming summer!

Forgotten Names and Ghosts along the Truckee River
Continued from page 5

BOCA is nine miles below Truckee, across the river on the left. It was the most famous town in the canyon. Named Camp 17 by CPRR construction crews, it was first a mill site for Friend and Terry Lumber Co. of Sacramento, then the Boca Mill and Ice Company which became Sierra Lakes Ice Company and then The Union Ice Company. It boasted a large hotel, a school, stores, a library, and fine residences. Natural ice harvests started in 1868 and lasted until 1927. I-80 crosses the site of the Boca Brewery which operated from 1876 to 1893. Numerous broken foundations are still visible at Boca. The existing earth fill dam was built in 1940 by the U. S. Bureau of Reclamation. The residence of the water tender employed by U.S. Federal Water Master to control river flow is below the dam. Boca was a post office from 1872 - 1945.

RODDYVILLE or ROWDYVILLE was located across the Truckee River from Boca, possibly near modern United Trails Campground. It does not show on maps and is only known from a few letters and oral references.

HINTON. Maps show Hinton ten miles below Truckee, and CPRR time tables list a stop twelve miles below Truckee. Twelve miles would place Hinton at Camp 19 and the CPRR may have used this designation before building the Hinton side track between Boca and Hirschdale. Foundations for the old Hinton bridge are visible at Hirschdale. Hinton was not a community.

BURKHALTER and CLINTON. Burkhalter is ten plus miles below Truckee, and Clinton is 11 miles. A concrete highway bridge on old Hwy-40 below Hirschdale crosses the TRUCKEE River AND gives access to a small flat on the right, between the highway and the river. Now private property this is the site of Burkhalter's Mill, used by Bragg & Folsom's Pacific Wood and Lumber Co. The Clinton Narrow Gauge Railroad extended up Juniper Creek almost to Lake Tahoe. The town of Clinton was on the CPRR to the left of the highway immediately after crossing the river. The names are often used interchangeably. Clinton was a Post office from 1891 - 1896. The concrete bridges were built in 1926, part of Hwy-40 through the canyon.

CAMP 19. One mile below Clinton and twelve miles below Truckee, Camp 19 was the site of the Marysville Mill in 1868. The actual site has not been located, but a log chute is visible on the slope across the river. I-80 below Boca gives a view of the Truckee canyon. Across the river can be seen an abandoned county road which gave access between Hirschdale and Iceland. This road was part of a detour during construction of I-80.

ICELAND. Thirteen miles below Truckee, Camp 20, also known as Cuba, is where Gray Creek enters the Truckee River. An old log crib dam can still be seen across the mouth of Gray Creek, first called Joe Gray Creek. Joe Gray, who helped found Truckee,
.Continued on page 7

Springtime is the land awakening. The March winds are the morning yawn.
~Lewis Grizzard

Forgotten Names and Ghosts along the Truckee River
Continued from page 6

*In the next issue we
will complete the trip
down the canyon!*



built a lumber mill here and gave his name to the creek. In 1876 he leased his property to People's Ice Company of which he was part owner. Also operating here were Mountain Ice Company, Union Ice Company, and Floriston Ice Company. Old ice pond walls are between the CPRR and the river. Iceland was a post office from 1897 - 1923. A new residence has been built on the old log pond.

TUNNEL14. This tunnel between Iceland and Bronco was part of the original CPRR construction. It was abandoned when the railroad was double-tracked in the early 1900's. In the 1970's the railroad dynamited the tunnel to prevent vagrants from using it.

BRONCO or WICKES. One mile below Iceland and fourteen miles below Truckee is Bronco Creek, first called Alder Creek and then Wick's or Wicke's Creek before acquiring the modern name of Bronco Creek. Brothers Alexander M. and Lucius D. Wicks operated a wood yard here, complete with post office, store, telegraph station and residence. It was also used by Walter Hobart and, in 1892 by Kidder Brothers. It was a post office from 1872 - 1891.

FLORISTON is fifteen miles below Truckee. It is the second most famous town on the river. First a CPRR section house it was also the site of the Rocky Run Ice Company. The Floriston Ice Company was up river, between Floriston and Bronco. The Truckee River General Electric Company's Farad diversion dam was built in 1899. The dam washed out in the

flood of 1997, but the site is visible on the left side of the highway, across from the Floriston exit, as is the upper portion of the Farad flume. In 1900 the Floriston Pulp and Paper Company completed a paper mill on the right side of the river. Modern I-80 goes through the site of the mill but company houses can be seen on the hillside above the CPRR. The paper mill went through several changes in ownership: (Floriston Pulp and Paper Co., Crown Columbia Paper Co., Willamette Paper Co., Crown Zellerbach Corp.) and was finally closed in 1930. Lawsuits over pollution in the Truckee River were a constant problem for the paper mill and downstream water users. Crown Willamette Paper Co. moved its operations to Camas, Washington in 1930. Very few personnel transfers were made but some families from Floriston moved to Camas and found employment in the new mill, which still operates. The Floriston site was vacant except for a watchman until 1947 when Preston L. Wright of San Francisco purchased the property. On March 20, 1949, the Floriston hotel was destroyed by fire but the rest of the town survived. Houses were sold to private citizens and the town now has 42 homes and about 150 residents. There were several sites referred to as Floriston, but the present location has had a post office from 1900 until the present.

ROCKY RUN Ice Company was located on the river at Floriston where the I-80 bridge crosses the Truckee River. The old ice pond wall can be seen between I-80 and the river, between the Farad diversion dam and the I-80 bridge.

*And Spring arose on the garden fair, like the Spirit of Love felt everywhere;
And each flower and herb on Earth's dark breast, rose from the dreams of its wintry rest.*
~Percy Bysshe Shelley

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Truckee Donner Historical Society
P.O. Box 893
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Echoes from the Past

TRUCKEE DONNER HISTORICAL SOCIETY

Founded July 24, 1968 as a 501(c)(3)

WINTER 2012

President's Corner

ISSUE 1

By: Chelsea Walterscheid

I would like to thank everyone who helped with the 3rd Annual Historical Haunted Walking Tour, held last October. With over 60 volunteers making this even successful, we were able to raise over \$9,000. This was possible based on record ticket sales and proceeds from a prize packed raffle that took place at Moody's Bistro & Lounge, the tour's host sponsor.

The Historical Haunted Walking Tour started three years ago as a simple idea to partner two non-profits - the Truckee Donner Historical Society and Trails & Vistas - to raise money for the organizations while having fun teaching people about Truckee's incredibly entertaining past. Three women spent three weeks planning the first event and it has grown into quite an affair that now takes six months to put together. We could not produce this event without our faithful volunteers and for that I am very grateful. The money raised is split between the two non-profits. TDHS uses the proceeds to help with our ongoing preservation efforts. Mark your calendars for the 4th Annual Tour, October 18 and 19, 2012. Tickets will go on sale in August. For more information, visit truckeehistorytour.com or contact Sunshine Tahoe at (775) 527-4485.

I would also like to thank our Joseph Research Library volunteers, who spend may hours weekly keeping our research requests answered, projects in order and our day-to-day business

running smoothly. They are there every Thursday to help answer questions, find historic photos and research the numerous requests that pour into the Library. The Joseph Research Library is open to the public every Thursday from 10am-2pm.

We have a very productive, enthusiastic and eager Board of Directors who all work together towards a common goal: Preserving Truckee's History. Thank you everyone for making my job easier. I could not do it without you all.

SAVE the DATE: Old Timers' Picnic and Truckee Reunion is always the 3rd Saturday in July, rain or shine. See you at the Truckee River Regional Park on July 21, 2012 from 10am-4pm

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Winter came down to our home one night, Quietly pirouetting in on silvery-toed slippers of snow, And we, we were children once again. ~Bill Morgan, Jr.

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Membership Corner

Contribute more of your membership dollars towards our preservation efforts by signing up for our eBill services. You determine your payment method with annual eBill service reminders: Pay by Check (print the application and mail in your payment) or Pay by Credit/Debit Card (create a PayPal Subscription).

Either way, by signing up to receive an eBill annually you have taken action to increase the power of your membership dollars and contributed to helping the environment.

We thank you for taking action and being a valuable member of TDHS with your membership payments and involvement!

For membership questions contact Billie Cornell at bcornell@truckeehistory.org.

CALENDAR OF EVENTS

JUNE 9 – Civil War Dedication at the Truckee Cemetary

JUNE 16 – Summer Opening of the Old Jail Musuem. Join us for a Special Dedication and

Docent Welcome-Back Celebration

JULY 21 – Old Timers' Picnic at the Truckee Regioinal Park 10am

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Remembrances

This year we have lost several people dear to our cause. We would like to honor them, not only for their input to TDHS, but as friends who will be greatly missed. Our thoughts and prayers remain with their families and loved ones.

Donald Edward Colclough Aug. 1, 1937 - Dec. 13, 2011 Resident of Martinez, CA Donald E Colclough, 74, died Tuesday, December, 13, 2011 at his home in Martinez, California. Don spent time between his bay area home in Martinez and his cabin in Truckee. Don loved spending time and volunteering in Truckee.



One of his great passions was trains and he served as a member and docent at the Tahoe Donner Railroad Society. Don was also active in his parish church Corpus Christi Catholic Church in Tahoe City, California and he volunteered on the Truckee

Cemetery Board. He was also a member of the Tahoe Donner Historical Society and a docent for the Truckee Old Jail Museum. Donald Colclough is survived by his wife of 17 years, Sally Ann Rich Colclough as well as his children, Carol Caroompas, Philip Colclough and David Colclough.



Long-time Donner Lake resident **Laura (Bass) Horman** passed away peacefully on July 10, 2011, at the age of 95. She was a TDHS inaugural

board member in 1968. She was the wife of the late Daniel Horman. We will miss her.

Roy Denver Baker was born on Jan. 2, 1917. Mr. Baker lived in the Truckee area for 32 years with most of his years spent at his San Souci Resort on Donner Lake. He was an educator for the Truckee-Tahoe School District for 30 years, working as the librarian for the Truckee-Tahoe High School. He enjoyed family genealogy, learning about and sharing the history of the Baker/Lingar families. He was a history buff and was a member of the Truckee-Donner Historical Society. Mr. Baker passed away on Dec. 4, 2011, a month shy of his 95th birthday.



Jacqueline Titus, 88, a resident of Reno for 56 years, died Dec. 14, 2011 at St. Mary's Hospital. Jacqueline was born on March 8, 1923. She was a TDHS member and wife of Truckee native Frank L. Titus. Jacqueline and Frank celebrated their 60th wedding anniversary last April. She is survived by her loving husband Frank, their children Lisa (Norman) and F. Casey; grandchildren Karen and Nancy; great grandchild Jasmine.

Winter is the time for comfort, for good food and warmth, for the touch of a friendly hand and for a talk beside the fire: it is the time for home. ~Edith Sitwell

Forgotten Names and Ghosts along the Truckee River

By Tom Macaulay

This is the first installment of a three part column on the once busy communities between Truckee and Verdi, Nevada. The column is guest written by Tom Macaulay, who is Truckee's senior historian and has studied Truckee's history, especially the ice industry for many years. The next installment will be published in our Spring 2012 edition.

The Truckee River canyon between Truckee, California, and Verdi, Nevada, is an important link in America's transcontinental routes. Before 1844 it was unknown to America. In that year the Stevens-Murphy-Townsend party struggled through with their wagons. They were the only ones to do so because the steep walls and twisting course of the canyon were a nightmare for the exhausted party. In the spring of 1845, their guide, Old Caleb Greenwood, searched out a better route which became known as the Dog Valley route, still in use today. It was used by all immigrant parties on the Truckee Branch of the California Trail until 1868 when the Central Pacific Railroad (CPRR), part of the Transcontinental Railway, made regular traffic through the Truckee River canyon commonplace.

For many years the Truckee canyon was a thriving, vibrant commercial area with small towns and communities all along the tracks of the CPRR. The railroad defined and dominated the canyon. It carried supplies and passengers in and carried lumber, ice, and paper out. Gradually wagon roads and then motor roads, starting at Truckee and Verdi, at opposite ends of the canyon, worked their way in. Finally, in 1926 the last stretch of the Victory Highway, later Hwy-40, was completed between

Floriston and State Line, and the entire canyon was open to private vehicles. In 1964 the last phase of freeway work on I-80, which replaced Hw-40, was completed and the canyon assumed its present character.

Truckee and Verdi still flourish at the upper and lower ends of the canyon. However, all of the other towns, except Floriston, have disappeared, leaving only scattered ruins to mark their sites. Most of the names have disappeared from modern maps, and local residents who remember the names are unsure of the locations. For those who are interested in the history of the area, a journey down the canyon can still provide views of these forgotten sites which once meant so much.

Mileage mentioned in the article is in railroad miles from Truckee, derived from late 1800's railroad time tables (which give miles from Sacramento, not Truckee). They are accurate to the closest mile but cannot be compared to modern mileages. Highway or freeway miles are mentioned as such, and "Modern" refers to sites developed since the road thru the canyon was completed.

GLENSHIRE DRIVE. Modern. It follows Old Highway 40 from Truckee to the new subdivision of Glenshire, six highway miles from the Glenshire Drive turn off from Donner Pass Road near Truckee. It follows the CPRR and Truckee River and crosses the Glenshire Bridge over the CPRR and the Truckee River. A short distance beyond the bridge, old HWY-40 turns to the left, to the Flycaster's club. Down the canyon, below this point, Hwy-40 has been abandoned and farther down the canyon it has been overlaid by I-80. Glenshire Drive is a new road turning right from Hwy-40. It continues through Glenshire subdivision to meet another short section of old Highway 40, now called the Hirschdale road, between Boca and Hirschdale.

HALF DAM is a local name for a site on the river about two miles below Truckee on Glenshire Drive. It is the site of a dam started for the Gem Ice Works in 1894 but never completed. It is not visible unless you know just where to look.

Continued on page 5

Continued from pg. 4

POLARIS is on the river three miles below Truckee. First called Proctor's and Winsted by the CPRR, it was the site of Tahoe Ice Company after 1886. The name was changed to Polaris by the National Ice Company in 1901 and there was a post office from 1901 to 1923. It was recently known to locals as "The Pink Palace" because the old headquarters building, later demolished, had been sheathed in pink asbestos shingles. The old ice pond, the best preserved in the canyon, is across the river from the highway and is easily visible from the extreme east end of Olympic Heights subdivision. The modern sanitary district sewer plant is just downstream.

OLD BUG STATION, Modern, is on the left side of Glenshire Drive about one mile below Polaris. It was abandoned when the new bug station was built west of Truckee at the Donner interchange.

The **OLD SITE BELOW POLARIS** was later used as the Forest Service Polaris campground. On the right of the campground, across the railroad, is a large flat which was the terminus of the Sisson-Wallace flume which served Hawthorne's mill, Samuel McFarland's mill, and Richardson Brother mill. Several bridges crossed the Truckee River here to provide access to CPRR side tracks and the Richardson Brothers' factory.

MARTIS CREEK is five miles below Truckee. Foot access via a difficult trail is from a parking area beyond the Glenshire bridge. Martis Creek enters the Truckee River from the South, but up river from Glenshire Bridge. The mouth of the creek was the site of the Truckee Ice Company after 1885. The old ice dam is still visible above the mouth of the creek, as are old stone building foundations. The upper reaches of Martis Creek were lumbered by the Richardson Brothers, George Schaffer, and the Truckee Lumber Company. The creek was also called Marty's Creek.

*In the next issue, we will
continue the trip down
the canyon!*



FLYCASTER'S is below Martis Creek, six plus miles below Truckee, on the Glenshire side of the river. It is private property, accessible by private road from old Hwy-40. The land was purchased from the CPRR and the buildings were purchased in 1906 from Dr. Zimmer, who had a tuberculosis sanitarium there, by the San Francisco Flycaster's Club. A road and bridge led across the Truckee River to Union Mills Station.

UNION MILLS is six plus miles below Truckee, a stop on the CPRR, across the Truckee River from Flycaster's. The Union Mills lumber mill may have been located in Union Valley, the location of modern Glenshire subdivision. The name Union Mills has been freely used for several sites, and the true, correct site of the mill has not yet been accurately determined. Very recently, the exact location of the Union Mills Station Site of 1913 was located.

GLENSHIRE is a modern subdivision in Union Valley, which also contains McKay Spring, Buck Spring and possibly the site of Union Mills. Stewart McKay of Truckee developed springs, a sawmill, and three small ponds for ice harvests and raising fish. Fish were for commercial sale as well as for sport fishing.

PROSSER CREEK enters the Truckee canyon FROM the left, seven miles below Truckee. The mouth was the terminus of lumber flumes for mills on Sage Hen and Alder Creeks, (Banner Mill, Parkhurst Flume, Nevada & California Lumber Co., Lonkey & Smith Flume), and Martin & Sweeney shingle mill. The Summit Ice Company, later part of Sierra Lakes Ice Company and Union Ice Company, harvested ice one half mile above mouth and was connected to the CPRR by a rail siding. The broken concrete dam still exists but floods have washed out the old side track. A store, lumber yard and telegraph office were at the mouth of the canyon.

VOLUNTEERS WANTED

The Old Jail Museum will be opening in June 2012. Contact Chelsea Walterscheid at cwalterscheid@truckeehistory.org for further information to learn how to sign up and be trained as an Old Jail Museum Docent.

The World's Smallest Woman Visits Truckee

By Barbra Schlumpf

One Thursday in October of 2010, Roy Baker arrived at the Joseph Research Library to donate some items to the Truckee Donner Historical Society. One of these items was a letter from Mr. John S. Stone of Fern Creek, Kentucky, who had been transcribing a journal written by his grandfather in the winter of 1890. Along with the letter were several transcribed pages of the journal.

The grandfather was a U.S. Navy doctor traveling to San Francisco. He became stranded in Truckee from January 17th to February 3rd, 1890 and described his experiences in his journal. The train on which the doctor was traveling became snow bound about 2 miles above Truckee, and the doctor was recruited to help care for the passengers who were ill. On January 24th, he wrote, "There is beginning to be considerable sickness on the train. Mrs. Jellison is better, but Mrs. McVean who was in the other car has been taken sick with diphtheria and the midget is very sick." On January 26th, the journal entry tells us, "Mrs McVean died today." On January 30th, he wrote, "The midget has died." His final entry from Truckee reads, "I am so glad to get away from Truckee, there were some days when I thought I was never to leave it alive."

The references to the "midget" intrigued our research historians. An internet search quickly revealed that "the midget" was Lucia Zarate, known as the world's smallest woman. Lucia was born in Mexico, probably around 1870. She was exhibited in various venues in the United States, and made her big debut in Philadelphia at the Centennial Exposition. In 1880, she left for a European tour with the

This article is dedicated to the memory of Roy D. Baker, who passed away on December 4, 2011. Roy D. Baker was born in Arkansas in 1917. He lived in Truckee for 32 years, working as the librarian at Truckee High School. Roy was the first president of the Truckee Donner Historical Society.



"Lilliputian Opera Company," accompanied by her parents. On February 26, 1881, she met Queen Victoria. Five years later, she appeared with P.T. Barnum's Great London Circus.

Returning to the United States, Lucia and her parents planned an exhibition in San Francisco. Little did they know that they were about to be caught in the "Great Snow Blockade of 1890." After a cattle train had gone off the tracks, 12 trains and 700 passengers from Truckee to Reno were snowbound. Lucia's train became stranded near Truckee on January 15th. The storm continued unabated until 25 feet of snow had fallen. Food and fuel were running low on the trains. Lucia was on a special diet; when her food ran out, she was given a can of food from Truckee. After eating it, she became sick and developed a fever. Her condition worsened and on January 28th, Lucia died. The blockade was lifted two days later, and her parents returned Lucia's body to Mexico for burial.

The story of Lucia Zarate, the world's smallest woman, was dramatized in the Truckee Donner Historical Society's Haunted History Tour in October 2011.

The famous Lilliputian, Lucia Zarate, her mother and another stranded passenger on the snowbound train of 1890. From the 2011 Historical Haunted Walking Tour.



Capers from the Clubhouse

By Barbara Schlumpf

The "Clubhouse", better known as the Joseph Research Library, was donated to the historical society and moved to its present location on Donner Trail Road. The library is open to the public every Thursday from 10am until 2pm. Members of the public are encouraged to come in and see the resources that are available to those interested in the history of Truckee.

Our research team includes Chaun Mortier, Research Historian, Dennis Beeghly, Photo Archivist and Treasurer of the Society, Barbara Czerwinski, Research Assistant and Board Member, Barbara Schlumpf, Research Assistant and Recording Secretary of the Society, and Tom Macaulay, researcher and expert on Truckee's ice industry. In addition, Katie Holley remains our Research Librarian, although she cannot join us every week, due to work commitments.

The team is working on a wide variety of projects. We are doing photo archiving,

accessioning items that are donated to us, and doing numerous research projects. We handle many research requests from the public, including genealogy requests, and requests about the history of various buildings and historical events in Truckee. We assist authors and those working on thesis papers with their questions about Truckee and the surrounding area.

Our current projects include Chaun's work on the judicial history of Truckee, Tom's report on the history of street names, Barbara Czerwinski's research on the City of San Francisco snow blockade in 1952, as well as her work on the medical history of Truckee. Barbara Schlumpf is researching the history of fires and their impact on Truckee, and Dennis is our expert on railroad history and historic Truckee photos.

Another ongoing endeavor has been the accessioning of the Dick Joseph, John Corbett, and Roy Baker collections. The Hobart Mills collection from Joleen Torri has been completed and is now available to researchers.

Our Clubhouse Team invites interested members of the Historical Society, as well as the general public, to come in to see our books, files, and photos. Ask some questions, learn more about Truckee history, and perhaps help to support the Truckee Donner Historical Society by buying a book or photo. We hope to see you soon!

The Joseph Research Library is located on the west end of Meadow Park at 10115 Donner Trail Road, Truckee, CA 530-582-0893.



The color of springtime is in the flowers; the color of winter is in the imagination.
~Terri Guillemets

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ECHOES FROM THE PAST

March 2014 Issue 1

President's Corner

Dear Members,

First I would like to thank you for your continued support. You all make the society what it is today.

As you can see by our Event Calendar we are trying to get our members involved in more activities regarding the Society.

We are still in need of Docents for the Old Jail Museum this summer. I am not intending to whine but due to the new sidewalk Project for Brickelltown we will have an increase in costs to the Society. The maintenance district will cost us between \$400 and \$500 a year to the Town of Truckee so we need to be assured that we can keep the Old Jail Museum open on Truckee Thursdays, Saturdays and Sundays; also any holidays that do not land on these days. We are anticipating the hours of the jail to be 10:00 am – 4:00 pm to match the hours of the Railroad Museum. There may be a redesign to the driveway because of this project but that will be announced at a Docent Meeting later this year. To learn more refer to the Town of Truckee Brickelltown Streetscape Project. Link, <http://bit.ly/MFjalw>.

We are also now open on Sundays Noon to 4 p.m. at the Joseph Research Library for visitors to study Truckee's History. We do have several areas that can use volunteer hours, which if you have some time we can mold your interests to our needs.

TDHS will also hold the Mystic Walk so we will be able to re-discover Mary Young's grave, a twelve year old pioneer who died during a wagon trip through the Sierra's.

You may contact me at cmortier@truckeehistory.org with any questions. Again thank you for all your support.

Chaun L. Mortier

Calendar of Events

- March 27, June 27, Sept. 18 -**
Truckee History Alive, 7 p.m., Vet's Hall*
- May 24 or 25 -** Shaffer Cemetery Cleanup
- May 31 -** Memorial Day Ceremony, Sierra Mountain Cemetery 10 a.m. (Rain or Shine)
- May 31 -** after ceremony,
Special Jail opening
- June 12 -** Jail opens for the Season
(Truckee Thursday)
- July 12 -** Truckee Air Fair 8 - 5 p.m.
- July 19 -** Old Timers' Picnic at the
Truckee Regional Park 10 a.m. and
Truckee History Day
- August 7 -** Truckee Thursday
Volunteer Booth Night
- September 30 -** Membership Dinner at
Tahoe Donner Lodge
(More info on p. 7)

Inside This Issue

- * **Ximena McGlashan Letter of April 1915 - p.2**
- * **Forgotten Names and Ghosts Along
the Truckee River - p. 3**

Introducing Your TDHS 2013-2014 EXECUTIVE BOARD

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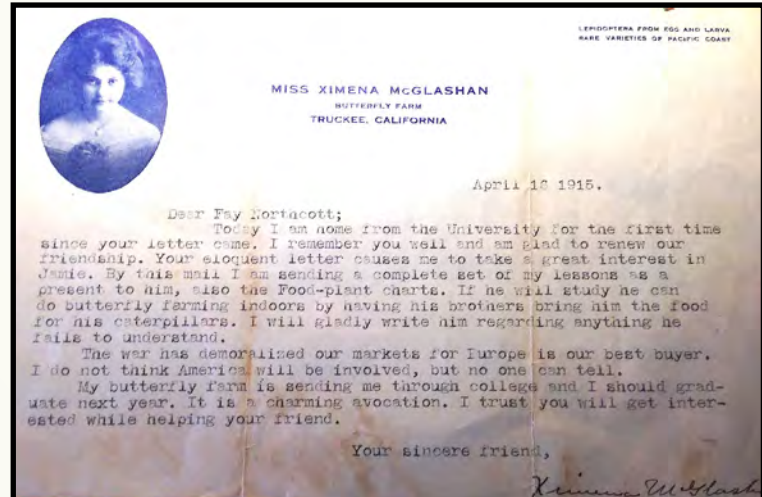


Photo courtesy of Truckee Donner Historical Society

1915 HISTORICAL DISCOVERY MADE AT JOSEPH RESEARCH LIBRARY

On January 9, 2014, a rare and precious letter was discovered by research library volunteer, Ron Rettig. Unbeknownst to everyone, the original letter dated April 16, 1915 was buried amongst our vast array of library records. The discovery was a surprise to everyone in the library that day. The rare and delicate hand-written letter from Ximena McGlashan to Fay Northcott was written on Ximena's Truckee Butterfly Farm business stationery which included, besides her address, a head-shot photo of herself.

The letter read:

"Dear Fay Northcott:

Today I am home from the University for the first time since your letter came. I remember you well and am glad to renew our friendship. Your eloquent letter causes me to take a great interest in Jamie. By this mail I am sending a complete set of my lessons as a present to him, also the Food-plant charts. If he will study he can do butterfly farming indoors by having his brothers bring him the food for his caterpillars. I will gladly write him regarding anything he fails to understand.

Continued on page 3

Ximena article continued from page 2

The war has demoralized our markets for Europe is our best buyer. I do not think America will be involved, but no one can tell.

My butterfly farm is sending me through college and I should graduate next year. It is a charming avocation. I trust you will get interested while helping your friend.

Your sincere friend, Ximena McGlashan"

Below is a reprint of a newspaper article from the Sacramento Bee, The (CA) - METRO Final, p. B5, Tuesday, December 18, 2001

"Butterfly lover's legacy was return of peerless collection to Truckee:

Newspaper Obituary and Death Notice

Deceased Name: Butterfly lover's legacy was return of peerless collection to Truckee

As a young boy in 1931, John Y. Wakefield watched a film of Ximena McGlashan, a Truckee girl, netting butterflies and was inspired to pursue a lifelong interest in entomology.

In 1997, by then living in Truckee himself, Wakefield told a *Sierra Sun* reporter that the film caused him to rush home, construct his own net and begin collecting the short-lived insects.

Sixty-five years after watching the film, Wakefield was able to repay Ximena - or at least her remaining family members and her town - for the interest she had sparked.

He led a campaign to bring a priceless butterfly collection back to Truckee from Nevada City, where it had been moved "temporarily" 61 years earlier.

In a brief autobiography, Wakefield, who died

Continued on page 6



The author of the following article, Tom Macaulay, poses outside the Joseph Research Cabin in the summer of 2013 with President Chaun Mortier and Board Member Barbara Czerwinski. This ends his three-part series. This article was also printed in the Sierra Sun on April 16, 2004.

Part I of this series was published in the *Sierra Sun* in April 2004. Link, <http://bit.ly/1hR7VXO> . Both Part I, p 4, and Part II, p. 5, are available on the TDHS website at these links. Part I link, <http://bit.ly/1lsdFw2>.

Part II link, <http://bit.ly/0OZFik> .

FORGOTTEN NAMES ALONG THE TRUCKEE RIVER

*This is the **third** installment of a three part column on the once busy communities between Truckee and Verdi, Nevada. The column is guest written by Tom Macaulay, who is Truckee's senior historian and has studied Truckee's history, especially the ice industry, for many years.*

FARAD is seventeen miles below Truckee, adjacent to the right side of the highway. This is the location of the Farad generating station. The flume

Continued on page 4

between the Floriston bridge and Farad is close beside the highway and is seldom visible. The roof of the forebay house is visible from the highway, just above the Farad interchange. The Farad site was originally Mystic Hot Springs, a spa. During cold weather, steam from the hot springs can often be seen along the left or mountain side of I-80, above the plant. When the Farad plant was built the CPRR built a siding across the river and this provided the only access to the outside world until Hwy-40 was built in 1925.



Farad 1966 Quake Damage; photo courtesy Truckee Donner Historical Society

MYSTIC. Eighteen miles below Truckee, one mile below Farad on the CPRR was Mystic, a section house for the CPRR. Charles L. Wiley had a dairy on the highway side of the river, opposite Mystic, to supply milk to families in Floriston. He later moved his dairy to Iceland. On Hwy-40, before I-80 was built, the Forest Service maintained Mystic Campground.

OLD STATE LINE was nineteen miles below Truckee. This is the original California-Nevada State line, surveyed by Houghton-Ives in 1864. It was moved approximately three miles to the east, to its present location, by the Von Schmidt survey in 1872-73.

SECOND CPRR CROSSING OF THE TRUCKEE RIVER, Camp 24, is nineteen plus miles below Truckee and is visible from I-80. It is at the east end of the long, level stretch of highway after passing the Farad interchange. The railroad now crosses back to the highway side of the river. This is sometimes referred to as the site of Hamlin's State Line Mill or Linham station which were twenty one plus miles below Truckee. Linham was a lumber camp for the State Line Mill.

FLEISH diversion, about 20 miles below Truckee, was built in 1905 by the Truckee River General Electric Company. A wide spot alongside I-80 provides a view of the Fleish flume, across the river. The dam is out of sight on the river. The flume continues for two miles along the canyon wall, with one short section of ditch, and is one of the most prominent features of the canyon.

BELL CREEK enters the river twenty plus miles below Truckee and just below Fleish diversion dam. It was served by a suspension foot bridge from the railroad and was a watering point for the CPRR. Some records indicate that this was the site of Hamlin's State Line Mill and property records and old stone foundations near the railroad give credence to the claim.

CALVADA, twenty one miles below Truckee on the CPRR at the State Line surveyed by Von Schmidt in 1872 was a CPRR side track and passing track.

STATE LINE, twenty one plus highway miles below Truckee on I-80 is the present day boundary between California and Nevada. A prominent monument was removed to Truckee when I-80 was built and the site is now indicated by a highway sign.



*Old State Line, U.S. 40 California - Nevada Line;
photo courtesy of Truckee Donner Historical Society*

FLEISH power house and forebay, twenty two miles below Truckee, are visible across the canyon. Two spill-ways can be seen. One is for Fleish, the other is for the Steamboat Ditch which takes water from the river a short distance upstream. Fleish was named for the Fleishacker Brothers who financed the Truckee River General Electric Company. It had a post office from 1908 to 1909.

THIRD CPRR CROSSING OF THE TRUCKEE RIVER at Fleish. The bridge, just below the Fleish plant, is easily seen from I-80. It was originally called Manassas Bridge and the narrow canyon just below was called Manassas Gap. The railroad crosses the bridge to the mountain side of river.

MARMOL. Twenty-three miles below Truckee on the CPRR, Marmol was the site of the Inyo Marble Company works. Marble was quarried near Keeler, Inyo County, California, shipped to Moundhouse via the Carson and Colorado Railroad, then to Reno via the Virginia & Truckee Railroad, and then to Marmol on the CPRR. The Marmol plant was run by water power which was cheaper than the 100 HP

steam plant formerly used at Keeler. Inyo marble was used in the D. O. Mills building in San Francisco and in Golden Gate Park. Water was diverted from the Truckee river by a dam at Manassas Gap. A private residence is now near the site. Marmol had a post office from 1891 to 1908.

FOULKS MILL. Across the CPRR from Marmol was the site of Foulk's saw mill, later Essex mill and Hamlin's mill. It is now part of the Quilici ranch.

VERDI DIVERSION DAM. Partially visible from I-80 is the Verdi diversion dam, twenty-three and one-half miles below Truckee, built by Truckee River General Electric Company in 1911. Several different diversion dams were built in this area but all have now been replaced by this one dam. Water was supplied to Coldren/Katz/Merrill Ditches, Essex Ice Company, Verdi Lumber Co., and the California Sugar and White Pine Agency. The generating plant is below Verdi and is not visible from I-80.

FOULKS' TRUCKEE RIVER COUNTRY CLUB was on the highway side of the river at river level, between I-80 and the river, near the end of the Verdi diversion dam. This resort, owned by the Foulks family, was on part of the old family homestead and opened in 1901. Access was from a passenger stop on the CPRR which provided a sheltered waiting area. Abutments for the old pedestrian and carriage bridge to cross the river can still be seen. The site is now a private residence.

ESSEX. Twenty-three miles below Truckee on the CPRR was Essex, a coal and fuel stop for the CPRR. The settlement of Essex was in the curve of hills at the lower end of the existing fields.

ESSEX, MUTUAL, AND CRYSTAL Ice Companies operated in the Essex-Verdi area. The Essex Ice

Continued on page 7

Echoes From The Past Newsletter

Ximena article continued from page 3

Dec. 8 at age 76, said he was a child prodigy who skipped four years of school and entered college at 14 to study entomology and biology.

Although he had several other occupations, he devoted much of his life to the study of entomology - particularly lepidopterology, the study of butterflies.

Ximena McGlashan learned the subject from her father, well-known Truckee patriarch C.F. McGlashan, with whom she assembled one of the world's largest butterfly and moth collections.

The 20,000 specimens - many a century old - are now, thanks to Wakefield, housed in Donner Memorial State Park's Emigrant Trail Museum in Truckee. [Editor's Note: The collection is still housed at the Museum as of Feb. 2014.]

Wakefield, who retired and moved from San Francisco to Truckee in 1995, was dismayed to learn that the prized collection had been moved to the Nevada County courthouse in Nevada City while awaiting a safe spot in Truckee.

In 1935, C.F. McGlashan's heirs conferred about how best to preserve the butterfly collection, which had been displayed along with Donner Party artifacts in the Rocking Stone Tower, a small gazebo museum McGlashan built atop a huge boulder on his property.

There was nowhere locally to properly store it, so descendants decided on the Nevada City courthouse for the collection, while the Donner Party artifacts joined others at Sutter's Fort in Sacramento.

Wakefield, volunteering to help preserve the collection, worked with the McGlashan family, the California State Parks and the Truckee-Donner Historical Society to return the collection to Truckee.

"His experience was extensive, and he initiated the project," said Jim Smith, who at the time was president of the Historical Society.

In May 1996, county supervisors voted to return the collection to the family, who in turn donated it to the State Parks for exhibit at Emigrant Trail Museum, where the society had a "welcome back" celebration two months later.

Because of concern that it could be moved out of town again, an agreement signed by the McGlashans, society and parks department states the three groups must agree on another safe Truckee location if the collection ever needs to be moved from the museum, Smith said.



Photos courtesy of the Truckee Donner Historical Society

Two images from the Ximena McGlashan's Butterfly display.



Editor's Note: At the time, Ximena was the first butterfly "farmer" in the country. She is often referred to as "the Butterfly Princess." She published a monthly magazine for amateur entomologists in 1913-14 known as *The Butterfly Farmer*, by Ximena McClashan, Publisher & Proprietor, Truckee, CA. Copies of these publications are available at the Joseph Research Cabin for viewing. For additional information, please see the May 17, 1914 column in the *New York Times* on Butterfly Farming, and the magazine editions TDHS holds for 1913-14.

Forgotten Names continued from page 5

Company was in the flat pasture to the right of the Verdi diversion dam. Mutual Ice Company was nearby. The Crystal Ice Company was on the edge of existing Verdi and the only remains are known as Marsh's pond.

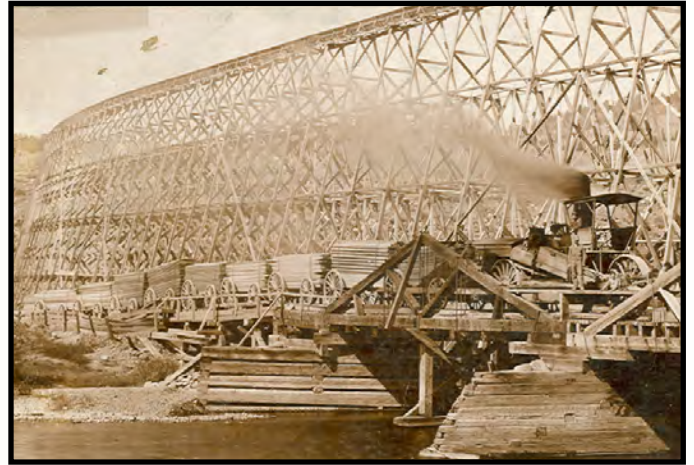
DOG VALLEY and Dog Creek are to the left of 1-80. This is the route discovered in 1845 by Caleb Greenwood and it still provides an alternate to travel through the Truckee canyon. It leads to Boca and Stampede reservoirs, Truckee, Henness Pass Road and Hwy-89.

CRYSTAL PEAK. Just across the California - Nevada State Line, west of Verdi on the Dog Valley road, are the remains of Crystal Peak. It was a thriving community which served the local area and the trade over the Dog Valley grade until the advent of the CPRR. When the CPRR was built across the valley from Crystal Peak, it withered and disappeared. A few foundations can still be found in the sagebrush. It had a post office from 1864 to 1869.

VERDI. Twenty-five miles from Truckee, this town came into being with the construction of the CPRR in 1868. It supplanted Crystal Peak and Essex as the local trading center. The location of Verdi Mill Co. and California Sugar and White Pine Agency, it had a post office from 1869 to the present. It is now a thriving community which is influenced by the growth of nearby Reno. Below Verdi the canyon widens out before it reaches Reno and ghosts have not been followed.

Please get involved with your Truckee Donner Historical Society. The only way we can offer programs and events is if YOU, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501 (c)(3) organization so any and all donations are gratefully appreciated and tax deductible.

Our mailing address is Truckee Donner Historical Society, P.O. Box 893, Truckee, CA 96160.



Verdi flume and steam wagon at Truckee River - Mclver; photo courtesy of Truckee Donner Historical Society

The End

Additional Calendar of Events information:

Please note that **Truckee's History Alive** dates, March 27th, June 26th and Sept 25th are Co-sponsored by Friends of the Library and Truckee Branch, Nevada County Library, and the Truckee Historical Society. Portrayal of historical figures and events performed in chattaqua style. Programs will be at 7:00pm, at the Vet's Hall. Please contact cmortier@truckeehistory.org for further information. In addition to the scheduled Truckee Donner Historical Society events listed in the Calendar of Events on page 1, there are several other events whose dates have not yet been set. Please check our website at truckeehistory.org later in the Spring for those dates to be announced.

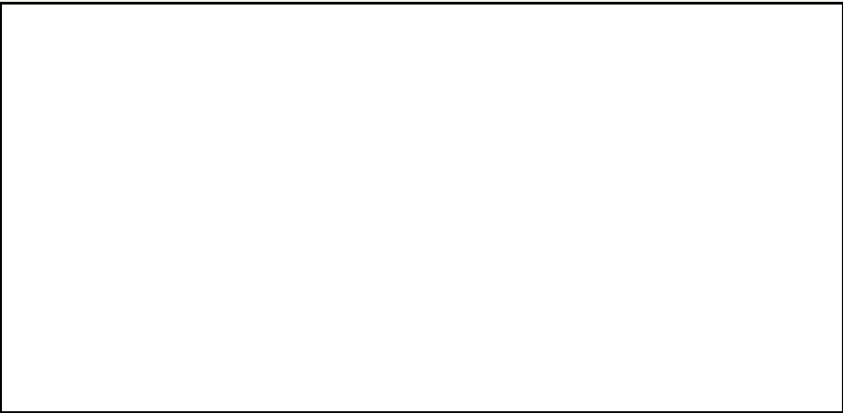
Those events may include:

- * Railroad Society History Day TBD
- * Donner Hike TBD
- * Mystic Hike TBD
- * Field Trip to Pyramid Lake Tribe Museum



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Contact me on ways I can volunteer Are you willing to docent at the Old Jail? Yes / No

Areas of Special Interest and/or Comments/Suggestions:

© Photographer Name

Founded July 24, 1968 and
designated a 501(c)(3) in July 1971



Truckee Donner Historical Society
P.O. Box 893
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530-582-0893
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ECHOES FROM THE PAST

JUNE 2014 ISSUE 2

PRESIDENT'S CORNER

Dear Membership:

Wow, our second newsletter! We are blessed to have Heidi Sproat as a volunteer - so wonderful to be able to be in touch again with all of you.

Here are some statistics I hope you will find to be of interest. We currently have approximately \$19,000 in our operation cost funds (Budget monies plus contingency fund) and another \$9,000 put away in a money market for special projects. We could not be this solvent without your support. I cannot thank you enough for being our members and for the extra donations throughout the year. Our ultimate goal is to get enough monies set aside and start an endowment fund for the Society and also the Old Jail Museum.

On any given Thursday we enjoy at the minimum of 10 to our most of 23 people stopping by the Joseph Research Library to partake in their personal research activities or to just visit.

We are now open on Sundays from Noon to 4 p.m. and although it is not as busy as a Thursday it is still an enjoyable time.

By the time you read this we will have had a couple Truckee Old Jail Museum Clean Up Days to prepare for the upcoming 2014 summer season opening. We are setting our docent scheduling calendar now for the season, so as a reminder to anyone that may be able to fill in some hours; we will be open Thursday Evenings, during Truckee Thursdays from 5 p.m. to 9 p.m. and Saturday and Sundays 10:00 a.m. to 4:00 p.m. The Thursday shifts include two people inside and one outside to be a bike valet for Truckee Thursdays. Saturday and Sunday are minimum of two volunteers. Please [contact us](#) if you have some time available.

The Town of Truckee will be starting the Brickelton Streetscape and Sidewalk project after July 4th but we will still be open at the Old Jail Museum during construction. For Streetscape details, please visit <http://bit.ly/1qG3R53>. The Society has also applied for redevelopment funds to work on the driveway area next to the Old Jail Museum. If the funds are approved, then that work will be done concurrently. We are looking into whether or not the town has a parking program that we would pay for so that the docents can park without paying during their volunteer time.

All in all we are very busy and we hope we are improving in a way that the membership can be proud of.

CALENDAR OF EVENTS

May 24 - Shaffer Cemetery Cleanup

May 26* - Annual Memorial Day Ceremony
Sierra Mountain Cemetery, 10 a.m.
(Rain or Shine)

May 26* - after the Memorial Day Ceremony,
Special Old Jail Museum Opening

May 27 - Veterans Hall Fundraiser, 6 - 10 p.m.

June 12 - Old Jail Museum
Official Opening Day for Summer 2014 5 p.m.
(for the first 2014 Truckee Thursday)

June 27*, Sept. 18*
Truckee History Alive! Series
7 p.m., Vet's Hall

July 12 - Truckee Air Fair, 9 a.m. - 5 p.m.

July 19 - Old Timers' Picnic and
Truckee History Day at the
Truckee River Regional Park, 10 a.m. - 4 p.m.

August 7 - Truckee Thursday
Volunteer Booth Night

September 30 - Membership Dinner at The
Lodge Restaurant & Pub in Tahoe Donner 6 p.m.

* Please Note: The dates were incorrect in the last issue of
Echoes From The Past. Our apologies.
(More event info on page 7)

INSIDE THIS ISSUE

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- * Stones that Tell of Truckee's History - p. 3
- * George Clinton Sellon AIA, Architect of the
Truckee Veterans Memorial Building - p. 4
- * Where is Gelatt, CA? - p. 5

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Photo courtesy of Library of Congress,
<http://hdl.loc.gov/loc.pnp/highsm.23384>

HISTORIC DOWNTOWN TRUCKEE, CALIFORNIA MURAL LISTED IN LIBRARY OF CONGRESS

For any visitor who enters historic downtown Truckee, California, it would be hard to miss the giant mural on the side of the building with the skier.

Local artist Rob McCarthy, of McCarthy Sign Co., painted the mural in 1993. Photographer Carol M. Highsmith donated her collection of photographs to the Library of Congress ("LOC") and this photo is now included in that LOC collection, accessed in 2012, as well as nineteen other images available at this link , <http://1.usa.gov/1m2wvYM> . The Jon B. Lovelace Collection of California Photographs in Carol M. Highsmith's America Project, Library of Congress, Prints and Photographs Division. Gift; The Capital Group Companies Charitable Foundation in memory of Jon B. Lovelace; 2012; (DLC/PP-2012:063).

If you missed the Inaugural *Truckee History Alive!* series which commenced on March 27, 2014 with Captain John Sutter appearing, take note of the second one in the series, **June 27 with Cathryn Fairlee as Virginia Reed Murphy at Veterans Hall, at 7 p.m.** Full Details will be emailed to those on our TDHS eNews mailing list. If you would like to subscribe to our TDHS eNews, please visit our website at www.truckeehistory.org and sign up. Photos from Captain Sutter's March visit will also be included in that email.

An article appeared in the Sierra Sun on Thursday, February 1, 2001 entitled "The stones that tell of Truckee's history" by then TDHS President Guy Coates. It is reprinted here with permission from the author. The article appeared on page 3B, but it does not appear to be available online.

THE STONES THAT TELL OF TRUCKEE'S HISTORY

During the last three Ice Ages, glaciers covered the Truckee River basin and surrounding mountains, carving out Donner Lake and many other lakes.

Much evidence of this glacial action can still be seen by examining the smooth and striated rock along old Highway 40 along Donner Pass. To the east, today's Nevada desert was covered by a huge inland sea.

The earliest known inhabitants to occupy the Truckee area were prehistoric nomadic tribes who spent their winters in the Nevada desert and California valleys. During the summers these ancient hunters climbed both sides of the Sierra into the high country.

These inhabitants, believed to be ancestors of the Washoe, Maidu and Paiute Indian tribes, traveled through the pristine mountain meadows and forests collecting edible and medicinal roots, seeds, and marsh plants. In the higher elevations they manufactured stone tools and hunted local game and fished in the many lakes and streams while living in temporary brush shelters.

Archaeological evidence of these ancient people who returned year after year during the Middle Archaic Period can be found in petroglyphs carved into solid granite near the

crest of Donner Summit as well as in the abundance of flaked stone artifacts, broken tools and dart points which have been discovered throughout the Truckee basin.

When Stampede Dam was completed in 1969, an ancient Indian ceremonial circle of stones in Stampede Valley dating back 15,000 years was carefully removed to an area adjacent to Truckee River Regional Park and placed exactly in their original position by volunteers and members of the Truckee-Donner Historical Society under the direction of Carroll Maynard, Roy Baker and Dorothy Fordham.

In 1983 an archaeological excavation at the location of today's McDonald's restaurant revealed that the site was associated with a large prehistorical Indian camp dating back 3,500 years. The findings included layer after layer of stone artifacts indicating that the site was once a major tool manufacturing area.

Resident archaeological Susan Lindstrom has found evidence of a Washoe village at the mouth of Donner Creek and other sites all along Interstate 80. Donner Lake park and throughout the Truckee River basin Today's "bug station" sits atop a large site dating back 8,000 years.

In one study Lindstrom noted that downtown Truckee rests on top of a former Washoe Indian village named "K'ubuna detde'yi," and below Truckee, at Trout Creek, was another village site named "Pele ma'lam detde'yi." The Washoe name for the Truckee River was "a'wakhu wa't'a."

Perhaps the most tangible reminder of Truckee's Native American roots sits to the hillside above the Town of Truckee. **Rocking Stone Tower** is believed to be one of 25 such stones known in the world.

Continued on page 6

**ARCHITECT OF THE TRUCKEE
MEMORIAL VETERANS BUILDING
George Clinton Sellon AIA (1881 - 1954)**

By Karl Pape

On the site of the McGlashan Mansion stands the Truckee Veterans Memorial Building. The building has always seemed a little out of place, but it is a significant stop in the progression in style of the architect George Clinton Sellon AIA. Born in San Francisco in 1881, the grandson of Judge Sellon a Forty-niner and notable jurist, he later moved to Chicago where he finished high school and began his work in architecture. (See Editor's Note.)

He returned to Sacramento in 1907 and was appointed as the California State Architect by Governor Gillette in 1907. For the next three years he designed state buildings, notably San Quentin Penitentiary, The California Building at the Alaska-Yukon-Pacific Exposition in Seattle and the Agnew State Hospital (The entrance road was named after him, "Sellon Circle"). After he left the position as State Architect in 1911 he began a practice that produced public and private structures up to his death in 1954.

In 1938 he designed the Truckee Memorial Veterans Building under a contract with Nevada County. The architectural style was "pointed arch" or "gothic" a progression from the previous Classical Revival style.

In a 1998 California Department of Parks and Recreation survey, the report concluded that the building was "the only one of its type architecturally" and "The building is recommended to be a contributory property to the proposed Truckee Historical District which reflect the changes in the community and architecture during this transitional period between the

Gateway and Modern years."

Many of his buildings have been noted as National Register of Historic Places (NRHP).

As Sellon continued his career he progressed through a number of styles, below are some examples. Many of his buildings have been noted as National Register of Historic Places (NRHP) and by local historical organizations.

Following are some examples of his work:

- 1907 - Inescapable, San Quentin Penitentiary - San Quentin, Marin County
- 1907 - Mediterranean Revival, Agnew State Hospital, Santa Clara, Santa Clara County NRHP
- 1908 - Gothic, Sonoma State Hospital Administration Building, Marin County, NRHP
- 1909 - Spanish Renaissance, Alaska-Yukon-Pacific Exposition - Seattle
- 1909 - Bungalow/Craftsman, Prairie School Style, Cranston-Geary House - Sacramento County, NRHP
- 1912 - Spanish Colonial Revival, Granite Center School, Folsom, Sacramento County, Folsom List of Historic Places, NRHP Candidate
- 1917 - Classical Revival, Old County Courthouse - Susanville, Lassen County, NRHP
- 1920 - Neo-Classical, County Courthouse - Quincy, Plumas County
- 1922 - Classical Revival, Tehama County Courthouse - Red Bluff, Tehama County
- 1926 - Chicago Vertical/Renaissance Revival, Cal-Western Building (Sacramento's first skyscraper, 14 stories) now Citizen's Hotel,

Sacramento County

- 1926 - Mediterranean Revival, Colusa High School, Colusa County, NRHP
- 1930 - Spanish Colonial Revival, Ramona Building, Sacramento Register of Historic and Cultural Resources, Sacramento County
- 1932 - Art Deco, County Courthouse - Nevada City, Nevada County, Listed in the Guide to Art Deco in America
- 1935 - Art Moderne, Auburn City Hall and Fire House - Auburn, Placer County, NRHP Candidate
- 1938 - Gothic, Truckee Veterans Memorial Building - Truckee, Nevada County
- 1939 - Art Deco, Old County Courthouse - Jackson, Amador County
- 1954 - Modern, County Courthouse - Downieville, Sierra County

A final note: We are continually finding and seeking new information about George C. Sellon and the Truckee Memorial Veterans Building. If you have any information about this building or it's architect please



Veterans Memorial Building.

Photo courtesy of Heidi Sproat, April 20, 2014

Editor's Note: This editor searched for a photograph of architect Sellon, but instead stumbled upon an April 29, 1906 newspaper article that recounted how George Clinton Sellon accompanied a group of 14 other architects from Chicago who went to the aid of San Franciscans after the 1906 Earthquake. Link = <http://www.newspapers.com/newspage/34518884/>

LITTLE KNOWN TRUCKEE FACTS

- 1863** – 44 men Registered for the Civil War from the Truckee Area which included Dog Valley, Stampede and Truckee Lake.
- 1870**- First census, 1675 People
- 1871** – Fire on River Front forces Red light district to relocate to Jibboom Street
- 1875**- Jake Teeter opened Truckee's first Fish Market, imported lobsters, oysters, etc.
- 1879** – First move to incorporate Truckee
New invention on exhibit at Hurd's Hall: the Phonograph!

WHERE THE HAY IS GELATT, CA?

By Chaun Mortier

Tucked up against the mighty granite hill and nestled next to the beautiful lakeside, the small locale of Gelatt, California was given birth.

Of course, not known by this name today, it holds its story still the same. June 14, 1919 was the beginning of this location and it continued on for many years after that. During the summer of the years 1923-1935, it had its own post office stamp and was a thriving scene for those that enjoyed the Truckee summers.

So that doesn't answer the first question does it? Let's try Donner Camp. Okay still not ringing any bells? Truckee Donner Recreation and Parks, West End Beach, West End Homeowner's Beach? Ah, now it makes sense.

There have always been those that saw the potential in the tourist trade for Truckee and Wallace B. Gelatt was among those, if not in the lead. World War I had ended in November 1918 and America was still in a recovery stage. The need for relaxation was at a peak and Mr. Gelatt provided that by developing the west End of Donner Lake as a summer camp area.

Continued on page 7

Echoes From The Past Newsletter

Stones article continued from page 3

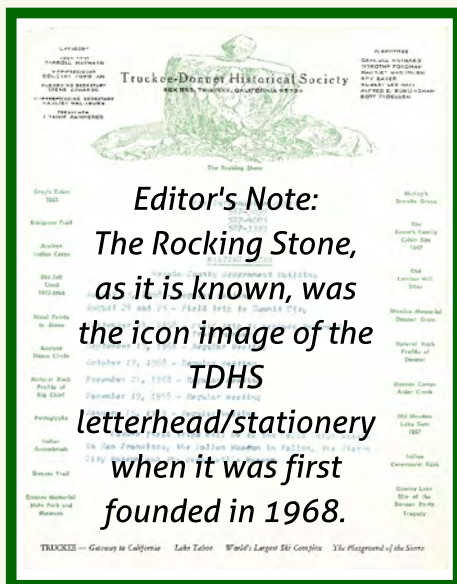
Reminiscent of a Druid monument, Rocking Stone has diligently stood guard over the community as long as anyone can remember. At one time the slightest breeze or touch of the hand could set the 17-ton smaller boulder rocking.

According to a Washoe Legend, the large flat rock provided a place where the ancient hunters could dry their food, while the continuous movements of the smaller stone kept it safe from scavenging birds and animals. It was also believed that Rocking Stone was a very sacred place that served as a natural altar to worship the Spirit God.

"This story may well be a local non-Washoe legend," says Lindstrom. I have never found any ethnographic evidence to support it."

One geologist recently examined the site believes that native tribes painstakingly chipped away the other rock to flatten the top and somehow rolled the smaller boulder on top, thus creating a primitive monument. Other experts believe that Rocking Stone is merely a relic of the glacial age.

While experts may never agree on its origin, there is little doubt that it must have provided ancient people a first-class view of the 20 mile-long lake that once covered the entire Truckee basin.



VETERANS HALL FUNDRAISER

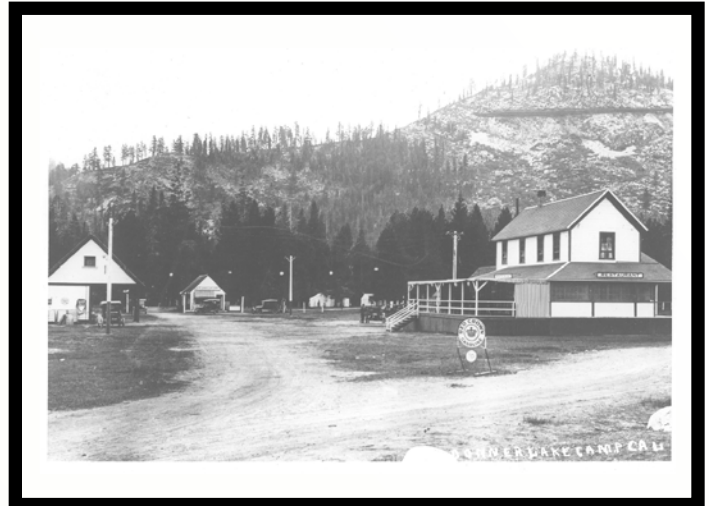
The Friends of the Truckee Veterans Memorial Building are holding a fundraising event noted below on May 27th. The event is to gather money to begin the restoration and renovation of this historic structure. The building and its history are highlighted in the Truckee Donner Historical Society's June 2014 *Echoes From The Past* newsletter. We're suggesting a \$10 donation, but any amount is appreciated.

If you cannot attend the fundraising event, but would like to contribute to the cause, a check can be written to: The Truckee Donner Recreation and Parks District with a note stating contribution "for the Truckee Veterans Memorial Building" and sent to: Friends of the Truckee Veterans Memorial Building, c/o Dan O'Gorman, Truckee Donner Recreation and Parks District, 8924 Donner Pass Road, Truckee, CA 96161.

Most of all, this event is to preserve for the community a remembrance of those veterans past, present and future who have or will serve our country.

Gelatt article continued from page 5

As summer approaches and if you might be spending time at the West End beach, sit for a moment and reflect on days gone by. Ninety-five years later, it is still a place for families to gather and enjoy time together. Happy Anniversary Mr. Gelatt!



Donner Camp

Photo courtesy of Truckee Donner Historical Society



Top, front of postcard; Bottom, back of postcard stamped Gelatt, Calif. Aug 9, P.M., 1925

Photos courtesy of Truckee Donner Historical Society

Please get involved with your Truckee Donner Historical Society (TDHS). The only way we can offer programs and events is if YOU, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501 (c)(3) organization so any and all donations are gratefully appreciated and tax deductible. Our mailing address is Truckee Donner Historical Society, P.O. Box 893, Truckee, CA 96160.

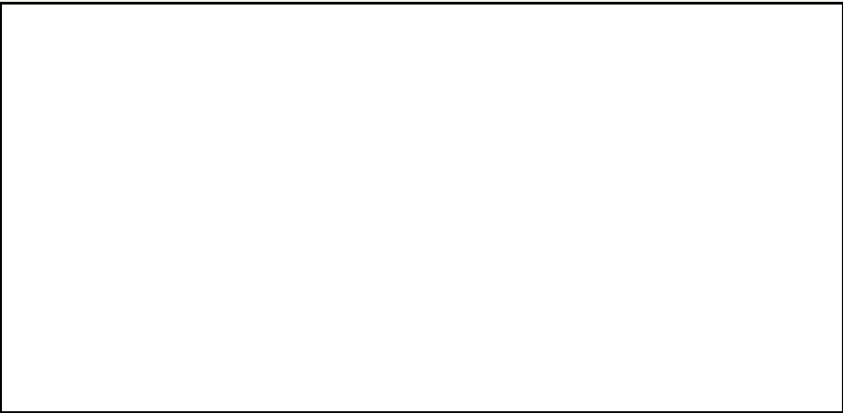
Continued from page 1
CALENDAR OF EVENTS
 Additional information:

- Who:** Cathryn Fairlee as Virginia Reed Murphy
 - What:** The second of the Truckee's History Alive! Series for 2014
 - When:** Friday, June 27, 2014, at 7 pm
 - Where:** Veterans Hall, 10214 High Street in Truckee
 - Why:** To delight and enlighten the Truckee-Tahoe community with a local history program series
 - Contact:** The Truckee Library 530-582-7846
 - How:** Portrayal of Virginia Reed Murphy performed in Chautauqua-style.
- In addition to the scheduled events listed in the Calendar of Events on page 1, there are several other events whose dates have not yet been set. Please check our website at www.truckeehistory.org for those dates to be announced. Those events may include:
- * Railroad Society History Day
 - * Donner Hike
 - * Mystic Hike
 - * Field Trip to Pyramid Lake Tribe Museum



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Membership Application | Renewal Form

I /WE want to JOIN or RENEW (circle one) MY/OUR MEMBERSHIP in the
TRUCKEE DONNER HISTORICAL SOCIETY

www.truckeehistory.org | info@truckeehistory.org | (530) 582-0893

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SPECIAL DONATIONS: Gift Membership \$____ In the Name of _____

MEMORIAL DONATION \$____ In Honor of _____

Other \$____ () Old Jail Museum () Joseph Research Library () _____

Contact me on ways I can volunteer Are you willing to docent at the Old Jail

Museum? Yes / No

Areas of Special Interest and/or Comments/Suggestions:





Founded July 24, 1968 and
designated a 501(c)(3) in July 1971

Truckee Donner Historical Society
P.O. Box 893
Truckee, CA 96160
530-582-0893
www.truckeehistory.org

ECHOES FROM THE PAST

PRESIDENT'S CORNER

SEPTEMBER 2014 ISSUE 3

Dear Membership:

We are having a very active year for the Society. While many new docents have volunteered their time to keep the jail open to the public, we are still in need of more. We anticipate many more visitors this next season with the new sidewalk project underway and the proposed restaurant at the east end of Jibboom Street. We need to be able to take advantage of this increased foot traffic. It would also be wonderful if we could start having the museum open during the week.

We expanded the Old Timers' Picnic this year to include some historical displays from the Railroad Society, William Passmore Camp 25, Sons of Union Veterans and other participants.

We have created some wonderful partnerships with Alpine Mounting, Friends of the Library and the Truckee Donner Railroad Society to be able to expand the knowledge base of our wonderful town. Our partnership with the Friends of the Library has created a wonderful speaker program "*Truckee's History Alive!*" which has been well attended.

Truckee Donner History Society attended the 2014 Rib Fest, the Truckee Tahoe Air Fair and had a booth at the August 7th Truckee Thursdays.

We re-did the Constable Cell exhibit in the Old Jail Museum and upgraded the Titus Display, Ice Harvest and Hobart Mills. We have created a mini-exhibit at the Research Library for the *USS Donner* and the *USS Truckee*.

The Old Jail Museum was re-stained, cleaned and painted this year by the wonderful volunteer work of C.A.T.T. (Contractor's Association Truckee Tahoe). Many thanks to them, it's beautiful! We received a grant from the Lake Tahoe Garden Club to replant many native flowering plants in the garden. We were involved in the new sidewalk project by the Town of Truckee and were given monies to improve the driveway and the garden area of the Old Jail Museum.

We have had many professionals in all types of fields come to us for our information which is now readily available to the public. This is in no part a small task and I have to thank the volunteers at the Joseph Research library for their many hours of dedication to be sure that all of this information is available at a moment's notice.

We wish to extend our thanks to Dwight Teeter, the *USS Donner Association* and our anonymous donor who all helped us this year with

very gracious donations so we can continue to bring our membership and members of the public a more refined view of Truckee's History. We also want to thank the McGlashan Family for their continued support of the Society and its goals of keeping the McGlashan butterfly collection in Truckee and available for viewing. We are currently working with the Sierra Parks Foundation on this project.

We are eternally grateful to all our members who each year dig a bit deeper and share with us so we may continue to grow and develop a stronger Society. We cannot keep this wonderful growth spurt up without all your support - be it monies or time. Last but by no means least, I need to give a heartfelt THANK YOU to all the wonderful volunteers that donate their time to the Society. Whether it is as a docent for the jail, a researcher at the Library, a worker bee for our many projects or activities, you are all an integral part of the heart and soul of the society. It is said that it takes a village to raise a child and in this case it takes a village to continue the growth of the Truckee Donner Historical Society and you are our Village. To anyone who may have a few hours a month and need to fill them please let us know and we will fit our needs around your schedule and interests.

I am honored to call myself your President. Chaun L. Mortier

CALENDAR OF EVENTS

Sept. 18

Truckee History Alive! Series, 7 p.m., Vet's Hall
September 23* - Membership Dinner at The Lodge Restaurant & Pub in Tahoe Donner 6 p.m.

* Please note the change in date from Sept. 30.

(More event info on page 7)

INSIDE THIS ISSUE

- * Dwight Teeter - p. 2
- * *Fire & Ice* - Request for Volunteers - p. 3
- * Old Jail Museum Staining Project - p. 3
- * Reno Iceman Returns to Truckee - p. 4
- * Truckee Ice Company - p. 5
- * Birdhouses Help Truckee's Past - p. 5

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Echoes From The Past, Newsletter Editor
[Heidi Sproat](#)

TDHS eNews Editor, [Heidi Sproat](#)

Truckee Donner Historical Society ("TDHS") Board meetings are held on the fourth Thursday of each month at 2:30 p.m. at the Joseph Research Library at 10115 Donner Trail Road, Truckee. Board meetings are open to the public.

TDHS does not accept responsibility for the accuracy of the information in these articles. TDHS retains the right to republish submitted material. Please contact TDHS for permission to use any content in this publication.



(Above) Truckee Donner Historical Society President Chaun Mortier with Dwight Teeter, June 12, 2014. Photo courtesy of Truckee Donner Historical Society.

Dwight Teeter, descendant, great grandson of famous sheriff and Truckee Constable Jacob Teeter, recently visited his grandfather's stompin' grounds in June 2014. While Dwight Teeter is currently a Professor of Journalism and Electronic Media at the University of Tennessee, he was visiting the California area and stopped by the Research Cabin to say hello - and to make a donation to TDHS earmarked for none other than Old Jail Museum upgrades in memory of his "famous" relative. His great grandfather, **Jacob Teeter**, was known for enforcing the law with a pick handle instead of a gun. Teeter was killed in a violent gunfight with another constable James Reed at Hurd's Saloon on November 7th, 1891.

If you were able to attend the 2014 Truckee July 4th parade, you would have seen the mock jail and voting placards hailing "Election Tomorrow - Vote for Jake Teeter or Jim Reed." Photos taken of the historical jail "float" at the parade are viewable at this link (<http://bit.ly/1s4IOZL>).



(Right) Old Jail Museum 4th of July Parade "Float." Photo courtesy of Heidi Sproat.

TRUCKEE HISTORY ALIVE! PROGRAM CONTINUES

If you missed either of the *Truckee History Alive!* series in March with Captain John Sutter (David Fenimore) appearing or in June with Virginia Reed Murphy (Cathryn Fairlee), take note of the **third** program in the series, **September 18 with Frank X. Mullen as Caleb Greenwood at Veterans Hall at 7 p.m.** Full Details will be emailed to those on our TDHS eNews mailing list. In the most recent eNews, there was a link to photos from the June Reed program. If you missed those, here is the link (<http://bit.ly/Wy6DWh>) to some of the photos taken that evening. If you would like to subscribe to our TDHS eNews, please visit our website at www.truckeehistory.org and sign up.

FIRE AND ICE

TRUCKEE DONNER HISTORICAL SOCIETY'S PUBLICATION

A PLEA FOR SPECIFIC VOLUNTEER PROJECT

The 2nd Edition was created in 1994 with contributions from an amazing group of people. The names include Doug Barrett, Patricia Shiu, Tom Macaulay, Paul A. Lord, Jr., Marshall F. Lyons, George Pace, Ed McMills, Guy Coates and Sharon Pace Arnold.

Now in the year 2014, a mere 20 years later, we find ourselves without inventory. Of course this now means creating a 3rd edition.

We are reaching out to our membership to ask if anyone would like to be on a committee to edit and develop the third edition. The formatting we used 20 years ago has now become outdated and is no longer used. This will mean retyping each chapter into word documents. It is now the time to decide what should be added to this wonderful time capsule of Truckee's History.

We have the assistance of our very own local weather Historian, "The Storm King," Mark McLaughlin, to help get it printed and republished. Please contact me at cmortier@truckeehistory.org if you are interested in being a part of this amazing project. TDHS is still able to sell the 1st edition, now considered to be a collectors item. This will fill in the gaps until we finish this next 3rd edition. 1st Editions are still available through our website, The Bookshelf, and the Emigrant Trail Museum.

We are having to rebuild the text database as times have changed. The 2nd Edition is completely out of stock. The 1st edition was created in 1981 and there are only a few remaining copies available.

Looking forward to hearing from our wonderful volunteers about exploring this unique opportunity.

Chau Mortier



OLD JAIL MUSEUM STAINING PROJECT JUNE 6, 2014

Grateful thanks are extended to C.A.T.T. Community Project and volunteers who graciously donated their time and talents to stain the Old Jail Museum in downtown Truckee on June 6, 2014.

Josh Root of Root Design Electric was the Project Manager for the staining of the Truckee Old Jail Museum. Josh, along with Jim Easterbrook (Easterbrook Painting, Inc.), Robert Cattaneo (United Paint – Stain and Laquer), Ryan Swenson (Simpson Strong-Tie), Nancy Bruton, and Truckee Paint Mart donated their time and materials for this project.

Project Manager Josh Root expressed "It was a wonderful experience to work with our fellow C.A.T.T. Members and volunteers from the community on this historic project." A special thank you to Nancy Bruton, community member who participated purely to give back! Please join C.A.T.T. Community Project as we continue to benefit our community with projects like these!"

For more information about this project or other C.A.T.T. Community Projects, contact Chairman Josh Root at 530-307-0717 or rootski@sbcglobal.net, or visit their website at <http://www.truckeecommunitybuilding.com/>.



(Above) BEFORE staining the Old Jail Museum June 6, 2014; C.A.T.T. Community Project. Photo courtesy of Josh Root, C.A.T.T. Community Project Chairman.

Continued on page 6

RENO ICE MAN RETURNS TO TRUCKEE



(Left to Right) Betty and Tom Macaulay, Denny Dickinson, and Dennis Beeghly, standing outside the TDHS Joseph Research Cabin. Photo courtesy of Barbara Czerwinski.

Just another glorious summer day at the Joseph Research Library with the "Reno Iceman," Tom Macaulay and his wife Betty, Library Research Volunteer Denny Dickinson and TDHS Treasurer and Photo Archivist, Dennis Beeghly. Macaulay is TDHS' historian emeritus and one of the foremost natural ice industry historians.

Want to get involved and unsure how? If you are in town, please make a trip to the Joseph Research Library any Sunday from Noon to 4 p.m. or Thursday from 10 a.m. to 2 p.m. located at 10115 Donner Trail Road, Truckee. Do you have time to volunteer from home on your computer please email info@truckeehistory.org. Or last but not least, leave a message at 530-582-0893 (Note: the phone number is only checked twice per week when the library is open).

Denny Dickinson, TDHS member and donor of books and maps, including a select computation of 13 articles related the Chinese in the Truckee area. Denny will be relocating to Santa Fe to be with family and work with the Habitat for the Humanities this month.

Dennis Beeghly is the TDHS's treasurer extraordinaire. He lives in Sparks, NV and comes every week and until

last October also brought Tom for the Thursday 10 to 2 research library openings. Dennis is also the railroad and photograph expert. He also builds museum exhibits (check out the Titus Family exhibit at the Old Jail Museum). Dennis' wife, Linda, frequently makes decorative cakes for TDHS special events. It is worth attending these events just for a piece of her cake.

Barbara Czerwinski and Billie Cornell

RESEARCH REQUEST OF JULY 8, 2014

Question: I recently was told this section of land is called the Polaris Tract and read a very small blurb on the Internet about an old town named Polaris. I would be interested in reading more and seeing any photos of the old buildings or ice works. Where is the best place to start looking?

This question caught researcher TDHS President Chaun Mortier's interest and she too began to wonder about more details as she knows a great deal about the Tahoe Ice Company but just not that much about Polaris itself.

So as Chaun learned, so shall our readers.

Polaris was a siding for the Central Pacific Railroad Company and was the shipping point for the natural ice harvested and stored by the Tahoe Ice Company and then the National Ice Company. The capacity of the Ice House at Polaris totaled 12,000 tons and the house was divided into three rooms. A crew of men working the ice was estimated between 60 to 100 men with wages 90 cents an hour and the crews worked a nine hour day. The last ice harvest occurred in the early 1920s.

The manager's house was located on the north side of the river across from the Ice plant and is affectionately remembered by early Truckeeites as the "Pink Palace." It was the last remnants of the Ice industry and was razed in 1982.

Editor's Note: After a cursory review of some online articles, this editor located other references to Polaris in Tom Macaulay's article, *Forgotten Names Along the Truckee* in the Winter 2012, p. 5, Issue 1 of the TDHS Echoes Newsletter; and this link (<http://bit.ly/Wtd8AF>) in the *Tahoe Tribune*, Dec. 19, 2001, also by Tom Macaulay, *Ghosts in the Truckee River Canyon*. Further, we discovered another Macaulay article entitled "Truckee and the Ice Harvest," published in the first 1981 edition book *Fire & Ice A Portrait of Truckee*, pp. 32-37.

Editors' Note: Serendipitously, "Reno Iceman" was visiting the Joseph Research Cabin just after this research request came in. As luck would also have it, Reno Iceman Macaulay presented an unpublished article about the Truckee Ice Company. The article is published herein in part, to be continued in the next Echoes later this year.

TRUCKEE ICE COMPANY AT MARTIS CREEK

The Truckee Ice Company was incorporated on July 10, 1884 in San Francisco by M.L. Cheney, Clark W. Crocker, Thomas McAulay, George W. Scott, and A.W. Sisson.¹ A letterhead for the company lists each man as a director and A.W. Sisson as President, C.W. Crocker as Vice President, G.W. Scott as Secretary and treasurer, and T. McAulay as Superintendent.²

Superintendent McAulay was instructed to proceed to Martis Creek, Nevada County, and construct an ice works. The budget for this work was established at \$30,000.³

The *Truckee Republican* first reported on work at Martis Creek in June of 1885. Twenty men had steady employment constructing a substantial granite and concrete dam with a base of forty feet, a height of forty to fifty feet, and a length of 200 to 300 feet, one of the finest dams in that portion of the county. It would create a pond of not less than ten acres, favorably situated for ice purposes. The work, including ice houses, would be completed during the summer and the plan ready for ice harvests during the following winter.

Since the plan was located on the south side of the Truckee River, and the Central Pacific Rail Road was on the north side, a railroad bridge would be built to provide access to the ice house.⁴

The capacity was about 5,000 tons, making it one of the smallest plants in the Truckee basin.

There is no evidence that the railroad bridge was ever built. However, the Truckee River was bridged by the flume of Sisson Wallace & Company,⁵ and this bridge may have been used by the Truckee Ice Company. This 32" V flume was built in 1872 and extended two and one quarter miles up Martis Creek. It was later extended to four miles. The Richardson Brothers flume which was built in July 1874, one and one half miles long, connected with the Sisson Wallace flume, giving a total length of five and one half miles.⁶

Continued on page 6

LITTLE KNOWN TRUCKEE FACTS

* In 1882, Southern Pacific built a Roundhouse that could house 22 locomotives that helped to transport freight over Donner Summit. See photos below.

* Elle Ellen built a water works comprising of a ditch and flume system from Alder Creek to Trout Creek to supply enough water to operate his three mile flume from his second sawmill (Tahoe Donner) to his lumber yard at the rail yard. c. 1877. Source: Nevada County Tax Records.

SOUTHERN PACIFIC ROUNDHOUSE



(Above) Southern Pacific Roundhouse, Truckee, CA, c. 1920s.
Photo courtesy of Truckee Donner Historical Society.



(Above) Truckee SPRR Roundhouse Birdhouse, designed by Greg Zirbel. Greg designs Historical Landmark Replica Birdhouses. For more information, please visit <http://neattweets.biz/>.

Continued on page 7

Echoes From The Past Newsletter

Old Jail Museum article continued from page 3



(Above) AFTER staining the Old Jail Museum
June 6, 2014; C.A.T.T. Community Project.
Photo courtesy of Josh Root

Thank you to all the wonderful support and volunteers who made the staining of the Old Jail Museum a reality this June.

C.A.T.T. Mission Statement

To be a conduit for funds, materials, volunteerism and project coordination towards the restoration or construction of selected structures that are deemed beneficial to the community.

OLD TIMERS' PICNIC JULY 19, 2014

On Saturday, July 19, a delegation of Old Timers came together for an outdoor picnic at the Truckee River Regional Park. Besides TDHS, members of other local history organizations were also present.

Several very prominent faces appeared that beautiful Saturday, including 'Reno Iceman' Tom Macalay and his wife Betty, Frank Kearney, grandson of the same rancher Frank F. Kearney, Dwight Teeter, grandson of the lawman Jacob ("Jake") Teeter, members of the Sutton family, Sons of Union Veterans of the Civil War Camp 25, Truckee Donner Railroad Society and others whose interest in history has continued to keep Truckee's history very much alive. Entertained by local "period" singer songwriter Richard Blair, and supplied with a delicious cake to celebrate the event, a fun afternoon was had by all who attended as they recounted, relayed, reminisced, and shared photos of times gone by. There were photos in the *Sierra Sun* (link = <http://bit.ly/Uyq1aZ>) and others are available at this link = <http://bit.ly/1nAQxfB>.

Truckee Ice Co. article continued from page 5

The *Truckee Republican* reported in April of 1880 that a bridge across the Truckee River had been completed by H.L. Day. A foot bridge the entire length of the 150 foot bridge was included, and the bridge "is made to support the large Martis Creek flume which will be finished in a short time."⁷ There is no additional information about this bridge or the flume, and we are left to wonder if the original flume failed or was replaced by a newer, larger facility.

A large flat between the Truckee River and the Central Pacific Railroad on the north side of the river was the terminus for the Sisson Wallace & Company flume. It was here that the Richardson Brothers built a finishing mill to process the lumber sawed by their Martis Creek mill further up Martis Creek. This flat was served by several railroad sidings installed earlier, in August 1874.⁸ Records are not clear, but it appears that sidings on this flat also served the Truckee Ice Company.

The Truckee Ice Company joined with many other companies which competed for the market for ice from the Truckee basin. The industry had grown since 1869 when the Boca Mill Company harvested its first crop of 8,000 tons at Boca.⁹ By 1879, the harvest was 49,000 tons,¹⁰ although poor weather in 1883 reduced the crop to 30,000 tons.¹¹

Ice wars raged in the Truckee basin. The business had proved to be profitable, thus drawing more and more producers to the area. In years of poor weather there was a small crop, resulting in high prices. When the winter was cold, these same companies harvested large crops which they had to sell for whatever price they could command.

Notes:

1. Articles of Incorporation, California State Archives
2. Macaluy family collection
3. *Truckee Republican* 1/27/1886; 3/2
4. *Truckee Republican* 7/15/1885
5. *Truckee Republican* 10/08/1872; 3/1
6. *Truckee Republican* 8/4/1874
7. *Truckee Republican* 4/7/1880; 3/4
8. *Truckee Republican* 8/27/1874; 3/2
9. *Illustrated History of Sacramento*, California State Library
10. *Reno Evening Gazette* 4/9/1879; 2/2
11. *Truckee Republican* 1/20/1883; 3/4

Truckee Ice Co. article continued in next Echoes

Roundhouse / Birdfeeder article continued from page 5

BIRDHOUSES HELP TRUCKEE'S PAST COME ALIVE

We have many wonderful artists in Truckee. Maybe it's the mountain air or the good water. The Historical Society has been the benefactor of this art on many occasions as can be seen in the Old Jail Museum with our collection of Raphael Jolly Paintings. The uniqueness of the talent never ceases to amaze us. To honor the artists that love Truckee so much that they preserve Truckee in their art, we bring you this for your pleasure. If you haven't seen Greg Zirbel's historical artwork please visit his website www.NeatTweets.biz.

The Third Roundhouse

When trains needed help getting over Donner Summit, this Southern/Central Pacific Roundhouse built in Truckee back in 1882 could house 22 locomotives that could help get the freight over the summit.

This birdfeeder model of the Roundhouse "houses" up to four gallons of seed. While the roof lifts straight off to easily fill the feeder, both the front and rear doors open to allow pass through traffic.

Historical tidbits: the square nails used as the door knobs on the West side of the birdhouse were salvaged from the oldest surviving farmhouse in Sonoma County, the Stone Farm house built in 1865 which now houses the offices of the Laguna de Santa Rosa Foundation. On the east entrance door the old square nails were salvaged from the Truckee area. The metal roof is an old spare tire cover salvaged from the wreckage that's under the Rainbow bridge on Donner Summit. The Granite boulders outside the doors represent the Rocklin Granite with which the original building was constructed. For more details about the Third Roundhouse, please visit the History section of the Truckee Donner Historical Society's website. Also visit the Truckee Donner Railroad Society.

*Please get involved with your Truckee Donner Historical Society (TDHS). The only way we can offer programs and events is if **YOU**, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501 (c)(3) organization so any and all donations are gratefully appreciated and tax deductible. Our mailing address is Truckee Donner Historical Society, P.O. Box 893, Truckee, CA 96160.*

Editor's Note: For those researchers out there, this editor discovered accidentally that our own local Truckee Library on Levon Avenue has a two volume hard bound index of topics cited in historic records of the old *Truckee Republican* newspaper. We're talking the 1800s! It was interesting reading to explore more about one of the sources cited in Tom Macaulay's Truckee Ice Company article in this issue of Echoes and happened to stumble upon the binders. The Truckee Library binders indicate that while they were donated by Denny Dickinson to the Library, the indices were actually compiled under Gordon Richard's direction. If you're looking for historic information, you might want to check these out. Of course, they complement the adjacent antiquated microfilm technology, but nonetheless, the articles are accessible, readable, and I'm told able to be printed. Check out the possibilities.

Continued from page 1

CALENDAR OF EVENTS

Additional information:

Who: Frank X. Mullen

What: The third of the *Truckee's History Alive!* Series for 2014

When: Thursday, Sept. 18th, 2014, at 7 p.m.

Where: Veterans Hall, 10214 High Street in Truckee

Why: To delight and enlighten the Truckee-Tahoe community with a local history program series

Contact: The Truckee Library 530-582-7846

How: Portrayal of Caleb Greenwood performed in Chautauqua-style.

In addition to the scheduled events listed in the Calendar of Events on page 1, there are several other events whose dates have not yet been set.

Please check our website at

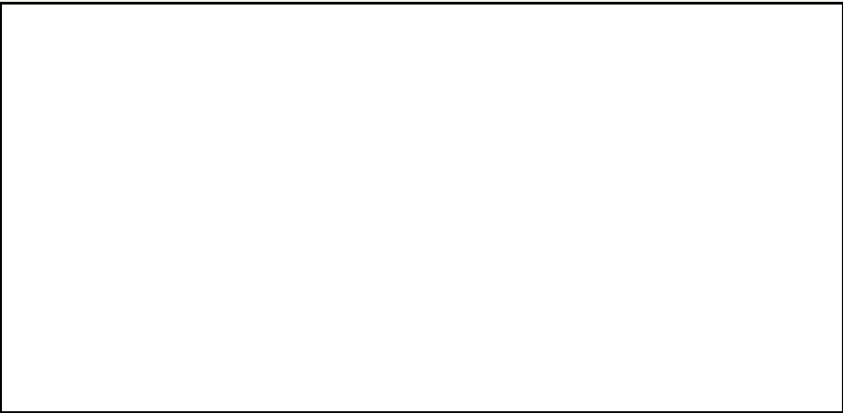
www.truckeehistory.org for those dates to be announced. Those events may include:

- * Railroad Society History Day
- * Donner Hike
- * Mystic Hike
- * Field Trip to Pyramid Lake Tribe Museum



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ECHOES FROM THE PAST

PRESIDENT'S CORNER

DECEMBER 2014 ISSUE 4

Dear Membership:

It is that time to express for what the Society is Thankful.

Above all, we are thankful to all of our members for their continued interest in keeping this a viable society. Volunteers and the donations have made this enterprise a success. So to that point we all say a Major Thank You. We are thankful to everyone who worked as a docent this year to keep the jail open so many hours. Because of you we brought in over \$500.00 more than last year. We also received two major donations directed at just the jail, so we will be continuing our improvements in our displays.

We also have received a generous donation from the McGlashan Family to assist in our efforts to professionally preserve our artifacts. Without this type of support we could not possibly survive. We are thankful that we have been blessed with so many artifacts and memories that provide a knowledge base for all those that ask questions of us. We have received so many wonderful items this year, the complete time capsule from the Hobart Mills School, a chair that traveled with the Donner Party, the last flag to fly over the *USS Donner* and the model of the ship, photos of the fire that destroyed the Sierra Tavern and the Drug Store in 1920s, and so many more items.

We are Thankful for the chance to preserve artifacts from the construction in Brickelltown. There are so many items to now be available to other researchers to piece together Truckee's Past. We look forward to the spring when we, once again, will be on site to gather parts of our history.

So on behalf of the Truckee Donner Historical Society, we say Thank You and please join us on January 15 for the next set of history talks at the Truckee Veteran's Hall. This new series is titled : *Truckee Railroad History Alive!*

Chaun Mortier

2015 CALENDAR OF EVENTS

January 15

Truckee Railroad History Alive! Series,
The Human Side of the 1952 Snowbound
Streamliner, *City of San Francisco*
Presenter - Dr. Barbara Czerwinski
7 p.m., Vet's Hall

February 19

Truckee Railroad History Alive! Series,
Lake Tahoe Railway and Transportation Company
Presenter - Jerry Blackwill
Truckee Donner Railroad Society
7 p.m., Vet's Hall
(More event info on page 2)

March - TBA 3 day event

Truckee Railroad History Alive! Series
Train Expo and Lumber/Timber & Trestles
Presenter - Nelson VanGundy

Thursdays 10 a.m. - 2 p.m.

Joseph Research Cabin open to the public
(also available by appointment)
Old Museum Jail (private tours available by
appointment only; wear your jacket - it's cold)

Fourth Thursday each month, 2:30 p.m.

Truckee Donner Historical Society Board meeting

INSIDE THIS ISSUE

- * Little Known Truckee Facts - p. 2
- * Happenings on Spring Street - p. 4
- * Truckee Ice Company (continued) - p. 5
- * 2014 TDHS Accomplishments - p. 6
- * Truckee Doggerel - p. 7
- * Floriston - Forgotten Name Update - p. 7

Echoes From The Past Newsletter

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Truckee Donner Historical Society ("TDHS") Board meetings are held on the fourth Thursday of each month at 2:30 p.m. at the Joseph Research Library at 10115 Donner Trail Road, Truckee. Board meetings are open to the public.

TDHS does not accept responsibility for the accuracy of the information in these articles. TDHS retains the right to republish submitted material. Please contact TDHS for permission to use any content in this publication.

Continued from page 1 **CALENDAR OF EVENTS**

January 15th program, 7 p.m., Veterans Hall

Truckee's history is replete with stories of the railroads and dealing with the "storm king." The story of the 1952 snowbound streamliner, City of San Francisco is one of the monumental stories of the Sierra that captured the nation's attention at the time.

Truckee played a key role in the rescue operations. Dr. Czerwinski will present the highlights of what became a successful rescue from the perspective of those who were part of the rescue efforts and/or surviving family members and their stories of passengers and rescue workers.

February 19th program, 7 p.m. Veterans Hall

Did you know at one time you could ride a train from Truckee to Lake Tahoe? At the Truckee depot, you'd board a passenger car nicknamed the "Rattler." The train would take you up along the Truckee River to a railroad pier at Tahoe City. Upon arrival, you would step off the train, walk across the pier and board a steamer that sailed all the way around Lake Tahoe. Upon your return to Tahoe City, you could spend the rest of your week at the first class Tahoe Tavern resort hotel and casino.

Come hear the fascinating story of how Duane L. Bliss, William Seth Bliss, Walter D. Bliss, Duane L Bliss, Jr., and Frank Titus built and ran this tourist system laying the foundation for Lake Tahoe's present day tourist industry.

On February 19, 2015 Jerry Blackwill, also a fellow TDHS member, and also of the Truckee Donner Railroad Society, will give this presentation on the Lake Tahoe Railway and Transportation Company at Veterans Memorial Hall, 10214 High Street, Truckee.

LITTLE KNOWN TRUCKEE FACTS

* In 1968, the New York Times reported that the Soviet Union was secretly trying to acquire three U.S. banks in Northern California, one of which was in the Lake Tahoe region, purportedly to gain access to advanced American technology; see link (<http://nyti.ms/1BSFvdX>)

* In 1980 a Truckee dispatcher was sent to portray a dispatcher on a "CHiPs" TV episode in a public relations agreement between the CHP and the show's producers.

TRUCKEE HISTORY ALIVE! PROGRAM

If you missed any of the *Truckee History Alive!* series in March with Captain John Sutter (David Fenimore) appearing, in June with Virginia Reed Murphy (Cathryn Fairlee), or in September with Caleb Greenwood (Frank X. Mullen), please take note of photos posted online of these events. Link (<http://bit.ly/Wy6Dwh>) to some of the photos taken for the Virginia Reed Murphy program; for Caleb Greenwood, link (<http://bit.ly/1rHy2YB>). If you would like to subscribe to our TDHS eNews, please visit our website at www.truckeehistory.org and sign up to receive future emails.

Editors Note: In the last September 2014 Issue 3 was the start of Tom Macaulay's Truckee Ice Company article. This is the continuation of that article.

TRUCKEE ICE COMPANY AT MARTIS CREEK

Continuing ice wars had resulted in several attempts at combinations to control production and prices. In 1883 after "ruinous competition" in San Francisco ¹² all of the producing companies in the Truckee basin joined together to form Union Ice Company of San Francisco. (This was not The Union Ice Company which came along in 1882.) Officers of the various producing companies held positions in the new Union Ice Company, and Thomas McAulay was superintendent of San Francisco operations. By 1885 he had quarreled with other managers in the company and resigned to join the new Truckee Ice Company.

The winter of 1884 was bad for the ice men. Storms and high water limited the ice harvest. By October of 1885 all of the ice houses were empty ¹³. In early January of 1886, the *Truckee Republican* reported the outlook was for a splendid harvest ¹⁴. January was cold with temperatures below zero and ice harvests were pushed. By the end of the month snow had stopped the harvest with rains compounding the troubles of the ice men ^{15, 16}. As a result of snow and rain only about two thirds of a crop was harvested ¹⁷.

The San Francisco Bulletin reported on the Truckee ice harvest saying that five companies were harvesting ice. Four were in a pool, but the fifth, Truckee Ice Company, was not ¹⁸.

Truckee Ice Company participated in the 1885-1886 harvest, although not without some problems. McAulay instituted a new, different pay scale for his crews resulting in a walkout by some of the men ¹⁹. McAulay stood his ground and soon a full crew was at work on the pond.

By the end of 1886 McAulay had left the Truckee Ice Company to help found the Tahoe Ice Company at Winsted. In November of 1886 he filed suit against the Truckee Ice Company, claiming that he had expended \$28,200.54 of his own money in developing the plant, but

had only been paid \$27,065.30 leaving a balance of \$1,125.29. The Truckee Ice Company petitioned the court to move the suit to San Francisco, to McAulay's disadvantage. The petition was granted. The court records were destroyed in the 1906 fire, so we do not know the final disposition of the case.

In 1887 a telephone line was established between Truckee and the ice works at Martis Creek. It also served the Tahoe Ice Company at Winsted ²⁰.

In May of 1888, A.W. Sisson and C.W. Crocker sold the Truckee Ice Company site to Sisson Crocker & Co., who had succeeded Sisson Wallace & Co. ²¹. In October of the same year, Sisson Crocker & Co. sold the site to the Truckee Ice Company ²². On March 3, 1902, the Truckee Ice Company sold this land to the Union Ice Company ²³.

The Truckee Ice Company continued to operate in the Truckee basin with reports of harvests each year. In 1891 Union Ice Company acquired direct control of the Truckee Ice Company. After that time the plan was referred to as Union Ice Co., Truckee Ice Co., or Martis Creek. Ice harvests were reported until 1985 ²⁴, and the property was listed in the Nevada County Assessor's list until 1904. Note 25. The corporate charter was suspended in 1901 ²⁶.

The last years of the Truckee Ice Co. are obscure, as is the case many of the other ice companies. At the end of the annual ice harvests the small companies and their harvests tended to be ignored. The last harvest was seldom noticed because no one realized that if it was the last one. When ice was not harvested in the following season it was not news nor was it considered important.

Truckee Ice Co. was only one of many companies that brought fame and fortune to some and helped to make Truckee basin ice famous throughout the Pacific Coast. When it no longer harvested ice, it was a bit of history of little interest to local people, much to the sadness of modern historians.

Continued on page 4

Echoes From The Past Newsletter

Truckee Ice Company continued from page 3

Notes from Macaulay's article Truckee Ice Company

12. Union Ice Company records, 12/31/1881
13. Nevada State Journal 10/27/1885; 3/2
14. Truckee Republican 1/6/1886; 3/2
15. Truckee Republican 1/20/1886
16. Truckee Republican 1/22/1886
17. Truckee Republican 9/2/1898; 2/2
18. Truckee Republican 1/16/1886; 3/2
19. Truckee Republican 1/16/1886; 3/2
20. Truckee Republican 12/8 1887 and 12/10/1887
21. Nevada County Clerk, Deed Book 71 p. 327. 5/1/1888
22. Nevada County Clerk, Deed Book 70, p. 477, 10/16/1888
23. Nevada County Clerk, Deed Book 97, p. 351, 3/28/1902
24. Nevada County Mining Review, 1/1/1895
25. Nevada County Assessor list 12/31/1904
26. California State Archives file 14617, 11/30/1909

HAPPENINGS ON SPRING STREET

The treasure hunt on Spring Street starts with changes occurring in the area of Spring Street, Jibboom Street and Donner Pass Road. As a part of the Brickelltown Streetscape project, there are many, many changes happening in the old section of town including the creation of a sitting plaza on the corner of Donner Pass Road and Spring Street. For those of us in the History World this is a modern era return to an old style pleasure. Our beloved Eagle (Victory Eage) will rest in this area for all to see again and it will draw many to just enjoy the old town feel.

But the most surprising thing to come out of this improvement was the discovery of unexpected treasures we started finding during construction. Having come to an agreement with the Town of Truckee and the construction crew, we have been able to gather over 650 pieces of artifacts to be studied from just the Spring Street Project and what little that has been done at the Old Jail Museum so far.

The intersection (Fig 1) was once the site of part of the original China Town with the first brick and mortar building approximately where Spring Street is today. After the fire of 1868, one intelligent Chinese Man, Fong Lee, built his two stores of Brick while a majority of the remaining business owners still used the cheaper wood. Over the many reincarnations of this area there were also livery stables, and blacksmith

shops. In later years there were vehicle garages in this area - the latter being attested to by the Town when they found, not one, but four old fuel tanks buried on Jibboom and Spring Streets (Fig 2). We were also able to chronicle fire evidence at what was the site of the original Donner Garage (Fig 2) and Sierra Tavern (Figs 3, 4 and 5).

All items have been photographed by Greg Zirbel and indexed for further study. But the pride of the excavation work was all the Chinese pottery shards that were located. Many of the manufacture stamps are not ones we have in our current collection. Truckee has a rich history and the Chinese played a very significant part of that history. (Figs 6, 7 and 8)

We look forward to the Spring when the rest of the Brickelltown Streetscape Project continues as we will be on site once again to collect more of Truckee's History. (Fig 9).

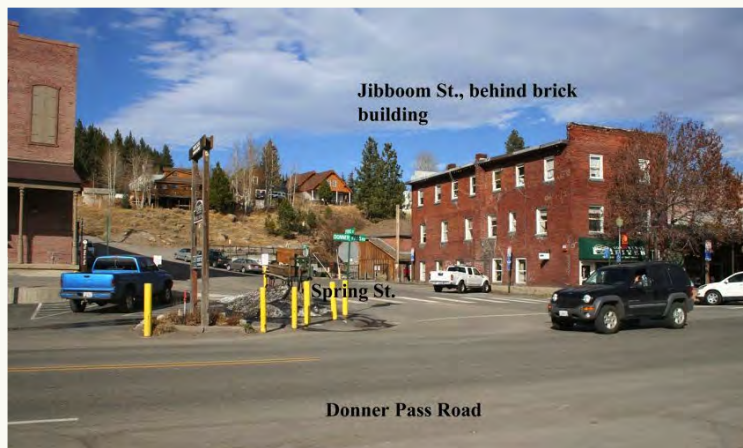


Figure 1 - intersection of Donner Pass Road and Spring Street; and Jibboom Street and Spring Street; photo taken November 28, 2001



Figure 2 - Truckee Garage would have been where intersection of Donner Pass Road and Spring Street is today; this is where the four buried fuel tanks were discovered



Figure 3 - Sierra Tavern before it was destroyed by fire



Figure 4 - evidence of fire at the site of the former Sierra Tavern; note the charred wood and evidence of degrading brick; discovered during excavation and work for the Brickelltown Streetscape Project



Figure 5 (left) - President Chaun Mortier noting more visual fire evidence at the site of the former Sierra Tavern; photo courtesy of Greg Zirbel



Figures 6, 7 and 8 - samples of various artifacts discovered during the Brickelltown excavation effort; presumed Chinese pottery

A HUGE thank you is extended to our volunteers Greg Zirbel, Barbara Czerwinski and Karl Pape for all their work in cataloguing and photographing this collection. This would not have been possible without your efforts.

MONUMENT REDEDICATION

After many years of being stored at the Joseph Research Cabin and after two years of preparation, the Emigrant Trail Monument is back at the Truckee High School. It was originally set in 1929 by the Native Sons of the Golden West to commemorate Truckee's Past in the the passage of Emigrants coming out West.

Representatives from the Native Sons of the Golden West, Native Daughters of the Golden West, Truckee Donner Historical Society, Nevada County Board of Supervisors, Nevada County Historical Landmarks Commission, Truckee Tahoe High School District and E Clampus Vitus were all on site along with several members of the public to see this plaque returned to the Emigrant Trail.

We would like to send a special thank you to The Truckee Tahoe School District for all their help in seeing that this project was completed.

For more information about the monument, Donner Summit Historical Society prepared a detailed fact sheet about the monument, available at this link, <http://bit.ly/1vy27Mb>



Photos courtesy of Greg Zirbel.



In honor of the monument relocation and rededication at Truckee High School, November 2014, Linda Beeghly designed a celebration cake. She has also created other cakes to celebrate various historical landmarks. See this link, or <http://bit.ly/1yEtEur>.



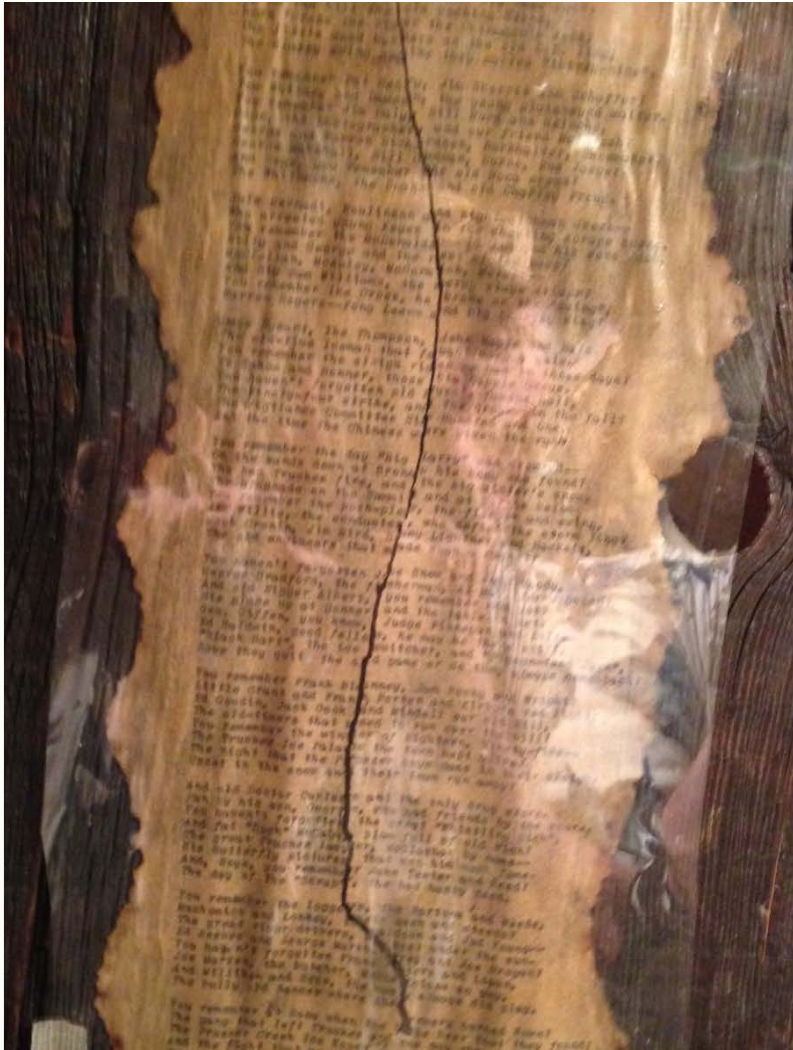
2014 TDHS Accomplishments

Hats off to all our volunteers who have dedicated their time, talents and energies to continue to serve the mission of preserving our rich Truckee history:

- * The Donner Emigrant Trail plaque moved back to its rightful place at the Tahoe Truckee High School on Donner Pass Road and monument was rededicated Nov. 16 (see article at left)
- * The TDHS Old Jail Museum was restained by the generous contribution from the C.A.T.T. organizations
- * Created fillable Membership Application form for website and consolidated 501(c)(3) IRS determination letter for website
- * Republication of *Echoes From the Past* newsletter
- * Issued bi-monthly eNews eblast emails
- * Captured emails from guest register at Old Jail Museum delineating visitors home states
- * Co-sponsored three *Truckee History Alive!* series
- * Cleaned up Schaffer Cemetery
- * Negotiating with Donner Park Museum regarding display venue of McGlashan butterfly collection
- * Opened new Jacob Teeter and Law History of Truckee exhibition
- * Remodeled Jail Exhibit with new cabinet
- * Maintained Old Jail Museum opening throughout summer including Truckee Thursdays and Saturdays; on July 5, 2014 there were 99 visitors!
- * Participated in Truckee Day parade on July 4th
- * Hosted Old Timers' Picnic in July
- * Opened and maintained a presence in the Joseph Research Cabin weekly on Thursdays and on Sunday afternoons which enabled public visitation
- * Coordinated visits to offsite historically significant venues including "Nick's Pond" (Wally Gelatt Memorial Pond); investigating "open space" interpretive area and suggesting enhancements to better appreciate this donation
- * Met with HPAC anticipating any historical artifacts preceding Spring Street dig
- * Rearranged Old Jail Museum wall hangings to accommodate additional plaques in the Memorial Garden
- * Facilitated archaeological findings at the Spring Street excavation project (497 pieces) with fragments of apparent Chinese Pottery pieces
- * Coordinated partnerships with area businesses to better reflect historical significance (Greg Zirbel Neetweets), Bar of America and three panoramas, and Alpine Mounting to finish TDHS photo orders

TRUCKEE DOGGEREL *

Have you visited the Old Jail Museum and seen this laminated dedication to the Truckee-ites of yesteryear? Wondered what the words actually said. A link is below to a typewritten version of the plaque. Enjoy. Note the last date - written in January 1, 1917! Photo courtesy of Ron Rettig.



* Wonder what a "doggerel" is? Crudely or irregularly fashioned verse, often of a humorous or burlesque nature. Here is a link (<http://bit.ly/1s3ABGv>) to the translation of the Doggerel.

*Please get involved with your Truckee Donner Historical Society (TDHS). The only way we can offer programs and events is if **YOU**, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501 (c)(3) organization so any and all donations are gratefully appreciated and tax deductible. Our mailing address is Truckee Donner Historical Society, P.O. Box 893, Truckee, CA 96160.*

FLORISTON - FORGOTTEN NAME UPDATE

Update to prior story about town of Floriston. In the Spring 2012 issue of Echoes, Tom Macaulay's article on Forgotten Names and Ghosts Along the Truckee River, [link, http://bit.ly/OOZFik](http://bit.ly/OOZFik) (p. 7), this Editor was curious about the area and found this dedication sign.



continued from page 5 - Spring Street

The Brickelltown Streetscape Project continues and the TDHS is actively engaged in preserving artifact finds for further study as we continue to act as stewards to maintain the legacy of the Truckee Donner area.



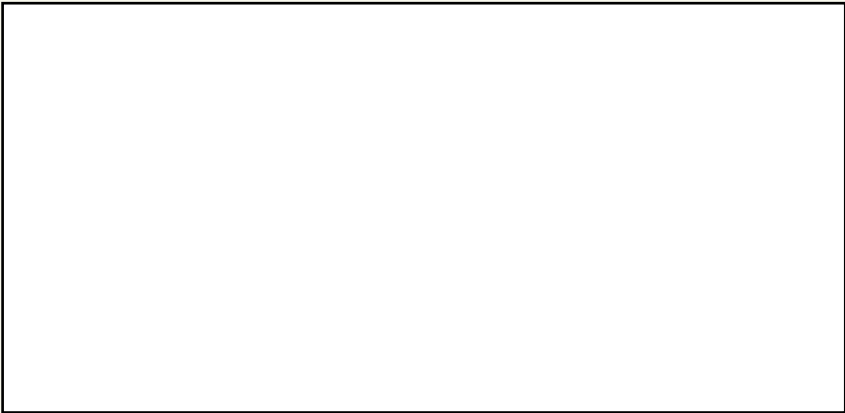
Figure 9 - view looking south towards the two intersections, Jibboom Street and Spring Street, and Spring Street and Donner Pass Road; note the brick building on the left; photo courtesy of Greg Zirbel

Unless otherwise noted, all photos courtesy of Truckee Donner Historical Society.



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SPECIAL DONATIONS: Gift Membership \$____ In the Name of _____

MEMORIAL DONATION \$____ In Honor of _____

Other \$____ () Old Jail Museum () Joseph Research Library () _____

Contact me on ways I can volunteer Are you willing to docent at the Old Jail Museum? Yes / No

Areas of Special Interest and/or Comments/Suggestions:

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MARCH 2015 ISSUE 1 www.truckeehistory.org

ECHOES FROM THE PAST

PRESIDENT'S CORNER

Well Hello Members!

Some very exciting things on our platter lately. We are currently at 971 Fans on our Facebook Page; we have now partnered in five (5) Historical talks at the Vets Hall; and the storage room inventory at the Old Jail Museum is almost complete.

The Brickelltown Street and Sidewalk Project portion that affects the jail is complete and it does look very nice, even if we had to lose some of the exercise yard in the front. The majority of it still exists inside the covered walkway. We have gained a new permanent bench in front and come spring time, the work will continue on our new driveway and the improvements to the garden. If anyone is interested in being on that committee, please contact us. We will be reinforcing the garden wall with rock from the old fire wall that was located to the East of Moody's. The Town of Truckee has been storing that for us and also the original granite from the Victory Highway Eagle Monument. Those items will be incorporated into the improvements. We have held off doing anything in the garden as we knew the driveway was going to be redone. Once it is finished we will have a larger paved area to hold small functions, and we will have electricity back into the garden. Our goal is to plant those species that bloom and are hardy enough to survive in the garden. There will also be pockets of "instant-color." The design is on hand for viewing. Our ice molds will be moved to the East Side of the driveway to protect them. They were hit early on this winter, apparently by a snow plow, so a temporary planter will be erected in front to bring color to that facade. We now have a beautiful view of the Victory Highway Eagle Monument from our driveway.

We are in the design stage of re-doing the Ice exhibit downstairs at the Old Jail Museum. There will be a replica of the Tahoe Ice Company office and new staging of our ice tools and photos. We are also looking into creating a full display for Hobart Mills and putting the Hobart Mills Time Capsule on Display.

We are also in the process of re-doing our 1981 book, *Fire and Ice*. This involves a volunteer adopting a chapter and subsequent

2015 CALENDAR OF EVENTS

Tuesday, March 24th 7 p.m.

Truckee Railroad History Alive! Series -
third & last in the series
Logging by Rail: Truckee and the Comstock Load
Relationship among Sierra Nevada Wood and Lumber
Company, Hobart Estates, and Incline
Presenter - Gene Rogers, Chief Conductor / Engineer
Nevada Northern Railroad
Special Showing 6 - 6:30 p.m. of the 1898 Hobart
Mills Time Capsule

Thursdays 10 a.m. - 2 p.m.

Joseph Research Cabin open to the public
(also available by appointment)
Old Jail Museum (private tours available by
appointment only; wear your jacket - it's cold)

Fourth Thursday each month, 2:30 p.m.
Truckee Donner Historical Society Board meeting

Tuesday, September 22, 2015

TDHS Annual Dinner - Marty's Cafe

* Due to inclement weather, the Mystic Hike originally scheduled for February 7th was cancelled and will be rescheduled.

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- * Jibboom Street Ladies Garden - p. 3
- * Polaris and the Tahoe Ice Company - p. 4
- * Snowfall and Snowpack in Winters - p. 6
- * Old Jail Museum Visitor Information - p. 7

round-table discussions to determine if anything needs to be re-vamped. We will be adding some of the later years to the book to bring about a fuller view of Truckee's History.

These are just some of the projects that we are currently involved in. If you have any time and these sound enticing

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Truckee Donner Historical Society ("TDHS")
Board meetings are held on the fourth Thursday of each month at 2:30 p.m. at the Joseph Research Library at 10115 Donner Trail Road, Truckee. Board meetings are open to the public.

Continued from page 1
to you, please contact us and we will work around your hours.

Events that are currently in discussion for us to represent the Society are: March 24, 2015: *Truckee History Alive - Railroad Series* to be held at the Veteran's Hall, 7:00 p.m. **Gene Rogers** will present a program *Logging by Rail: Truckee and the Comstock Load - Relationship among Sierra Nevada Wood and Lumber Company, Hobart Estates, and Incline*. The Mystic Hike will be rescheduled. Going into summer we will have Truckee Thursdays. We have partnered with **TOAST** (Truckee Open Artist Studio Tour) to hold an Historical Truckee Art Showing on July 18th as an after party from the Old Timer's Picnic. Old Timers will be from 10-3/4 p.m.; the Art Show will be at the Vet's Hall 5 p.m. – 9 p.m. On that note, if you have any paintings done by local artists 1920s – 1980s and would be willing to have them in the show, please contact me at cmortier@truckeehistory.org to discuss. I am

Continued from page 1 **CALENDAR OF EVENTS**

An event to remember! On January 15, at the Truckee Veterans Memorial Building, Dr. Barbara Czerwinski, ably assisted by Dr. Edmund Czerwinski, give an oral and slide presentation to over 140 people. It brought to life the human side of the *City of San Francisco* train that became snowbound from January 13, 1952 to January 16, 1952.

Dr. Czerwinski did original research on the event, including the first to assemble an almost complete list of the passengers, listings of Southern Pacific and local personnel, who they were and the roles they played. Photos of that event are available at this link (<http://bit.ly/1wIW17M>).

VICTORY HIGHWAY EAGLE MONUMENT REDEDICATION

On Friday, February 13, the Victory Highway Eagle was rededicated in its new home at the corner of Donner Pass Road and Bridge Street in downtown Truckee. One of only six such bronze sculptures produced, the Victory Eagle was designed to honor the Veterans and casualties of World War I. The statue depicts an eagle with its wings spread protectively over two young eaglets in its aerie symbolizing the United States' protection of its citizens. The six statues were originally produced in the 1920s and were meant to mark county lines along the Victory Highway route crossing the United States from New York to San Francisco, but when the Great Depression hit, private funding dried up.

This statue was originally installed near the California/Nevada border from 1928 to the 1970s before being removed and put into storage due to vandalism; on display at the Truckee Train Depot from 1998 - summer 2011; then on display at the Truckee Town Hall in 2013 until the Victory Plaza was completed in 2015 as part of the Brickelltown Streetscape Project. Please stop by the statue to read the dedication plaque as well.

Photos on page 7; also see this link (<http://bit.ly/1B8twaf>) for the plaque dedication language

SEEKING SUMMER DOCENTS FOR OLD JAIL MUSEUM

Summer is fast approaching (although the weather in Truckee seems like it's already here) and starting Memorial Day through Labor Day Truckee's Old Jail Museum will be open on the weekends, holidays and Truckee Thursdays. We are looking for docents to give visitors jail tours, some of the history of the jail and museum and Truckee in general. You don't have to be an expert in the history, the Historical Society trains and mentors docents.

If you are interested call 530-582-0893 and tell us how to contact you or e-mail the "docent master," Karl Pape at kdpage@me.com.

sure I have left something out of our schedule but we will be posting an update on our website by mid-March. Thank you again for all of your support. This is **YOUR** history and **YOUR** Society.

Chau Mortier

JIBBOOM STREET LADIES GARDEN

Chaun Mortier

Mary Graney "Cockeyed Frankie"	
Lottie Margaretts Duane	Died Aug. 26, 1886
Florence Cavanaugh, *Gurtie Sikes, Grace Sikes	Died Jan. 14, 1887
Lucy Ettrales	Died Oct. 20, 1893
A. Morrison	
Sally Hammond *Katie Duane	Died Dec. 17, 1888
Adella Comilets Garcia, *Scar Faced Charlie	Died Oct. 24, 1893
Mary Rivers, *Spanish Mary, Mary Salusa	
Child of Mary Salusa	Buried July 17, 1894
Child of Mary Salusa	Died June 6, 1895

These are just names and dates on a piece of paper but at one time they lived and worked the world called Jibboom Street. Well known for its Boarding Houses and "cribs" that held those women whose lives were dictated by the alcohol, drugs and money they could gain in the world of Prostitution, but *who* were they? If one is to go off traditional history written about "Soiled Doves," their lives were harsh, filled with abuse and horrors. But my question is, did they walk the river as we do now; did they sit in the sunshine of a beautiful spring morning in Truckee; did their children play in the snow? All questions that will always remain unanswered but I would like to think they enjoyed moments in Truckee as much as we do.

There is no mention of the names in the census records, only in the burial records. There are no headstones, only the sign placed by those that cared that they are buried there. The names are in the original journal for the Truckee Cemetery District. The burial site was outside the fence at the time of the deaths but they were recorded for all eternity; so they are not totally lost. Women and children living on a street of shame. Does anyone else wonder what it may have been like for the children? Were they forced to follow the footsteps of their mothers?

There are a lot of questions regarding this street up to modern times. The current and persistent question is - was the building at the far east of Jibboom a house of prostitution? To answer that, research would say no, it was not built for that purpose. It was a Motor Hotel for Old Highway 40. The second question, "Was it used for that?" Some say yes; others no. All society can say for a fact is that it was not erected for that purpose. The original cribs were where the dirt parking lot is now and were torn down

years ago. Roy Baker, past president of the Truckee Donner Historical Society remembered the cribs being active in 1954. ** indicates also known as*



Looking west from Bridge Street; all photos courtesy of Truckee Donner Historical Society



Motor Hotel, unknown year

On the 1885 Sanborn map, the area of Jibboom was listed as "Houses of Ill Fame" (<http://bit.ly/1BRztof>); in 1890, the houses do not show; and on the 1898 map, they are shown as "Female Boarding" Houses (<http://bit.ly/1HRqDiZ>), the most famous being Dot's Place. Dot's Place was the last standing confirmed house but was torn down in 2000. Dot's place was owned by Dorothy E. Lane who owned the building from 1928-1936. She was the girlfriend of Jack (John) Noonan, bartender at the *Pastime*. John was located in the census records as living on Church St. and Bridge St. He is buried in the Truckee Cemetery Masonic Section but does not have a Headstone. Dorothy was located in the 1930 census as living on Main (Jibboom) St. It is interesting to note that she is listed with several other women, all showing no occupation. At this time Dorothy is listed as a head of household, owns her own home and is worth \$2,000. Dorothy was also an active voter showing up in the 1922 Voter registration.

POLARIS AND THE TAHOE ICE COMPANY

Tom Macaulay

There isn't much to see today at the Polaris site: no buildings, no signs and no monuments. The signs for the sites of Proctor, Winstead, railroad siding, and Polaris have been removed. There is a short road from Glenshire Drive to an abandoned railroad crossing which led to the Polaris site which is easily missed. If you look carefully across the Truckee River, you might note a stone wall of native rock from the old Tahoe Ice Company ice pond.

The old Polaris site is more easily seen from the top of the small bluff to its north. A rough dirt road leads from the abandoned site of the US Forest Service Polaris campground, about one mile to the east and previously the location of the California Department of Agriculture "Bug" station, to the hill above Polaris.

The current site tells a colorful story of David vs. Goliath, entrepreneurs, technology, legal intrigues and the always present Central Pacific Railroad.

The story begins with the valuable price of ice prior to the completion of the Central Pacific Railroad. The inhabitants of Virginia City, Sacramento and San Francisco cooled their drinks and occasionally other things with ice that had come from Boston or Alaska ... a very costly commodity.

With the completion of the Central Pacific Railroad in 1868, a new and greater demand for ice arose. Note 1. Ice allowed produce from the Central Valley of California to be shipped to eastern markets and ice could be shipped to cool the miners in Virginia City. But to make these journeys they needed two things: cheap ice, and a year-round supply ... Truckee filled the need.

Starting in 1868 at Boca Reservoir, ice companies began producing ice for the growing market. Other companies joined the competition in the coming years, mostly along the Truckee River.

In 1886, a group of three men and their wives formed the Tahoe Ice Company. John F. Moody, a prominent

businessman, hotel owner and stage line operator was President; Warren Richardson, a prominent lumberman with mills in Martis Valley and Truckee, Secretary; and Thomas McAulay, a self-taught mechanical engineer with a number of patents and twenty years of experience building, harvesting and selling ice at the Summit Valley Ice Company, Superintendent. Thomas was known as "Pioneer Tom." Notes 2, 4.

McAulay was instrumental in using the existing geography to build the necessary ponds at the site. A seventy-five foot dam was built to form the main 80 acre pond that was used to make the ice product and a number of clearing ponds where water was left to stand and sediment was allowed to settle out of the water. In addition, a wagon road was also built over the dam allowing access to the ice pond, stables and warehouse on the south side. On the north side, the Central Pacific Railroad built the Winstead siding.

Although the Tahoe Ice Company was a small operation in contrast to the other ice companies, its efficiency allowed it to compete effectively. Note 3. The largest ice warehouse in the area, 148 feet by 292 feet by 24 feet with a capacity for 20,000 tons was built below the pond level allowing ice to flow from the pond to the ice house by gravity, a major labor-saving measure not so enjoyed by other competitor ice operators. The size of the warehouse was also an advantage allowing for storing ice throughout the year.

Shipping was also an advantage. Horsepower lifted the ice from the warehouse to the top of the dam which was above the railroad siding and gravity again moved ice to the top of rail cars for loading. The Tahoe Ice Company continued to operate in this fashion until about 1922 when mechanical refrigeration displaced natural ice.

The ice operations were a model of efficiency, but management was a different item. There were five lawsuits during the period from 1886 to 1900. Four of the five were Tom McAulay suing the officers of the Tahoe Ice Company, mostly over money and one against the Union Ice Company. There was also a consolidation of ownership until Warren Richardson

effectively controlled the company. In 1900, the Tahoe Ice Company was sold to the National Ice Company. Note 4.

Note 1. To see a sample advertisement for ice from a competitor in an 1894 San Francisco City Directory for "Pure Mountain Ice," see this link ; <http://bit.ly/1vfsqZs> .

Note 2. In July of 1886, prior to the incorporation of the Tahoe Ice Company, John Moody purchased land from the C.P.R.R. (Section 7 of township 17 North Range 17 East) except the C.P.R.R. right of way, for \$630.70. In November of that same year, Moody sold the same land to the Tahoe Ice Company for \$1,000.

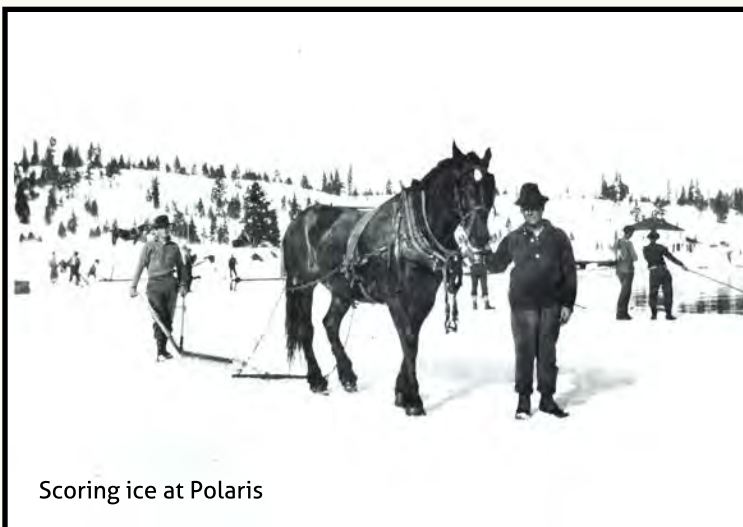
Note 3. The *Truckee Republican* and the *Nevada Daily Transcript* routinely reported on construction progress of the Tahoe Ice Company and later, ice production amounts.

Note 4: One of Tom McAulay's descendants eventually inherited familial correspondence and in 1977 produced a book called *Durable Material: the Life and Letters of Emma E. McAulay*. An apparent testy divorce between "Pioneer Tom" and his first wife Emma led to repeated financial difficulties and left him a pauper in later years. Notably, there is also a detailed account of the ice production process in these papers.

Editor's Notes:

If you haven't had an opportunity to explore the Truckee River Legacy Trail yet, you are in for a treat. Be sure to look at the interpretive plaques that have been erected for visitors to learn more about the area and its history. Link, slides 11 & 12; <http://bit.ly/1Fr9muO> .

And, in 2011, the U.S. Army Corps of Engineers, while inspecting the Martis Creek Dam for structural integrity using technologically advanced LiDAR capability, discovered a new earthquake fault line which the U.S. Geological Survey subsequently named the "Polaris Fault" in memory of the old Polaris mining town. See Link, slide 8; and a *Live Science* reporting link, <http://bit.ly/1vfExWH>. Also see Tom Macaulay's earlier 2012 article, *Forgotten Names and Ghosts Along the Truckee River*; link, p. 5; <http://bit.ly/1lSdFw2>.



Scoring ice at Polaris

Unless otherwise noted, all photographs courtesy of Truckee Donner Historical Society.



Tahoe Ice Company newcomer McAulay



Tahoe Ice Company, Polaris

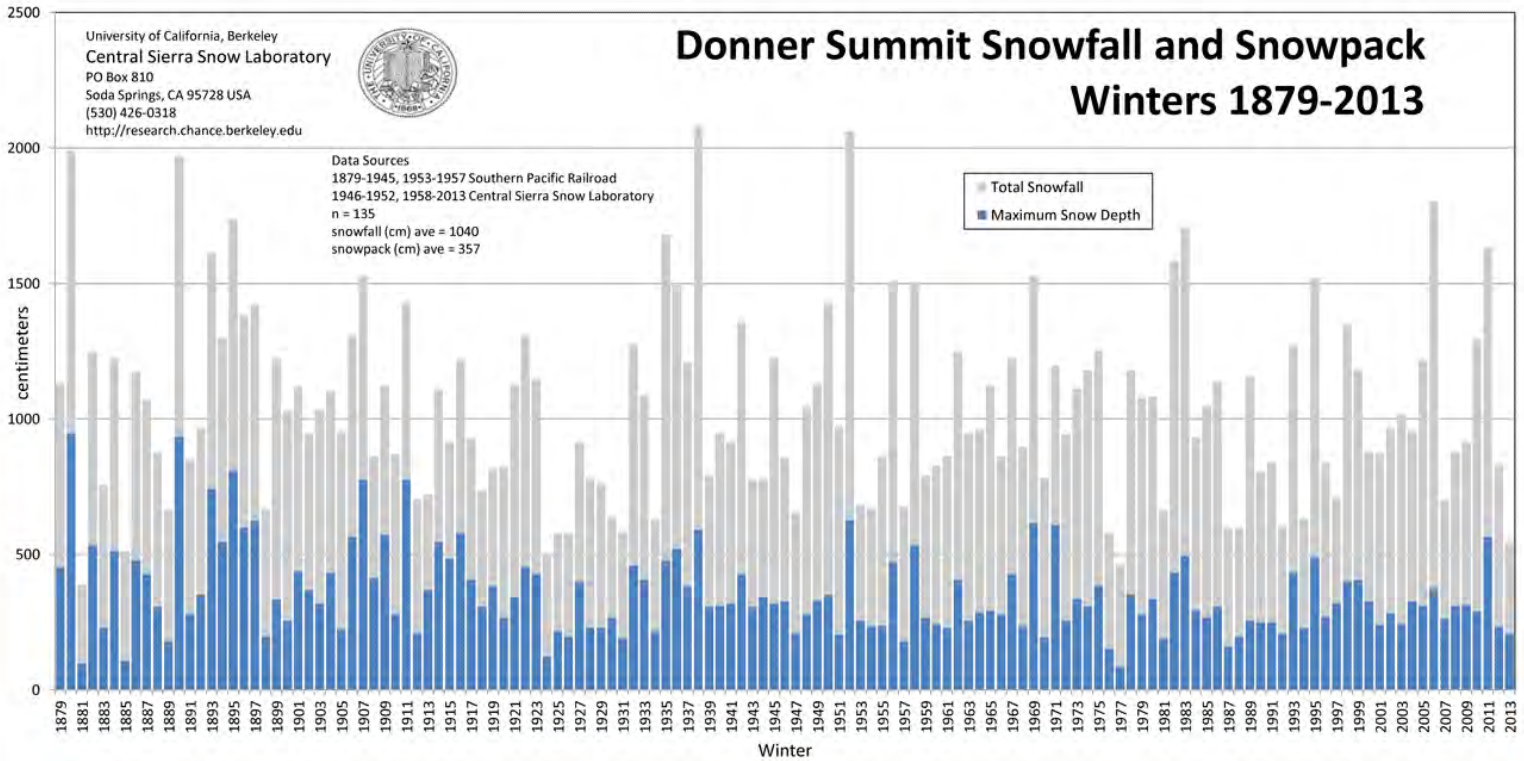


Polaris, 1976

One of our TDHS researchers also happened upon a VHS tape of this article's author, Tom Macaulay, actually demonstrating how ice was harvested in the Truckee area. Link; <http://bit.ly/1zKjoz5>.

TDHS does not accept responsibility for the accuracy of the information in these articles. TDHS retains the right to republish submitted material. Please contact TDHS for permission to use any content in this publication.

Echoes From The Past Newsletter



Provided courtesy of Randall Osterhuber, UC Berkeley, Central Sierra Snow Laboratory, PO Box 810, 10162 Bunny Hill Road, Soda Springs California 95728. In case you were wondering just how much snow this area has - or hasn't had - over the last hundred plus years, this chart provides a great visual cue as to how much snow the area has actually experienced. See also Mark McLaughlin's recent article in the Sierra Sun.

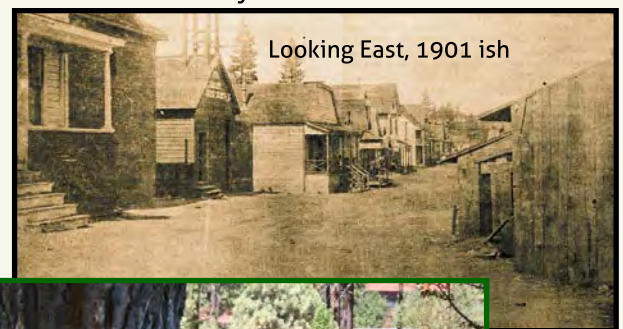
Continued from page 3

Looking at a small rundown of the residents of Jibboom Street from the memories of old timers in 1914, there was a fire that destroyed most of the buildings and two dance halls, *The Redlight* and *The Truckee*. In the 1920s, Ethel Marzen McBride related that there were at least 48 ladies living in 6 moderately small houses. In 1928 there were 30 "Magdelenas" and two dance halls, one being the *Sierra Dance Hall*. Frank Titus remembers there being three operating houses in the 1940s. There was also a recollection of the *Tin Can* (10116 Jibboom) being a brothel in the 1940s and a bootleg location during prohibition. Doug Barrett recalled that until at least 1953 there was an operating business on Jibboom. Rumor has it when the big clean up came for the 1960 Olympics that the last of the operation was eradicated.



Dot's place
July 2000

Truckee was a hard place to live and even harder for women who had fallen on harsh times. They were not all "Spring Chickens," as Carrie Pryor; many were forced into the life by circumstances well beyond their control. So the next time you want to go for a walk and are not sure where, try the cemetery. Go by and leave a flower or two at the garden. Remember them as the people they were, not the life they lived.



Looking East, 1901 ish



Stay tuned in future issues for stories of these women.

OLD JAIL MUSEUM VISITOR INFORMATION

Just out of curiosity, the Editors decided to review the list of visitors who came to the Old Jail Museum during the last two years. Intrigued, we thought you would be as well.

In the summer of 2013, we had visitors from Addy, WA (great-grandson of E.J. Brickell); Knoxville, TN (great-grandson of Jacob Teeter); Oregon City, OR (visitor searching for ancestor George Middlewood); Lebanon, PA; Surprise, AZ; a member of the Washoe Tribe; relatives of Sam Coburn; a U.C. Davis researcher also related to the Teeter family; Manitowoc, WI; West Salem, WI; a visitor from the Doris Foley Library searching our obituary collection; and from the furthest distance, Holyoke, MA.

In 2014, we had visitors from Eugene OR, Mishicot, WI, Phoenix, AZ, Pleasant Grove, UT, Las Vegas, NV, and Roscoe, IL. The Old Jail Museum also welcomed visitors from the Nevada County Historical Landmarks Commission, a CHP officer looking for information about Truckee constables, as well as various groups.

One of our Board members also compiled a list of visitors from various states. This might be of interest to you.

Unofficial Count per Guest Book of Old Jail Visitors and Origin for 2014 for **USA:**

Bay Area	69	Truckee Area	18	Las Vegas, Nevada	4
Sacramento Area	24	Reno, Nevada	12	Utah	3
Gold Country Area	23	Napa, Santa Rosa	9	Wisconsin	3
Southern California	20	Florida	6	New York	3
Washington State	19	Oregon	6	Connecticut	3
				Texas	3

and from overseas in **Europe:**

England	8	Sweden	4	Germany	3
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Please get involved with your Truckee Donner Historical Society (TDHS). The only way we can offer programs and events is if **YOU**, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501 (c)(3) organization so any and all donations are gratefully appreciated and tax deductible. Our mailing address is Truckee Donner Historical Society, P.O. Box 893, Truckee, CA 96160.

Number of Docent Hours for 2014 - 116. Number of "clicker" Visitors for 2014 - 2,593. Just in case you didn't know, the Old Jail Museum is one of the oldest jails in California and one of the few remaining original buildings in Truckee. It is presently registered as an official Point of Historical Interest (Nevada004) with the Nevada County Historical Landmark Commission and is considered a Class A Historical Structure. (Link 1 <http://bit.ly/1z8PPY>; link 2 <http://bit.ly/1CUutTO>.)

Continued from page 2



Original location of Victory Highway Eagle Monument near the California / Nevada border from 1928 to the 1970s.



Above and below: Rededication Day, Victory Highway Eagle Monument, February 13, 2015; photos courtesy of Chris Turner.





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Contact me on ways I can volunteer Are you willing to docent at the Old Jail Museum? Yes / No

Areas of Special Interest and/or Comments/Suggestions:





Founded July 24, 1968 and
designated a 501(c)(3) in July 1971

Truckee Donner Historical Society
P.O. Box 893
Truckee, CA 96160
530-582-0893
www.truckeehistory.org

ECHOES FROM THE PAST

MAY 2015 ISSUE 2

PRESIDENT'S CORNER

Dear Members:

What a wonderful year your society is having already! I am concentrating this letter on our need for volunteers and docents for the jail.

We were able to stay open every Truckee Thursday and weekends this past season because of the dedication of our docent group. Because of that we were able to bring in an increase of \$750 dollars over the past year.

As you know, we are an all-volunteer group and that tends to take its toll by the end of the season. With our addition of more special events we are thinning out our pool of helpers constantly.

If you have even an hour to spare, these are the events we need help at:

May 16 – Schaffer Cemetery Clean Up Day. We need manual labor to help reset the posts and chains around the Cemetery and to clean weeds. 10:00 a.m. at the Cemetery, Ponderosa Townhouses.

May 25 - Memorial Day – Meet and Greet at Vet's Hall, Noon to 2 p.m. and the Dog Tag Boogie, 7 p.m. - 10 p.m. We need people to help set up and clean up, and to socialize with the folks coming to these events.

June 7 - Work Day at the Old Jail Museum; Revamping the garden wall to prevent erosion and general clean up. 8 a.m.

July 11 - Truckee Air Show Set up starts at 8:00 a.m. <http://truckeetahoeairshow.com/>. We will be hosting a second booth with the Friends of the Vet's Hall and the Veterans for this special event. Need people to help man both booths.

Continued on page 7

CALENDAR OF EVENTS

May 16 - Schaffer Cemetery Cleanup 10 a.m.

May 25 - Annual Memorial Day Ceremony
Sierra Mountain Cemetery, 10 a.m.

May 25 - after the Memorial Day Ceremony,
Special Old Jail Museum Opening

May 25 - Meet and Greet Picnic noon - 2 p.m.
Veteran's Hall
Dog Tag Boogie 7 - 10 p.m., Veteran's Hall

June 7 - Work Day at the Old Jail Museum

June 11 - Old Jail Museum
Official Opening Day for Summer 2015 5 p.m.

June 12 TOAST (Truckee Open Artists Studio
Tour) Click Off reception
More information TBA

July 11 - Truckee Air Show, 9 a.m. - 5 p.m.

July 16 - Truckee Thursday
Volunteer Booth Night

July 18 - Old Timers' Picnic and
Truckee History Day at the
Truckee River Regional Park, 10 a.m. - 4 p.m.
Historical Art Show Veteran's Hall 6 p.m.

(More event info on page 7)

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- * Memorial Day Remembered - p. 4
- * Truckee Street Named for WWII Veteran - p. 6

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[Heidi Sproat](#)

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Truckee Donner Historical Society ("TDHS") Board meetings are held on the fourth Thursday of each month at 2:30 p.m. at the Joseph Research Library at 10115 Donner Trail Road, Truckee. Board meetings are open to the public.

Notice to Members

The TDHS Board of Directors recently approved a change in membership renewal to reflect the following bi-annual renewal schedule.

Future renewals will be sent out biannually: January and July.

Members to be given the option to select January* or July** renewal month.

The new bi-annual renewal will become effective Jan 2016.

Members may begin to choose their preferred renewal month this year with their 2015 renewals.

For those paying by credit card TDHS requests authorization to cancel their existing PayPal subscription to enable member to set up a new subscription by paying in either January or July.

TDHS would extend any membership renewals that might expire before their renewal month choice. Or the member may elect to pay in advance of their existing renewal month if their new renewal month expires later, with any unused prepaid membership dues being retained and gratefully considered an additional donation to TDHS.

* For those who prefer to pay at the beginning of each year

** For those who prefer a mid-year renewal and have their month reflect TDHS's 1968 incorporation and annual picnic month

BUTTERFLY EXHIBIT MOVED

For those of our readers who caught our March 2014 *Echoes* Issue 1 about the much-prized Ximena McGlashan butterfly collection, link pp. 2-3, 6, <http://bit.ly/1GoqJNZ>, there is an update of which you should be aware. With the expert and proficient help of the Donner State Park employees and several TDHS volunteers, the collection was moved in mid April 2015 from the "old" Donner State Park museum to its new home, the Parks and Recreation Community Center. Please stop by to see the new exhibit which now should be viewed by so many more inquiring eyes.

(Left) Photo courtesy of Heidi Sproat.
The McGlashan Butterfly Collection in its new home.



WAS IT A REAL GHOST?**A MYSTERY OF THE SIERRAS.****The Sight That Unnerved Hank Small**

The Specter That Haunted the Snowsheds
of the Central Pacific - A Very Queer Story.

Written for the Morning San Francisco Call., Vol. 72, No. 117
25 September 1892

Did the ghost of Fireman George E. Hoops appear to Hank Small one dark night in November, 1889?

Hank always asserted that it did.

Uncanny is Tamarack. The dismal snowsheds widen here and the heavy supporting timbers are studded as thickly as trees in a dense forest. In the day it requires no very vivid imagination to people the space with weird shadows that make the spot unearthly. By night in the glare of the locomotive's headlight Tamarack is peculiarly dreadful.

About 1 o'clock in the afternoon of March 19, 1888, there was a terrible accident on the Central Pacific Railroad at Tamarack, between Cisco and Emigrant Gap, near the center of the twenty-nine miles of snowsheds owned by the company. It was a frightful collision. Westbound freight train No. 6 and an eastbound freight train came together. Four engines were badly wrecked, eighty feet of snowsheds demolished and four railroad men killed. Firemen Molin and Hoops and Brakemen Congrave and McMaster lost their lives. Several employees were seriously and frightfully wounded, among the number being Engineers Tricaud and Woolley.

The accident, in the number of killed and wounded, was the most frightful that ever happened in the sheds.

Tricaud was shockingly mangled. For months he lay in the Railroad Hospital at Sacramento, and several times a day he had to be suspended from a pulley in the ceiling to correct a curvature in his spine. The breastbone had been crushed in against the lungs, and as he lay upon a couch a screw was inserted in the bone and a weight suspended from the pulley above

to rectify the deformity. The wreck left an indelible impression upon the minds of the employees of the division. Shortly after it occurred the sheds were reported to be haunted. Engineers, firemen, conductors and brakemen told minutely how they had encountered the spectral forms of the dead. Nightly apparitions were seen and ghosts stalked through dismal Tamarack and made cowards of brave men.

Sometimes the ghostly and unwelcome visitor would appear in the form of one of the dead firemen: at other times it would vividly and realistically assume the proportions of a dead brakeman.

Sometimes the apparition would stand in front of the puffing and advancing engine, necessitating the stopping of the train, when it would vanish. And then again it would take a position on the side of the track, and as the train passed it would wave its spectral hand and squeak and gibber exultantly.

Conductors and brakemen rarely passed through the haunted stretch without dread; they abandoned their places to seek the caboose at the end of freight trains, when every door and window was carefully closed and bolted; or else thoroughly cowed they sought concealment and immunity from harm in the passenger coaches.

Many maintained that the moans of the dying could be distinctly heard above the rumble of the train, and gloomy goblins with silent tread floated through the grimy air.

There was nothing of the superstitious about Hank Small. His nature was free from the emotional. He was a daredevil fellow who believed in throwing the throttle wide open whether going upgrade or downgrade. The greater the speed of the locomotive the greater seemingly was his equanimity and self-possession. None questioned his bravery.

On a dark night in November, 1889, Hank Small hauled a train up past Tamarack — it was his first night on the division. The night was stormy and boisterous were the elements. A track-walker rode in the cab from the Gap to

Continued on page 6

MEMORIAL DAY - May 27, 2013

I* remember coming here with my mom and dad, there was no grass, no water, just pine trees, pine cones and pine needles.

Just the 2 sides and I don't remember that one side was the Masonic and the other side the Odd Fellows.

Flowers were sent by railway express and we would pick them up at the freight depot, what is now called the Loading Dock.

We called it **Decoration Day**, and I got to thinking when did the name change to **Memorial Day**?

In my research I found it has been Memorial Day since 1868; took a while for the news to reach Truckee!

This is what I found on the internet that I feel you will find of interest today.

Memorial Day History

Memorial Day, originally called Decoration Day, is a day of remembrance for those who have died in our nation's service. There are many stories as to its actual beginnings, with over two dozen cities and towns laying claim to being the birthplace of Memorial Day. There is also evidence that organized women's groups in the south were decorating graves before the end of the Civil War.

Waterloo N.Y. was officially declared the birthplace of Memorial Day by President Lyndon Johnson in May 1966. It's difficult to prove conclusively the origins of the day. It is more likely that it had many separate beginnings as each of those towns and every planned or spontaneous gathering of people to honor the war dead in the 1860s tapped into the general human need to honor our dead. Each gathering contributed honorably to the growing movement that culminated in General John Logan, National Commander of the Grand Army of the Republic, to issue an official proclamation in his General Order No. 11, on May 5, 1866, and first observed on May 30, 1868, when flowers were placed on the graves of Union and Confederate soldiers at Arlington National Cemetery.

It is not important who was the very first. What IS important is that Memorial Day was established. Memorial Day is not about division: it is about reconciliation. It is about coming together to honor those who gave their life.

The first state to officially recognize the holiday was New York in 1873. By 1890 it was recognized by all the Northern states. The south refused to acknowledge the day, honored their dead on separate days until after World War I. Then the holiday changed from honoring just those who died fighting in the Civil War to honoring Americans who died fighting in any war.

It is now celebrated in almost every State on the last Monday in May, passed by Congress with the National Holiday Act of 1971 to ensure a three day weekend for federal holidays. Texas, Alabama, Florida, Georgia, Mississippi, Louisiana, Tennessee and South Carolina have additional separate days for honoring the Confederate war dead.

Traditional observance of Memorial Day has diminished over the years. Many Americans nowadays have forgotten the meaning and tradition of Memorial Day. At many cemeteries, the graves of the fallen, who gave their life, are increasingly ignored and neglected. Most people no longer remember the proper flag etiquette for the day. While there are towns and cities that still hold Memorial Day parades, many have not held a parade in decades. In 2004, Washington D.C. held its first Memorial Day parade in over 60 years. Some people think the day is for honoring any and all dead, and not just those fallen in service to our country.

There are some notable exceptions. Since the late 1950s on the Thursday before Memorial Day, the 1,200 soldiers of the 3rd U.S. Infantry place small American flags at each of the more than 260,000 gravestones at Arlington National Cemetery. They then patrol 24 hours a day during the weekend to ensure that each flag remains standing. Since about 1951 the Boy Scouts, Cub Scouts and Girls Scouts of America have been placing small flags at the grave sites of military cemeteries across America.

There are approximately 185 flags here [at the cemetery] that were placed by the Young Men and Women of the Truckee Civil Air Patrol Squadron. These flags do not represent the military men and women who gave their life, but who did serve in the military. I would like to take this time to remember three young Truckee men who served in World War II, who did not make it back, and their remains were never returned. They are Jimmy Thomas, Levon Joseph, and Edwin Waters, whose 4 brothers also served at the same time: Roy, Erv, Orlan and Bill. These are the three that I remember. Our gravesites represent the Mexican War, Civil War, World War I, World War II, Korea, and Vietnam, with all branches of the service, one even from the French Foreign Legion.

To help reeducate and remind Americans of the true meaning of Memorial Day, the "National Moment of Remembrance" resolution was passed in December 2000 which asks that at 3 p.m. local time, for all Americans: "To voluntarily and informally observe in their own way a moment of remembrance and respect, pausing from whatever they are doing for a moment of silence."

The Moment of Remembrance is a step in the right direction to returning the meaning back to this day. What is needed is a full return of the original day of observance. Set aside one day out of the year for the nation to get together to remember, reflect, and honor those who have given their life in service to their country.

But what may be needed to return the solemn, and even sacred, spirit back to Memorial Day is for a return to its traditional day of observance. Many feel that when Congress made the day into a three-day weekend with the National Holiday Act of 1971, it made it all the easier for people to be distracted from the spirit and meaning of the day. As the VFW stated in its 2002 Memorial Day address: "Changing the date merely to create a three day weekend has undermined the very meaning of the day. No doubt, this has contributed greatly to the general public's nonchalant observance of Memorial Day."

On January 19, 1999 Senator Inouye introduced Bill S189 to the Senate which proposed to restore the traditional day of observance of Memorial Day back to May 30th instead of "the last Monday in May."

In April 1999, it was introduced to the House, and the bill was referred to the Committee on the Judiciary and the Committee on Government Reform (Bill H.R. 1474). To date, there has been no further development of this bill.

Another reminder is that the disabled veterans are still making and selling the red poppies. Money raised from this venture was originally for war-orphaned children and widowed women. So if you see artificial red poppies for sale somewhere, that is the purpose.

Why poppies?

Inspired by Major John McCrae's 1915 "In Flanders' Fields" poem, humanitarian Moina Michael responded with her own verse:

We cherish too, the Poppy red
That grows on fields where valor led,
It seems to signal to the skies
That blood of heroes never dies.

God Bless.

Sharon Pace Arnold

Former President, TDHS , 2000 - 2005

* Reprinted with Permission from Sharon Pace Arnold

LITTLE KNOWN TRUCKEE FACTS

Some of us may remember *La Vieille Maison*, the Truckee garlic restaurant famed in gastronomic circles. It was in the building now occupied by the 1882 bar/restaurant.

A famous Michelin 2 star chef and wife were the hosts/chefs, Robert Charles and Amora. Robert moved back to France and has since passed away. Amora (Higbee) stayed in Truckee and lives in Tahoe Donner.

Link; <http://bit.ly/1Ar8RjA>

<http://www.berkeleyside.com/2012/09/04/berkeleys-garlicky-food-revolution-stories-within-stories/>

Echoes From The Past Newsletter

Ghost article continued from page 3

the Summit, and the story of the ghosts of Tamarack was vividly told the fearless and undaunted engineer.

Hank took the train into Truckee. He pulled up in the yard and was about to leave the cab when George K. Hoops, one of the firemen killed in the Tamarack collision, appeared directly in front of the headlight's glare. Hoops was taller than in life. His body was attenuated. From his shoulders down the materialized fireman was robed in white. His face was unconcealed; it was ghastly. His eyes were large, protruding and lusterless, the thin lips widely parted, the cheeks sunken and colorless.

Now Small was no man to quail. A mile a minute in a cab never dazed him, and grades and curves had no terrors for him. But this dreadful apparition unnerved the determined and brave engineer. Hoops had worked with him on the same cab; they had made many a fleet mile together on the pulsating locomotive. And there standing before him was the materialized spirit of a former terrestrial associate!

Terror seized Hank Small. He gazed at the specter many moments before his thoughts took on the hue of resolution. And then with fear, which greatly accelerated his steps, he jumped from the cab and sought peace of mind from his unearthly visitor in flight. Once Hank looked back — the sheeted dead was following him! Trembling in limb and with a deathly pallor on his face Hank entered the telegraph office to report. He sank into a chair. "What is the matter?" asked the operator, thoroughly alarmed at Hank's appearance. "Nothing, nothing," stammered the engineer.

It was several days before Hank Small was able to take an engine out of Truckee. He then asked that he be transferred to some other division. His request was granted and he was given an engine on the Western division, where he was employed when he died.

Hank up to his death always insisted that George E. Hoops appeared to him at Truckee and for once in his life that he was badly scared. Wm. H. Marshall.

TRUCKEE STREET NAMED FOR WORLD WAR II VETERAN

Heidi Sproat

Next time you drive by the intersection of Donner Pass Road and Levon * Avenue, remember that the street was named in honor of World War II veteran, Levon Joseph Link; <http://bit.ly/1bRDBzC>

Lt. Joseph Killed on Okinawa — First Lieutenant **LEVON JOSEPH** of Truckee, brother of Mrs. Albert Ring of Auburn and former Placer College Drama Guild star, died while leading a company in action against the Japanese on Okinawa on May 1. The belated announcement was received in Truckee from the War Department by his wife, Mrs. Virginia Joseph, late last month. No details were contained in the message which was received by telephone via Idaho where Mrs. Joseph formerly lived. The last dated letter received from him on Okinawa was sent April 23. It told of hand-to-hand fighting with fanatic Japanese near the rim of a cliff. Joseph came to Placer College from Christian Brothers College in Sacramento. In addition to his wife and one-year-old daughter, he is survived by his father, Richard Joseph of Truckee, and two sisters, Mrs. Ring of Auburn and Miss Azad Joseph, a member of the US Navy. He was a nephew of Mrs. James McIver and Mrs. Roxie Archie. Lt. Joseph went overseas last March. He had been commissioned early in 1943 in the CAC (Coastal Artillery Corps). Later he was transferred to the infantry and promoted to the rank of first lieutenant. [Auburn Journal-Republican, Thursday, 7-5-1945]

continued on page 7

USGENWEB FILE SOURCE LIST DECEASED WORLD WAR VETERANS

A quick look found 21 year old Levon Joseph enlisted 12/18/1941 and 25 year old Nick Sassarini enlisted 6/28/1943. For more information, you can see the list of World War II enlistments: Link.

<http://files.usgwarchives.net/ca/nevada/military/ww2/enlistment>

WWII Joseph article continued from page 6

For those of you who are not aware of the Joseph family, a little background in in order. **Richard Joseph**, early Truckee citizen, generous philanthropist, and entrepreneur, donated the land for Tahoe Forest Hospital in honor of his son **LEVON JOSEPH** who was killed in World War II. Richard Joseph worked as a barber and a photographer and eventually began to acquire property in Truckee. He developed the Gateway area including the Gateway Motel and Mall (where Safeway now stands) and owned and operated the Pastime Club on Commercial Row. Also, of note, Richard Joseph donated the land for the Tahoe Forest Hospital believing that his wife, who died of blood poisoning in 1922, might have lived had there been a hospital closer than Reno. Of note as well is that the "office cabin" of the Gateway Motel built in the late 1930s was relocated to Meadow Park in the 1990s and is now the Joseph Research Library.



* Editor's Note:

In researching this article, the street sign was originally erected but misspelled as Levone. It was later corrected at the request of Dick Joseph in 1975.

Photo extracted from DVD about the Joseph Family and its history of philanthropy and community involvement and dedication

Please get involved with your Truckee Donner Historical Society (TDHS). The only way we can offer programs and events is if YOU, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501 (c)(3) organization so any and all donations are gratefully appreciated and tax deductible. Our mailing address is Truckee Donner Historical Society, P.O. Box 893, Truckee, CA 96160.

President's Corner message continued from page 1

July 16 - Truckee Thursday Volunteer Booth. Set up at 3:00 p.m. We will need volunteers to man both the Historical Society Booth and the Info Booth as we are the Highlighted Non-Profit for that night.

Festival Kick Off for TOAST - Truckee Open Artist Studio Tour Documentary Film Night. Fundraiser for Friends of the Truckee Veteran's Memorial Hall. Selling tickets, popcorn, etc! Info TBA

July 18 - Old Timers' and Community Picnic. 10 a.m. – 3 p.m. Set up starts at 9 a.m.

July 18 - Historical Art Show and Presentation. 5 p.m., Truckee Veterans Hall. Set up will start by 3 p.m. Need people to help set up and to be available during the show to help assist visitors.

And of course we have our never-ending need for docents at the Old Jail Museum. It is becoming a very popular spot to visit and with the work being done to improve the driveway it will become even busier.

So if anyone can help, please contact me at cmortier@truckeehistory.org or kpape@truckeehistory.org.

Thanks as always for all your support.

Chaun L. Mortier, President 2015

Continued from page 1

CALENDAR OF EVENTS

Additional information:

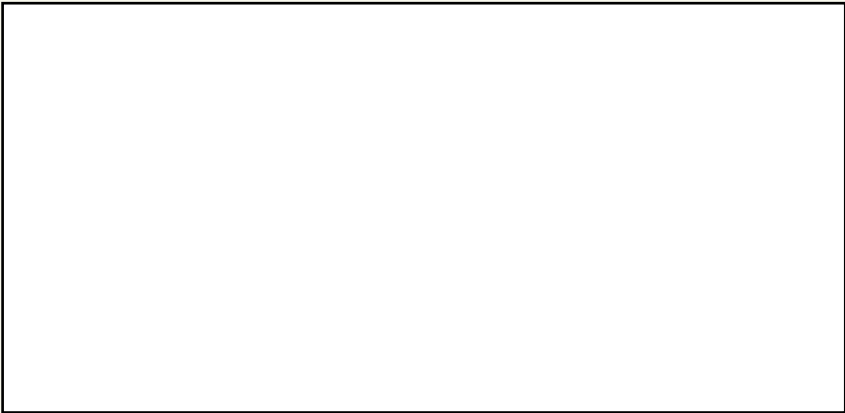
September 22 - Membership Dinner at Marty's Cafe 6 p.m.

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Contact me on ways I can volunteer Are you willing to docent at the Old Jail

Museum? Yes / No

Areas of Special Interest and/or Comments/Suggestions:

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Founded July 24, 1968 and
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Truckee Donner Historical Society
P.O. Box 893
Truckee, CA 96160
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www.truckeehistory.org

ECHOES FROM THE PAST

SEPTEMBER 2015 ISSUE 3

PRESIDENT'S CORNER

So little space, so much news! The Old Jail Museum has been accepted as a Blue Star Museum. What this means is that we have agreed to offer free admission to the nation's active duty military personnel and their families. It is a small way we can say how much we appreciate what our military does for us.

To see more about this program see the website at: <http://arts.gov/national/blue-star-museums/frequently-asked-questions>.

I have to thank Karl Pape for his tireless work on keeping the Museum open this season. It is a hard struggle when we have so few active docents. We are open on Thursday evenings and Saturday and Sunday. Financially, it has been wonderful for us. Please become active in this program.

Also, speaking of Museums, we have an announcement. When the McGlashan Butterfly collection was moved from Donner State Park, your president and another representative from the Board were asked to join Mr. and Mrs. Bill McGlashan for a business breakfast. At that meeting we were offered a proposal regarding the development of a collaborative committee with the Truckee Donner Railroad Society to pursue the objective of a Community Museum. This proposal was presented to both boards and was approved. There are three members of each Board represented on this Committee. It has been given the name of Truckee Donner Historical Museum Committee and we are pursuing the possibilities of the creation of a combined museum for the two societies and for the further preservation and presentation of our history. This Committee is currently creating a business plan and looking for possible locations to accommodate our mutual needs. We will be developing a citizen

advisory committee soon and I request if you are interested in participating, please email me at cmortier@truckeehistory.org and I will put you on the developing list. Our Board's concern, of course, was our Old Jail Museum and how this will fit into the grand scheme. If this combined museum goes through, then our Old Jail Museum will be redone as a jail scenario to highlight the history of law enforcement within the confines of our rowdy little town. I have received much positive feedback for this idea and some great suggestions on how it should be done. We are blessed to have the only true museum in Truckee now that the Donner State Park has become a Visitor Center. It is our wish and goal with the new museum that we will be able to accept more delicate artifacts and be able to display them in the safe manner that they deserve.

Continued on page 7

CALENDAR

September 22, 6 p.m. Annual TDHS
Membership Dinner, Marty's Cafe,
Downtown Truckee - Seating is limited
October - Truckee History Alive! program
continues - TBA

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- * Truckee Earthquakes - p. 3
- * 140th Anniversary Old Jail Museum - p. 4
- * Schooner *TRUCKEE* - p. 5

Echoes From The Past Newsletter

2014-2015 EXECUTIVE BOARD*President*[Chau N. Owens-Mortier](#)*Vice President*[Bob Bell](#)*Recording Secretary*[Karl Pape](#)*Corresponding Secretary*[Billie Cornell](#)*Treasurer*[Dennis Beeghly](#)*Member(s) at Large***BOARD MEMBERS**[Greg Zirbel](#) | [Tom Macaulay](#)*Past President and Advisor to the Board*[Chelsea Walterscheid](#)**COMMITTEE CHAIRS***Community Memorial Garden,* [Bob Bell](#)*Old Jail Museum Curator,**Special Group Tours*[Chelsea Walterscheid](#)*Old Timers' Picnic,* [Chelsea Walterscheid](#)*Historic Photo Collection,* [Dennis Beeghly](#)*Publications,* Katie Holley*Research Library,* [Barbara Czerwinski](#)*Collections Committee,*[Chau N. Owens-Mortier](#)*Membership/ Web Master/ Web Services*[Billie Cornell](#)*Publicity, Position Open**Echoes From The Past, Newsletter Editor*[Heidi Sprout](#)*TDHS eNews Editor,* [Heidi Sprout](#)

Truckee Donner Historical Society ("TDHS") Board meetings are held on the fourth Thursday of each month at 2:30 p.m. at the Joseph Research Library at 10115 Donner Trail Road, Truckee. Board meetings are open to the public.

TDHS does not accept responsibility for the accuracy of the information in these articles.

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Notice to Members

The TDHS Board of Directors recently approved a change in membership renewal to reflect the following bi-annual renewal schedule.

Future renewals will be sent out biannually: January and July.

Members will be given the option to select January* or July** as their renewal month.

The new bi-annual renewal will become effective Jan 2016.

Members may begin to choose their preferred renewal month this year with their 2015 renewals.

For those paying by credit card TDHS requests authorization to cancel their existing PayPal subscription to enable members to set up a new subscription by paying in either January or July.

TDHS will extend any membership renewals that might expire before their renewal month choice. Or the member may elect to pay in advance of their existing renewal month if their new renewal month expires later, with any unused prepaid membership dues being retained and gratefully considered an additional donation to TDHS.

* For those who prefer to pay at the beginning of each year

** For those who prefer a mid-year renewal and have their month reflect TDHS's 1968 incorporation and annual picnic month

DONNER LAKE FIREWORKS

Although Rex Reid passed away in August 2011, he will be well remembered for his inaugural efforts in getting Donner Lake fireworks off the ground. One of our TDHS members found a June 2004 article in the *Sierra Sun* about his efforts. Link ¹. Reid moved here from Los Angeles in 1951 and found that he needed a way to connect to the then Truckee population of 898. Reid wondered what happened on July 4th in Truckee. When he discovered that 'nothing much' happened, he decided to obtain his pyrotechnic license to bring fireworks to Donner Lake. After a grassroots funding effort, Reid launched his fireworks extravaganza at the west end of Donner Lake in 1951. Not unsurprisingly, those residents who initially balked at the original idea soon congratulated Rex on his accomplishment. That was 64 years ago. How many of the fireworks displays have YOU seen?

1. <http://www.tahoedailytribune.com/news/3917914-113/news-none>

*Census records from 1950 show that the population then was 1,025. Link;

<http://quickfacts.census.gov/qfd/states/06/0680588.html>

TRUCKEE EARTHQUAKES

Karl Pape and Heidi Sproat

About two million years ago - or so - the Sierra Nevada Mountains made its uplift creating multiple faults which resulted in earthquakes. That uplift continues today in fault systems. Truckee resides in an area where earthquakes are fairly common in geological time, but perhaps seemingly widely spaced by our standard of "time." The last major quake in the area was September 12, 1966.

That earthquake had a magnitude of 5.1 (note the discrepancy in magnitude later in this article) and was felt from San Francisco to Salt Lake City and from Bakersfield to Chico. There was damage including the Farad powerhouse, landslides along Interstate 80 and damage to the Prosser and Boca Dams.

Although there is memory of this earthquake among long time residents of Truckee, it should not come as a surprise to anyone that this is one of a series of recorded earthquakes greater than a magnitude of 4 that have rattled Truckee residents from 1933 to the present day. To note a few:

On June 29, 1933 a "sharp earthquake" reported as the "...most severe ever known in Truckee" and caused damage in Reno and Sacramento.

February 8, 1940 a quake lasting a minute and a half shook Truckee and Floriston.

March 30, 1943 a quake so severe that the seismometer needle at the University of Nevada at Reno "...left its dial." The epicenter was estimated to be near Mono Lake, but the distance did nothing to reduce the effect on Truckee.

December 4, 1980, a 5.1 magnitude quake centered in Soda Springs strongly rattled the residents of Truckee.

Although these are examples of some of the forty-two earthquakes that have been felt in the Truckee/Reno area from 1860 to 2003*, the majority of the earthquakes in the Truckee area were from the Dog Valley Fault.

The fault runs along the Dog Valley, approximately

thirty-one kilometers long beginning around Crystal Peak above Verdi trending southwest through Stampede Reservoir and ending with three branches near Truckee.

One of the branches appears to the north of Interstate 80 at the West end of Donner Lake. Another is a mile north of Interstate 80 at the East end of Donner Lake. And the final branch seems to end near "Gateway." This fault is attributed to the 1966 earthquake noted above.

More recently, however, an aerial survey by the U.S. Army Corps of Engineers found yet another fault in the Truckee Area. Using a method called LiDAR (Light Detection and Ranging) they have discovered a thirty-five kilometer long fault that runs underneath Martis Creek Dam, Truckee, and Northstar Ski Resort. It has not been active for 15,000 years, but in geological time, anything within 35,000 years is considered active. This one has a potential for a 6.9 earthquake. Link 1, slide 8, <http://bit.ly/1Fr9muO>.

This first image is an excerpt from the March 26, 1902 *The Truckee Republican* noting one earthquake.

Earthquake Sunday.

There was a slight earthquake Sunday afternoon. It was felt by almost everyone in town but most people thought the jar came from snow sliding from the roofs as that often produces a shock similar too seismic tremor. It was brief and but one tremor was felt.

* This number comes from a review of the early *Truckee Republican* newspapers which included references to earthquakes.

The second image is provided by the U.S. Army Corps of Engineers which shows this newly discovered POLARIS fault which was discovered using the LiDAR technology.



LiDAR image Courtesy of L. E. Hunter, U.S. Army Corps of Engineers

LiDAR image of the Polaris Fault crossing the Truckee River. The arrows point to the fault and to a bend in the river caused by earth movement along the fault.

140th ANNIVERSARY OF THE OLD TRUCKEE JAIL MUSEUM

Chaun Mortier

We know it as the Old Jail Museum but 140 years ago it was a blessing to the residents of Truckee.

In a review of articles in the *Truckee Tribune* and *Truckee Republican* it became very clear as to why a jail was needed. In October 1868, an inmate set fire to the then jail, no damage; May 1869, there was a jail break from the Campbell house cellar in which two escaped and one returned. By July 1872, seven out of nine prisoners in the Nevada County Jail were from Truckee. The cries for a jail in Truckee began in 1873. By June of 1873 W.H. Brown escaped from the jail confines via a stovepipe. The Jail was called a rickety affair. Again in November 1873 there was a jail break attempt when two men pried the hinges off the door. By this time the location used for the jail was in a sad state of affairs. Again in December of 1873 there was another jail break by someone prying the door open from the outside and assisting the prisoner to leave.

In January of 1874 there was a renewed cry by the citizens for the need of a proper jail. At this time a petition was sent to the state for a branch jail in Truckee. By December of 1874 the citizens were now appealing to the county for a proper jail. Finally in May of 1875 approval was given and the plans were moving forward. July 10, 1875 Supervisor Frank Pauson (Truckee) was authorized and instructed to construct a branch Jail at Truckee for the detention of prisoners, and those charged with crimes.

The lot was purchased from the Chinese between July 23 and July 28, the contract given to James Stewart in August of 1875, and building materials were delivered. By September 21, 1875 the jail was ready for prisoners.

The first prisoner was William Hart, jailed for assaulting and murdering a female Washoe Indian.

The new jail did not see the end of prisoners escaping: there were two jail breaks in April and July of 1879.

In 1881 the jail suffered from the first fire when the roof burned off. On March 7, 1883 there were five chinamen and two boys being detained. In August of 1889 the "601"¹ took a man out of the jail and tarred and feathered him.

It appears that the first death in the jail was in 1888 when James Dorsey was arrested for what was believed to be drunk in public but in reality was a case of pneumonia. He died in jail two days after being arrested and treated for the pneumonia.

The Jail's second story was added on in 1901. This floor was actively used as a sick ward and infirmary. The next significant change to the jail occurred in 1904 when the steel tanks were added. These were added after George Rogers escaped from the jail and Officer McDougald was able to himself escape within two minutes without the use of keys. The first prisoner in the new steel jail tanks was Frank Curtis, arrested for graft in the Saloons.

In September of 1905, "Dwarf" John Ray was arrested for profanity and was found trying to escape by going down the sewer pipe. The cement had to be cut away to get him out.

In March of 1906, Deputy Schlumpf moved into a new office on Front Street. In 1908, again, because of jail breaks, the rest of the steel walls were added to the bottom floor.

Another tragedy occurred in 1908 when, during an attempted jail break, Fred King, a waiter at Kirk Inn, was shot and killed during a melee when prisoners tried to take Gus Schlumpf's gun. Mr. King was there with Officer Schlumpf feeding the prisoners. The two prisoners involved were Dan Crowley (shot during the scuffle) and Mr. Wilson who were indicted in the death of Fred King. Due to this incident, there was a fence added to the outside in 1909.

By 1939 the Nevada County Board of Supervisors contemplated tearing down the old jail, which did not go through. In 1944 the Jail was again renovated with outside stairs added and the upstairs was now used for women and children.

Article and photos continues on page 7

SCHOONER TRUCKEE

Dennis Beeghly, Ron Rettig and Heidi Sproat

Did you know that there was an ocean-going steam schooner named **TRUCKEE**? Our Treasurer Dennis came across an article in a California Digital Newspaper Collection entitled "Storm King" which intrigued us. We dug a bit further and thought you too would be interested in what we learned.

The original owner, Truckee Lumber Company (originally incorporated in Nevada County May 7, 1886),¹ had the steamer schooner **TRUCKEE** built by Alexander Hay in San Francisco in 1890, 370 gross tonnage, 168 feet on keel, beam 34', depth 10', with a draft of 13' 6". Various sources refer to her cost as \$40,000 and she was built to carry 400,000 feet of lumber. One of our sources claimed she was a steamer, another schooner, another propeller.² References to shipbuilding types in that era are used interchangeably, and as we surmise, there was more than one ship called **TRUCKEE**. We think the first **TRUCKEE** was wrecked in late 1886, but there is another source that claims it was "ashore and lost at Lompoc" in December 1889.³ (See also Gordon Richards 2005 article⁴). The focus of this article is on the *second* steam schooner **TRUCKEE** built in 1890.

TRUCKEE reportedly carried lumber between Truckee Lumber Company's Hobsonville, Oregon sawmill, west of Portland, and San Francisco, carrying both freight and passengers. Steam schooner **TRUCKEE** loaded with lumber from the Truckee Lumber Company's mill at Hobsonville set for San Francisco on at least nine trips and on one occasion, loaded with lumber for Mexico. (According to this report, the Truckee Lumber Company also operated two other vessels, **SCOTIA** and **LAGUNA**.)^(2, Congressional)

There are a surprising number of articles from past newspapers available at the California Digital Newspaper Collection available online at this [link](http://cdnc.ucr.edu), <http://cdnc.ucr.edu> about the **TRUCKEE**⁵.

As reported in the San Francisco Call, Volume 67,

Number 172, 11 May 1890, "[t]he Truckee Lumber Company's new steamer **TRUCKEE** was documented yesterday."⁶ We also learned that the term "documented" is a nautical reference meaning to provide a vessel with a certificate giving particulars concerning nationality, ownership, tonnage, dimensions and other information. Captain Crawford took initial command.

We found an 1890 report in which a claimant filed suit against the schooner **TRUCKEE** owners for negligence when a foreboom tackle gave way and broke his leg.⁷

In 1894, San Francisco Municipal Reports for the Fiscal Year ending 1894 ("Municipal") shows the steamer **TRUCKEE** assessed personal property at \$21,000.⁸ In 1897, the same Municipal Reports show that the steamer **TRUCKEE** was assessed at \$22,500.⁹ (while the Truckee Lumber Company was assessed personal property valued at \$22,700 in 1893.)¹⁰

Still owned by Truckee Lumber Company, steamer **TRUCKEE** was trying to make another trip in mid November 1897 from Tillamook to San Francisco, a distance of about 700 miles, when it encountered a fierce storm. About 12 hours after leaving Tillamook, Captain W. F. Daniels discovered a leak. When he neared the Umpqua River inlet, he was convinced that to save the life of the passengers and crew, he would need to take his vessel over the Umpqua bar - which stranded it. There were 10 crew and eight passengers aboard, one man, one woman and five children under the age of five - all of whom were rescued! The ship and all her cargo were a total loss, but the Captain expressed hope that some of the machinery could be salvaged. (H.W. McCurdy *Marine History of the Pacific Northwest*, pp. 24-25)¹¹ In fact, Oregon's Umpqua Valley Museum reportedly has a mahogany table salvaged from the **TRUCKEE**.¹²

We were able to track down a photo of the **TRUCKEE** and it is on display at the research cabin. We also found an early photo of the **TRUCKEE** in a book called *This Was Sawmilling* by Ralph W. Andrews, Superior Publishing Company, Seattle, 1957, p. 103. Note that this source also refers to the **TRUCKEE** as a steam schooner. We'll keep you posted of future developments.

Article and photo continues on page 7

Echoes From The Past Newsletter

Earthquake article continued from page 3

Of particular interest about the September 12, 1966 earthquake is an impressive scientific analysis (for that time) issued by the Department of the Interior Geological Survey Circular 537 called "Effects of the Truckee California, Earthquake of September 12, 1966" ("Survey") by Reuben Kachadoorian, R.F. Yerkes, and A.O. Waananen, issued from Washington in 1967. The September 1966 earthquake measured 5.4 on the then Richter scale (an absolute measure of the quake's intensity) at 9:41 a.m. P.D.T. Other reports measured the quake to be 6.25-6.5 by the California Institute of Technology at Pasadena and 6.1 by the University of California at Berkeley. Developed in 1979, the **Moment Magnitude** scale (MW) is now the usual referential model to report on earthquake intensity, replacing the Richter scale.

Anyone who has driven Interstate 80 from Truckee to Reno and viewed the small powerhouse on the Truckee River about 3 miles east of Boca Reservoir can appreciate the following images. The first image (labeled Figure 13) from this Survey is an eastward view of the Farad powerhouse showing the near circular hole punched in a brick wall by a large falling boulder as a result of the September 1966 earthquake. Some of the effects of the 1966 earthquake included damage to Prosser and Boca Dams (Prosser Dam reported up to 6 ¾" cracks in the asphalt pavement at the top of the dam), minor damage to several Interstate 80 bridges, slumps or landslides between Boca Dam and the California-Nevada border, severe damage to the caretaker's house at Boca Dam, damage to the wooden flume which supplies water to the powerhouse, and up to 2" displacement in some of the Southern Pacific Lines in Truckee Canyon caused by the huge falling boulders. (Survey, p. 6). The second image is from John Corbett's Historic Photo Album and this image appeared in a June 23, 1983 newspaper. (Note: this Editor found the Survey report available on google books at this link, <http://bit.ly/1faNwB4>.)

Equally impressive is an accompanying Plate 1 map which shows the location, effects, and epicenters of earthquakes of magnitude 4.0 and higher recorded between 1934 and 1961 AND major area faults. If you haven't seen this report, it is comprehensive for its time. Figure 1 in that

same report shows cities as far away as Prescott, Arizona and Salt Lake City, Utah reportedly felt this September 1966 earthquake.

Numerous newspaper articles refer to the epicenter as Boca Dam just a few miles south of the December 29, 1948 6.0 temblor which became known as the "Verdi earthquake."

And lastly, there is a reference in a December 25, 1981 article to a purported "Truckee Fault" which supposedly runs through downtown Truckee near the Tahoe Forest Hospital's heliport area, but is generally presumed to be an offshoot of the Dog Valley Fault. A 1974 study compiled by Gasch and Associates of Sacramento concluded that an active fault does pass very near the hospital. However, this fault was not documented on a Division of Mines and Geology state fault map at that time.



FIGURE 13.—Eastward view of small powerhouse at Farad on Truckee River 3 miles east of Boca Reservoir, showing near-circular hole about 9 ft in diameter punctured in brick wall (lower left) by large falling boulder. Boulder fell from slope about 100 ft west of Interstate Highway 80 (behind viewer), skipped across the highway and the catwalk (left foreground), and bounced near base of power pole in center and then into the brick wall.



John Corbett's Historic Photo Album

QUAKE, QUAKE...The Boca earthquake came on September 12, 1966. The quake registered 6.5 on the Richter Scale and was felt in San Francisco and well into western Nevada. It centered a little northwest of Boca Dam. The Damtender's house of Ron and Lydia Kirby was virtually destroyed when it was lifted off its foundation and literally crashed to earth. Ron Kirby saw trees nearly horizontal as they swayed during the tremor. Southern Pacific trains were stopped until the boulders were removed from the tracks. The Capitol and Odd Fellows Hall in downtown Truckee suffered cracks in the walls and some stores were forced to close. This photograph, from Cal-trans files, shows one of the two boulders that came down from the hillside above Highway 1-80 at Farad, one crashing through the power station and this one stopping in the Eastbound lane. Since it broke the concrete roadway you can now see the spot on the highway where it was patched with asphalt.

6-23-83

Schooner TRUCKEE article continued from page 5



KRUGER ships carried lumber to San Francisco for Truckee Lumber Co. at old Hobsonville. *Left to right:* sea tug **RANGER**, steam schooners **W. H. KRUGER** and **TRUCKEE**, and bay tug **ANARINE**. Courtesy of the Tillamook County Pioneer Museum, (Photo WPA #165)

Sidebar: There was also a **USS TRUCKEE (AO-147)**, a fleet oiler in the US Navy from 1954 – 1994. After some 25 years in service, the oiler was turned over to the Military Sealift Command as **USNS TRUCKEE (T-AO-147)** and was eventually removed from service in July 1997.¹³

Notes.

- 1 <http://bit.ly/1Ebk11L>
- 2 <http://bit.ly/1MPSaD8> ; 1892 Congressional Serial Set
- 3 <http://bit.ly/1P8LGO4> ; <http://bit.ly/1T7DRZi> ; <http://bit.ly/1MPSaD8>
- 4 <http://bit.ly/1Dtqi4X> 5 <http://cdnc.ucr.edu>
- 6 <http://bit.ly/1eVwczD> 7 <http://bit.ly/1EbpFrk>
- 8 <http://bit.ly/1OTunzy>, Municipal, p. 86
- 9 <http://bit.ly/1UqGZ5c>, p. 106 ; 10 <http://bit.ly/1JalsWc>, Municipal, p. 89
- 11 <http://bit.ly/1hgS6zx> 12 <http://bit.ly/1IDtWWC>
- 13 [https://en.wikipedia.org/wiki/USS_Truckee_\(AO-147\)](https://en.wikipedia.org/wiki/USS_Truckee_(AO-147))



Old Truckee Jail in mid-1960s

President's Corner message continued from page 1

If you have any further questions about this development of the new museum please contact me.

Our membership dinner is September 22 and will be at Marty's Café in Old Town. Seating is limited. This will be the exact 140th anniversary of when the Old Jail Museum was opened for the first time.

We are again collaborating with Friends of the Library to hold our speaker's series. The first will be in October. We will send out notices with the details.

Thank you again for your continued support in our efforts to keep Truckee's History Alive!

Respectfully, Chaun Mortier, President

Anniversary Old Jail article continued from page 4

In 1947 an office was installed for Deputy Sheriff Harold Hodson and the interior was repainted with the lower floor designated for short term prisoners and the upstairs to be used for drunks.

The booking count in 1956 was 456 people.

Once the jail was deemed unsafe by the State Fire Marshall, all prisoners were sent to Nevada City.

July 7, 1976 the Old Jail Museum was opened and dedicated to Tom Dolley.

The Old Jail Museum indeed has a colorful and exciting history and IS the crown jewel for the Truckee Donner Historical Society.

HAPPY ANNIVERSARY, OLD JAIL MUSEUM!

1. The "601" was a vigilante committee in Truckee in the late 1800s.



Old Truckee Jail about 1908; Photos, *above and left*, courtesy of Truckee Donner Historical Society

Please get involved with your Truckee Donner Historical Society (TDHS). The only way we can offer programs and events is if YOU, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501(c)(3) organization so any and all donations are gratefully appreciated and tax deductible. Our mailing address is Truckee Donner Historical Society, P.O. Box 893, Truckee, CA 96160.

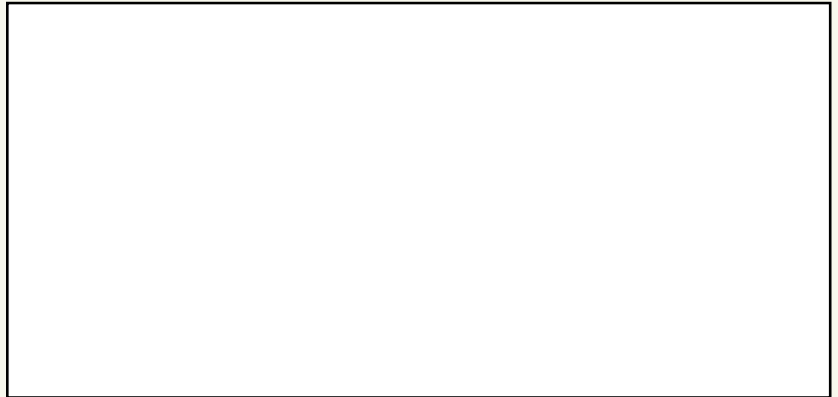


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Contact us at:

www.truckeehistory.org

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© Photographer Name



Membership Application | Renewal Form

I /WE want to JOIN or RENEW (circle one) MY/OUR MEMBERSHIP in the
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SPECIAL DONATIONS: Gift Membership \$____ In the Name of _____

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Contact me on ways I can volunteer Are you willing to docent at the Old Jail Museum? Yes / No

Areas of Special Interest and/or Comments/Suggestions:



Founded July 24, 1968 and
designated a 501(c)(3) in July 1971

Truckee Donner Historical Society
P.O. Box 893
Truckee, CA 96160
530-582-0893
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ECHOES FROM THE PAST

DECEMBER 2015 ISSUE 4

PRESIDENT'S CORNER

Winter is back! Or it is teasing us anyway, but nice all the same. We have had some great storms to help in the Sierras but we are still below what we need so keep on coming.

I have had 'writer's block' for awhile now, but thanks to the minds of others I was given an idea. I went back One Hundred Years ago and looked at Truckee News Articles to see what was happening then.

The local news centered on the people and growth in Truckee, with a mention of our very own Wilma Wilkie becoming a movie star. Wilma was the daughter of William Wilkie and Elizabeth Edwards. She was married to Frederick William Vollmar; she starred in *The Deathlock* with Fred Butler. She also starred the next year in *The Code of the Mounted* with J. Warren Kerrigan. On the wider scale, May 18, 1915, the road between McKinneys and the West End of Donner Lake was declared to be a state highway. It became LRN 37 and 38.

Growth was essential in that time frame; now it becomes a concern. I was looking over our accomplishment list for this year and I can only hope the membership is pleased with all we are involved in. It is a test of our skills to be able to help so many college students with their theses and provide historical information to companies to fill their biographies. We try not to make mistakes, but on occasion we are proven wrong; so graciously accepting the criticism, we double check and move on.

The talk continues about the possibility of a Truckee History Community Museum and re-creating our museum into a history of our law enforcement. Although this is still just in the talking stages it does motivate the Society to

become better stewards of Truckee's History.

The amazing donations we have been entrusted with have enriched our knowledge of the core of Truckee. The newest members of the research team are getting their feet wet in projects and work to be done in the cabin; we have gained interest from the public in becoming docents in the museum so all in all we are doing well.

The new driveway goes in this coming Spring which will include more improvements to the garden. We are looking forward to what treasures will be revealed when that happens.

As the end of 2015 comes nearer and the anticipation of what 2016 will bring I wish all of you a prosperous New Year and a wonderful Holiday season spent with those you love and remembering your life with wonderful and happy thoughts.

Respectfully, Chaun Mortier, President

CALENDAR

Please check back with us after the holiday season as 2016 events are still in the planning stages.

INSIDE THIS ISSUE

- * Seeking Old Jail Museum Docents - p. 2
- * TDHS 2015 Accomplishments - p. 6
- * Old Jail Museum Visitor Information - p. 7
- * Donner Ridge Fire of 1960 - pp. 4-6

Echoes From The Past Newsletter

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Echoes From The Past, Newsletter Editor
[Heidi Sproat](#)

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Truckee Donner Historical Society ("TDHS") Board meetings are held on the fourth Thursday of each month at 2:30 p.m. at the Joseph Research Library at 10115 Donner Trail Road, Truckee. Board meetings are open to the public.

TDHS does not accept responsibility for the accuracy of the information in these articles.

TDHS retains the right to republish submitted material. Please contact TDHS for permission to use any content in this publication.

Notice to Members

The TDHS Board of Directors recently approved a change in membership renewal to reflect the Society's bi-annual renewal schedule. For specific details, please visit our website.

THANK YOU TO BAR OF AMERICA

Once again, we take this opportunity to extend a very warm THANK YOU to the Bar of America for the successful collaborative Fund Raiser "No One Goes Hungry" on October 29, 2015. The fundraiser netted some \$1,500 which Bar of America presented a check to TDHS.



(Above) With Tom Ballou, Bar of America — with Greg Zirbel, Chaun Owens Mortier, and Chelsea Walterscheid - receiving fundraising check



SEEKING SUMMER DOCENTS FOR OLD JAIL MUSEUM

Summer will be here before you know it and starting Memorial Day through Labor Day, Truckee's Old Jail Museum will be open on the weekends, holidays and Truckee Thursdays. We are looking for docents to give visitors jail tours, some of the history of the jail and museum and Truckee in general. You don't have to be an expert in the history. The Historical Society trains and mentors docents. If you are interested please call 530-582-0893 and tell us how to contact you or e-mail the "docent master," Karl Pape at kdpape@me.com.

Please get involved with your Truckee Donner Historical Society (TDHS). The only way we can offer programs and events is if YOU, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501(c)(3) organization so any and all donations are gratefully appreciated and tax deductible. Our mailing address is Truckee Donner Historical Society, P.O. Box 893, Truckee, CA 96160.

2015 OLD JAIL MUSEUM VISITOR INFORMATION

Once again out of curiosity, the Editor decided to review the list of visitors who came to the Old Jail Museum during the summer of 2015. Intrigued as to visitors' homes, we thought you might be interested as well. In the summer of 2015, we had a record total of 4,259 !!!!! visitors mostly from the greater San Francisco Bay Area. There were 39 pages of entries, 14 on each page! However, there were some notable exceptions. There were visitors from as far away as the New Zealand family, South Africa, Nicaragua, and Sweden. Some of the more celebrated comments noted in the Visitor Log included: "Celebrating my family's Truckee heritage" from Alexandria, Virginia; "excellent artifacts and very knowledgeable docents;" "awesome;" "thanks for keeping it going;" "amazing photographs;" "having too much fun;" "amazing stories;" and our two personal favorites, "live life to the fullest – try not to get arrested;" and "I'm glad I'm not in Jail!"

Unofficial Count per Guest Book of Old Jail Visitors and Origin for 2015 for those signing guest book: **USA**

S.F. Bay Area	127	Truckee area	27	Florida	6
Sacramento area	47	Texas	10	Washington state	6
Reno, NV	35	Utah	9	Wisconsin	6
Southern CA	35	Oregon	8	New York	4
Northern CA area	28	Pennsylvania	6		

and from **overseas:**

England	5	Austria	1	Germany	1
Sweden	2	Nicaragua	1	France	1
Canada	2	South Africa	1	New Zealand	1(family)

Number of Docent Hours for 2015 - 214 hours. A special thank you to Karl Pape who has been the docent bedrock!

Number of "clicker" Visitors for 2015 – **4,259** – a new record!!!! (In 2014, there were 2,593 visitors)

The Old Jail Museum is one of the oldest jails in California and one of the few remaining original buildings in Truckee.

It is presently registered as an official Point of Historical Interest (Nevada004) with the Nevada County Historical Landmark Commission and is considered a Class A Historical Structure. ([Link 1](#); [link 2](#).)

TRUCKEE TRIVIA

- * What was the "Snowball Special" that visitors from San Francisco could ride to Truckee for \$4.65?
- ** Name the ice structure that was located in the middle of Truckee which was constructed by Charles McGlashan during the winter of 1893-94.

(answers below)

UPDATE ON GEORGE C. SELLON

Back in the June 2014 issue of *Echoes From the Past*, we wrote an article on Truckee Memorial Veterans Building and Mr. Sellon's architectural contribution to this building. We recently came upon the architectural drawings and thought you might be interested in seeing the date on the drawings - August 21, 1939.

The Veterans Memorial Building is a unique physical asset that proudly stands and serves many in the Truckee hills.



Answers:

* Train. The "Snowball Special" ran until 1940, when the automobile and improved highways finally put it out of business. To see an actual newspaper ad from January 1935, see this link.

** Ice Palace. Constructed of chicken wire, this structure had 5 foot walls and was sprayed multiple times with water which froze and produced a solid wall of ice. Inside the structure was an ice skating rink.

Source: *Truckee Trivia*, Scott O'Connor

Echoes From The Past Newsletter

The Fire God - By Heidi Sproat

Serendipitously, TDHS received some correspondence back in 2013, but it was only when one of our volunteer members starting transcribing the letters that she noted, eerily, the two contemporary fires burning in August 2015 – the Butte and Valley fires – were on the same day as this Donner Ridge Fire of 1960. Most serious mountain fire threats generally run from July to October, and it was very uncomfortable to reread letters written in 1960 about the “Donner Ridge Fire.”

“Every building was burned,” wrote Jessie Payen in a letter to a friend in September 1960. “We had to leave there [her ranch] and go to Loyalton later in the night when the mountain at the head of Sardine began to burn,” she continued. The human toll is what stands out in these letters. According to another letter, it seems that “Jessie has lost three homes by fire in about ten years.” When we realized that it was the former Payen ranch that had been destroyed by this fire, we started more serious research.¹

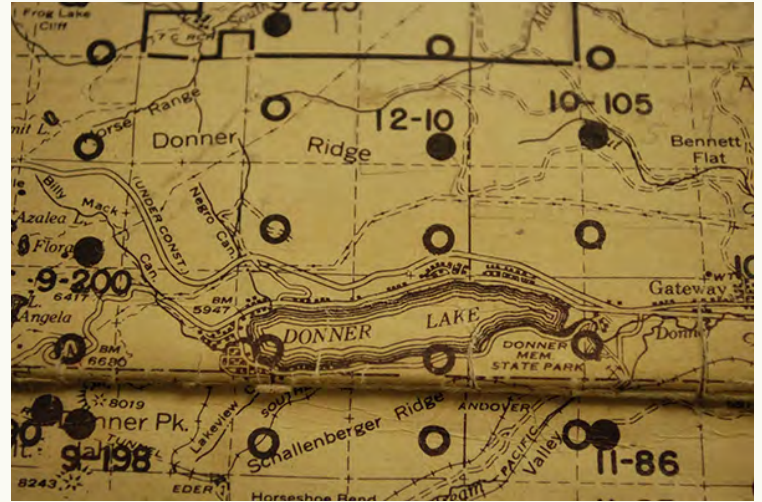
After winter seasons of low snow pack and little rain, this Truckee area can become a tinder-box, and the summer of 1960 was no exception.

But mountain weather dynamics here in the Sierra Nevada - Carson Range also have a unique characteristic. These mountains can create a downslope wind on the east slope that can fuel devastating and catastrophic fires. Often referred to as “Washoe Zephyrs” these winds seem to come out of nowhere but can be absolutely calamitous for even the smallest of fires. Even Mark Twain referred to these afternoon winds as “Scriptural” in that no man ‘knoweth whence it cometh’ [where it originates].² Washoe Zephyr winds usually kick up about 2 p.m. and they can create a wind-tunnel effect that can easily blow a small fire sideways; fires can soon develop into huge infernos in a matter of hours. Fires like this can also “crown” in trees and soon the trees can explode into fireballs.

This was the case when the Washoe Zephyr winds kicked up on August 20, 1960 – just a few months after the 1960 Squaw Valley winter Olympics.

Recall that Interstate 80 was still under construction (it was completed in 1964) and the segment between

Donner Lake and the east end of Truckee was not yet then completed. The area was known as Negro Canyon (most recently Johnson Canyon), above Armstrong Tract.

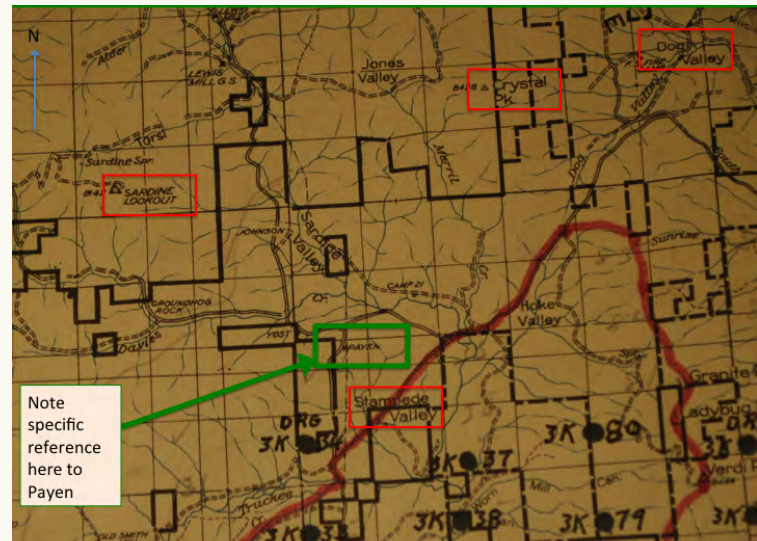


U.S. Forest Service map excerpts

While construction road crews generally burn slash and debris as they proceed along a construction path, apparently in August 1960, a few errant embers found their way into granite troughs. With wind speeds gusting to over 60 – 70 mph, the fire was soon out of control and eventually burned almost 45,000 acres, from the originating site near where Interstate 80 meets Donner Lake (Negro Canyon). The fire burned in a northeasterly direction toward Crystal Peak, Verdi, Stead AFB, and Peavine Mountain, but fortunately, the fire was halted just shy of Nevada. Although the fire ravaged parts of the Tahoe National Forest, Toiyabe National Forest also suffered from this fire as it raced through Nevada County, then Sierra County and threatened parts of Washoe County, NV as well.

The fire raged over a 55 mile perimeter (some reports of 75 and 100 mile perimeters), and at one point was 23 miles long. It burned through four parallel power lines and cut off electricity to a 15,000 square mile area causing a 28 hour outage in northern Nevada and parts of California for over 90,000 residents. Fire suppression efforts alone for just Tahoe National Forest tallied at least \$870,000 (1960 dollars; in 2015 dollars, about \$6.9 M) and about \$3 million in blackened lost timber, about 150,000,000 board feet. (Some reports put the cost at \$4,850,000.; in 2015 dollars, \$39,970,000!). Due to herculean firefighting efforts, an area just east off Highway 89, the historical Donner Party encampment area was spared. But the fire raged on towards Stampede, Sardine, and Dog Valleys and they were the areas

hardest hit. Although there were no deaths directly attributed to this Donner Ridge fire, the toll it took on area residents was life-altering. This Editor spoke to a gentleman who had actually fought the fire as it raced over what is now known as Fjord Rd. in Tahoe Donner, and to someone who was *on* Donner Lake that very day who saw the fire race uphill. There was even a helicopter rescue of a mother and daughter stranded at Verdi Peak Lookout.



Note
specific
reference
here to
Payen

Donner Ridge fire was one of more than 4,000 caused by man in California in 1960. There were more than 3,200 men on the fire lines for this Donner Ridge fire. There were 5 borate planes, 74 bulldozers, 49 tank trucks, 2 light planes for spotting flare-ups, 6 helicopters and 7 standby aerial spray planes. Even with area fire lookouts, like Sardine Peak Lookout, spotting a fire and getting the required fire fighting apparatus in place is no small feat – especially in 1960. And this was before they routinely used helicopters for both aerial surveillance and water bucket and borate dropping for fire suppression, as we are familiar with today.

The area we know today as Tahoe Donner was not yet developed.³ Located on the western edge of Truckee, if you look around, you can still see the fire scars of this burn. And you'll also notice that there are no trees older than 55 years in many areas of the Tahoe Donner area – all because of this fire. In the fall of 1960, Channel 3 TV station's Stan Atkinson produced a documentary called the "Black Harvest," the first documentary about the fire and the first time aerial photography was used to document the devastation.⁴

Reviewing back issues of the *Reno Gazette* and the *Nevada State Journal* we learned that even a 30 year veteran forester had never seen a fire move with such intensity.

In researching this article, we also came across another horrific fire in 1910 – The Great Fire of 1910 - ironically starting on the same day – but fifty years earlier - August 20, 1910 in Idaho. Often referred to as the Great Burn, or the Big Blowup, unbelievably, over 3 million acres were burned and sadly 86 lives were lost. There was a hero in that fire, Ed Pulaski, a U.S. Forest Service ranger who led a large group of his men to safety by forcing them into an abandoned mine. The Pulaski fire tool is named after him.⁵

There was also a time when the terms "defensible space," "forest management," "fuel breaks," and "mastication and thinning" were not terms used in conversations of owners who had mountain property. We know these concepts today as Best Management Practices to insure that our homes – and lives - are as protected as possible. Up until the 1950s, Truckee and the surrounding areas did not have a *formal* cohesive cooperative fire prevention program in place designed to alert - and train - residents on how to effectively manage their property and keep it – and them - as safe as possible in this otherwise fire-prone area.

After the 1960 fire when "Tahoe Donner" was being developed, fortunately, formal fire protection measures were put into place to create defensible space. Although initially part of the Maintenance Department, the Tahoe Donner Forestry department was created in 1988 and is maintained by the Tahoe Donner Association.⁶ In this time, defensible space has been created and active fuel breaks are vigilantly maintained by the small forestry department led by Bill Houdyschell. Without the Forestry Department's proactive fuel break work, the 2003 and 2007 fires would most probably have consumed the Tahoe Donner area.

Once you read about the effects of the 1960 fire – and subsequent fires – you must agree that it is everyone's responsibility to insure our own safety and that of our

2015 TDHS ACCOMPLISHMENTS

Thank you to all our volunteers who have dedicated their time, talents and energies to continue to serve the mission of preserving our rich Truckee history:

- * Prepared Old Jail Museum inventory
- * Enrolled and participated in Blue Star Museum program
- * Continued *Echoes From the Past* quarterly newsletters publication
- * Created a collaborative committee, Truckee Donner Historical Museum Committee, between TDHS and Truckee Donner Railroad Society, exploring possibilities of a proposed joint museum
- * Replied to numerous community research requests on questions of historical interest and significance, including Trout Creek area, Elle Ellen lumber operations, Carpenter Valley community
- * Maintained Old Jail Museum weekend opening for a summer count of 4,259 visitors – a new record! (see separate article)
- * Fulfilled numerous book orders taken through our website and our PayPal interface
- * Renewed and co-hosted six 2015 *Truckee History Alive!* Series (City of San Francisco by Barbara Czerwinski, the stranded 1952 train; Jerry Black and trains; Ghost Stories; Cowboy Poetry; and Mark McLaughlin (postponed))
- * Installed displays for P.U.D.
- * Attended various meetings relating to TDHS historical efforts: TDMA, Truckee Public Arts Commission (TPAC) regarding Rocks Opening Reception
- * Participated in Mystic, Summit Canyon Hike, Truckee River, Donner Party Hike, Boca town walk, and Trestle Tour 2
- * Hung historic photos at Parks and Recreation
- * Celebrated Nick Sassarini's 90th birthday
- * Attended Victory Plaza Ribbon cutting
- * Manned TDHS table at TDMA Bingo Snowfest
- * Arranged special showing Hobart Mills Time Capsule
- * Picked up bar back for Tom Ballou
- * Attended Truckee in U.S. History class at Sierra College
- * Conducted private Old Jail Museum tours, including for Truckee Elementary
- * Initiated membership renewal transition to bi-annual schedule
- * Cleaned up Schaffer Cemetery
- * Installed additional plaques behind Old Jail Museum
- * Trainride behind the restored locomotive "Glenbrook" in Carson City at the Nevada State Railroad Museum
- * Participated in grand opening of Donner Memorial State Park - Visitor Center
- * Manned TDHS information booth at Truckee Air Show and Fair
- * Coordinated Historical Art Show at Vets Hall
- * Participated in "Branding Truckee" initiative
- * Participated in Kids Rodeo Day
- * Facilitated and moved McGlashan Butterfly collection to the Truckee Parks and Recreation Community Center
- * Opened and maintained a presence in the Joseph Research Cabin weekly on Thursdays for public access and individual research
- * Performed historical research for Martis Camp signage, Anchor Steam
- * Participated in Dwight Teeter Cemetery ceremony
- * Participated in Truckee Day Parade on July 4th
- * Hosted Old Timers' Picnic in July
- * Continued to coordinate partnerships with area businesses to better reflect historical significance (Greg Zirbel, Neatweets), Bar of America and three panoramas, and Alpine Mounting to finish TDHS photo orders
- * Attended various preparation meetings regarding Truckee Springs Historical Foundation site and removed invasive weed species and general site cleanup at site of 'Glad U Kum'
- * Set up and manned a booth for Truckee Thursdays, and simultaneously opened the Old Jail Museum
- * Celebrated Veterans Day celebration with the Town of Truckee, artifact presentation and luncheon at Veterans Hall
- * Assisted with and participated in the first Annual collaborative "Fund Raiser" for the Historical Society by Bar of America, "No One Goes Hungry"; this will be an annual fundraiser
- * Represented TDHS at Sagehen Research Center with Truckee Public Arts Commission regarding the

Continued from page 6

use of Art in Science and History; attended Sagehen Creek field station site review

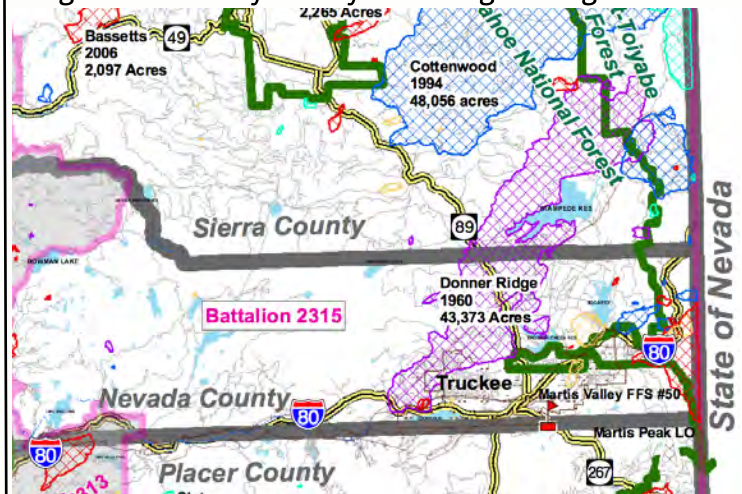
- * Facilitated a History Art Show in connection with Truckee Open Artists Studio Tour (T.O.A.S.T.), and Honoring Our Military
- * Assisted with a Celebration of Veterans in connection with T.O.A.S.T. program
- * Facilitated and judged the first annual "Click-Off", a photography contest with four categories; the all-around winner this year was Rolf Godon in the history category
- * Planned and participated in TDHS Annual Dinner
- * Participated in Streets of Truckee celebration with Richard Blair at Cottonwood
- * Represented TDHS at Chamber of Commerce Mixers to create a larger networking system for TDHS
- * Represented TDHS at Tahoe Silicon Mountain presentations to create a larger networking system for TDHS
- * Received historical artifacts (wood sections) from Cal Trans and Town of Truckee from the New Mini-Mouse hole on Hwy. 89, sections of old wood railroad trestle
- * Received artifacts and preserved this year: large collection of clothing from 1920-25 from Tiernan Family; Civil Defense Cards, and others
- * Created new garden spaces behind the jail using rock from the Old Fire Wall behind Moody's, and garden work
- * Provided tour & lunch for Ritz Carlton conference attendees
- * Enhanced and launched TDHS new website - anticipated

Echoes From The Past Newsletter

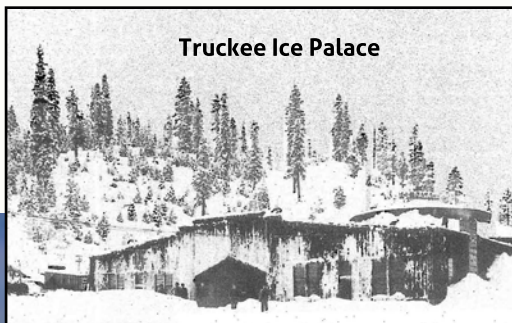
Continued from page 5

mountain homes by being proactive with defensible space initiatives and to be vigilant in fire safety. No one wants a repeat of the horrific losses in South Lake Tahoe's Angora fire of 2007. It is because of proactive fire protection plans that we are even able to live in such a beautiful area graced by such majestic trees and natural beauty. Take the time to understand that defensible space is everyone's responsibility. So remember to thank a firefighter for their help.

A comprehensive list of footnotes, articles and sources consulted for this article is posted on our TDHS website. We have also included some additional images there that you may find enlightening.



(Above) Courtesy of Battalion 15 Fire History, excerpt <http://cdfdata.fire.ca.gov/pub/fireplan/fpupload/fpppdf1024.pdf>



Truckee Ice Palace



(Left) "Click Off " Winner, Rolf Godon



Courtesy of U.S. Forestry Service 1962-63



Truckee Donner Historical Society
 P.O. Box 893 · Truckee, CA · 96160
 Address Service Requested

Contact us at:

(530) 582-0893

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Individual \$20____ Family \$30____ Business \$40____

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Select renewal month ____ January or ____ July (see TDHS website for membership details)

SPECIAL DONATIONS: Gift Membership \$____ In the Name of _____

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Contact me on ways I can volunteer Are you willing to docent at the Old Jail Museum? Yes / No

Areas of Special Interest and/or Comments/Suggestions:

Founded July 24, 1968 and
designated a 501(c)(3) in July 1971



What is this???? see p. 2



Truckee Donner Historical Society
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ECHOES FROM THE PAST

MARCH 2016 ISSUE 1

PRESIDENT'S CORNER

Springtime is approaching and for us that means a lot of fun and work. There are many things on the agenda in preparation for the opening of the jail for the season.

The Town of Truckee anticipates that they will be starting the work on Phase 3 of the Brickelltown project which will also include the re-grading and installation of pavers in our driveway. We will be monitoring this project to be able to gather any artifacts that pop up. This project also includes bringing electricity to the Memorial Garden so we can put in some lighting. We enjoy people using the garden as much as they do but unfortunately some of the very late night activities are not what we want. So to help out the local constabulary we are looking to put some type of unobtrusive motion lighting to discourage its use at night.

At the same time, we will be doing some clean up and planting in the Garden. We planted quite a few drought resistant plants last year and will be planting more this year while we are repairing the watering system. Volunteers Greg Zirbel, Karl Pape and Dennis Beeghly worked hard bringing stones from the Town Hall that were saved for us. When the fire wall fell down to the East of Moody's, all the rocks were saved for our use so another piece of Truckee's history is in the Garden.

If you haven't visited our new website at www.truckeehistory.org, please take the time to do so. Heidi Sproat and Billie Cornell, with help from Robert Bousquet of New Leaders, have done an amazing job and I am very proud of the new site. We are continually working on adding pages that will benefit the society and let the public know what we do have available in the way of research items.

Our representation on the Truckee History Museum committee has been an amazing experience. It is a joy to work with the representatives from the Truckee Donner Railroad Society. Even though we have a long road ahead of us, we are developing a wonderful working relationship with the Railroad Society to a mutually beneficial end. Our goal is to revise the Old Jail Museum into a history of Truckee's Law Enforcement Past.

On March 1 we will have our first brainstorming session at the Old Jail Museum for the cleaning of the jail and revival of the exhibits. We will also look at the Garden and see what repairs are needed and do some cleanup.

I would like to give a very heartfelt thank you to my support team and to all the membership. You all make the job of President a joy.

Respectfully, Chaun Mortier, President

CALENDAR

Events will be posted online
at our website at this link.

INSIDE THIS ISSUE

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- * Veterans Memorial Building - seeking National Historic Landmark protection - p.3
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- * Civil Defense Cards, Truckee River vs. Dog Valley Route & and Other 2015 Donations - p. 5
- * On Wings of Terror: We Honor Them - p. 6

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*Echoes From The Past, Newsletter Editor /
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TDHS eNews Editor, [Heidi Sproat](#)

Truckee Donner Historical Society ("TDHS") Board meetings are held on the fourth Thursday of each month at 2:30 p.m. at the Joseph Research Library at 10115 Donner Trail Road, Truckee. Board meetings are open to the public.

TDHS does not accept responsibility for the accuracy of the information in these articles. TDHS retains the right to republish submitted material. Please contact TDHS for permission to use any content in this publication.

Notice to Members

In 2015, the TDHS Board of Directors approved a change in membership renewal to reflect the Society's bi-annual renewal schedule - January or July. For specific details, please visit our website.

QR CODE or the squirley-looking black & white icon on the front page

Some of you may be familiar with these strange looking icons. The black & white crosshatched icon on the front page represents our new website at truckeehistory.org. If you have a "smart" phone or iPad with a 'QR Reader,' all you need do is scan your device OVER the icon and you should be directed to our website. And what would one use this for? On any printed material, you could 'scan any QR code' and be taken to their website immediately. In our case, you can go immediately to our truckeehistory.org website and see the **Calendar** for upcoming events.



SEEKING SUMMER DOCENTS FOR OLD JAIL MUSEUM

Summer will be here before you know it and starting Memorial Day through Labor Day, Truckee's Old Jail Museum will be open on the weekends, holidays and Truckee Thursdays. We are looking for docents to give visitors jail tours, some of the history of the jail and museum and Truckee in general. You don't have to be an expert in the history. The Historical Society trains and mentors docents. If you are interested please call 530-582-0893 and tell us how to contact you or e-mail the "docent master," Karl Pape at kdpape@me.com.

Please get involved with your Truckee Donner Historical Society (TDHS). The only way we can offer programs and events is if YOU, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501(c)(3) organization so any and all donations are gratefully appreciated and tax deductible. Our mailing address is Truckee Donner Historical Society, P.O. Box 893, Truckee, CA 96160.

IT'S THAT TIME OF YEAR!!!!

Last year we worked on the Memorial Garden area to improve the walkway from the cutoff and this year will include even more work on the garden to improve the health of the plants and continue to encourage the public to sit and enjoy it.

The Town of Truckee will be re-grading the driveway and installing pavers in up to the base of the Masonic arch. This will create a friendlier atmosphere. In conjunction with that project we will be taking a very hard look at the irrigation system and some design issues to improve the area. We worked with Village Nursery last year to pick out some drought resistant plants and those were planted around the garden. We will be going to them again this year for some advice on the irrigation system and adding other plants. We received a donation of a large number of Iris bulbs from Duane and Diane Brunson, Hirschdale, so those have been planted. Our goal is to provide as much color as we can with drought resistant plants. If anyone has any bulb type plants that they need a new home for please let us know. We don't take just artifacts!



Photos courtesy of
Chaun Mortier.



VETERANS MEMORIAL BUILDING - INTENT TO SEEK NATIONAL HISTORIC LANDMARK STATUS

After an in-depth initial review of available documentation about the Veterans Memorial Building (site of Charles Fayette McGlashan's original home) and the neighboring Rocking Stone Tower (formerly McGlashan's Rocking Stone Tower Museum which housed his extensive Butterfly Collection, and the relics from the Donner Party), our research staff has concluded that we are going to move forward and register Veterans Memorial Building with the U.S. Department of the Interior's National Park Service **National Register of Historic Places**. (Form 10900). This effort is a monumental undertaking, but given the historical nature of the properties and our desire to see the area properly protected, we can do no less.

The Veterans Memorial Building was designed by famed architect George Clinton Sellon in 1939, was built and dedicated in 1941. This year, 2016, marks the 75th anniversary of the building.

To date, our TDHS research staff has consulted hundreds of newspaper and other articles dating back to the 1890s - many of which are on antiquated microfilm - reference materials, Town of Truckee documents, Nevada County records, maps, interviews, government documents, similar filings, images and other materials too numerous to list. In preparation for this submission, our staff is actively preparing a Timeline that documents the salient developments of the property where the Veterans Memorial Building now resides. That timeline will be posted on our website in the near future. Please keep your eyes open for any new developments.

We urge you to please review your personal inventories of any items- especially dated images - relating to the Veterans Memorial Building and the adjacent Rocking Stone, as well as older records about the McGlashan mansion. We ask that you contact one of our researchers should you turn up something in your search. We can be reached at (530) 582-0893 or by email to history@truckeehistory.org or info@truckeehistory.org.

PROHIBITION

By Karl Pape

Truckee has always been known as a drinking man's town. The 1911 *Truckee Republican* reported 30 saloons and suggested a petition to stop the explosion of the number of saloons. It further observed that Truckee had become a dull town due to the excessive consumption of alcohol. This all changed July 3, 1919.

From 1920 to 1933 the United States carried out a social experiment, Prohibition. Except for a few exceptions, (using alcohol, particularly whiskey, for medical use), the production and distribution of alcohol was banned. Other countries, including Canada, Iceland, Norway, Finland and Russia also experimented with one form of prohibition or another for non-religious reasons. The results were the same as in the United States, with most of the aforementioned countries abandoning their forms of prohibition by 1933.

On July 3, 1920, Prohibition became effective and most of the remaining 10 saloons in Truckee became "cafes" (speakeasies) overnight. It was illegal to advertise any alcoholic beverage and for awhile the sale of booze declined. But the citizenry of Truckee was not to be long denied their libations. If they couldn't legally buy it ... they'd make it.

During this time, a new brand of entrepreneurs, Capone, Kennedy, Rothstein, and Schultz, supplied booze to the mid west and east coast; and on the west coast there was Truckee? Yes, Truckee. Geographically, Truckee was an ideal place to produce, distribute and consume gin, whiskey and wine. The volume of distilling was so large that there was a report that the resulting mash was clogging the sewers.

There was only one road in and out of Truckee, the Old Highway 40, and for a good portion of the year it was snow bound. The only access to Truckee in the winter months was the Southern Pacific Rail Service.

The Southern Pacific supplied much of the raw material for the stills. There wasn't much in the way of grains or grapes in the Truckee area, but the Sacramento Valley

was rich in moonshiners and wine makers' material needs. Either by east bound train or over the old Highway 40, when it was snow free, Truckee became a major consumer of produce.

One grandson of a Southern Pacific Freight Manager remembers his grandfather talking about an arrangement with the Southern Pacific where in the winter months, the bootleggers would load their elixirs, labeled as innocent cargo, on the west bound trains and have them unloaded at either Colfax or Auburn, then transferred to autos and continued on to San Francisco.

Some of the old-timers also remember the winter as a time when the likes of Pretty Boy Floyd, Machine Gun Kelly and other "bad guys" would spend time in Truckee. One would think that crime would escalate, but instead it was rather peaceful. The criminals became part of the community, friendly with the bootleggers and local law enforcement. If a criminal got off of the train with ill intent, he would find that the constable and citizens would encourage him to leave immediately and he was usually on the next train out of Truckee.

After Prohibition ended in 1933, Truckee continued to produce what remained illegal alcoholic products. The federal taxes on booze was so high that it was still profitable to make the local product. But, alas, as Truckee became a tourist destination and more "civilized," the bootlegging dollars were replaced by tourist dollars.

Moonshining has never quite disappeared, nor has the Prohibition Party. This author used to read electric meters in the foothills and the Sacramento Valley and found a fair number of pump houses with the copper coils and tanks. There were few enough of these "stills" that the "feds" didn't see a need for enforcement. (Ignoring the still often led to a sample or two).

For those still fighting demon rum, a recent publication of *Atlas Obscura* noted that the Prohibition Party remains the third oldest political party in the United States. It is on the 2016 ballots for at least three states, Colorado, Arkansas, and Mississippi. Attempts are being

made to include Florida, Iowa, New Jersey, South Dakota, and several others.

So when you lift that glass of wine, whiskey or gin, do so in the rich past, present and future history of Truckee ... a responsible drinking person's town.

References:

Truckee Republican, April 13, 1911. Truckee is a Dull Town.

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Truckee Republican, July, 3, 1911. Prohibition to Start.

Truckee Republican, November 6, 1919. Saloons Closing.

Provost, Robert, November 7, 2015 Interview about Southern Pacific during Prohibition.

Coates, Guy, April 4, 2002. Echoes From The Past: How Truckee survived Prohibition, *Sierra Sun*.

Richards, Gordon, 2007. Speakeasies were Truckee's answer to Prohibition. Truckee-Donner Historical Society monograph.

Giaimo, Cara, March 2016. The Prohibition Party Still Exists, *Atlas Obscura*

SNOWBALL SPECIAL

In the December 2015 issue of *ECHOES*, mention was made of '*Snowball Special*' dedicated trains that ran the railroad line from the San Francisco Bay Area after midnight to arrive in Truckee the next morning in time to participate in all the daytime snow fun. In that article, we referred the reader to an advertisement link for the train. We have since located an image of a *Snowball Special* that we thought you would enjoy. Sierra-bound passengers were eager to participate in "a royal big snow frolic."

'Snowball Special' January 1938 (below)



Photo Courtesy of Truckee-Donner Historical Society Archives

CIVIL DEFENSE CARDS AND OTHER 2015 ARCHIVE DONATIONS

Among the many donations TDHS has received throughout the years, this particular donation was an eye-opener. In the wake of the Pearl Harbor bombing on December 7, 1941, citizens of Truckee mobilized – many just four days later, December 11 – and itemized their particular trades, skills, vehicle ownership and access, and armaments including rifles, shotguns, and accompanying ammunition. These donations made to TDHS, including original Nevada County Civilian Defense Council credit-card size inventories, reveal local civilian expertise. All of the cards were completed by Truckee residents, or those who worked in Truckee - and may, in fact, have been completed in the Veterans Memorial Building itself. Two in particular state "[Air Raid Warden](#)," Truckee, CA. (See this [link](#) for more information). A sample of the card follows. On the reverse side is a right thumbprint and a place for a photo. Although neither of these cards has a photo, they are interesting in that they also complement another donation.

On 3 x 5 index cards the following categories of occupations are listed in groups and some identify unique citizen skill sets: Ambulance Driver, Pharmacist, Ski Patrol, Fireman, First Aid, Baker, Radio Equipment Operator, Nurse, and Police. There are categories of armaments and who owns what: Ammunition, Rifles, Revolvers, Shotguns, Automobiles, Trucks and Miscellaneous.

In ammunition, we have one gentleman listed with 150 rounds and 2 rifles; another with 40 rounds; another with 1 32 Rem Pump 1-22 Rem Pump; another with a 30-40 Crag; others with a 22 rifle and 32 rifle; even someone with a Luger 30 Auto Revolver. There is an electrician who owns a 1931 Chevrolet Sedan; a specialist in gas masks; a blacksmith; and a publicist.

A third category of materials includes over 150 "**Volunteer Enrollment for Defense**" [cards](#), approximately 6 ¾ x 7" in size. The cards reveal the name, residence, employer, naturalization, physical condition, radio equipment, motor vehicles, job assignment, firearms, ammunition, and other capabilities

Donations - Continued from p. 5

of individual Truckee citizens. It is fascinating to read what ordinary citizens did to mobilize immediately after December 7, 1941. These citizens preemptively subscribed to the 'eternal vigilance' doctrine. Their immediate action is noteworthy, patriotic and eye-opening for a small mountain community then comparatively untouched by modern communication media.

Among the [Civil Defense Cards](#), all dated December 1941 or January 1942, some of the more interesting occupation entries include (see endnote): a ski instructor/patrolman; forest service; rock scaling; a pre-med student at the University of Nevada; a newspaper publisher who served 2 years in Army War Service; a gentleman who "can shoot gun straight;" an Air Raid Warden; a Barber who was "willing to do anything" to assist the cause; owner of the Truckee Coca-Cola Bottling Company; an interpreter of Italian, Spanish and French; Special Police who spent 6 years in the Navy and 2 years Deputy Sheriff; 4 years Fireman and Electrician in Navy; a pharmacist of the Truckee Drug store; Pastime Club and Gateway Motel owner; pastor of the Community Methodist Church; State Highway Department of Public Works employee; wholesale lumber representative who spent 7 years as a National Guard in California and who served as a marksman. He also owned a relative arsenal including 1 30-30 rifle, 2-12 gauge shotguns, 1-38 revolver, 2 boxes 30-30 shells, 1 box 38 pistol shells and 1 box 12 gauge; likewise, a Druggist who also owned a number of firearms including a rem auto rifle, 69A shot gun, 32 auto pistol, and assorted other firearms; Sierra Tavern manager who earned a Marksman Medal for pistol and rifle in the Marine Corps; a State Department of Agriculture employee who served as a chief observer for the 4th Interceptor Command, and Special Police; a "bouncer in speakeasy;" Division of Highways employee who held Restricted radio telephone Operator License and was then Chief Operator of Division of Highways Station KQED in Truckee; a 66 year old who "can handle any kind of firearms and shoot straight;" and an 84 year old who "at my age am willing to do anything for the defense of my country."

Donations - continued on p. 7

ON WINGS OF TERROR - WE HONOR THEM

By Heidi Sproat

You never know quite what you'll find when you're looking for something else. At the Joseph Research Library looking for map information on an entirely different topic, we came across a newspaper account of a terrible airplane crash that occurred some 70 years ago on March 20, 1946. Examining the newspaper clippings more closely, several of our volunteer researchers at the cabin were curious as to the details.

On March 20, 1946, there was a reported downed plane that crashed into the Sierra Nevada mountains about 7 miles north of Truckee near the abandoned town of Hobart Mills. Caretakers of the abandoned Pioneer Lumber camp at Hobart Mills provided an eyewitness account. It appeared that the plane disintegrated in midair and the pieces came down very hard in a heavily wooded 8-12' deep, snowy area near the swollen Prosser Creek at an elevation of about 6,500'. The C-47, sometimes affectionately nicknamed the "Gooney Bird," an Army Air Corps C-47B Skytrain #45-1085, was carrying 26 Army and Navy men, including some high ranking Army and Navy officers and many enlisted men who were en route to separation centers for discharge. One of the victims was the son of Missouri's former governor, and another was a decorated sailor with "three rows of campaign ribbons."

Several things struck us as noteworthy. The young men killed were very young, and the crash was reported to be one of the worst plane disasters in peace time. This was a terrible loss in 1946 given that World War II had ended. Recovery of those killed in the crash was physically challenging due to the remote, snowy, nighttime location. When rescuers were interviewed later, they just could not talk about the crash. More research revealed that there were 13 states whose papers had front page headlines about the crash from as far away as Augusta, Maine. But the next discovery was equally haunting.

Reading through a dozen newspaper articles about the C-47 crash, I kept noticing *ANOTHER* airplane crash on

VOLUNTEER ENROLLMENT FOR DEFENSE

Date July 14, 1942.

Full Name _____ Age 24 Sex Male

Residence Address Truckee, California Phone 1S-J

Employer None

Employer Address _____ Phone _____

Citizen Yes Naturalized _____ Native Penn

Dependents Wife

Police Record (Felonies) None

Physical Condition Fair

Present Occupation Unemployed Trade or Profession Carpenter

Military experience Vet Spanish War Police experience None

First Aid training None

Capabilities other than above Will do anything for which I am qualified.

Motor vehicles Ford V-8 Coupe 1936

Type and year _____

Availability After May 1st

Liability and other insurance carried on automobile Full coverage in summer

Heavy motor equipment (tractors etc.) None

Firearms None Ammunition None

Remarks At my age am willing to do anything for the defense of my country

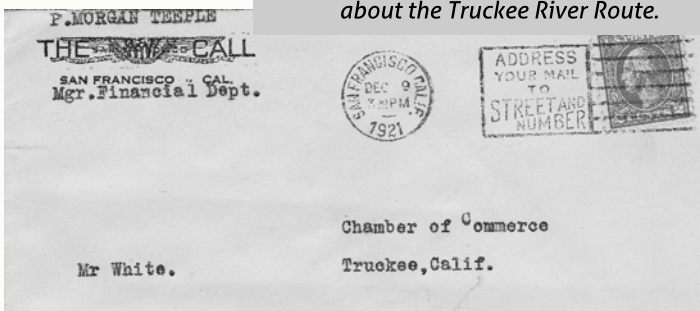
Sample Civil Defense Cards Signature _____

Endnote: Out of respect for the identity of these individuals and their families, their names have been removed. All of these original donated materials are available for review in the Joseph Research Library.

Lastly, there are several original signed "petitions" supporting affirmation for the selection of the Truckee River Route vs. the Dog Valley Grade when building the then anticipated road between Reno and Truckee. The representative petition sample is stamped October 15, 1921. There was a San Francisco to Reno Highway Association headquartered in Truckee, California whose letterhead boasts "The Truckee River Route – Central and Northern California's Scenic Highway" where "Good Roads talk for Themselves." (Some of these images are on our website under Supplemental Content for March 2016 ECHOES.)

Our own TDHS Joseph Research Library also has a fascinating account of how the Truckee River Route was selected - over the Dog Valley grade through Verdi. This account was written by Wallace B. Gelatt, Manager of the Donner Lake Company and provides an insight into the history of the route.

One of the envelopes stamped Dec. 9, 1921 about the Truckee River Route.



In a September 6, 1921 *Oakland Tribune* article, "Auburn-Reno Road Survey Explained to Association," the author wrote: "The scenic beauty of this highway along the Truckee River is on an equal comparison with the Columbia River display in the state of Oregon and is worth more to the state of California from an advertising standpoint than many times its cost. This road will not be over a 3% grade on any part."

In summing up these two roads, [the Truckee River Canyon road or the Dog Valley grade road], the distance from Truckee to the state line by the Dog Valley road will be about 24 miles. The distance on the new proposed road down the Truckee river from Truckee to the state line will be about 15 miles. The Dog valley has only *one* building on the entire route with no service to the traveling public, whereas the Truckee River road will be open to the following towns with populations of about 1000 people in Boca, Floriston, Iceland, Mystic, Farad and other towns."

Finally, the Truckee River route was expected to be open about 11 months of the year whereas the Dog Valley grade only 7 months and maintenance costs were expected to be less on the Truckee River Route.

Wings of Terror - continued from p. 6
 the same day, due west of the C-47 crash near Hobart Mills. Apparently, a B-29 reported engine trouble, looked for a place to land, and wound up circling blindly for over four hours in a dense fog over the San Francisco Bay with one engine "out" and fuel running low. Sadly, it crashed on a 3,820' snow-covered peak near Livermore, California, some 30 miles southeast of San Francisco. The pilot crashed only 10' from the peak's top. Another seven crew were killed.

Here is a sample of the headline from one of the newspaper clippings we found. We pause today to remember those military men who sadly perished in those two separate airplane accidents this March 20 – 70 years ago.

Photo credit excerpt from The Bismarck Tribune March 20, 1946



Fear 33 Dead in 2 Plane Crashes



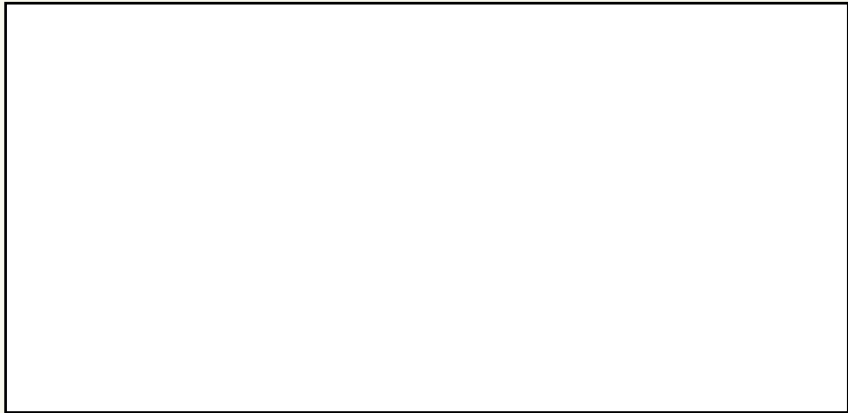
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What is this???? see p. 2



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ECHOES FROM THE PAST

PRESIDENT'S CORNER

JUNE 2016 ISSUE 2

Here it is Springtime again! I am very pleased to thank Village Nursery through our membership for their gracious donation of well over 85 plants and flowers to the Old Jail Museum Garden. All the plants have been planted and it seems most, if not all, are thriving. (see p. 2)

Within a few seasons we will have a flowering barrier from the street above us and our erosion problem has been eradicated by that planting and the creation of terraced levels to the west of the 'Apple Tree.' (see photo)

We were also given two beautiful birdhouses created by Greg Zirbel. (see p. 2)

I have to thank Greg Zirbel, Karl Pape, Ron Rettig for all their help and support to bring the garden to the state it is in now.

We have been spending a lot of time inside the Jail Museum preparing it for the season. We have already given several private and school tours and the new items on display have been very well received.

On a financial note, due to your continued support through memberships, donations and sales, our Profit and Loss Statement for 2015 was within \$25.00 of balancing out! We started a Money Market account which continues to grow. Barring any unforeseen expenses, we are within budget. And we have all of you to THANK. We have also greeted over 5,600 visitors to the Old Jail Museum.

Prior to being officially open for the season, we brought in over \$500 in donations while we were working on the exhibits. This was just from people stopping and wanting to see the museum. This has created discussion about possibly opening a few days early next spring if the weather is cooperating.

So all in all, we are moving along a very active 'stream' of events. I am very pleased to be continuing my Presidency and am proud of the Society. Marty's Café has again agreed to either cater or hold our membership meeting at the café. That will occur in September.

So to all, have a great spring/summer season and tell your friends to stop by the Old Jail Museum and see our new exhibit on Hobart Mills and the finding of the Time Capsule - or stop by on Thursdays at the Research Cabin.

Respectfully, Chaun Mortier, President



CALENDAR

Events will be posted online
at our website at this link

(<http://www.truckeehistory.org/tdhs-calendar-of-events.html>)

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Echoes From The Past Newsletter

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Photos of the Community Garden at the Old Jail Museum; (above left) "Jail Birds" birdhouse donated by Greg Zirbel



QR CODE or the squirley-looking black & white icon on the front page

Some of you may be familiar with these strange looking icons. The black & white crosshatched icon on the front page represents our new website at truckeehistory.org. If you have a "smart" phone or iPad with a 'QR Reader,' all you need do is scan your device OVER the icon and you should be directed to our website. And what would one use this for? On any printed material, you could 'scan any QR code' and be taken to their website immediately. In our case, you can go immediately to our truckeehistory.org website and see the Calendar for upcoming events.

SEEKING SUMMER DOCENTS FOR OLD JAIL MUSEUM

Summer is here and starting Memorial Day weekend through Labor Day, Truckee's Old Jail Museum will be open on the weekends, holidays and Truckee Thursdays - docent staff permitting. We are still looking for docents to give visitors jail tours, some of the history of the jail and museum and Truckee in general. You don't have to be an expert in the history. The Historical Society trains and mentors docents. If you are interested please call 530-582-0893 and tell us how to contact you or e-mail the "docent master," Karl Pape at kdpage@me.com.

Please get involved with your Truckee Donner Historical Society (TDHS). The only way we can offer programs and events is if YOU, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501(c)(3) organization so any and all donations are gratefully appreciated and tax deductible. Our mailing address is Truckee Donner Historical Society, P.O. Box 893, Truckee, CA 96160.

THE MEANING BEHIND THE NAME ESSEX

Beginning in the earliest days of Truckee, the term Essex has been used many time for businesses. Even our neighbors to the east used the term for a town. Essex in Washoe County no longer exists and from information located¹, it was in the Northwest area of Mount Rose. This was the home of the Essex Ice Company² and the Mutual Ice Company³. The town was located in the Verdi Area⁴.

In Truckee, the use of the term was originally for the Essex Saloon⁵. After the fire of July 28, 1868, Brazil Brickell, brother of E.J., built the Essex Saloon. It was located next to Burckhalter's Store on Front Street. As was the standard for the day, businesses or residences were on the second floor. An advertisement in the *Truckee Tribune* for September 1868, shows that Melvin W. Wilson, Dentist/Surgeon had an office in the Brickell House above the Essex Saloon. By October, 1868 it had changed hands and the proprietors were now "Stephens & Page."⁶ By December of 1868, a restaurant had been added to the rear of the saloon. Also in December it was reported that 52 of 72 buildings in Truckee were selling liquor.

By June of 1869 there were reports that the Essex Barber Shop had enlarged with the addition of the Essex Bathing House and the Essex Lodging house. It is unknown if these shops were all in the same area.

In January 1878, the saloon again changed hands and was now owned by Johnnie H. Richardson⁷. In the Month of June 1878, Ed Baldwin opened a fruit market in front of the saloon⁸.

Moving on to 1882, the Saloon again changed hands to a Charles Williamson who then added a stage and concert hall⁹. In November, the *Truckee Republican* reported Mr. Williamson had "gone below to procure women to entertain in Essex Hall."¹⁰ By December of that same year, Mr. Williamson had disbanded his troupe and the Saloon belonged to Ed Hussey and George Williard. This partnership did not last long and in October of 1883 only Mr. Williard was running the now, New Essex Saloon. The saloon closed in January of 1884 with all fixtures and stock sold at Auction.¹¹

Our tale of the Essex finds its way into 1887 when John Nagle reopened the Saloon.

This all goes to show a good name doesn't stay down for long. Oh, was does Essex mean? It is the name of County in England immediately north-east of London. The root is in the Old English Eastseaxe or East Saxons and has been around since AD 527. A good name with a long history. [See our website to see a 1946 California State Automobile Association map showing ESSEX.]

By Chaun Mortier | References:

1. <http://www.eachtown.com/places/Essex-historical;847682.html>
2. Daily Nevada State Journal, May 29, 1883
3. Reno Evening Gazette, April 9, 1879
4. Nevada Historical Society
5. W.F. Edwards, Tourist Guide & Directory, 1883, pg. 17
6. Truckee Tribune, October 3, 1868
7. Truckee Republican, January 12 1878
8. Truckee Republican, June 26, 1878
9. Truckee Republican, April 26 1882
10. Truckee Republican, November 15 1882
11. Truckee Republican, January 9, 1884

1867 TELEGRAPH INSULATORS

Somedays our research volunteers never quite know what they'll find. We discovered this image tucked away in an envelope from a "J.F.," postmarked September 1986, of a telegraph insulator with this note written on the back: "Brook's Pat. 1867 Telegraph Insulators. Paralleled the C.P.R.R. when it was built from 1863 to May 10, 1869. The word "DONE" was tapped on the telegraph at Promontory, Utah. See Photo of Meeting of the Railroads of the C.P.R.R. and the Union Pacific. This post and cross arm was a rare find. Found between Prosser Creek and Boca in a rocky area among the rocks on the north side of the railroad. You [TDHS] have one

of the Insulators in the museum [Cabin]." JF. For more information, please see the link below,



JOHN LAWRENCE CORBETT'S PHOTO COLLECTION

By Heidi Sprout

Over the past few years, several of our intrepid volunteer researchers, notably Ron Rettig and President Chaun Mortier, have been in the painstaking process of scanning and digitizing upwards of 7,000 images which were donated to the Truckee-Donner Historical Society (TDHS) when photographer John L. Corbett passed away in 1995. There are well over 10,000 images which were donated, so we are more than half-way through this monumental undertaking.

John L. Corbett was a local photographer here in Truckee in the 1960s - 1990s. While many of Corbett's photos in his *Sierra Sun* column "John Corbett's Historical Photo Album" were from other photographers from long ago, we stumbled on a few that are representative of life in Truckee in times gone by. If anyone out there can put a date on any of these images, we welcome your input.

Corbett was born in 1918 in Moscow, Idaho, and attended the University of California at Berkeley for a time - just long enough to learn what he needed to know for photography - and then dropped out. He was first introduced to photography when, at the age of 12, Kodak ran a promotional campaign and gave every 12 year old child a camera and a roll of film - for free. Among many part-time employment jobs using his photographic skills, he made: training films for the Army during World War II; color prints for Standard Oil's national fuel advertisements in the late 1940s; ran an 8 mm movie camera for Truckee High School's football team to analyze plays; and photographed food labels for national manufacturers cans. He also supervised the photo department of the U.S. Ordnance Department, wrote standard practice manuals, and helped develop a process to X-Ray shells and bombs. Corbett travelled California extensively making post cards and photographs for various ski areas and eventually became the photographer for Squaw Valley activities. He held an unquenchable interest in collecting arrowheads and held an extensive collection. Corbett taught local photography classes, and a host of other

odd jobs to support himself. He portrayed Uncle Sam in two decades of Truckee July 4th parades, and also portrayed Santa Claus at Truckee's Tree Lighting ceremony. Corbett also served as Grand Marshall for one of the July 4th parades. He served 14 years on the Tahoe Donner Public Utility District Board of Directors who honored him at a special ceremony at Tahoe Forest Hospital's Extended Care Center when he lost his two year battle with cancer.

While we do not have Corbett's photos available for public viewing online - yet - they are available at the Joseph Research Cabin to view. Here are several representative samples of his work - all taken of various Truckee places and events. There are more of Corbett's images uploaded to our website under Supplemental Content for this issue of ECHOES.

In future ECHOES, we hope to showcase other image collections from various donors.



John Corbett as Uncle Sam on Truckee's
Fourth of July parade

Due to ever-increasing costs in printing and mailing, commencing in 2017, TDHS will no longer be mailing out our quarterly newsletter ECHOES FROM THE PAST. To receive our ECHOES newsletter in the future, please look for the latest ECHOES which will be posted on our website at this link

(<http://www.truckeehistory.org/newsletters-and-search-tools.html>) and, **as a TDHS member**, you will get an email so advising you of this availability.



1968 Re-Dedication of the Donner Memorial at Donner Memorial State Park - 50 years



View of Donner Lake and Rainbow Bridge from high atop Donner Summit



License Plate garage, Karl Kuttel, at the foot of Hilltop, just below Cottonwood, on Brockway Road

(Right) Donner Lake Sunset

(Below) Snow sculpture



ELLE ELLEN'S CABINET REFINISHED

By Dennis Beegly

One of the oldest mill men in the state of California was Elle Ellen, the owner of Trout Creek lumber mill, and the V flume that connected his mill with downtown Truckee.

A bit of Ellen's life history is in order. Ellen was born in 1823 in Hanover, Germany, and eventually landed in New Orleans in May 1845, where he resumed his cabinet-making work. In April of 1850, Ellen joined the 'tide of emigration' to California and wound up in El Dorado County for a time where he started a sawmill, but later established himself in Truckee in 1868. He built the third lumber mill that operated on the Truckee River. Ellen held a large contract with the Central Pacific Railroad for moving railroad ties and shed timber. He has been referred to as Truckee's "King of Lumber." Ellen suffered several destructive fires at his mills, and sadly, was not insured. Nonetheless, references to Ellen's determination reveal a man of "indefatigable perseverance that has carried him through business vicissitudes" and he lived a comfortable life in his later years.

While we do not know exactly where this cabinet was built, we are certain it belonged to Elle Ellen as his unique signature - *Elle Ellen Truckee* - appears underneath the marble top. Streamline Painting & Finishes of Reno, Nevada, painstakingly restored the mahogany cabinet over a period of 10 months. The cabinet was built with square nails. In 2013, the McCall family of Sparks, Nevada, donated the cabinet to the Truckee-Donner Historical Society when they discovered the signature. The McCalls were related to the family who owned the Ellen house before a fire destroyed the home. Later, the McCalls contacted us at the TDHS.

The cabinet is an extremely valuable historic treasure for TDHS as we have no other representative item from the Ellen home.



We thought you'd like to see a "before" and an "after" picture. | References:

* W.F. Edwards, *Tourists' Guide & Directory to the Truckee Basin*, 1883, p. 41

**Truckee Republican*, 8/17/1872, 11/10/1875, 9/14/1878, 12/5/1879, among other undated issues

**Sierra Sun*, My Place in the Sun, "German native ran early lumber," Doug Barrett, 2/16/1879, p. 3



WHERE'S THIS????

TDHS volunteers decided that we would showcase an image from the area and let you try to guess where this picture was taken - and the decade identified with it. Starting July 1st and running until August 31st, the first person to contact us with the correct answer will win a free book, *Fire & Ice*. You may submit your entry by email to history@truckeehistory.org or by snail mail, one entry only. Please no telephone calls. We hope to engage you history buffs out there!



To view a larger image of this photo, please visit our website at this link: <http://www.truckeehistory.org/Where-Is-This.html>

ASSUMPTION OF THE BLESSED VIRGIN MARY PARISH TRUCKEE'S CATHOLIC CHURCH

Part 1 of 2: A Church on the Move

Katie Holley

Catholics in Truckee in the 1860s were worshipping together even before a permanent church was constructed, then seemed to spend the next century chasing that “permanent church” down the block as fire and several moves forced change on the parish community.

In the Beginning. Truckee grew up with logging and the building of the Transcontinental Railroad. In the summer of 1869, just after the completion of the railroad, the Catholic citizens of Truckee built a church right next to the Central Pacific Railroad roundhouse, with the small rectangular building facing southwest. (Early Christian churches often were built oriented directly east-west so that the sanctuary – the portion of the church containing the altar where the sacrifice of the mass was offered – was at the eastern end of the building. This allowed the assembled people to face east while praying in public as was the custom for praying in private at that time.)

The first mass was offered in the new church on August 15, on the Solemnity of the Assumption of the Blessed Virgin Mary. Assumption Church, as it was colloquially called, served the Catholic populations of the Italians, Portuguese, and Irish who settled here. It is estimated that almost 10,000 Irish Catholics were employed by the Central Pacific Railroad in construction of the Transcontinental Railroad, but not all of them were in Truckee!

In 1883, the parishioners put in a tower with a bell to call people to worship. Photographs in the TDHS collection show the progress being made on the tower’s construction. In 1890, the wooden church burned to the ground, but the bell was salvaged and re-installed when the church was rebuilt on the same site within the same calendar year.

The Church Moves to Church Street. In 1907, the entire church building was relocated to Church Street, just east of the rocks that lie east of the Methodist Church. Sanborn maps from 1907 confirm this location. The orientation of

the Catholic church was now facing northwest, and a brick rectory was constructed nearby. (Incidentally, Church Street was named in the 1800s after a highly skilled local freightwagon driver named Eli Church; it was not so named because of the houses of worship thereon.)

Just a Little More to the North. In 1949, the State of California wanted to route Highway 267 through Truckee, and required that the Assumption Church building be moved again. The church and rectory were moved to the portion of E Street that curves north and roughly parallels Donner Pass Road at the east end of downtown. The church doors now faced southeast.

A Little Mountain Church. The Assumption Church building was a simple rectangle, with an entry vestibule just large enough for 2-3 people to stand and stamp the snow off their boots. The building lacked a sacristy for vestments, sacred vessels, and other supplies; it did have a choir loft, and a belfry for the original bell from 1883. As Truckee continued to grow in population, the tiny church grew in 1954 with a single-wing addition extending south from the sanctuary. At an unknown date a small sacristy was added to the back of the church.



Truckee-Donner Historical Society collection;
1907 Catholic Church

In the next issue of ECHOES you will read about the stained glass windows of Assumption Parish and the final destination of the Church on the Move.



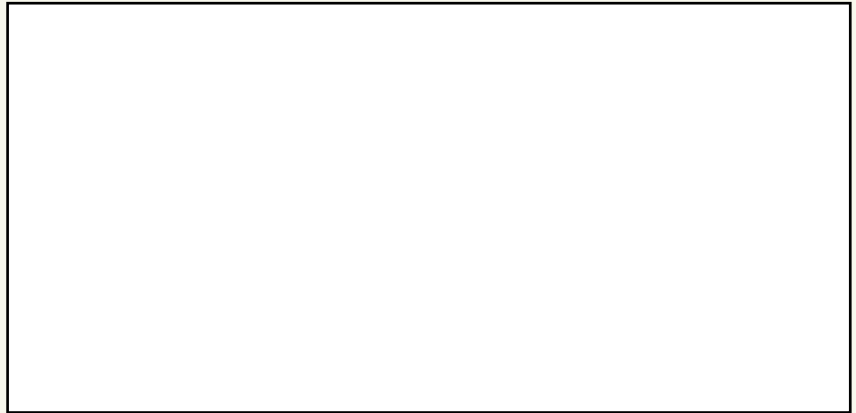
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ECHOES FROM THE PAST

PRESIDENT'S CORNER

SEPTEMBER 2016 ISSUE 3

It has been a busy summer for us. We have kept the Old Jail Museum open on Truckee Thursdays, and on Saturdays and Sundays. The Villager Nursery donated over 80 plants for our garden which we planted and unfortunately, we lost a few but the others are doing well.

The Town began work on our new driveway and patio addition this August. If all goes well, we will also have electricity in the garden after this remodel. We had families of birds in our new birdhouses and the fauna is very happy this year with the garden being able to be watered.

Our Annual Membership Dinner will be September 20, 2016 at Marty's Café, downtown Truckee. All members of the board have agreed to remain in their positions again this year. My Big Thank You to all of them for being as dedicated as they are.

Unfortunately, there was minor vandalism inside and outside the jail but it has been removed. There was also vandalism on the outside of the Research Cabin. A very nice gentleman from Tahoe Donner reported it and kindly painted over the graffiti on the cabin. Thank you Mystery Man.

We have been working hand in hand with the Railroad Society to see if there is public interest in developing a combined History-Railroad Museum. We have ideas for the Old Jail Museum if a new Museum does come to fruition. We want to convert the back into a jail scenario and highlight our law enforcement history; it will remain open as a law museum.

Members of the Research Committee were invited to assist a Graduate Student from University of Reno on his field site at Boca. It was a very enlightening adventure to learn what has

to be done at an archaeological site prior to any digging.

Once again we will finish the year in a very strong financial position and I have to thank all of you from the bottom of my heart for your continued support, financially and physically. We could not maintain the level of effort we offer without all your help.

The Research Team has been kept very busy all summer with numerous donations and cataloging the artifacts that have surfaced during the Brickelltown Streetscape project. We are also assisting the Friends of the Vets Hall and Truckee Donner Parks and Recreation to develop the Military Museum in the Foyer of the Veterans Memorial Building. We will be putting military items on display under temporary loan to the Friends to fill out their exhibits.

All in all, it has been a wonderful summer! Stay safe and keep History Alive!

Respectfully, Chaun Mortier, President

Remember too that the Old Jail Museum is a Blue Star Museum. For more details, please see this link, or <http://bit.ly/2bmiTqZ>.

CALENDAR

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In case you were wondering just WHERE the image (**WHERE'S THIS?**) was taken that we included in our last newsletter, no one submitted any "guesses" as to where this image was taken so we'll tell you.

We believe the image was taken along the Truckee to Tahoe railroad circa 1915, probably somewhere near what is now the entrance to Alpine Meadows. If you have more information about this image, please do contact us.



QR CODE or the squirley-looking black & white icon on the front page

Some of you may be familiar with these strange looking icons. The black & white crosshatched icon on the front page represents our new website at truckeehistory.org. If you have a "smart" phone or iPad with a 'QR Reader,' all you need do is scan your device OVER the icon and you should be directed to our website. And what would you use this for? On any printed material, you could 'scan any QR code' and be taken to their website immediately. In our case, you can go immediately to our truckeehistory.org website and see the **Calendar** for upcoming events.

A HUGE THANK YOU GOES TO OUR SUMMER DOCENTS FOR THE OLD JAIL MUSEUM

Summer is almost over and Labor Day is now behind us, but we would be remiss if we did not extend a HUGE thank you to our docent volunteers who spent countless hours introducing visitors to our Old Jail. The Jail will soon be closed again for the usual seasonal closure, but we could not have had it open on the weekends, holidays and Truckee Thursdays without our core docent group under the able leadership of Docent Master Karl Pape. Under his tutelage, we have amazing volunteers who spent hours sharing Truckee History. We couldn't do this without you!

Please get involved with your Truckee-Donner Historical Society (TDHS). The only way we can offer programs and events is if YOU, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501(c)(3) organization so any and all donations are gratefully appreciated and tax deductible. Our mailing address is Truckee-Donner Historical Society, P.O. Box 893, Truckee, CA 96160.

JAIL RAIL

By Dennis M. Beeghly

A docent from the California State Railroad Museum visiting our Truckee jail noticed a piece of rail which is an integral part of the structure. In fact, the rail holds up the ceilings. He identified the letters "PRM CO 75" embossed on one of the rail pieces. Chaun Mortier immediately contacted Dennis Beeghly and asked if he knew what the initials meant. Dennis knew instantly that they stood for "Pacific Rolling Mill."

Pacific Rolling Mill Company was also known as Pacific Rolling Mills. It was one of the west's first iron and steel producing foundries. Its legacy lasted well into the 1950s and 1960s with its products used in the construction of ships, buildings, railroads, and other landmarks.

It is not surprising that rails found in the jail were probably purchased or given to the town of Truckee when building the jail in 1875. Investors in the PRM company included Board of Director D.O. Mills, and stockholders, including Leland Stanford. The company was originally located at the foot of Potrero Point and later moved to 17th & Mississippi Streets in San Francisco.

When you see these rails in the jail, please be reminded of the tremendous labor and toil which forged our great town of Truckee and the State of California.

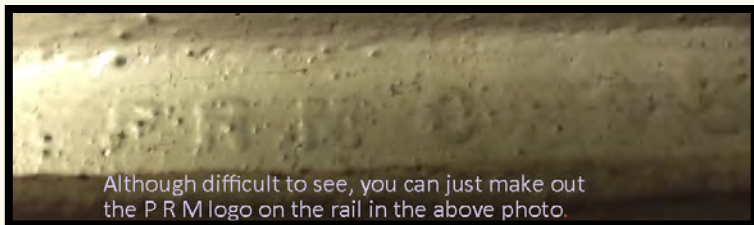
References:

Maslin, Marshall, *A Romance of Steel in California*, Judson Pacific-Murphy Corporation, 1946

<http://savethehill.com/corovan.html>

http://www.potreroarchives.com/Archives/Art_%26_Industry_1.html

https://en.wikipedia.org/wiki/Pacific_Rolling_Mill_Company



Although difficult to see, you can just make out the P R M logo on the rail in the above photo.

Photo taken in Old Jail Museum of PRM Rail.

Photo courtesy of Karl Pape

The Editor recently received a Press Release from the Sierra State Parks Foundation announcing an assessment of the physical state of the 98 year old Pioneer Donner Memorial. See this link, or <http://bit.ly/2bvlTTz>.

Due to ever-increasing costs in printing and mailing, commencing in 2017 TDHS will no longer be mailing out our quarterly newsletter ECHOES FROM THE PAST. To receive our ECHOES newsletter in the future, please look for the latest edition which will be posted on our website at this link (<http://www.truckeehistory.org/newsletters-and-search-tools.html>) and, as a TDHS member, you will get an email advising you of this availability.

DONNER MEMORIAL - NEW IMAGES

By Heidi Sproat

Our readers may recall in our last issue of ECHOES that among Photographer John Corbett's collection, there was an image showing the 1968 Rededication of the Donner Memorial at Donner Memorial State Park in celebration of 50 years since the unveiling of the monument. Link, p. 6, or <http://bit.ly/2bETcWp>.

Serendipitously, on June 15, several of our volunteer researchers visited the State of California Department of Parks and Recreation at the former McClellan Air Force Base in Sacramento to be introduced to their massive collection. During that visit, there were several photographs that the staff made available for us and surprisingly, none of us had seen them before. The images relate to the Donner Memorial original dedication. With licensed permission, we are pleased to share these images with you.

The images were donated by Alma F. Woodruff.



Courtesy of California State Parks, 2016

Note that the Donner Memorial is draped in a white cover, but the date of the image is listed as 1910. If one reads through Nona McGlashan's book, *Give Me A Mountain Meadow*, it may help to explain the delay in the time between the Memorial's completion and the actual dedication some eight (8) years later. (301-67-2)

See additional note at left

THE TAMARACK WRECK

By Dennis M. Beeghly

Tamarack was located at Milepost 247 on the Sacramento Division over Donner Summit in March of 1888. The Mileposts were changed to reflect the distance from San Francisco at 4th Street via Antioch, California, on June 1, 1887. The Mile Post at Cisco Station was 243. There are two tunnels between Cisco and Tamarack. Tunnel 3 is 269' in length and Tunnel 4 is 86' in length. The gradient between these stations is 1.935%. This amounts to a heavy uphill grade eastbound and a steep descent westbound. Tamarack station sits on a high curve overlooking the Yuba River to its North and a granite rock wall to its South. The terrain between Tamarack and Cisco is some of the most rugged on the Sacramento Division between Blue Canyon and Summit. The snow sheds covered the tracks continuously between Blue Canyon and Tunnel 13, which includes the area between Tamarack and Cisco stations.

In the early afternoon of March 19, 1888, a horrific collision occurred between the stations of Cisco and Tamarack, between a special eastbound freight train and No. 6, a scheduled westbound freight. Each freight train had two locomotives. All four locomotives were badly damaged, as were the freight cars. The snow sheds were also damaged by the wreck and fell upon the locomotives and wrecked freight cars. Unlike today's enormously long trains, trains during this period were small, only between 6 to 10 cars, cars averaging 30' in length.

Conductor Clark was in charge of westbound train No. 6; John Pickens was the engineer of engine Number 156 on No. 6, and was severely injured. B.F. Wooley, the engineer on the rear locomotive, was seriously scalded and injured. Conductor Black was in charge of the special eastbound train and Engineer Truxano was badly cut about his head.

Also missing in the debris of the accident were Brakeman William H. McMasters, Brakeman Congreve, Fireman George E. Hoops and Fireman Molin. Which trains they were on is unknown. Another Fireman,

Martin, was also missing. All were later found dead.

As soon as news came in over the telegraph to division Headquarters in Sacramento, Sacramento Division Superintendent J. B. Wright assembled the wrecking crew. Using a special train, they picked up Dr. Huntington in Sacramento from the Railroad Hospital along with physicians from Truckee and a doctor from Colfax. The wrecking crew, doctors, and officials immediately departed for the scene of the accident and arrived there at 10:00 p.m. On arrival they found four engines disabled, approximately ten cars destroyed and 80' of snow shed destroyed.

Engineers John Pickens, B.F. Wooley, and Truxano, who were all severely injured, were placed in Dr. Huntington's car and transported back down "the hill" to the hospital at Sacramento. The remains of the other dead men were taken to Auburn to be shown to a jury of inquiry and then turned over to family and friends.

The *San Francisco Call* reported that General Superintendent A. N. Towne instructed Superintendent J. B. Wright of the Sacramento Division to conduct a "rigorous inquiry" into the cause of the "disastrous collision in the snow sheds of the Sacramento Division."

The accident was not cleared until early the next morning on March 20.

It was believed that regular freight train No. 6 westbound left Tamarack on time. The special eastbound freight conductor had train orders to go to Tamarack if he could do so before the regular freight No. 6 westbound was scheduled to depart Tamarack. Because the conductor is in charge of the train, it was suspected the conductor of the special eastbound freight looked at his watch at Cisco and thought he could make the time allowed to Tamarack, a distance of four miles. By the time he looked at his watch again, it was obviously too late, and a head on collision occurred!

Surprisingly, the *San Francisco Chronicle* reported on Monday, April 16, 1888 the following: "The Coroner's jury in the case of the collision at Tamarack station, on the Central Pacific, found Conductor Clark and Wooley and Pickens, the two engineers of this [westbound] train,

Echoes From The Past Newsletter

guilty of criminal carelessness." This would indicate the conductor and Engineers on westbound train No. 6 overlooked their orders and proceeded downgrade to their fate. The telegraph operators at Tamarack and Cisco are not mentioned, nor is the dispatcher at Sacramento.

The track between Cisco and Tamarack was an operating nightmare. If you look at a photograph taken in the 1950s, near where the accident occurred, you can see the sheer granite rocks which would create terrible slide conditions in winter. Even today, this area can cause many headaches for railroad officials in the winter.

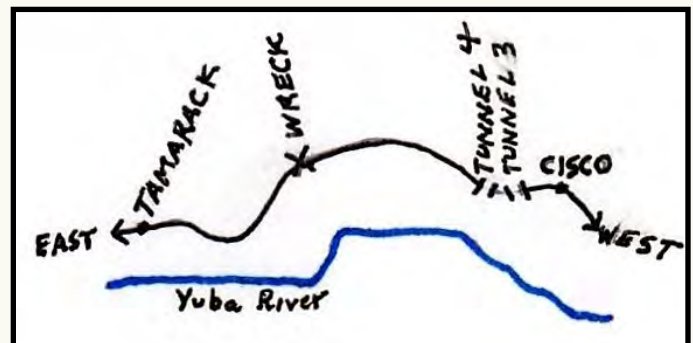
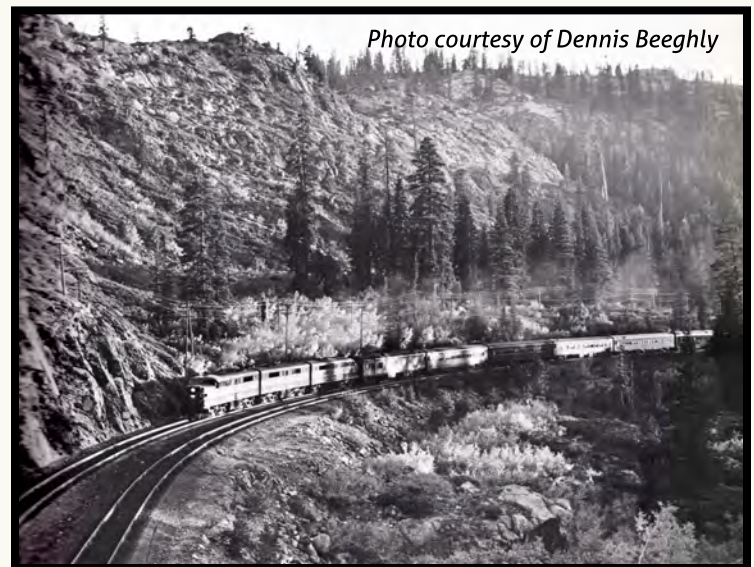
Railroading through the snow sheds was also noted by an early conductor as "railroading in a barn." This was a tough breed of cigar-chomping, tobacco-chewing, no-nonsense, profane-talking railroaders. Early dispatchers in Sacramento found it difficult to run trains through this single track in the 1880s between Cisco and Tamarack. The reason was the four-mile distance. Both Cisco and Tamarack could hold trains in their respective sidings if necessary. T. R. Jones, Superintendent of the Sacramento Division 1904-1907, wrote in the September 1920 *Southern Pacific Bulletin*:

Side tracks like telegraph offices were few and far between, compared to what exists today on the Sacramento Division. One cause of delay and annoyance to trains was the Cisco siding, then the only one between Emigrant Gap and Tamarack. It held only twenty-two of the company's thirty-foot freight cars, two engines and a caboose. Occasionally, on account of freight trains having foreign cars of different and longer lengths in their trains the dispatchers would be taken by surprise and the trains meeting there would not clear. They were compelled to saw by, this would cause a delay, consuming a lot of time and causing a lot of profanity. (Note: A 'saw by' is a complicated switching move to get two trains by one another on a siding going opposite directions when one train is too long.)

But the running time on the four-mile stretch of track between Cisco and Tamarack for trains going both east

and west by train order could result in delays for many reasons: heavy tonnage, wood burning locomotives, snow sheds, fires, and heavy snow just to name a few. The end result could have been orders that were misread or overlooked leading to careless decisions with time which caused disastrous results like the Tamarack wreck on March 19, 1888.

It would not be until 1905-1906 that a controlled block system called the Staff System, would be installed with block signals which was supposed to be fool proof to prevent such accidents in the snow sheds. To this day though, running trains over "the hill" on the Sacramento Division is a very serious job, not be taken lightly!



NOTE: The map above corresponds with the direction of the train in the above photo.

To better understand where this area is, see this link to view an 1880 Map of Nevada County published by Hartwell. In the right right of the map, just below the black horizontal line, look for the T.17.N.R.13.E block and you will see Cisco and Tamarack (sic) Station.

References for this Tamarack Wreck article are posted on our website at this link, or <http://bit.ly/2dxBLoZ>, in Supplemental Content for September 2016 ECHOES issue.

ASSUMPTION OF THE BLESSED VIRGIN MARY PARISH - TRUCKEE'S CATHOLIC CHURCH Part 2 of 2: The Saints Come Marching In By Katie Holley

Part of the mission of Truckee-Donner Historical Society is to discover, procure and preserve what may relate to ecclesiastical history of the town of Truckee. In that vein, we submit the following information about several of the stained glass windows that were built into one of the locations of Assumption Church. These stained glass windows are now in the vestibule of the current church location at Alder Drive in Truckee.

The Saints Come Marching In. Upon entering the little mountain church of Assumption Parish, worshipers see images in stained glass of Jesus Christ, his Blessed Mother Mary, and several saints – all offering an oasis from the temporal world and a glimpse of what awaits the faithful in heaven. Stained glass windows have been an integral part of Catholic architecture for generations, built into the permanency of the Church. They transform light, reflect visual imagery, convey the depth of faith, and provide another mode of teaching God's message.

The stained glass windows in the church help to tell the story not only of the faith of the people, but also of the people themselves and their roles in the town. The saints honored in the seven stained glass windows of Assumption Church, and the donors and individuals memorialized in the windows, reflect the heritage and Catholic faith of those pioneer families who worshiped there. The Catholic faith teaches that the human and spiritual experience is enriched when individuals follow the example of the saints, holy men and women who lived lives of heroic virtue.

The window honoring the Sacred Heart of Jesus was given by the Finnegan family to memorialize their parents, Francis and Jane Finnegan. Their daughter Margaret was married to Philip Kearney, whose family owned a chicken ranch in Truckee.

The window of the namesake of the parish, Assumption of the Blessed Virgin Mary, was sponsored by Elsie Brougher, the adopted daughter of H.C. and Elsie

Brougher. Young Elsie later married Carl A. Bechdolt, Jr., whose grandparents purchased the Tahoe Inn in Tahoe City in 1923, and whose father, Carl Senior, owned the Tahoe City Golf Course. The Bechdolt Family donated the window honoring St. Joseph.

Victor and Margaret Theresa (Donelin) Hindmarsh donated the window to honor St. Therese of Lisieux. Margaret Theresa had three siblings, at least one of whom was baptized at Assumption Parish in Truckee.

Mary Ellen "Mae" O'Connor Mattos sponsored a window honoring St. Patrick (see p. 7 photo) in memory of her father, Maurice O'Connor. Mae and her husband Joe Mattos donated the window of St. Anthony (see p. 7 photo) – who was Portuguese, not Italian as many people erroneously believe.

In 1954 an additional window was needed for the new wing on the church. Vivien Summerfield sponsored a window honoring Pope St. Pius X, a newly canonized papal saint who had done much to educate the faithful – and perhaps to convert peoples' hearts – and to memorialize her husband, Solon E. Summerfield.

The Last Move. The permanent church for Assumption had yet another move in store. An ever-increasing visitor population in the last decades of the Twentieth Century made the tiny 1890-sized church inadequate for weekend and holiday crowds. A new site was identified on Alder Drive, across the street to the north from Alder Creek Middle School, about 2 miles from the previous church location.

The new Assumption Parish complex of church, offices, meeting rooms, and rectory was completed in the summer of 2011. The dedication of the new church occurred on August 7, 2011, 142 years later almost to the day of the first mass celebrated in the original church standing next to the railroad roundhouse. Bishop Jaime Soto of the Diocese of Sacramento presided, along with the pastor at the time, Fr. Matt Blank, and eight former pastors of the parish.

The stained glass windows have pride of place in their new home. Deemed too fragile to serve as exterior windows, the stained glass panels are above the entry doors between the vestibule and the worship area.

Stained Glass - continued from p. 6

Morning light passes through clerestory windows in the meeting rooms and illuminates the images of the saints. The Catholic community of Assumption Parish in Truckee experienced many moves in its history, but throughout has been accompanied by saints and the prayers of all the faithful.

To the right, we showcase two of Assumption's stained glass windows with a little bit of history about the donors. More information is posted on our website about these windows in a brochure that was prepared for the celebration of the dedication of the new church on Alder Drive in 2011. The brochure is now available at this link, Supplemental Content for ECHOES newsletter, Sept. 2016 issue, or <http://bit.ly/2bWFGiy>.

In Memory of
Maurice O'Connor



Born in Ireland in 1865, Maurice O'Connor immigrated to the United States with his brother in 1884 and worked for 5 years as a construction contractor for the Southern Pacific Railroad Company. He married Kate (?) and settled in Sparks, Nevada where he owned and operated the Silver Dollar Saloon for many years. He was described as "a prominent citizen of Sparks" in the Nevada State Journal and had a dynamic relationship with Sparks city government.

O'Connor died at age 68 in Reno in 1934 and was survived by his wife and two daughters. His funeral took place in Sparks and he is buried in Our Lady of Sorrows Cemetery in Reno. The window dedicated to St. Patrick in his memory was commissioned by his daughter, Mary Ellen ("Mae") O'Connor Mattos.

Donated by
Mr. and Mrs. Mattos

Joe and Mary Ellen ("Mae") Mattos were Truckee residents from the time of their marriage in 1917 until 1962. Joe had been born in Niles, Calif., in 1893 to Portuguese immigrant parents. Mae had been born in Ireland on St. Patrick's Day in 1895, to Maurice and Kate O'Connor. Joe owned and operated the Mattos Ice and Beverage Company from 1914 until 1952; Mae worked as the business's bookkeeper. They had one daughter, Rose.

Joe also owned the Sierra Dray Line and the Union Ice Company ice house. Joe was active in local civic affairs; he served as the first president of the Truckee Rotary Club beginning in 1939. In 1942, he became part of the committee in charge of the Truckee Sanitation District, and he was a member of the Elks Lodge. Joe died in October 1962, just four months after moving back to Niles. He was survived by his wife,



Mae, his daughter, Rose, and his grandson, Joe Miller, of Reno. He is buried at Holy Sepulcher Cemetery, Hayward. Mae died in Reno in 1983.

Photos courtesy of Katie Holley.
For larger images, see this link, or <http://bit.ly/2c7av1c>.

Donner Memorial Images article - continued from p. 3



Courtesy of California State Parks, 2016

The photographs above were taken at the June 1918 Donner Memorial Dedication. Of particular note however, is the handwritten note on the back of the bottom image: "ANECDOTE: Donor tells that Martha 'Patty' Reed, on left, and donor's great-grandmother, Frances Donner, next to 'Patty' Reed, stand facing away from each other in this photo because 'Patty' Reed claims it was the 'Reed Party' where Frances piqued, retorted that it was the 'Donner Party' and nothing else!" (301-67-1 back)



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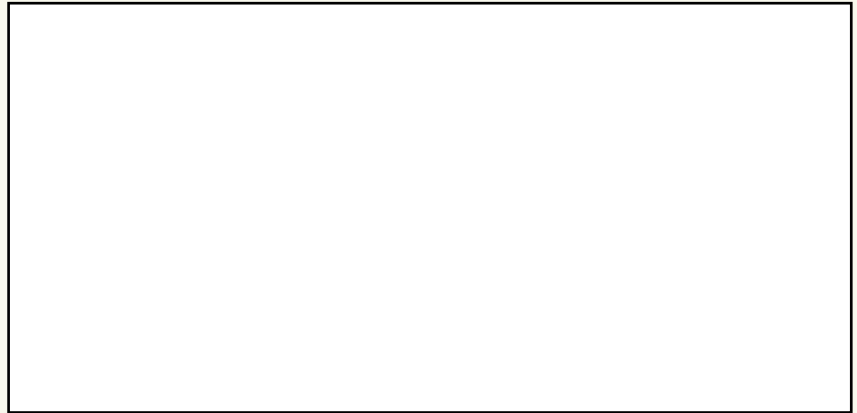
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Contact me on ways I can volunteer Are you willing to docent at the Old Jail Museum? Yes / No

Areas of Special Interest and/or Comments/Suggestions:



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What is this???? see p. 2



Founded July 24, 1968 and
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ECHOES FROM THE PAST

PRESIDENT'S CORNER

DECEMBER 2016 ISSUE 4

Well here we are at the end of one year and approaching another. Winter is upon us and the weather has certainly been interesting. I am sitting here today looking at beautiful sunshine when two days ago the Truckee River was cresting because of heavy rains.

I believe history teaches us to always expect the unexpected and be prepared for anything. 2016 has proven this to be true. We have accomplished so much in the Research Library but still have so much more to do that I wonder if we will ever get caught up!

In 2016, we have received some amazing donations of items from various sources. When we complete our inventory, we will be highlighting some of the donations in the near future, so stay tuned.

We are also continuing with our Truckee Veterans Memorial Hall and Rocking Stone Tower research and that is progressing towards our eventual goal, filing an application for National Historic status.

Our relationships with Friends of the Vets Hall, Truckee Donner Railroad Society, Donner

Summit Historical Society and the Friends of the Library continue to become amazing partnerships.

We have lost good friends, Rest in Peace Pat McCarthy; we have gained new ones and all in all it has been a great ride.

This is short and sweet this time but my most heartfelt statement is that we can't survive without you: the membership and friends. To that end, I say

May each step you take be filled with wonder and may you appreciate the history of those who have walked before you.

Respectfully, Chaun Mortier, President

CALENDAR

Events will be posted online
at our website at this link
<http://www.truckeehistory.org/tdhs-calendar-of-events.html>

INSIDE THIS ISSUE

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- * Ma Spinelli - p. 3
- * Truckee's Place in the Strike of '94 - pp. 4-5, 7
- * 2016 TDHS Accomplishments - p. 6

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Truckee Donner Historical Society ("TDHS") Board meetings are held on the fourth Thursday of each month at 2:30 p.m. at the Joseph Research Library at 10115 Donner Trail Road, Truckee. Board meetings are open to the public.

TDHS does not accept responsibility for the accuracy of the information in these articles.

TDHS retains the right to republish submitted material. Please contact TDHS for permission to use any content in this publication.

Notice to Members

In 2015, the TDHS Board of Directors approved a change in membership renewal to reflect the Society's bi-annual renewal schedule - January or July. For specific details, please visit our website.

QR CODE or the squirley-looking black & white icon on the front page



Some of you may be familiar with these strange looking icons. The black & white crosshatched icon on the front page represents our new website at truckeehistory.org. If you have a "smart" phone or iPad with a 'QR Reader,' all you need do is scan your device OVER the icon and you should be directed to our website. And what would you use this for? On any printed material, you could 'scan any QR code' and be taken to their website immediately. In our case, you can go immediately to our truckeehistory.org website and see the **Calendar** for upcoming events.



**PAT McCARTNEY
REMEMBRANCE**

Our TDHS family was shocked to learn of the recent and unexpected passing of one of our own team, Patrick McCartney. Pat had been a member of TDHS for years and was the ever-present docent at the Old Jail Museum.

A former *Sierra Sun* reporter, Pat also served on our Membership team and was always at the ready to assist in our historical events.

Link to Tribute to Pat =

<http://www.truckeehistory.org/Pat-McCartney---Tribute.html>

Pat recently authored a September 23, 2016 article on Ting Zhao, a 23 year-old Chinese student who volunteered as a docent at TDHS's Old Jail Museum during the summer of 2016.

Please get involved with your Truckee-Donner Historical Society (TDHS). The only way we can offer programs and events is if YOU, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501(c)(3) organization so any and all donations are gratefully appreciated and tax deductible.

*Our mailing address is Truckee-Donner Historical Society,
P.O. Box 893, Truckee, CA 96160.*

MA SPINELLI**By Karl Pape**

The Old Truckee Jail's history has been rumored with hosting a number of famous or "infamous" individuals, including Baby Face Nelson and Machine Gun Kelly. Although the stories vary from glancing to detailed, there is one that is well documented: Juanita Spinelli. Born as Eithel Leta Juanita Spinelli in 1889 in Kentucky, she is reputed to have spent time in the mid-west as a wrestler, nurse, knife thrower and gang member.

Nicknamed "the Duchess" because of her haughty demeanor, she often used her daughter to lure men into her gang and set up robbery victims. In January, 1940, she came to San Francisco with her common law husband, Michael Simeone, their three children, and Robert Sherrard, an inmate of a home for the feeble minded. Once in San Francisco they recruited other members of the gang including Gordon Hawkins, and Albert Ives, another mentally deficient member. On April 8, 1940, they began their crime spree by robbing a San Francisco barbecue vendor named Leland S. Cash on Golden Gate Avenue. During the robbery, Cash, who was hard of hearing, reached for his hearing aid and Ives, thinking it was a weapon, shot and killed Cash.

The gang moved to Sacramento and while having a picnic on the banks of the Sacramento River discussed one of their members, Sherrard, while he was swimming in the river. The Duchess was concerned that Sherrard was talking too much about the killing in San Francisco and needed to be silenced. That evening at a hotel in Modesto she put knock out drops in a bottle of whiskey and give a drink to Sherrard. He passed out and died. The gang dressed him in his swimming trunks, took him to the river, placed his clothes neatly on the river bank, and tossed him in the river to make it look like a suicide. The police were not fooled.

The next day the gang drove their stolen car up the Old Highway 40 towards Reno and spent the evening at a hotel in Grass Valley. Ives feared that he was next to be eliminated and snuck away to the local California Highway Patrol Post and revealed the whereabouts of the gang and their crimes.

Due to ever-increasing costs in printing and mailing, commencing in 2017 TDHS will no longer be mailing out our quarterly newsletter ECHOES FROM THE PAST. To receive our ECHOES newsletter in the future, please look for the latest edition which will be posted on our website at this link
(<http://www.truckeehistory.org/newsletters-and-search-tools.html>) and, **as a TDHS member**, you will get an email advising you of this availability.

The gang escaped from Grass Valley but was apprehended in Truckee and spent that night in the (Old) Truckee Jail.

The Duchess, Simeone, and Hawkins were transported back to Sacramento where they were tried, convicted of premeditated murder of Sherrard, and sentenced to death in the San Quentin Gas Chamber, making Spinelli the first woman to be executed in a gas chamber in the USA. Ives was committed to the Napa State Asylum for the Insane for the rest of his life.

As a sidebar, while in prison awaiting execution, the warden at the time said Spinelli was the "...coldest, hardest character, male or female, that I have ever known, and was utterly lacking in feminine appeal. The Duchess was a hag, as evil as a witch. Horrible to look at, impossible to like, but she was still a woman, and I dreaded the thought of ordering her execution."

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TRUCKEE'S PLACE IN THE STRIKE OF '94

By Heidi Sproat

Like many of our other *Echoes* newsletter articles, we stumbled on this topic as well. Scanning through anything that mentions Truckee, one of our research staff came upon an excellently researched book entitled *The Role of Federal Military Forces in Domestic Disorders 1877-1945* by Clayton D. Laurie and Ronald H. Cole, ("Laurie")¹ which covers the history of Army domestic support operations with the rise of industrial America. What does this have to do with Truckee?

Skimming through the almost 500 page book, we noticed a map (Laurie, p. 114) that showed Truckee was the site of Civil Disorder in 1894. Curious, we read through the pertinent sections that helped to explain the circumstances under which Truckee found itself under some kind of military oversight.

Coincidentally, on the very next TDHS volunteer day, we also received donations of old *Sierra Sun* newspaper articles and other area newspapers and periodicals that covered years of reporting we have had much difficulty obtaining. To our good fortune, there was one such multi-part article by Doug Barrett, former staff writer for the *Sierra Sun*, who wrote a column titled *My place in the Sun*. After browsing through scores of donated articles, we hit the jackpot with a May 23, 1975 article "Army had big role in Truckee."² There was a corresponding image that showed Company "B's kitchen in Truckee, July 1894 (see p. 7). Intrigued, we started digging deeper.

We learned that the army "occupied" portions of Truckee during the Great Railroad Strike in the summer of 1894. The 'strike of '94' originally started in late May in Chicago and spread throughout the nation in a dispute between the American Railway Union ("ARU") and the Pullman Company. Although Pullman, Illinois, was considered a "model" company town, sparked by the 'Panic of 1893' there was a serious economic recession. The Pullman Company was making successive wage cuts, increasing hours and laying off workers while raising an already high cost of living – especially when compared to the adjacent municipality of Chicago. In May 1894, a committee representing the workers approached the President of the company, Mr. Pullman, requesting that old wages and rates be reinstated. Mr. Pullman refused and was "indignant at the apparent

intrusion of the workmen into the affairs of their business." (Company B, p. 11). Committee members were discharged from service and that is what precipitated workmen striking. Although the railroad companies supported Pullman, the brotherhoods supported the workers led by then ARU President Eugene V. Debs.³ In opposition to the ARU was the General Manager's Association, founded in 1886, consisting of the Pullman Company and 24 railroads, among them the giants of the rail industry. Unable to agree to any kind of settlement terms, the ARU announced a boycott of any trains pulling Pullman cars. The strike was enthusiastically joined by thousands of railroad workers who tied up traffic coast to coast. Although violence in the east on miles of railroad track far surpassed that which occurred in the small town of Truckee, California nonetheless was a pivotal point as trains passed through this town on the main railway line. Both the ARU and the Pullman Company held "uncompromising attitudes" which "assured violence that eventually required federal military intervention to restore order." (Laurie, pp. 125, 133).

As history has taught us, when military intervention is called for, the National Guard is usually called upon to quell disturbances in the majority of domestic disturbances. (Laurie, p. 17). Subject to Constitutional provisions and federal legislation, the President has certain limitations to commit federal troops to aid civil officials. In some instances, Presidents have sent troops to area disturbances without first obtaining statutory justification for doing so (Laurie, p. 21). The eastern cities had state guardsmen who could restore order, but in the west no such organizations existed. Because the strike interfered with the mails and interstate rail traffic, federal troops were called in.⁴ Consequently, then President Cleveland enlisted the Army's assistance and directed federal troops to insure that the trains kept running. Because no other capable law enforcement organization existed who could quell the disturbance in the West, regular army troops were assigned to the Sierra Nevada along the Southern Pacific route to prevent any sabotage attempts. Why was this so important to Truckee?

Consider Truckee's geographical position. Recall that the railroad through the Sierra Nevada was completed in the late 1860s and Truckee is, of course, on the railway line. During the 1880s and 1890s, shipping goods by railroad was both expedient and profitable for lines between the West and

eastern destinations. Truckee was a huge lumber district and had a burgeoning ice industry. According to a book published in 1895, The "City Guard": A History of Company 'B,' First Regiment Infantry, N.G.C. ("**Company B**"), p. 9:

Never before in the history of the State [California] had she experienced such a movement as this. Traffic was completely stopped. Business was paralyzed. Goods could neither be received nor sent away. Merchants were laying off their employees and getting ready to close up their houses. Not a wheel of the Southern Pacific Company was turning in the State.

Truckee was among a dozen California cities most affected by the strike. ("**Guard**," p. 3)⁵. The strike involved three-fourths of the US and it was not long before bounds of legality were passed. While men have the right to strike, as long as labor troubles are confined to strict legal rights, usually positive resolution is accomplished. In this case, however, when strikers "indulge in acts of incendiarism, robbery, and even murder, then defeat" is likely. ... (Company B, pp. 87-90)

Never before, in the history of the country, with the exception of the Civil War, was the United States ever menaced by a movement so fraught with danger and terror as this. It had become something of far greater importance than a mere quarrel between railroad corporations and their employees over a matter of wages; it amounted to an armed rebellion against the laws of the United States. (Company B, p. 83)

The public hated the Southern Pacific Company and held much empathy for the strikers. The first train leaving Sacramento since the start of the strike was derailed and a number of soldiers killed. Unbelievably, the crowd actually cheered for what was "one of the most heinous crimes ever perpetrated." (Company B, photo p. 106, July 11, 1894, 3 miles west of Sacramento.) Bolts had been withdrawn from the rails of a small trestle and the train trying to cross was ditched and 4 soldiers killed. In doing this, strikers lost more than they ever could hope to regain. Public opinion finally came to its senses and the press, which had been supportive of them until now, turned against them. Finally, the public recognized that a strike that carried with it destruction of property and life must not be tolerated.

No state suffered more than California, in part due to its isolation relative to the eastern states and the confluence

of rail lines in Chicago (17 lines met there). Goods were shipped by railway from California and a great part of these goods were perishable fruits (*Reno Gazette-Journal* 27 June 1894, p. 1, column 1 "Long lines of cars filled with perishable freight stand in the yards and cannot be moved." Fruit is typically shipped in early summer months when reliable and timely transportation is critical. When ARU President Debs "ordered" that local unions tie up Southern Pacific Company railway transportation, the strike was in full force. Lines through Sacramento, however, were of paramount importance and Sacramento was, like Los Angeles, a controlling center for all lines leaving California. Baggage, freight and mail was piling up. Donner Pass was a vulnerable area where any train delay or derailment could tie up the entire west-east route for days or weeks. But when mail was delayed, that was Uncle Sam's domain and by late June rumors flew that State troops would be called out to quell the disturbance.

Then Attorney General Olney ordered marshals to take whatever means necessary to insure continued mail passage. Sacramento, however, was a hotbed of discontent: groups of strikers were larger and better organized than anywhere else in the state and actually dismantled an assembled consist⁶. Because of the unrest in nearby Sacramento, guards were called out to Truckee and neighboring areas (Prosser Creek, Boca, Cuba), and 'details' were formed to guard area bridges – to protect the rail lines and to insure continued uninterrupted transportation. It was a guard's duty to watch the bridge vigilantly day and night and to prevent any kind of loitering on it or in its vicinity; to challenge all persons approaching the bridge, including "hobos," especially after dark; and to escort anyone across the bridge and insure they continued on their way.

Each morning a relief train with a quota of men rode the rails who were dropped off at different posts; they were picked up on the return. Both passenger and freight trains were suppose to be going through. Guards were supplied for every west-bound train and were relieved at Colfax by soldiers of the regular army. They returned to Truckee guarding east-bound trains. When the guards were riding to Truckee, at first they were riding on the tender and engine, to insure no one was interfering with the air brakes or with the running of the train. A guard was kept continually on the platform of the cars, with orders to drop off at each stop and to prevent anyone interfering with the

2016 TDHS ACCOMPLISHMENTS

Thank you to all our volunteers who have dedicated their time, talents and energies to continue to serve the mission of preserving our rich Truckee history.

Accomplishments

- * Participated in practice hikes and actual Donner Party Hikes - several THDS members were guides
- * Performed Old Jail Museum and Garden work on a dozen days
- * Assisted with Truckee History Alive series, including The Storm King, Pioneer Women, by Mark McLaughlin
- * Dog Valley Road hike from Verdi with Marshall Fey; several TDHS members involved
- * Old Jail museum tour for 3rd and 8th graders
- * Cleaned up Schaffer Cemetery
- * Worked on info boards for Martis Camp History Tour
- * Participated in Donner State Park Museum one year anniversary party
- * Conducted several private and public tours, including a tour for Tahoe Donner Day Camp children
- * Visited California State Archives at McClellan Air Force Base in June; several TDHS members attended
- * Conducted a tour of the Schaffer Cemetery for the Nevada County Landmarks Commission
- * Conducted special opening of the Hobart Time Capsule at the Old Jail Museum
- * Participated in Streets of Truckee performance on the Capital Building Stage
- * Some members paraded July 4th with Truckee Donner Railroad Society
- * Hosted TDHS information booth at July 9th Truckee Air Show
- * Hosted July 16 Old Timer's Picnic at Truckee Regional Park
- * Re-hung Honor Roll in Veterans Memorial Building
- * Monitored Old Jail Museum driveway work days and archaeological oversight
- * Entertained Foresthill Divide Heritage Festival

Regulators

- * Assisted in reinstatement of American Legion Post 439 at Veterans Memorial Building
- * Represented TDHS at Parade of Nations in Placerville during World Gold Panning Championships; finalists included TDHS members, Miner and Miner's Daughter representing Truckee
- * Facilitated Friends of Veterans Hall Yard Sale Sept. 17
- * Answered dozens of email inquiries about people, places, events, and historical memorabilia, questions of historical interest and significance
- * Received and catalogued five separate multi-box donations
- * Continued involvement with the Blue Star Museum program
- * Continued *Echoes From the Past* quarterly newsletter publications and corresponding eNews issues
- * Continued collaboration for a joint Truckee Donner Historical Museum Committee
- * Maintained Old Jail Museum weekend and Truckee Thursdays opening for a summer count of 4,050 visitors!
- * Fulfilled numerous book orders taken through our website and Pay Pal interface
- * Opened and maintained a presence in the Joseph Research Cabin weekly on Thursdays for public access and individual research
- * Set up and hosted TDHS information booth on a Truckee Thursday
- * Celebrated Veterans Day with the Town of Truckee and hosted luncheon at the Veterans Hall
- * Coordinated and participated in the second Annual collaborative "Fund Raiser" for TDHS with Bar of America: "No One Goes Hungry"
- * Planned and participated in TDHS Annual Dinner
- * Participated in Streets of Truckee celebrations with Richard Blair at Cottonwood
- * Maintained current TDHS website

train's operation. Every bridge, tunnel and trestle was guarded by soldiers. (Company B, p. 173) There were reports that soldiers manned a Gatling gun on a flat car in the middle of Truckee. (Company B, p. 205). Arriving in Truckee, two "tourist cars" were side-tracked and became the guards' home while on duty. (*Sierra Sun*, Guy H. Coates, June 22, 1985, "Fear of unrest brought troops to Truckee in '94;" Company B, p. 177). Some of the cars contained ice and in one instance, guards transported prisoners in cars containing ice, bringing them into Colfax "literally on ice." (Company B, p. 92). In their "off-duty" time, some of the soldiers even visited Charles Fayette McGlashan's Rocking Stone Tower and the Donner Party artifacts. (Company B, pp. 190-191).

After almost three weeks, the unrest subsided, workers returned to their livelihoods, and finally in August 1894, troops were dismissed. (Laurie, p. 30). The railroad strike in Sacramento ended on 22 July 1894. (Laurie, p. 130.)

Retrospectively, it is amazing to think that our little town of Truckee – the place where many folks just "pass through" on their way to somewhere else – played such a role in the Strike of '94. While the railroad may not play such a critical role in the transportation of goods today, it is understandable how important it was back in 1894 to keep the flow of goods and mails moving.

Curiously, this author searched for an advertisement about Pullman cars in several online databases which included area newspapers from the late 1890s - long after the strike ended. Unbelievably, the first search revealed an article from *The San Francisco Call*, November 20, 1897 and was the very same news article we stumbled on last year in researching information about the schooner *TRUCKEE* which sank off the coast of Tillamook, Oregon, stranded on the Umpqua bar. [See our article from our September 2015 Echoes, pp. 5, 7.](#) On that same newspaper p. 9, 6th column bottom⁷, was an advertisement for Pullman cars (see below image). How ironic.

References and footnotes are available on our website under Supplemental Content December 2016 Echoes. Photos courtesy of TDHS.

Leave San Francisco 4:30 P. M., Mondays and Thursdays; arrive Kansas City 6 P. M., Thursdays and Sundays; arrive St. Louis 7 A. M., Fridays and Mondays; arrive Chicago 9:43 A. M., Fridays and Mondays.

DINING CARS under Harvey's management. Buffet Smoking Cars and Pullman Palace Sleeping Cars.

This train carries First-class Passengers only, but no extra charge is made.

The ATLANTIC EXPRESS, leaving daily at 4:30 P. M., carries Pullman Palace and Pullman Tourist Sleeping Cars on just time. Direct connections in Chicago and Kansas City for all points, Etc.

Pullman Car in Truckee, undated [TRR195]



A larger image of this advertisement available on our website. [Link.](#)

In the Company B book, there are amusing recollections of life in Truckee while guarding the railroad. Many of the tales deal with the procurement,, cooking, and serving of food to the men on duty. An improvised kitchen on the side of a railroad car had been initially set up for the 50-60 men on rotating duty – all expecting 3 meals a day (see image below). "Life was a howling wilderness to the dudes of the company without milk and sugar for their coffee and butter for their bread." The men had "wolfish appetites," "sharpened by the bracing air of the mountains," but it was not until they made arrangements to board at the Truckee Hotel that there was any reprieve from the dwindling food supplies. (Company B, p. 182). The author's narrative of the guards in Truckee is, at times, hilarious. For example, "The men, when not on guard, divided the time between eating and fishing. Degeneration had already set in – they seemed not to have a soul above their stomachs – meal time was hungrily looked forward to, and the bill of fare considered the only subject worth of discussion." (Company B, p. 203).

Company B, Truckee, 1894



In a follow up to our story about the 1960 Donner Ridge Fire in our *Echoes* December 2015 article, we were contacted by a member of one of the fire brigades that helped battle the inferno. If you would like to read Doug Teasley's recollection about that harrowing event, please visit our website and visit our Supplemental Content December 2016. Doug Teasley moved to Portola, California, in the spring of 1959. He attended Portola Jr. Sr. High School until December of 1960 when he moved back to Sacramento to live with his Grandmother. He is married and currently lives in San Diego County.



TRUCKEE DONNER
HISTORICAL
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Truckee-Donner Historical Society
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Enclosed please find my check for: **MEMBERSHIP CATEGORIES** (please check one)

Individual \$20____ Family \$30____ Business \$40____

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Select renewal month ____ **January or** ____ **July** (see TDHS website for membership details)

SPECIAL DONATIONS: Gift Membership \$____ In the Name of _____

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Other \$____ () Old Jail Museum () Joseph Research Library () _____

Contact me on ways I can volunteer Are you willing to docent at the Old Jail Museum? Yes / No

Areas of Special Interest and/or Comments/Suggestions:



Founded July 24, 1968 and
designated a 501(c)(3) in July 1971



What is this???? see p. 2

Truckee Donner Historical Society
P.O. Box 893
Truckee, CA 96160
530-582-0893
www.truckeehistory.org

ECHOES FROM THE PAST

PRESIDENT'S CORNER

Dear Members

It has certainly been a winter for us. This has created many a discussion at the Research Cabin regarding snow and water levels, survival methods, new and old, and the perseverance of the human animal.

In this day and age of social media a person can learn a lot of how our society has changed. Not even 30 years ago, if the power went out, the procedure was to get out the candles, lanterns, lamps. You then stoked the fire, brought in the wood during daylight hours; cooked on your wood stove and read books until dark. For me it was a joyful time to go back and live a simpler life. I may have been the only one.

The cabin was closed for three consecutive weeks due to snow levels but once again our volunteers came to the rescue and now we are back in business. We have been busy working on developing a new photo archival program and working with the collections that have been donated. Due to a generous donation, we will be upgrading our scanner for photo processing in the very near future.

Spring is approaching and it will be time for our annual request for docents to help run the old jail, so if you have any time on a Thursday night, Saturday or Sunday please contact Karl Pape, 530-582-0893.

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See you all at the Old Timers' Picnic this summer. Details to come.

Respectfully, Chaun Mortier, President



The Joseph Research Library, February 2017
Photo courtesy Chaun Mortier

CALENDAR

Events will be posted online
at our website at this link.

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Echoes From The Past Newsletter

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Truckee Donner Historical Society ("TDHS") Board meetings are held on the fourth Thursday of each month at 2:30 p.m. at the Joseph Research Library at 10115 Donner Trail Road, Truckee. Board meetings are open to the public.

TDHS does not accept responsibility for the accuracy of the information in these articles.

TDHS retains the right to republish submitted material. Please contact TDHS for permission to use any content in this publication.

Notice to Members

In 2015, the TDHS Board of Directors approved a change in membership renewal to reflect the Society's bi-annual renewal schedule - January or July. For specific details, please visit our website.



QR CODE or the squirley-looking black & white icon on the front page

Some of you may be familiar with these strange looking icons. The black & white cross-hatched icon on the front page represents our new website at

truckeehistory.org. If you have a "smart" phone or iPad with a 'QR Reader,' all you need do is scan your device OVER the icon and you should be directed to our website. And what would one use this for? On any printed material, you could 'scan any QR code' and be taken to their website immediately. In our case, you can go immediately to our truckeehistory.org website and see the **Calendar** for upcoming events.

Recall to members that starting in 2017, with this issue, we will no longer be mailing out our *Echoes From the Past* Newsletter. Instead the newsletter will be readily available online and accessible on a quarterly basis.

SEEKING SUMMER DOCENTS FOR OLD JAIL MUSEUM

Summer will be here before you know it and starting Memorial Day through Labor Day, Truckee's Old Jail Museum will be open on the weekends, holidays and Truckee Thursdays. We are looking for docents to give visitors jail tours, tell some of the history of the jail and museum and Truckee in general. You do NOT have to be an expert in the history. The Historical Society trains and mentors docents.

If you are interested please call 530-582-0893 and tell us how to contact you or e-mail the "docent master," Karl Pape at kdpape@me.com.

If you can help us out at the Old Jail Museum, please contact us. We are all saddened at the loss of our Old Jail Museum stalwart Pat McCartney whose shoes will be very big to fill.

Please get involved with your Truckee Donner Historical Society (TDHS). The only way we can offer programs and events is if YOU, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501(c)(3) organization so any and all donations are gratefully appreciated and tax deductible. Our mailing address is Truckee Donner Historical Society, P.O. Box 893, Truckee, CA 96160.

A Library for Truckee

By Lauri Ferguson

As early as January 1873 the people of Truckee recognized the need for a library. An editorial appeared in the *Truckee Republican* on January 11th of that year stating: "One of the best moral safeguards to an intelligent community is a reading room and a public library. More especially is such the case in Truckee." This was the start of Truckee's quest for a more civilized community through public services.

The movers and shakers of our community saw the value of a public library to make our town great. Also the "idle" young men in the community, who "belong to the intelligent class", needed an alternative "retreat" from the "saloons and hotels" they were currently attending. "Particularly during the Winter season" these men of all ages "have a large amount of idle time on their hands to while away". The town fathers saw a library as keeping the population occupied, including boys and girls as well. An advertisement appeared February 5, 1874 listing a news depot and circulating library at #22 Front Street, run by George W. Harrison, Prop.

A few years later, in August 1879, the Odd Fellows established their own library at the Lodge. Their membership donated money to purchase books and accept "such donations of books as Odd Fellows might see fit to make". By this time the public school did have a library, but no *public* library open to all had yet appeared. In the next few years many people were using the Truckee library, but only those connected with the Odd Fellows or Masons. During the 1880s, several people, including Mrs. Lewison in 1884, and an editorial in 1887, proposed the building of a public library.

It took another 30 years to rally the community to have a "Free Library". A 1910 article from the *Truckee Republican* reported a campaign to try to raise funds for and build a library in Truckee. They may have been hoping Andrew Carnegie might take an interest in the community and fund a library, as he did in Nevada City and Grass Valley.

The desire to have a library in town came up again in 1936 when the PTA petitioned Nevada County for a library system. In 1940, Mrs. S Marshall Richardson led an effort to secure a county library branch in Truckee. A petition was circulated to encourage the County to provide for the residents on the other side of the hill. Another player stepped up to provide a rental library until a public library could be built. The Wyethia Club, a group of local women founded in 1927 to do good works for and in the community, began this rental library in 1941, which was active during the rest of the 1940s. Anyone in town could use this library for a fee of 10-20 cents per book. By 1943, a membership fee for library use instituted at \$1 a year instead of a "by the book" fee. During the 1940s, titles of new books appeared in the *Truckee Republican* to inform the public of their choices.

After World War II, life changed and people wanted more services in town. The newspaper reported in 1950 that a public library was needed as the population had began to grow. The Tahoe Truckee High School was constructed in 1951 with the school's library called the "Tahoe Truckee Community Library". By the late 1960s, movement was ongoing to get library services "at the eastern end of Nevada County".

Roy Baker, then the high school librarian, [and later to become President of the Truckee-Donner Historical Society on 3 different occasions, including 1975-1978] suggested Marigrey Fish find out if a public library was wanted and needed in Truckee. She began talking with the community which led to State and Federal officials who indicated Truckee could get library services through the Library Services and Construction Act, and Title I would provide federal funds for a bookmobile. It was a success and Fish then spearheaded grass-roots support to create a demonstration project, which was approved by the Board of Supervisors in 1969. Later that year the Truckee Branch Library opened in an upstairs room in the Methodist Church in Truckee. Over the next few

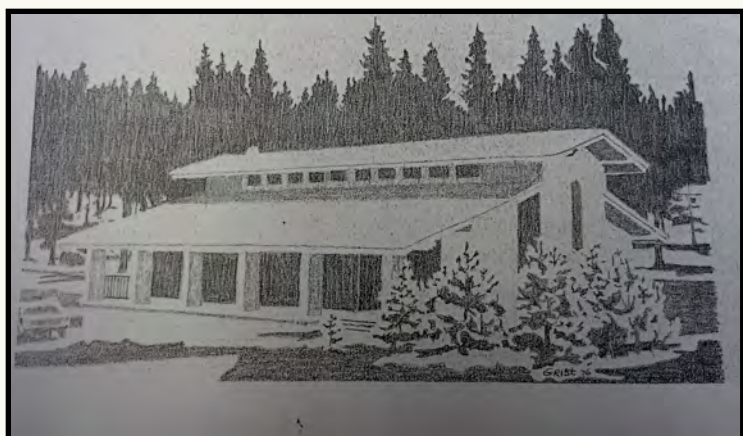
Echoes From The Past Newsletter

Library article continued from p. 3

years, the Truckee Branch moved a few times, including a time at the Old Elementary School. It almost ended up in the Old Jail. In 1970, the Friends of the Truckee Library was formed to help secure library services to Truckee. They have been working ever since, helping make the library available to all in the community.

By 1972, a county-wide library system was established. This helped propel the Truckee Branch forward in trying to find funding sources to build a permanent library in Truckee. A new County Librarian, Madelyn Helling, was active in the mid 1970s working with an architect for the new library. In July 1976, the Joseph family donated the land where the Library is currently located. Finally, with a federal grant, Nevada County funds and community donations, the Truckee Library was built in 1976. The Architect for the Truckee Library was Forrest Duranceau of Yuba City's Gillette, Harris and Duranceau, which firm also did the remodel in 1983. As the town grew so did the building and in 2003 the library was expanded. Ryan Group Architects of Truckee did the 2003 remodel. Voters within Nevada County chose to add additional funding to the County library system with sales tax measures in 1998, 2003, and 2016. Truckee voters helped push the measure over the two-thirds margin every time.

The Truckee community values libraries just as it did in 1873. As the 21st century continues, Truckee embarks on a new era to continue to promote and support our library in bigger and better ways.



Truckee Library, 1976



(left) Library Dedication Plaque 1976

(below) Partial list of donors whose contributions helped make the Library a reality. Note the first contributor's name is Dick Joseph who so generously donated the land on which the Library is built.



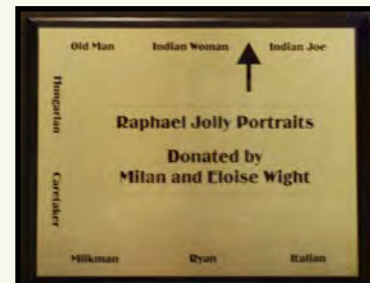
Library article continues on p. 5

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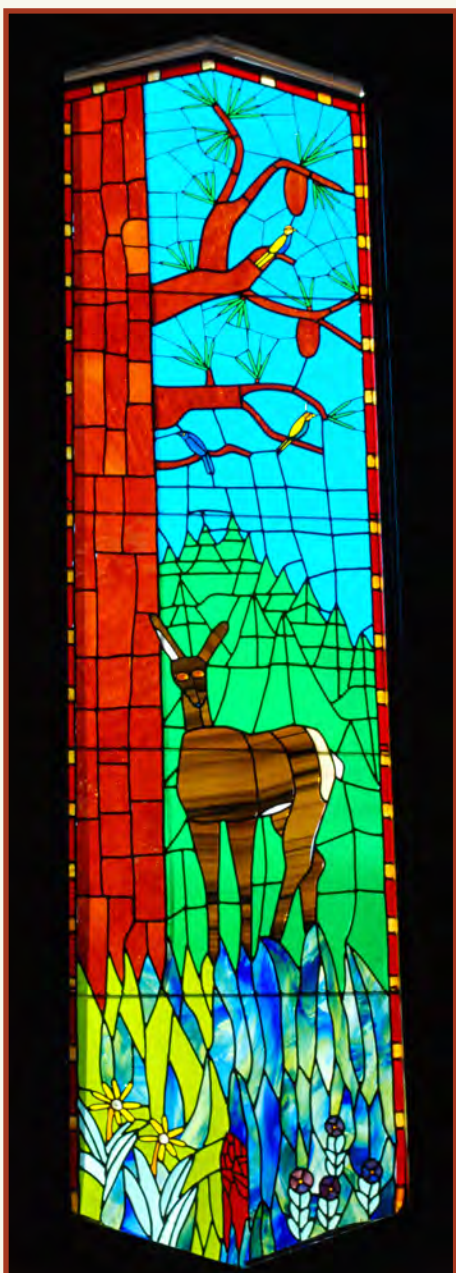
Library article continued from p. 4

About the Author

Lauri Ferguson was a librarian for 34 years. She was also a researcher for a newspaper and consulting firm, finishing her career as the Truckee librarian from 1999-2012.



Unless otherwise noted, all photos courtesy of the Editor, Heidi Sproat



The stained glass window on the far left, by Robert (Bo) Boeddiker, and the Indian Woman, above, by painter Raphael Jolly, are on display at the Truckee Library. The legend and dedication plaque for other Jolly paintings currently hanging is noted, above right.

Echoes From The Past Newsletter

Historical Artifact Archive Continues to Grow By Katie Holley

Truckee-Donner Historical Society received numerous new items in 2016: from a souvenir plate with an image of the Rocking Stone¹ to a trove of photographs of winter activities (men clearing snow from rooftops and people riding in horse-drawn sleighs).² New documents and artifacts continue to enrich our collection.

TDHS is fortunate to continue to receive such items of historical value from many sources: current and former residents, descendants of early Truckee families, far-flung members of the society, other historical societies, and generous strangers who pass along discoveries made in attics and basements of newly purchased homes. We also sometimes find treasures in storage or in a tucked-away corner, that are new to our eyes, which are recorded as "found in collection," until more specific documentation can be located.

One value of an historical society is to provide access to the memories of those who lived through events and periods of history, and to the artifacts that evoke those times. It is the closest thing possible to time travel. Artifacts are treasures. Being able to see and handle items that were seen and held by people from decades ago can evoke a connection to the past that enlivens an interest in the lives of those people. This article does not include a comprehensive list of all items donated in the previous year; it is meant merely to highlight some of our new acquisitions. We share with you these items that have been treasured over time, not as possessors, but rather as stewards. We hold them in trust for you and for future historians.

Let's begin our time travel:

From railroad history we received a color scan of a business card for Samuel R. Cupples, Roadmaster, Coast Division, Southern Pacific Company,³ and the June 1987 Central Pacific Railroad (CPRR) Southern Pacific Railroad (SPRR) Property Transfer HR711.⁴

Another historical museum sent us two postcards that they appropriately determined belonged in our collection: one shows the Southern Pacific Railroad Ogden Route going

past Donner Lake, and the other shows the Truckee River Dam [now known as the Derby Dam], which is part of the Truckee-Carson Irrigation Project.⁵

Art is also history. We received note cards and pen and ink drawings by local artist Dan Goeschl showing Commercial Row and the Train Depot,⁶ and from another donor, a framed photo print of downtown Truckee from the late 1800s⁷ that once hung in OB's bar downtown.

Among many personal items of family history, one large collection given to us included the following: a letter dated 21 January 1943 to Mr. and Mrs. George B. Waters in appreciation of their five sons, who "have entered the armed forces of the U.S. during the current war:" as follows: Edwin R. Waters AUS, Orlin O. Waters AUS, Erving D. Waters AUS, Roy F. Waters AUS, William G. Waters USNR. The letter was signed by Henry L. Stimson, 45th U.S. Secretary of War. With this collection were numerous World War II Navy service medals and family correspondence, and the following: USN Sailor Middy top, wool, navy blue, in excellent condition; one USN uniform patch for Navy E-5, gunner's mate rating badge; one WW II USN Shore Patrol armband in blue material with a yellow SP on it.⁸

From the domestic sphere, we now have a collection of eight salt dishes and matching spoons, from an era in which each place setting at a formal dinner included individual supplies of salt.⁹

The catalog of items entrusted to the Society is extensive. We take seriously our duty to protect and preserve the items in our care, and gratefully acknowledge every donation with a personal thank you. It is because of the generosity of countless individuals that we have so much material available in our museum and in our research library for researchers, historians, residents, and visitors.

Future issues will highlight other items in our collection.

Collections article continues on p. 7

Echoes From The Past Newsletter

Collections article continued from p. 6

Statistics for 2016

Items donated: 113

Number of donors: 12

Number of items found in collection: 8

Footnotes:

¹ Tom and Laurel Lippert [Commemorative Plate with Rocking Stone image; maker's mark states: "Made for W.F. Wilkie, Truckee, Cal."; Wheelock, Germany]

² John Cupples

³ John Cupples

⁴ Valeria Kelly

⁵ Pasadena Museum of History

⁶ Dan Goeschl

⁷ David Sick

⁸ William (George) and Rose (Leone) Waters Family Collection

⁹ Patty Lomanto



(Left) Rocking Stone Commemorative Plate; (above) back of plate mark; click on the image to the left to see a close up image

Update to Steamer **TRUCKEE**

(September 2015 Echoes From the Past article about the Steamer / Schooner **TRUCKEE**, pp. 5, 7). Looking for something else, we came upon two references to the Steamer **TRUCKEE** about ship movements in the *San Francisco Chronicle*. We thought you might be interested in seeing these two references. Steamer **TRUCKEE** 16 March 1894, arrives from Portland and Astoria. And another entry, Steamer **TRUCKEE** departing for Coos Bay, June 25, 1896, *San Francisco Chronicle*, 22 June 1896.

TRUCKEE LUMBER COMPANY ("TLC") RECORDS

By Heidi Sprout

One of the benefits of serving as editor of our quarterly newsletter, *Echoes From the Past*, is the opportunity to write an article about appealing subject matter. I was privileged to grow up in California, and lest I reveal my true chronological age, suffice it to say that I still have a few exceptionally vivid memories that now, as an adult, I can revisit childhood moments and try to put them into perspective with some historical background.

Several of these "Polaroid" memories involve railroads, farm markets, lumber mills, V-flumes, the "Bonanza" movie set (1959-1973), and my distinct recollection of the name of Truckee and one of the [early business owners](#) of the TLC, George Geisendorfer. Geisendorfer was a partner of E.J. Brickell who built and operated the lumber mill which eventually became the Truckee Lumber Company. While there are many articles and books about the Truckee Lumber Company ("TLC") and its place in Truckee's history, I want to focus attention instead on early established companies in the greater Truckee area in the 1890s and very early 1900s. ([Jan. 1885 Sanborn Map, population 1,500](#)). We were kindly granted access to review historic records – affording them the archival care they deserve – at two separate venues, the [Gatekeeper's Museum in Tahoe City, California](#) and [Donner Memorial State Park's](#) archive collection. So this is how this article came about.

Recollections

I recall going to Oakland, California's farm market with my father in the wee hours of the morning, picking out fresh vegetables and fruit. I distinctly recall the wooden crates into which the succulent food was packed. Each crate was stamped with the name of a specialized producer but as a young girl I paid no heed other than to observe the pretty colors of the orange fruits etched on the sides of the crates. I also recall the market was very near the railroad.

You see, my father was raised in Minnesota, and met my mother in Oakland. As a young family of six, we would often make the trek to the mountains during the winter

TLC article continues on p. 8

Echoes From The Past Newsletter

TLC article continued from p. 7

to learn to ski – yes with cable bindings – and during the summer to hike the areas around Donner Lake and Donner Summit. As an outdoorsy kid, I loved exploring. I remember driving in the old pink and white station wagon down Old U.S. 40, Lincoln Highway, where it hugged the steep granite over Donner Summit and descended into the then tucked away sleepy town of Truckee – you had to know Truckee was there. This was before Interstate 80 was built, and yes, even before the 1960 Olympics at Squaw Valley. Back then, Old U.S. 40 led you directly into town (now Donner Pass Road), and ended at a huge railroad presence and lumber mill which swallowed the entire area. Huge cut timber logs were everywhere, and sawdust was flying all over the place. The din of immense gang saws abounded. What was this place I wondered? Forests were all around but there were thousands of cut logs as well.

And then there was *Bonanza*, near Incline Village, the movie stage set of the one of the most successful and longest running Western serial television shows. If we were really good, on Sunday evenings when it aired at 8 pm, as long as our chores were done, we could watch the hour long western.

In the summer months, I explored all kinds of areas and came across remnants of “flumes” that were scattered about. What were these things? Dad hauled redwood lumber in his early years so he explained what the flumes were for – lumber – how they operated, and how they served as an easy and economical way to get the product – wood – to market, just like the farm market was on the railway tracks in Oakland.

My maiden name is Lindorfer, pretty close to Geisendorfer you may think. “Dorfer” means village. And Geisendorfers lived in Oakland in the early 1900s. Although no apparent relationship exists between these two names that I have yet to determine, it all seemed very interesting and a bit coincidental.

I grew up. Life took its various turns, in different states and various stages. In 2015, as a volunteer researcher for the Truckee-Donner Historical Society, I, with several other volunteers, ventured down to the old McClellan

Air Force Base in the Sacramento area to see what was being housed at the California State Parks Archives. During that visit we learned that any records housed at the “old” Donner Museum in Truckee would continue to be held there. What records?

Returning to Truckee after the McClellan visit, I stumbled on information that the new Donner Memorial State Park’s new museum would not house the TLC records. Huh? Again, WHAT records? One inquiry led to another, and with my colleague researcher Barbara, we honed in on visiting the TLC records that remained in the “old” building.

In the meantime, I took a chance at visiting the Gatekeeper’s Museum in Tahoe City to see if they had any TLC record. A long shot for sure, but why not try. Bingo. They had old 100 year old paper-thin invoices, (that needed to be treated with Tender Loving Care!!) that were available to view by appointment. I did just that and found some real gems. Although the bulk of the items dealt with the more local Lake Tahoe businesses, they helped to put in perspective lumbering and railroading in the late 1890s – early 1900s.

Coincidentally, while waiting for appropriate coordination to view the TLC records at the Donner Memorial State Park (“DMSP”), Barbara and I are pursuing an application for National Historic Status for the Truckee Veterans Memorial Building and Rocking Stone Tower. ([Article](#), p. 3). This intensive research project further fueled the desire to examine the TLC records to search for any documents relating to the building of an enclosure for the Rocking Stone in 1893, on the same site and adjacent to the current Veterans Hall. In a June 1, 1893 front page article, 3rd column, in the *Reno Gazette Stockman*, reference is made that the owners of the Rocking Stone were so impressed with its [the Rocking Stone’s] archaeological value, that they were going to erect 14 round columns filled by glass. The roof was to be 20

TLC article continues on p. 9

Echoes From The Past Newsletter

TLC article continued from p. 8

feet above the top of the Rocking Stone and would command an excellent view of Truckee. Stairs were also built to ascend to the roof so that it could be used as an observatory. This site was the home of Charles Fayette McGlashan, one of Truckee's most influential citizens and prominent "founders" and author of the definitive history of the Donner party. But I digress.

We were hoping to find an 1893 TLC order for the lathing of the 14 columns erected around the Rocking Stone, apparently the largest and heaviest ever turned at the lumber company, but could not locate that order. (*Reno Weekly Gazette and Stockman*, May 17, 1893 issue, p. 2, "The columns for the Rocking Stone Tower are being turned this week. They are the largest and heaviest ever turned in the Truckee factory." We assumed this meant the TLC "factory." While hunting down this order, however, we certainly discovered a lot of other very interesting facts.

So what on earth does all this have to do with the opening paragraphs about fruit boxes and Geisendorfer? Having been granted access to view the over-a-century old TLC records at both The Gatekeeper's Museum in Tahoe City and the Donner Memorial State Park archives, several of the items stood out which I now share with you.

* W.R. Strong Company letterhead, Fruit & Produce Dealers, Sacramento, Cal. To Truckee Lumber Co., Truckee dated July 30, 1890 with a stamp marked "Penryn". Looking at the 1912 logo of Penryn Fruit Co., if memory serves me, it is the fruit logo image I recalled seeing as a child on the fruit crates at the farm market.

* Truckee Lumber Co. letterhead (manufacturers & dealers in windows, doors, blinds, mouldings, pickets, shingles, fruit & packing boxes, a specialty; Depot & Factory 243-251 Berry Street, San Francisco, CA); E.J. Brickell, W.H. Kruger; note the stamp date of Aug 14, 1890, Washoe Co., Nevada.

* S.H. Marlette & Co., Wood Camp Incline, Nevada, dated Nov. 1, 1889, to Truckee Lumber Co. I had learned that Marlette & Co. operated in the general vicinity of my nostalgic *Bonanza* characters. All this was making sense

now. History was coming alive! From my memories as a very young girl to trying to understand the relationship among lumbering, railroading, log and water flumes, produce delivery, and the ice industry's place in the transportation of foodstuffs. It was slowly all coming together.

Another gem was an F.M. Webber, Sierra City, signature for delivery of goods by stage.

I have been involved with Truckee-Donner Historical Society for 3 years, so seeing some of the business names on these paper-thin invoices, orders, and letterheads were familiar:

- * a December 1889 Brickell and Kruger letter; Boca Mill Company;
- * an August 1890 Essex Mill Company in State Line Nevada entry;
- * a November 1889 inquiry about ice skates from the Huntington-Hopkins Company in Sacramento;
- * a November 1889 invoice for Floriston Ice Company, Bronco, California;
- * a Rocky Run Ice Company invoice, also in Bronco;
- * July 1890 Sisson, Crocker & Co. invoice; and
- * a July 1932 Truckee Soda Works Coca Cola invoice.

The relationships started to become clearer.

In the DMSP records we also found very interesting items.

* an invoice dated November 19, 1889 for C.F. McGlashan, listing an incredible number of foodstuffs. It must have been one heck of a party! [In the introduction to Nona McGlashan's book, *Give Me A Mountain Meadow*, Nona's grandfather Charles had an "omniverous and ever-changing interest combined with [an] innate generosity." [Introduction to book, Richard E. Oglesby, Head of the History Department at the University of California, Santa Barbara];

* a December 1889 Verdi Ranch entry in the Truckee Lumber Company records with noted lumberman Elle Ellen's signature;

* a June 1900 Frank Morrissy Railroad Camp entry;

TLC article continues on p. 10

Echoes From The Past Newsletter

TLC article continued from p. 9

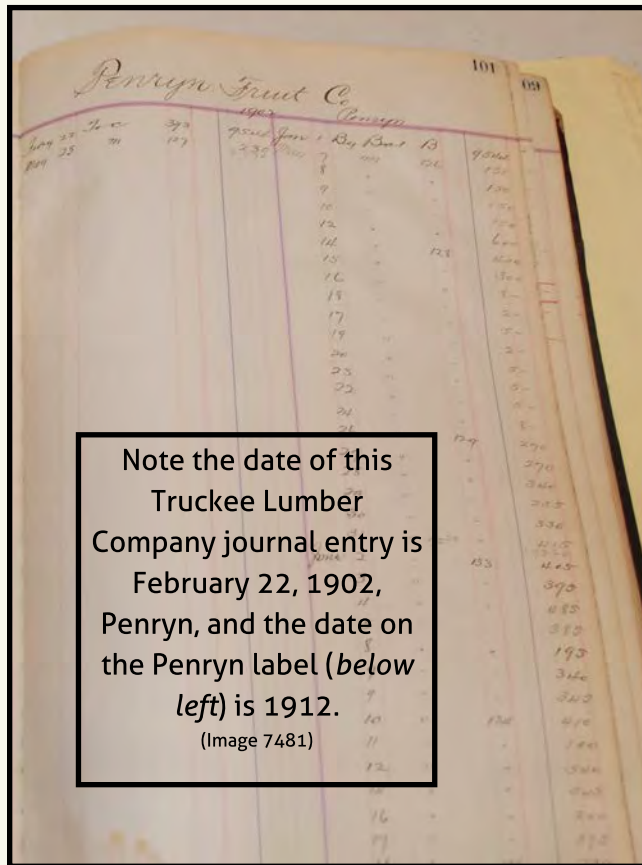
- * a shopping list for "saw sets, tacks, nails, rivets, spool wire, hitching rings, halter chains, shells and cartridges, saw handles, calipers, swivel pullups – not your typical hardware store shopping list;
- * a 1902 San Francisco Levi, Strauss and Co. entry;
- * a 1903 H.S. Crocker & Co. ledger entry
- * a 1902 A.S. Hopkins Sacramento entry,
- * an 1887 Elle Ellen ledger entry;
- * Deer Creek Camp* 1887 entries;
- * an 1887 Mrs. Keiser entry; and
- * 1887 entries for J.H. Pomin, Qwong Sing Lung, Geo. Schaffer, and J.B. Whitney – Big House entry. [* [Deer Creek](#) Camp area, possibly near today's Alpine Meadows, was recently the site of a nasty [avalanche](#) in January 2017.]. [A brief review of our [notable Truckee townspeople](#) on our Truckee-Donner Historical Society's website would help to familiarize you with some of the more recognizable company and individual names.]

So the adventure continues exploring old maps, records, and other items as we walk back in time. Thanks go to the staff at both the Gatekeeper's Museum and the DMSP who were so accommodating in allowing us to review their archived records. Take a peek with me at the following images of some of these journal entries and step back in time as we continue to explore our history. Yes, Truckee History **IS** Alive!



Image courtesy of Google Images.

Source materials owned and provided courtesy of California State Parks, Donner Memorial State Park, Truckee Lumber Company records, 2016. Photos courtesy of the Editor.



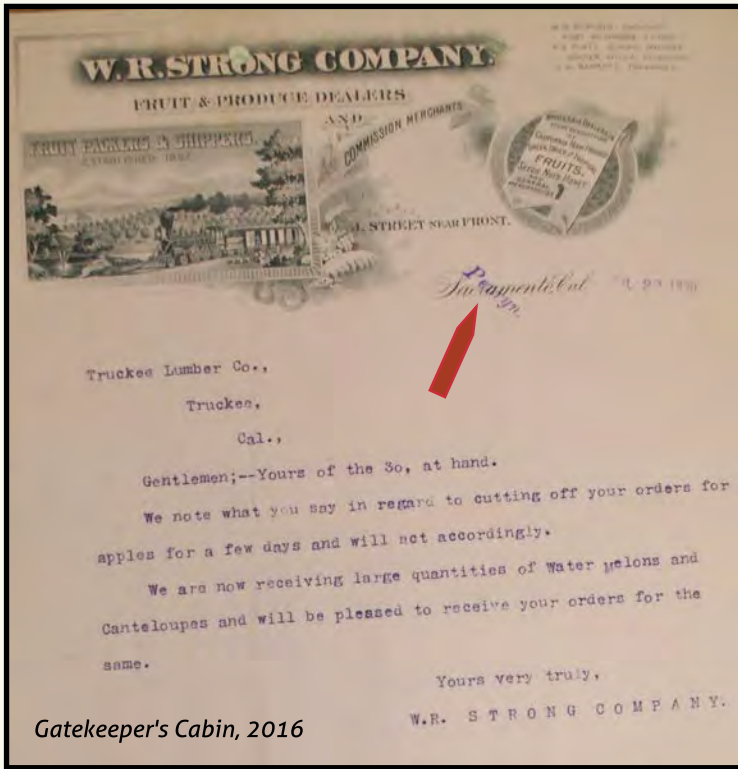
Sample TLC Ledger Book (right) (DMSP 7419)



TLC article and images continues on p. 11

Echoes From The Past Newsletter

TLC article and images continued from p. 10



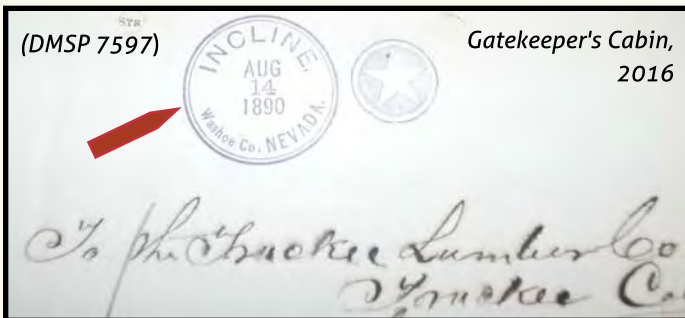
Gatekeeper's Cabin, 2016

(Above) July 30, 1890 letter from W.R. Strong Company, Fruit & Produce Dealers, to Truckee Lumber Co.; note Penryn stamp (DMSP 7568)

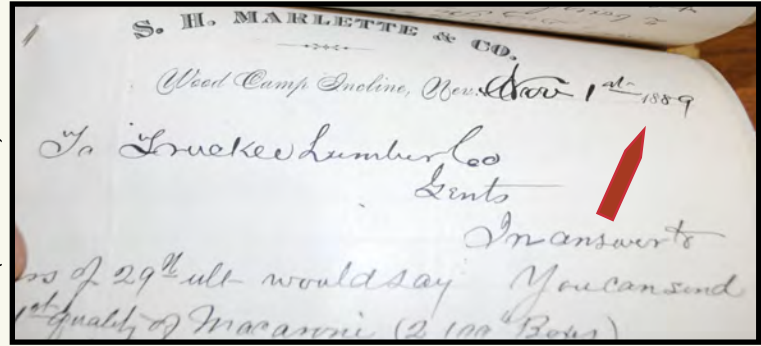
(Below) Note the address for TLC - Berry Street in San Francisco. (DMSP 7582)



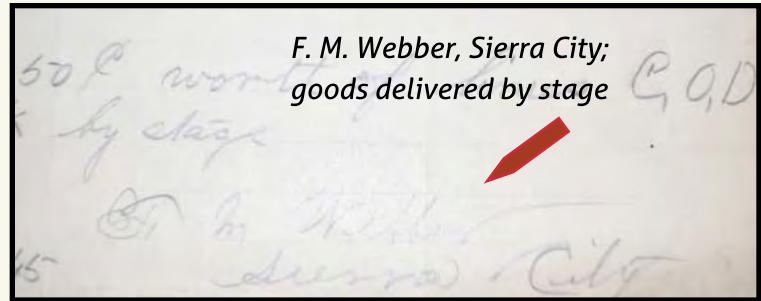
Gatekeeper's Cabin, 2016



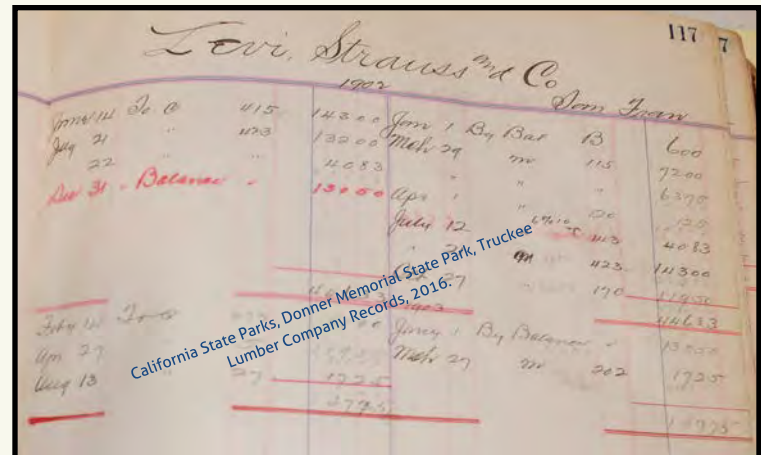
Gatekeeper's Cabin, 2016



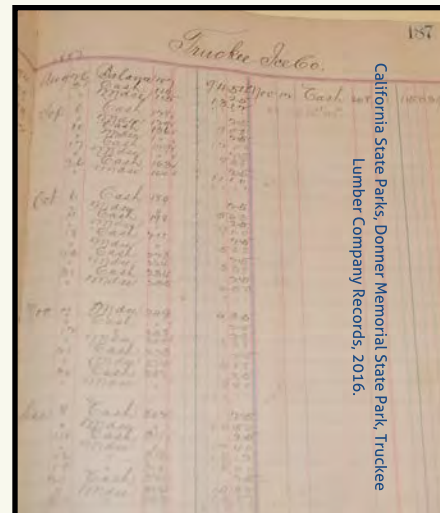
Following are a few samples from the DMSP TLC Ledger books dating as far back as 1887.



F. M. Webber, Sierra City; goods delivered by stage



California State Parks, Donner Memorial State Park, Truckee Lumber Company Records, 2016.

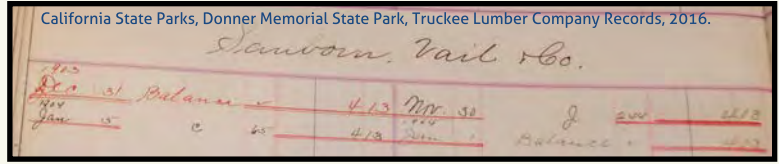
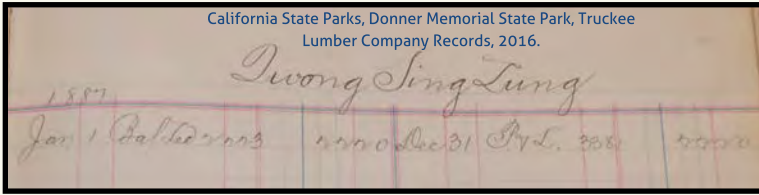


Truckee Ice Co. 1887 (left)

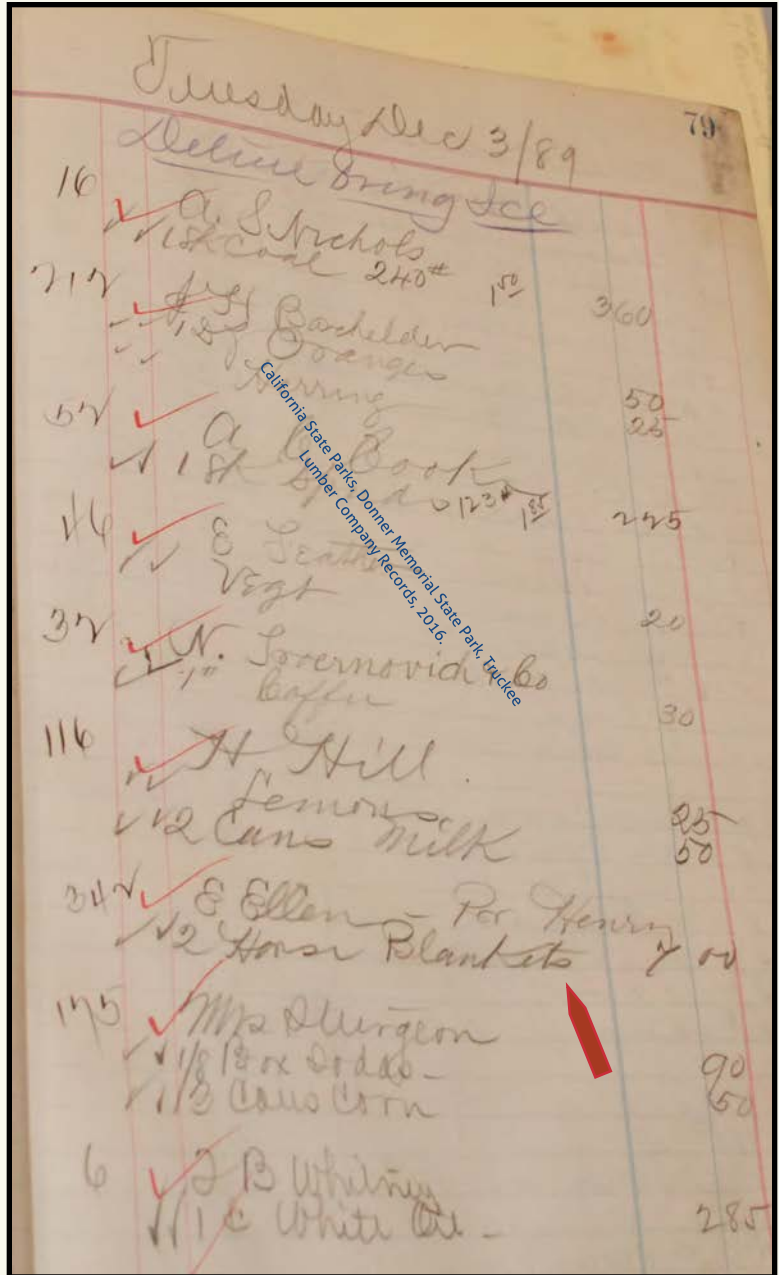
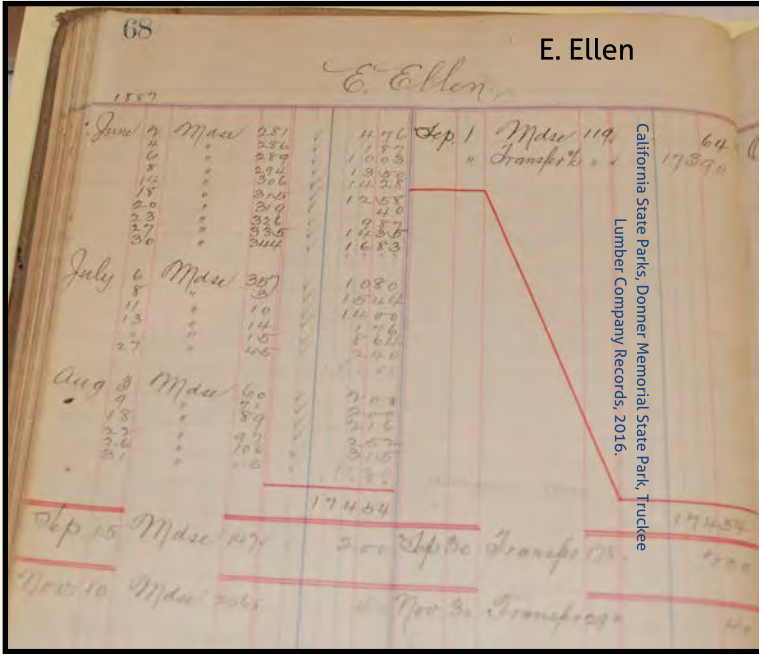
TLC article and images continues on p. 12

Echoes From The Past Newsletter

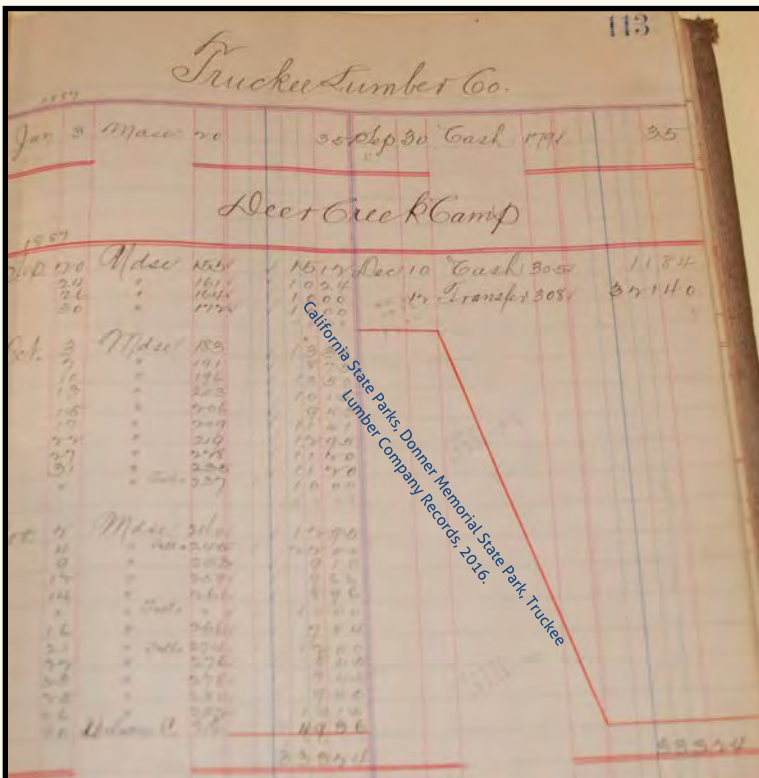
TLC article and images continues from p. 11



(Above) Sanborn, Vail & Co. 1905; link to information on Sanborn



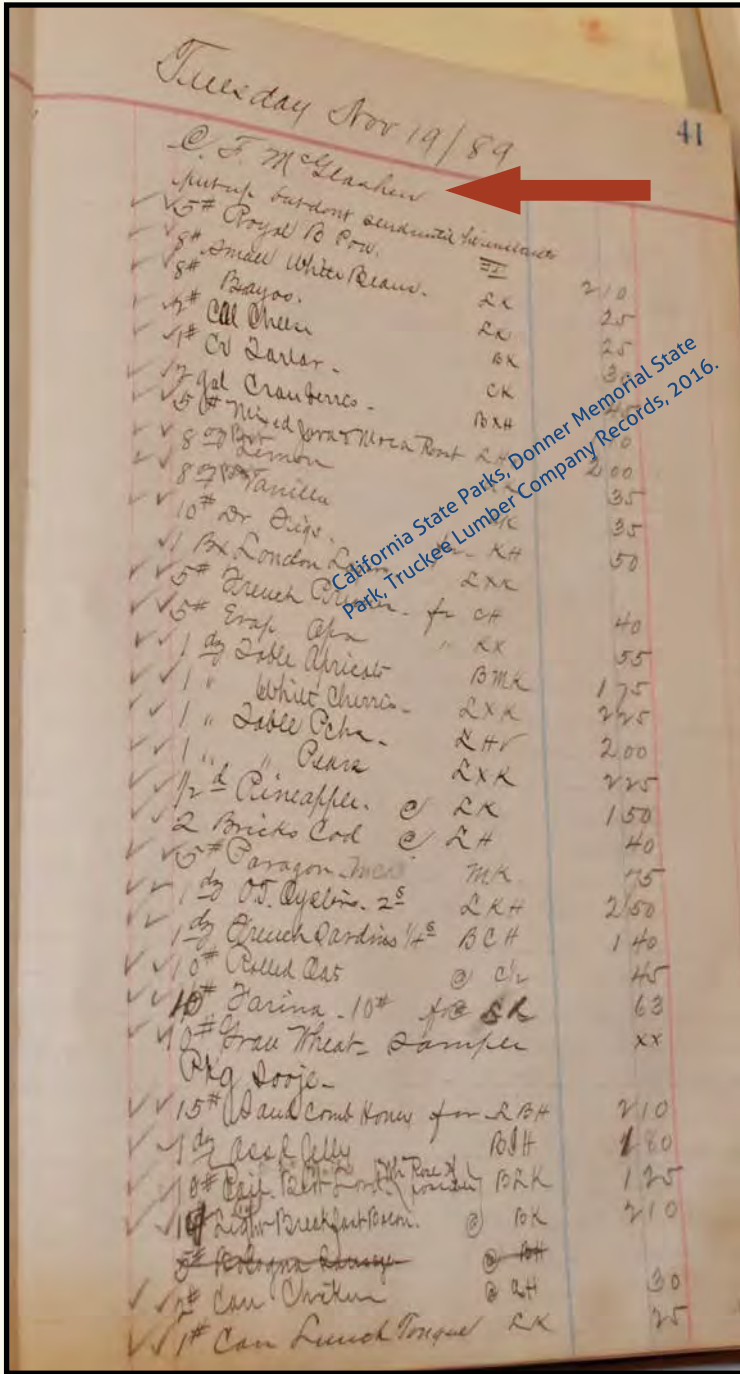
(Above) December 3, 1889, entries for Elle Ellen, "Per Henry", "2 Horse Blankets"; and further down, a J.B. Whitney entry



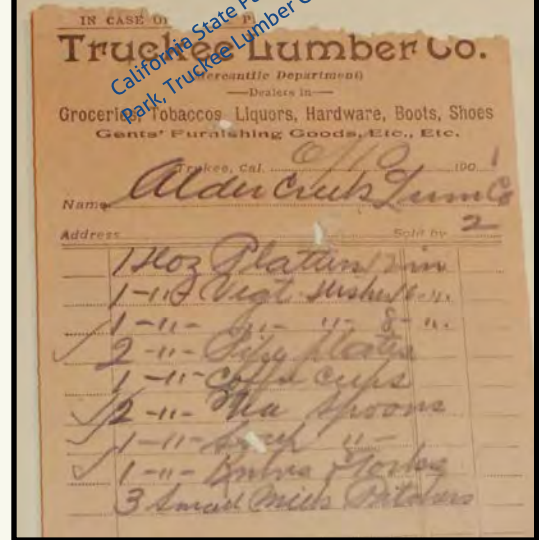
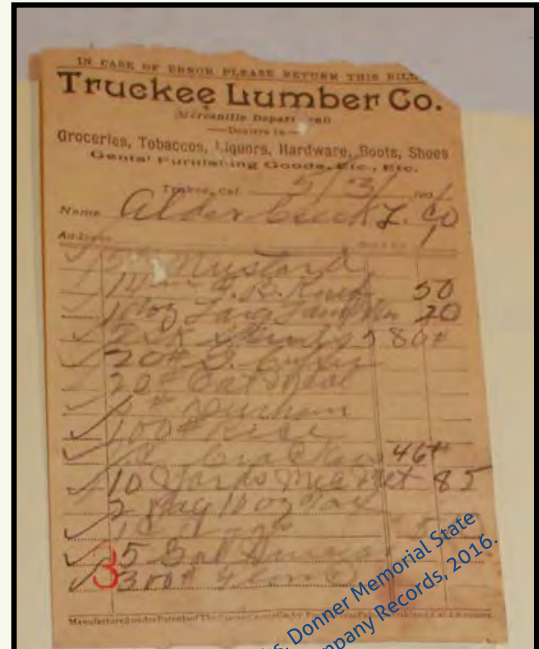
TLC articles and images continues on p. 13

Echoes From The Past Newsletter

TLC article and images continues from p. 12



(DMSP 7432)



(Above) TLC invoice for Alder Creek Lumber Co. (DMSP 7411)

We hope you have enjoyed some of these images as they are "windows to our past."

We have also updated our Index to our TDHS Newsletters to include articles from 2016 so that articles may be located by subject matter/title, author, and image references. Once opened, our Newsletters are full text searchable.

We have also updated our Book Index online at this link.



TRUCKEE DONNER
HISTORICAL
SOCIETY

Truckee Donner Historical Society
P.O. Box 893 · Truckee, CA · 96160
Address Service Requested

Should you wish to contact us about any of the content in this March issue, or if you have an idea for a future research project, we welcome your ideas. Please send an email to the Editor or info@truckeehistory.org.

Happy reading!

Contact us at:

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Contact me on ways I can volunteer Are you willing to docent at the Old Jail Museum? Yes / No

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P.O. Box 893
Truckee, CA 96160
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www.truckeehistory.org

ECHOES FROM THE PAST

PRESIDENT'S CORNER

JUNE 2017

ISSUE 2

Dear Members

Spring has finally come to Truckee and with it, the building season! I have been busy at HPAC with various projects. The most dynamic one is on West River St. The gentleman who has purchased the old Montonyo property is in the process of working towards rehabilitation of the old cabins and at least two of the three houses.

The proposal for the cabins is to move them all to the front of the street and refurbish them. There will be a road alignment on Mill St. to West River St. to accommodate the new sidewalks. There is still talk of a park going in on the old County Corporation Yard Property.

This has led to discussions as to when the little cabins were moved onto that piece of property and where they were originally. ***Teaser Moment for you all....future article for the newsletter!

I spoke with the representative for the Truckee Springs property again and it is still on their plate to donate the acreage where the old Ice Carnival and House (Glad-U-Kum) was located to the Historical Society. They are in the stages of zoning issues and hope to have that

done soon. The ultimate goal for this property will be a historical park setting explaining that area. We have had discussions with the Cultural Council for the Washoe Tribe and they have indicated interest in being a part of the design efforts.

This will be quite a ways off as there is a lot of work that has to be done for the pond. Although it was created as an ice rink it has become a vernal pool after all these years and that is what we would like to maintain. It is the home for many birds and frogs and a watering hole for the deer, bears and other animals at this site.

One of our goals in this area is to create a committee that would have just the pond as its sole project.

President's Corner article continued on p. 2

CALENDAR

Events will be posted online
at our website at this link.

INSIDE THIS ISSUE

- * Patents in Truckee - pp. 4-7
- * Blasting and the Summit Tunnel - pp. 8-10
- * Deja Vu - US Route 40 - p. 10
- * World War II Service Donation Letter - p. 11

Echoes From The Past Newsletter

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TDHS eNews Editor, [Heidi Sproat](#)

Truckee Donner Historical Society ("TDHS") Board meetings are held on the fourth Thursday of each month at 2:30 p.m. at the Joseph Research Library at 10115 Donner Trail Road, Truckee. Board meetings are open to the public.

TDHS does not accept responsibility for the accuracy of the information in these articles.

TDHS retains the right to republish submitted material. Please contact TDHS for permission to use any content in this publication.

Notice to Members

In 2015, the TDHS Board of Directors approved a change in membership renewal to reflect the Society's bi-annual renewal schedule - January or July. For specific details, please visit our website.

Recall too that starting in 2017, we will no longer be mailing out our *Echoes From the Past* Newsletter. Instead, the newsletter will be readily available online and accessible on a quarterly basis. If you are a TDHS member, an email will be sent to you advising you of the online issue's posting.

The last University of Nevada at Reno student who used our facility just graduated! Congratulations Leo!



(Above) Leo giving his presentation on Natural Ice production

President's Corner article continued on p. 3

Please get involved with your Truckee Donner Historical Society (TDHS). The only way we can offer programs and events is if YOU, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501(c)(3) organization so any and all donations are gratefully appreciated and tax deductible. Our mailing address is Truckee Donner Historical Society, P.O. Box 893, Truckee, CA 96160.

Echoes From The Past Newsletter

President's Corner article
continued from p. 2



(Left) List of Master of Arts Anthropology graduates from UNR and (right) Leo with Teddy Rodrigue

Several members of the Historical Society were lucky enough to help Leo with his field work at Boca. We learned a lot about what goes into the preservation and protection of an archaeological site.

I am very proud of the fine work being done at the society. We have met a wonderful group of people in the professional world as our reputation is spreading regarding the professionalism and work done at the society. We just purchased a professional photo scanner with funds from a donation so we can continue the work of documenting all the photos and paperwork and securing them for protection. We are always looking for people who can donate a few hours a week to help. It doesn't have to only be a Thursday as we have many collections that need to be documented and cataloged.

We are coming into our Old Jail Museum season and, of course, that means if you have a few hours on a Thursday night, or Saturday or Sunday we could certainly use the help. You don't have to be an expert as we (one of our experienced docent members, Patricia Featherstone) is making up information sheets for many of the items.

So, all in all, Truckee-Donner Historical Society has come pushing into the 21st Century with full force! Please come join us and share your stories.

The **Old Timers' Picnic** is set for **July 15** and that will also be a class reunion! It should be a lot of fun. Remember all it costs is for you to bring your lunch, camera and your stories.

May you all have a wonderful Summer.

Respectfully, Chaun Mortier, President

Echoes From The Past Newsletter

Patents By Truckee Citizens**By Heidi Sproat**

In April 2017, two volunteers associated with the Truckee-Donner Historical Society ("TDHS"), Barbara Czerwinski, Ph.D., and Heidi Sproat, submitted a NPS 10-900 application to the National Park Service nominating Truckee Veterans Memorial Building ("the Vets Hall") and Rocking Stone Tower to the National Register of Historic Places. The submitted application was 68 pages and we are hopeful that we will hear something from the reviewing body by mid-summer.

While much attention in the history of our mountain town has been directed to the transcontinental railroad, the lumber and ice industries, Jibboom Street and prohibition, and the individuals who helped to bring to and sustain these industries in Truckee, we discovered so much more about one of the men who helped to get – and keep - Truckee on the map.

In the process of conducting research for this application, we discovered that Truckee's own Charles Fayette McGlashan filed a number of patents with the U.S. Patents Office. McGlashan, 1847 – 1931, is Truckee's patriarch, noted historian and authoritative author of the *History of the Donner Party*, entrepreneur, editor of the *Truckee Republican*, attorney, legislator, entomologist / lepidopterist, astronomer and inventor. McGlashan was a visionary for his time and pursued making Truckee a destination and not a pass-through 'on-the-way-to-somewhere-else' town. One of the ways he did this was by bringing winter sports to Truckee. And indeed, one of his patents was for an improved Ice Palace construction. For more additional information on McGlashan patents, visit Google and use the search terms "c f mcglashan patents".

The eight patents we were able to locate that McGlashan filed included those for guiding balloons, a railway balloon, a railroad telegraph, an improvement on the Roman catapult, the ice palace, snow shed construction, bird lure / collapsing bird feeder tray, and a spreading board for entomological specimens. What an array of inventions. Understanding patents can be a difficult process, but viewing drawings accompanying the patent applications is telling. By checking out the filing dates of McGlashan's patents, the reader can see they span the years 1874 – 1930. In fact, McGlashan's first patent was filed when he was only 27 years old.

The links below will take the reader to online images and information of the various patents McGlashan filed. For ease of reading, however, the website addresses for each of McGlashan's patents follows this article.

Guiding Balloons, # 152,145, patented June 16, 1874

Railway Balloon and Electric Tramway and Truck, # 247,571, patented September 27, 1881

Railway Train Telegraph, # 261,370, patented July 18, 1882

Show-case for Entomological and Other Specimens, # 380,762, patented April 10, 1888

Ice Palace, # 565,175, patented August 4, 1896

Snow shed construction, # US 620,244, patented February 28, 1899

Catapult for Throwing Projectiles, # 629,044, patented July 18, 1899

Spreading board for entomological specimens,

Echoes From The Past Newsletter

Patent article continued from p. 4

US #1172816, patented February 22, **1916** and

Bird Lure, # 1749497, patented March 4, **1930**.

What was also surprising is, serendipitously, our own local Tahoe Silicon Mountain organization recently hosted a March 2017 presentation: "Fame, Fortune, and Exploitation: The Fascinating History of Patents and Patent Trolls", by Patent Attorney Herbert R. (Dick) Schulze, Of Counsel, of the Reno firm of Holland & Hart, LLP ([YouTube link of his presentation.](#)) After some communications with Mr. Schulze, I discovered that there are quite a few even older patents (before 1976) from inventors who called their home Truckee. Besides McGlashan in the late 1800s and early 1900s inventing a gamut of devices, there are dozens of other inventors who hail from Truckee, California. Who knew?

Many Truckee inventors may have filed patents *before* 1976, but patents from 1790 through 1975 are searchable *only* by Patent Issue Date, Patent Number, and Current Classification. Because we do not know the patent numbers before 1976, we could not determine if the patent holders/filers claimed Truckee as their home. However, searching the patent database for *Truckee* patents, we did find some very interesting inventions.

Also by happenstance, the Historical Society had an article on a Truckee inventor who developed and patented a new [fastener line for metal roofing and steel buildings](#). After this epic Tahoe winter of 2017, this should be a welcome fix for homeowners and businesses whose roofs may have been compromised

([2013 Sierra Sun article, Truckee inventor founds Weather-Tech fasteners.](#))

Searching the patents database ([USPTO website search](#)) we discovered that there are over 200 references to patents whose inventors may also be from Truckee. After examining the kinds of patents issued, it seems they generally fall into a few categories of process or utility in the medical, sports, computer, or building industries. They include a switching device, a specialized [hammer](#), a process of task allocation in a computer network, navigating with a camera device, developing a stable high-speed utility vehicle, a fetal monitoring device and methods, a sports bottle, client-side encryption of form data, a bucket feeder for a ball projecting machine, and streaming of GIS data. Not unsurprisingly, I also discovered that one of our own Truckee orthopedics, Jeff Dodd, developed a [weight-bearing lower extremity brace](#) - and I am sure that sadly, some of our readers know what these devices are for. I also learned that a Truckee resident developed a liner for use with a breast pump, someone who developed a method and apparatus for controlling telephone calls using a computer assistant, a developer who created a portable power saw support attachment, a multi-purpose exerciser, a ski rack with easy loading, cleat for an endless track or tread of a surface vehicle, a [hitch-mounted telescopic rack and method of use](#), a fetal monitoring device, an endoscope scope assembly. The list goes on. [Take a look at the USPTO database](#) and see what you can find.

Echoes From The Past Newsletter

Patent article continued from p. 5

The moral of this story is you never quite know where information will take you when you are looking for something else. When searching for McGlashan articles, I realized the importance of patents by Truckee inventors. This is what led me to research patents post McGlashan 1931. This is again another example of discovery on-the-fly.

Website addresses/links to McGlashan Patents

Improvement in Guiding Balloons, Patent # 152,145, filed April 15, 1874; patented June 16, 1874;
<http://pdfpiw.uspto.gov/.piw?Docid=0152145&idkey=NONE&homeurl=http%3A%2F%2Fpatft.uspto.gov%2Fnethtml%2FPTO%2Fpatimg.htm>

Railway Balloon and Electric Tramway and Truck, Patent # 247,571, filed June 24, 1881; patented Sept. 27, 1881;
<http://pdfpiw.uspto.gov/.piw?Docid=247571&idkey=NONE&homeurl=http%3A%252F%252Fpatft.uspto.gov%252Fnethtml%252FPTO%252Fpatimg.htm>

Railway Train Telegraph, Patent # 261,370, filed February 21, 1882; patented July 18, 1882;
<http://pdfpiw.uspto.gov/.piw?Docid=261370&idkey=NONE&homeurl=http%3A%252F%252Fpatft.uspto.gov%252Fnethtml%252FPTO%252Fpatimg.htm> ; McGlashan, C.F. (1882).

[**McGlashan's Train Telegraph: a certain method of preventing railroad collisions**. Berkeley, CA: University of California, Bancroft Library, Charles Fayette McGlashan Papers, 1847-1931(p F855.7 M117).]

Show-case for Entomological and Other Specimens, Patent # 380,762, filed December 19, 1887; patented April 10, 1888;

<http://pdfpiw.uspto.gov/.piw?PageNum=0&docid=00380762&IDKey=BB1307386696%0D%0A&HomeUrl=http%3A%2F%2Fpatft.uspto.gov%2Fnetacgi%2Fnph-Parser%3FSect1%3DPTO2%2526Sect2%3DHITOFF%2526u%3D%25252Fnethtml%25252FPTO%25252Fsearch-adv.htm%2526r%3D1%2526p%3D1%2526f%3DG%2526l%3D50%2526d%3DPALL%2526S1%3D0380%2C762.PN.%2526OS%3DPN%2F380%2C762%2526RS%3DPN%2F380%2C762>

Ice Palace, Patent #565,175, filed March 23, 1896; patented Aug. 4, 1896;

<http://pdfpiw.uspto.gov/.piw?Docid=0565175&idkey=NONE&homeurl=http%3A%2F%2Fpatft.uspto.gov%2Fnethtml%2FPTO%2Fpatimg.htm> ; <https://www.google.ch/patents/US565175>

Snow shed construction, Patent US # 620,244, filed October 17, 1898; patented Feb. 28, 1899;
<http://pdfpiw.uspto.gov/.piw?Docid=620244&idkey=NONE&homeurl=http%3A%252F%252Fpatft.uspto.gov%252Fnethtml%252FPTO%252Fpatimg.htm>

Catapult for Throwing Projectiles, Patent # 629044, filed December 2, 1898; patented July 18, 1899;
<http://pdfpiw.uspto.gov/.piw?Docid=629044&idkey=NONE&homeurl=http%3A%252F%252Fpatft.uspto.gov%252Fnethtml%252FPTO%252Fpatimg.htm>

Spreading board for entomological specimens, Patent US #1172816, filed May 5, 1915; patented Feb. 22, 1916;

Echoes From The Past Newsletter

Patent article continued from p. 6

<http://pdfpiw.uspto.gov/.piw?Docid=1172816&idkey=NONE&homeurl=http%3A%252F%252Fpatft.uspto.gov%252Fmetahtml%252FPTO%252Fpatimg.htm>

Official Gazette of the United States Patent Office, Vol. 223, p. 1221, Feb. 22, 1916 and **Bird Lure**, Patent # 1749497, filed March 12, 1929; patented March 4, 1930;

<http://pdfpiw.uspto.gov/.piw?Docid=1749497&idkey=NONE&homeurl=http%3A%252F%252Fpatft.uspto.gov%252Fmetahtml%252FPTO%252Fpatimg.htm>

For perspective, the first patent was issued on **July 31, 1790** to Samuel Hopkins for a process of making potash, an ingredient used in fertilizer. The patent was signed by President George Washington. Hopkins was born in Vermont, but was living in Philadelphia, Pennsylvania when the patent was granted. [Patent link](#). The Alfred Nobel patent for gunpowder, # 50,617, is available at this link, patented October 24, 1865.

There are over 9 ½ MILLION patents filed as of 2017. The present patent numbering system began in 1832.

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<http://info.legalzoom.com/patent-number-tell-product-26308.html>

<https://www.uspto.gov/patents-application-process/applying-online/patent-number>

https://en.wikipedia.org/wiki/Patent_application

<https://www.youtube.com/watch?v=eC33GjQqcd8> (Patent Attorney Herbert R. (Dick) Schulze, Of Counsel, of the Reno firm of Holland & Hart, LLP entitled "Fame, Fortune, and Exploitation: The Fascinating History of Patents and Patent Trolls", before Tahoe Silicon Mountain March 2017 program)

<http://www.sierrasun.com/news/business/truckee-inventor-founds-weather-tech-fasteners/>

<https://www.facebook.com/events/1348366475206928/>

<https://www.uspto.gov/patents-getting-started/general-information-concerning-patents#heading-3>

Ball, Edward. *The Inventor and the Tycoon* (2013), Doubleday, New York

Pacific Rural Press, Vol. 57 No. 11, 18 March 1899, p. 173, <https://cdnc.ucr.edu/cgi-bin/cdnc?a=d&d=PRP18990318.2.24>

San Francisco Chronicle, Oct. 20, 1895, Vol. 97, p. 1, "Dynamite Slings and Deadly Arrows", <https://www.newspapers.com/image/27449371/?terms=patent%2Btruckee%2Bmcglashan>

Various newspapers.com, newspaperarchive.com, cdnc.ucr.edu archives articles

To search for patents before 1976, use this search site: <http://patft.uspto.gov/netahtml/PTO/patimg.htm> .

Also of note, on the back side of one of the butterfly exhibits in the Old Jail Museum, there is a reference to American Entomological Company. Here is the image of that 1914 reference.

Blasting the the Summit Tunnel

By Karl Pape

In articles about the building of the Central Pacific Railroad ("CPRR"), references to blasting, particularly tunnels, are often noted. But, how do the various blasting methods work? It's all dependent on expansion of volume.

The history of explosives used in tunneling is worth some explanation. There seems to be some question about the origin of the early explosives, particularly what was first called "black powder".

The combination of powdered sulfur, charcoal, and saltpeter (potassium nitrate) to build explosives has been attributed to the Chinese in the 10th century.¹ Two of the byproducts of this mix was noise and light, particularly in fire crackers and rockets. These were used for celebrations and to scare away unwanted spirits. Later, the black powder was used in warfare for cannons and rockets.²

One of the early written theses on how to make and use black powder came from Roger Bacon (1214-1294), an English Friar.³

He used a similar formula as noted above in order to make what he termed thunder and lightning. The Church, believing only God could make thunder and lightning, promptly put him in prison for 10 years.⁴ After Bacon's death, a more practical use of black powder was just about to be discovered ... guns.

Beyond flash and bang, black powder increased in volume and with that increase came pressure. By placing black powder in a cylinder with one end blocked save a small hole for a

fuse, then tamping the powder for compaction, and placing a projectile, usually a metal ball, at the top of the compacted powder, the stage was set for the invention of the gun. The powder was ignited through the fuse hole, pressure built up and the projectile launched. Black powder now became gun powder.⁵

The use of black powder, or blasting powder as it became known, served a fundamental role between the 1830s and 1850s in North America as an explosive and as an essential part of mining and engineering.⁶ The technology and safety imperatives were well understood by the 1860s when the CPRR began blasting tunnels through the Sierra Nevada Granodiorite (Granite).⁷

But, like many things, "one size doesn't fit all". The ratio of charcoal, sulfur and saltpeter was not a constant. By reducing the amount of saltpeter in the mix, the explosion would be more of a heaving motion which would be applicable in soft rock such as coal. Reducing saltpeter for the soft rock application was also a cost reduction as it was the most expensive part of the mix.⁸

The cost of saltpeter was also a factor in the blasting of the tunnels for the CPRR. Granodiorite is one of the hardest materials to tunnel through and the black powder used had to be rich in saltpeter, 75% of the volume.

Saltpeter was being imported from Chile which also added to the cost. Blasting with black powder in the Summit Tunnel, or Tunnel 6, was both slow and expensive. Even with the vertical shaft that allowed four faces of blasting, a full gang of workers would advance

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only 2.51 feet per day. That, plus the increasing cost of black powder, from \$2.50 per keg to \$15.00 per keg, and the use of up to 500 kegs per day, made it a very expensive proposition.⁹

On the positive side, the Chinese were familiar with using black powder in construction in China. However, a black powder blast also created toxic gases that had to be cleared before work could resume.¹⁰

Both Crocker and Strobridge, the superintendents, decided that the new explosive, nitroglycerin, developed by Alfred Nobel, might be the answer to cost and speed. Nitroglycerin was five times more powerful by bulk than black powder and thirteen times more destructive. There was, however, a drawback: the end product was highly unstable. A shipment of nitroglycerin that ended up in the Wells Fargo Office in April 16, 1866 exploded. It obliterated the office and killed more than 15 people.¹¹

A chemist, James Howden, was hired to mix the components at the site of the Summit Tunnel, thus reducing the risk of premature explosion. Using nitroglycerin, progress was increased from 2.51 feet to 4.38 feet per day. Also contributing to the progress was reducing the diameter of the blasting holes from 2.5" to 1.25" and reducing the depth of the holes from 3 feet to 15 - 18 inches.⁶ Another benefit from using nitroglycerin was the relatively small amount of smoke and toxic gases after the explosion.¹²

After his work at CPRR, Howden returned to San Francisco where he developed a stronger and

safer explosive by absorbing the nitroglycerin into sugar, magnesium carbonate and potassium nitrate.¹³

But curiously, the Summit Tunnel was the first and last use of nitroglycerin on the CPRR. Because of accidents, Strobridge and Crocker stopped using nitroglycerin after using it in the Summit Tunnel.¹⁴

However, the Union Pacific used nitroglycerin in some tunnels, much to the protests of the tunnel men. Using "nitro", the tunnels were constructed at a record eight feet a day.¹⁵

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7. Ambrose, Stephen E., *Nothing Like It in the World: The Men Who Built The Transcontinental Railroad 1863-1869* (Simon and Schuster, New York, 2000) 199-201.

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Blasting article continued on p. 10

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Blasting article continued from p. 9

9. Ambrose, 200-201.
10. Twitty, 1-2.
11. Bain, David Howard, *Empire Express: Building The First Transcontinental Railroad*, (Penguin, New York, 1999), 321.
12. Bain, 272-273.
13. E.I. Dupont De Nemours & Company, 5.
14. Ambrose, 201
15. Bain, 328

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<http://cpr.org/Museum/Tunnels.html>

<http://donnerrails.com/>

Placer Herald, Auburn, California, April 21, 1866; (notable events from 1866 in *Sacramento Daily Union*, Jan. 1, 1867, Vol. 32, No. 4918) (<https://goo.gl/hLyPeY>)

<http://railroad.lindahall.org/essays/tunnels-bridges.html>

<http://donnersummithistoricalsociety.org/PDFs/newsletters/news12/august12.pdf> p. 6

Editor's Notes:

While conducting research on patents and Truckee residents, I came across a 2013 Edward Ball book called *The Inventor and the Tycoon* - the story of the relationship between the railroad tycoon Leland Stanford and Edward (aka Eadweard) Muybridge, aka Helios, [personification of the sun in Greek mythology], aka E.J. Muggeridge, among other spelling variations), the "inventor" of stop-motion photography and forerunner of motion pictures. Coincidentally, several of the images in the *Central Pacific Railroad* reference articles above are attributed to Muybridge.

One of the reasons that nitroglycerin was no longer used was because one of the "Big 4" railroad men, (also referred to as "The Associates"), Charles Crocker, was concerned for potential patent infringement. Nobel, Patent # 50,617. But according to Ball, Stanford and Crocker dismissed the idea of reimbursing Nobel because they thought it cost too much. Ball, p. 64.

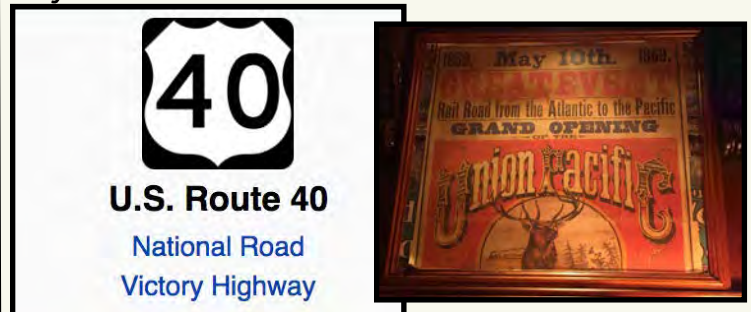
Deja Vu - What are the Odds?

By Heidi Sproat

While visiting Frederick, Maryland, recently, yes on the other side of our country, I happened to catch two highway signs on the road that looked way too familiar. The first was US 40, the second Historic National Road.



To read more about US 40 and how it used to run the length of the United States, please see this link. That's why the signs here in Truckee say "Historic" U.S. 40. Small world.



(Left) Also see <https://goo.gl/zjqKsK> or

<http://www.donnersummithistoricalsociety.org/PDFs/20mileusem/signs/lincolnhighway.pdf>.

And speaking of a "small world," imagine my surprise when in Stavanger, Norway, of all places, in August 2016, at a restaurant known as Phileas Fogg, on the wall is the **SAME** Great Event Poster advertising the May 10, 1869 railroad crossing from Omaha to San Francisco in four days. Same photo in Stephen Ambrose's book, p. 192. Who knew? [Click on the above photo, right, for a larger image.](#)

World War II Service – a Family Affair By Heidi Sproat

In our last edition of *Echoes*, we reported on a recent letter donation made by the Waters family. The letter was dated 21 January 1943 to Mr. and Mrs. George B. Waters in appreciation of their *five* sons who had entered the armed forces of the U.S. during World War II. Edwin R. Waters AUS, Orlin O. Waters AUS, Erving D. Waters AUS, Roy F. Waters AUS, William G. Waters USNR. The letter was signed by Henry L. Stimson, 45th U.S. Secretary of War. A copy of this letter is to the right.

At the Memorial Day services held at Truckee Cemetery on Monday, May 29, Sharon Pace Arnold presented some background information on the Truckee Waters brothers.

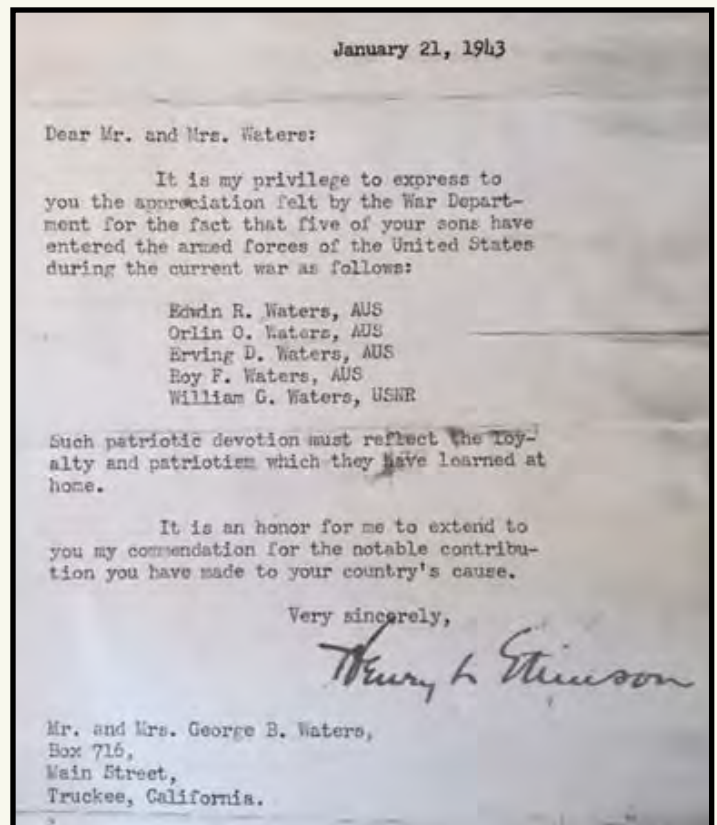
Since the Waters donation, I received a mail solicitation for the Pacific Battleship Center which recounted the story of the *five* Sullivan brothers - Albert, Francis, George, Joseph, and Madison – how unbelievably and sadly, all five brothers perished off the shores of Guadalcanal in the Solomon Islands having been aboard the *USS Juneau*.

So imagine my surprise when this Editor also recently discovered that my *own* husband's family had *four* brothers – Norman, Vincent, James, and Adam - who served in World War II. Amazingly, all four **Donzanti brothers** survived the war, and the veterans were meeting as often as they could in Florida.

The world is safer today because of these great warriors' sacrifices and we cannot forget their bravery. Please remember our veterans on Memorial Day and every day. Were it not for them, many of us would not be here today.



Grave Markers for the Waters brothers, Truckee Cemetery, Memorial Day May 29, 2017



Echoes From The Past Newsletter



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ECHOES FROM THE PAST

PRESIDENT'S CORNER

SEPTEMBER 2017

ISSUE 3

Dear Members

As we come to the end of another great season at the Old Jail Museum, I am reflecting upon so many changes that have occurred - some good, some bad. We have never suffered from vandalism at the Old Jail Museum until this year. Twice we have been 'tagged'; it is with sadness that we say the times have changed.

But on the good side, many new visitors this year have graced our doors. We have had the most wonderful time talking to many people from Europe who love coming to our little home in the Sierras.

We have been host to the Nevada County Landmarks Commission in an attempt to get the Masonic Arch onto the local registry, E Clampus Vitus dedicated a new plaque to Jacob Teeter, and we are in the process of an Eagle Scout Project to get new benches in the upper sitting area in the garden.

We are still working with the Railroad Society on the creation of a mutual museum. This also includes discussions with the Friends of the Library and the Kidz Zone on a mutually beneficial and convenient campus.

We will have our Annual Meeting and dinner on

September 19, at the Cottonwood Restaurant starting at 5:30 p.m. for conversation and a no-host bar. Dinner to follow. If you are interested in joining us please call or email cmortier@truckeehistory.org. The cost will be no more than \$28.00 per person.

May I take this opportunity to say how much I have enjoyed being your President again this year. We have come a long way and I hope we continue this upward movement.

Again, I thank you from the bottom of my heart for your continued support of this wonderful and most important organization.

Respectfully, Chaun Mortier, President

CALENDAR

Events will be posted online at our website

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Echoes From The Past Newsletter

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Truckee Donner Historical Society ("TDHS") Board meetings are held on the fourth Thursday of each month at 2:30 p.m. at the Joseph Research Library at 10115 Donner Trail Road, Truckee. Board meetings are open to the public.

TDHS does not accept responsibility for the accuracy of the information in these articles.

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Notice to Members

In 2015, the TDHS Board of Directors approved a change in membership renewal to reflect the Society's bi-annual renewal schedule - January or July. For specific details, please visit our website.

We hope you have been continuing to enjoy this quarterly newsletter. We realize that sometimes printed copies are much easier to grab, but we will continue to distribute our Newsletter electronically. As always, the newsletter will be readily available online and accessible on a quarterly basis. If you are a TDHS member, an email will be sent to you advising you of posting.

Editor's Note: This Newsletter is interactive - it is designed to be read *online* and contains links to relevant source material and in many cases, links to larger images for easier viewing.

Updates from earlier ECHOES articles

From the Editor

Since preparing the article about *Patents in the Truckee area* in our June 2017 *Echoes*, p. 10, issue, I finally finished a book published in 2013 called *The Inventor and the Tycoon* by Edward Ball. I used it as a reference about why nitroglycerine was no longer used in the construction of the transcontinental railroad – see Ball, p. 64. While I originally tracked the book down because of several references to the building of the railroad through the Truckee and Donner Summit areas, I originally thought the book would not be particularly interesting.

However, as one travels along the railroad tracks in California, there are California Historical Landmarks marking episodes mentioned in Ball's book. One landmark in particular comes to mind. In the middle of nowhere on Interstate 5 is a small oasis called Harris Ranch, just outside of Hanford, California. I saw a sign for a memorial plaque for the Mussel Slough Tragedy. I recalled reading about the dispute over land title ownership in Ball's book, pp. 329-31. Just a few miles outside of Harris Ranch is the memorial plaque to those who lost their lives during this land

Updates article continued on page 2

Please get involved with your Truckee Donner Historical Society (TDHS). The only way we can offer programs and events is if YOU, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501(c)(3) organization so any and all donations are gratefully appreciated and tax deductible. Our mailing address is Truckee Donner Historical Society, P.O. Box 893, Truckee, CA 96160.

Echoes From The Past Newsletter

Updates article continued from page 2

dispute. What are the odds I never would have realized the connection had I not finished reading the entire book. SO the "six degrees of separation" theory applies to more than just people.

The relationship between the eccentric "inventor", Edward Muybridge, and the railroad "tycoon", Leland Stanford, took twists and turns over the years they interacted with each other.

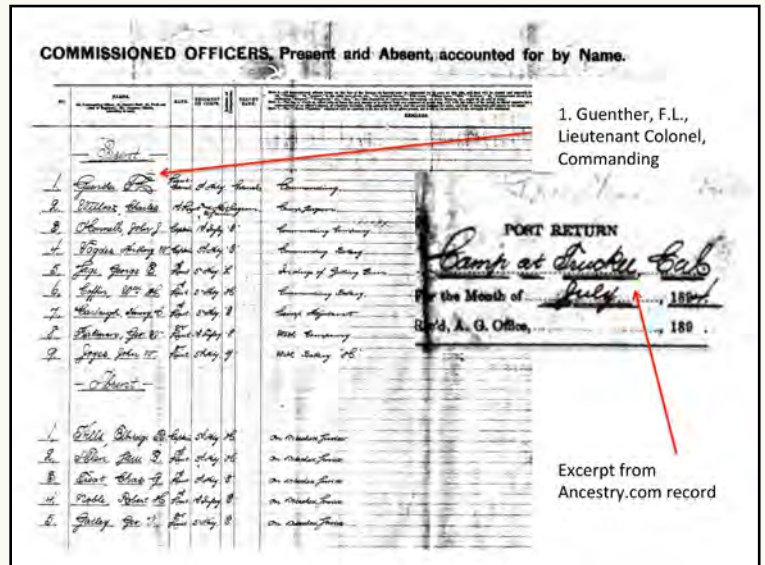
So again, imagine this surprised Editor when she sees a collection of Muybridge's studies at the University of Pennsylvania, my husband's alma mater. Reading the Ball book helped me to better understand the politics and economics of the period and Stanford's background in the development of the transcontinental railroad - especially in California. The moral of the story again: keep your eyes and ears open as you never quite know what connections "connect".

Strike of 1894 - Effect on Truckee

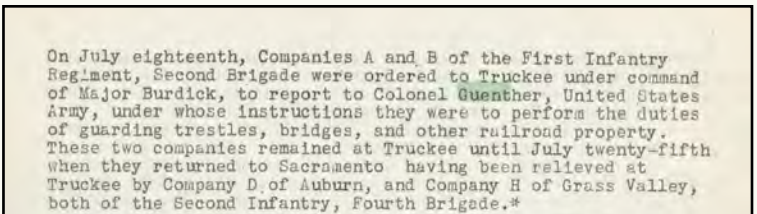
Additionally, in the December 2016 **ECHOES** issue, pp. 4-5, 7, reference was made to soldiers assigned to the Truckee area railroad, trestles, and bridges to guard against vandalism and sabotage as a result of the national Pullman Strike of 1894. In researching that article, we came across several references to the role of the California National Guard during this strike. Reviewing recently released Ancestry.com historical records, we realized that one of the records was of the "Camp at Truckee, Cal." in July 1894. We tried to match up some of the names in this Commissioned Officers Report record with those mentioned in the Company B article, and to our astonishment, one name did match: Army Colonel **Gu(e)nther**, p. 174.

Once again, technology intertwines with recently digitized records to bring history to life. (See History Company B First Regiment Infantry, pp. 174, 183, 184, and 206; and <http://www.militarymuseum.org/1894%20Railroad%20Strike.pdf>,

Photos in next column.



For a larger image, click on the above photo. Citation: National Archives and Records Administration (NARA); Washington, D.C.; Returns from U.S. Military. Records of the Adjutant General's Office, 1780's-1917, Record Group 94; National Archives, Washington, D.C. Posts, 1800-1916; Microfilm Serial: M617; Microfilm Roll: 1546.



(Above) Excerpt from

<http://www.militarymuseum.org/1894%20Railroad%20Strike.pdf>, Adjutant General Report, 1893-1894, Page 247. [page noted as p. 26 - or p. 27, or 1730 in top right corner]. California National Guard and the Railroad Strike of 1894. This history was completed in 1940 by the Works Progress Administration (WPA) in conjunction with the California National Guard and the California State Library. Digitized by the History Office, Camp San Luis Obispo, 10 February 2015. Original document on file at the California State Library.

You never know what question might be posed to volunteers at Truckee-Donner Historical Society! On Saturday, August 5th, we honored a request from [Skywalker Sounds](#), of Lucasfilm Ltd., © & ™, to record the sound of our Old Jail Museum jail cell door opening. Can't wait to see what this will be used for!

The Nevada County Landmarks Commission recently released a video about some of the historical landmarks in Nevada County. Among other landmarks, this:

[short video showcases our own Memorial Arch behind the Old Jail Museum.](#)

Echoes From The Past Newsletter

Flags of Distinction

By Heidi Sproat and Ron Rettig

Hanging in our own Old Jail Museum is a "G.A.R." ([Grand Army of the Republic](#)) silk flag with 38 stars, in a spinning 'bee-hive' pattern, a rare flag composition. If you look closely you'll see that the stars are tilted and appear to be "spinning." Note that "Gen'l Berry Post. No. 85, G.A.R. Truckee, CAL" appears in gold colored letters thereon. See photo at right and 1stdibs website. (Current price: \$3,479.60 CAD !)

One of our TDHS members traced some information about "General Berry" that we thought you would find interesting. **Hiram Gregory Berry** (August 27, 1824 – May 2, 1863), after whom the GAR post was named, was a politician and general in the [Army of the Potomac](#) during the American Civil War. He was killed in action by a sharpshooter at the Battle of Chancellorsville, VA in May 1863.

Truckee GAR Post General Berry member A. C. Campbell (see arrow at right) also served on the Union warship *USS General Price*. The ship *Price* was originally the *Laurent Millaudon*, commandeered into the Confederate Navy as *CSS General Sterling Price*, but was sunk at the Battle of Memphis. The ship was then raised by the Union, refloated and commissioned as the Union ship *USS General Price*, upon which Mr. A. C. Campbell, later of Truckee GAR Post General Berry served.

In the [National GAR Records Program, Historical Summary of Grand Army of the Republic \(GAR\) Posts by State, California, and prepared by the National Organization Sons of Union Veterans of the Civil War \(SUVCW\)](#), entry number 85, confirms that post GEN Berry, of Truckee, Placer County, CA/NV, was named after Major General Hiram Gregory Berry, the Civil War leader.

Another of our TDHS researchers discovered an article in the May 14, 1887 *Truckee Republican* about this very GAR flag. See newspaper clipping, p. 5.

Flags article continues on page 5

Flag donated by Stan Zwarg



Photo courtesy of Ron Rettig

GEN. BERRY POST, No. 85.

TRUCKEE, CAL.

OFFICERS .886.

PIERCE LAFFAN.....Commander
 O. H. BARTON.....Senior Vice-Commander
 DENIS BURCKHALTER.....Junior Vice-Commander
 B. F. TACKABERRY.....Adjutant
 J. G. BOOTH.....Quartermaster
 D. W. THORNDYKE.....Surgeon
 A. C. CAMPBELL.....Chaplain
 J. N. DUNEY.....Officer of the Day
 THOS SMITH.....Officer of the Guard
 SAM'L SMITH.....Sergeant Major
 W. G. CASE.....Quartermaster Sergeant
 J. LAMBRECHT.....Inside Sentinel
 O. J. CHAMBERLIN.....Outside Sentinel

Meeting, Second and Fourth Monday.

NAME.	CO.	SERVICE.	ADDRESS.
Barion C. H.....	A	1st Bat. Maine Sharpshooters	Truckee
Booth J. G.....	K	133d N. Y. Inf.	"
Burckhalter Denis..		11th N. Y. Battery	"
Campbell A. C.....		U. S. S. Gen. Price	"
Case Walter G.....	E	31st Ohio Inf.	"
Chamberlin Clark J.		3d Vt. Light Art.	"
Connors John.....	K	18th Wis. Inf.	"
Dunn Henry G.....	E	6th Wis. Inf.	"
Duneay J. N.....		24th Maine Inf.	"
Hellwig Jacob.....	H	2d Wis. Inf.	"
Hubbard John N.....	K	19th Ind. Inf.	"
Laffan Pierce.....	D	11th Maine Inf.	"
Lambrecht Jacob...	E	144th N. Y. Inf.	"
McPheeters Dan...	B	22d Maine Inf.	"
Smith Samuel.....	A	2d Mass. Cav.	"
Smith T. J.....	I	19th Iowa Inf.	"
Tackaberry Ben. F..	O	6th Cal. Inf.	"
Thorndyke D. W....	F	2d Cal. Cav.	"
Weed Abner.....	G	8th Maine Inf.	"

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Echoes From The Past Newsletter

Flags article continued from page 4



May 14, 1887 *Truckee Republican*

And to put cost in perspective, the above article is from the May 14, 1887 *Truckee Republican* newspaper regarding the GAR Flag. In 1887, the flag cost \$60. In 2017 dollars, the cost would be substantially more, the relative price worth escalating to \$1,540. But the cost depends on what comparative benchmark one uses. See this measuring worth [cost comparison](#).

It's amazing what some research will reveal.

And another flag story. In one of the recent collections donated to the TDHS, we noticed this picture of what we believed to be Meadow Lake Union High School students presenting a service flag to the school in honor of Truckee citizens serving in World War II. When we looked for information about this possibility, an article showed up in the *Nevada State Journal* on March 25, 1945, p. 5. And several weeks ago we found the flag in the Joseph Research Library cabin. See also [Rare Flags](#).



This opened book (on the right below) is the 1945 yearbook, the "*Chipmunk*", from Meadow Lake Union High School. The book is open to the *same* photo on the lower left of this page.

Photos courtesy of the Editor



PAGE FIVE

**Service Flag
Is Presented**

TRUCKEE, Calif., March 24.—(Special)—The Meadow Lake Union high school service flag, presented to the school by the Truckee high seniors, arrived this week. It is three by five taffeta, with gold fringe and tassels. It is mounted with 58 individual blue stars, and two gold stars, each representing a Truckee high boy or girl in the armed forces.

Outgoing seniors who raised the funds for the flag and presented it as a gift to the school are: Earl Smith, Jr., Patricia Mahne, Betty White, Lupe Reyes, and Howard Hendrix.

The shop class is building a glass covered frame for the flag.

(Above) If you look closely, you will see two **GOLD** stars, indicating that two service(men) died in service; 58 stars are **BLUE**; to see details on the history and meaning of the stars, [click here](#)

(Left) *Nevada State Journal*, March 25, 1945, p. 5

Echoes From The Past Newsletter

Research and Artifact Update!

By Chaun Mortier and Heidi Sproat

This is a new adventure to let the membership know some of what has been happening at the Research Library.

The Schmidt family donated a beautiful set of China (next column, bottom). It was in their house when they bought it in the 1960s. They have also donated a Bible from 1876, numerous household items including two old irons, a salt and pepper shaker set, a sled and saws from the Old Mill at the Railyard. (We checked Replacements.com to see if we could find the pattern and no luck.)

The Titus Family has also donated several items. The Military memorabilia will be on permanent loan to the American Legion Chapter 439 at the Veterans Hall to be on display in the foyer. We are currently indexing and logging numerous pictures and historical items. In this collection are several paintings from Frank Titus, Sr., which were done in the early 1900s. See next page for images.

Although these have been the largest collections provided this year, there have been many more smaller donations. We appreciate all of them!

On the research side, we were asked to help identify the origin of this beautiful token (next column). We were able to let the owner know that John Muir and his wife ran the Palace Dance Hall. Due to issues, they separated and she ran the Red Light Dance Hall. She met an unfortunate fate from a jealous boyfriend but her husband continued to run the Palace Dance Hall. We are still trying to determine where these palaces were located. This was in 1905 in Truckee.

We were also able to provide information to a question posed about the Old Stone Garage located at the corner of Jibboom and Bridge Streets. The requester inquired as to the prior business name in the 1970s. Using donated images from the John Corbett Collection, and scanned by our own Ron Rettig, we were able to track down several photos showing the name of the 1970s establishment,

"Alpenglow Sports / The Hide Side." Images next page.

TDHS addressed numerous questions posed by visitors to the Joseph Research Library, including descendants of lumberman Elle Ellen. We also had inquiries about the depth of Donner Lake, late 1800 period maps, Wally Gellatt, Pollard's Station, Pioneer Monument, Donner Camp Sites, Dutch Flat and Donner Lake Wagon Road, Summit Tunnel, Schallenberger Ridge, Old U.S. Route 40, the "Lincoln Highway", the "Gateway Motel", Jibboom Street buildings, the first cable tow in the U.S., water pipes in the early 1900s underneath Truckee Veteran Memorial Building, the Truckee Train Depot before its renovation, when "Donner Lake" was "[Truckee Lake](#)" (1844)* and countless other inquiries, many involving "what isn't there anymore" or "what WAS that building".

In reviewing the thousands of images that comprise the John Corbett collection, and which were so painstakingly scanned, we thought you'd be interested in viewing a few additional photos from times gone by. Since they are larger images, we are providing only compressed versions of the images here. See page 7. If you see something you recognize and can add a date, identify people, or offer other period information, please contact us as info@truckeehistory.org.

* A map, dated 1874 "Lake Tahoe and Surrounding Country Ferdinand Von Leicht, & J.D. Hoffmann, Civil Engineers, 432 Montgomery St. S.F." shows "Truckee Lake" as "Donner Lake." In 1860, the State Legislature passed an act establishing California's first official [Geological Survey of California](#) and the act named Josiah D. Whitney to fill the new office. Whitney conducted various surveys until 1874 when funding was not renewed.



Click on these images to view a larger picture



Echoes From The Past Newsletter

Research article continued from p. 6



Frank Titus Collection, donated 2017



Frank Titus
Military Footlocker

Frank Titus
Art desk
(right)

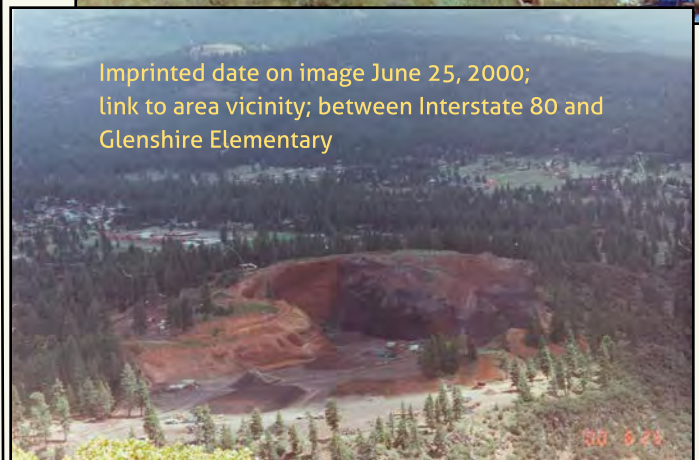
(Below)
Circa 1970s,
Alpenglow
Sports - The
Hide Side;
Courtesy of
John Corbett
Collection;
unknown
date



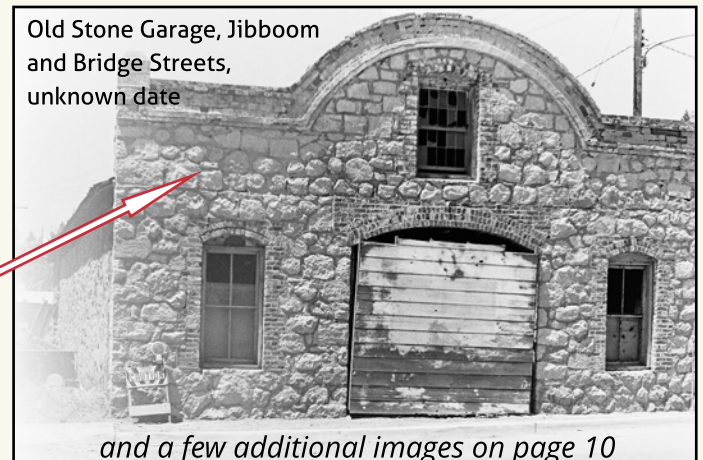
A few samples of John Corbett Collection photos



(Left) Count 'em - 9 fixed wing aircraft in very close flyover formation



Imprinted date on image June 25, 2000;
link to area vicinity; between Interstate 80 and
Glenshire Elementary



Old Stone Garage, Jibboom
and Bridge Streets,
unknown date

and a few additional images on page 10

Echoes From The Past Newsletter

Old Jail Museum Cell Walls

By Karl Pape

People visiting the Old Truckee Jail Museum often comment on the amount of steel used to encase the lower floor of the building. Therein lies a story of a gun fight in the jail in 1897 and the response by Nevada County Board of Supervisors to reduce the chances of having a similar event in the future.

The gun fight occurred on March 30, 1897. The then constable, Gus Schlumpf, and a waiter known as Fred King were bringing food to the prisoners. As they entered the jail, a prisoner drew a gun on Constable Schlumpf. He reported that he called for help, grabbed for the prisoner's revolver and drew his own weapon. It appears that the Constable and prisoner fired almost simultaneously.¹

The Constable lost his thumb in the exchange. The bullet from his gun went "clean through" the prisoner, but struck Fred King killing him instantly. Constable Schlumpf felt responsible for the death of "Fred King" and provided a funeral and a place in his family plot in the Truckee Cemetery.²

As a side note, it is interesting that Fred King was not the real name of the waiter. His last name was Schipper. Perhaps, like many, he came from the midwest to start a new life.³

This incident convinced the Nevada County Board of Supervisors that the jail needed additional security enhancements. Up to this point, the jail consisted of four rock filled walls and a dirt floor. The clientele were usually the result of too much time spent in either Truckee's 27 saloons or the red light district, but times were changing and the risk of more violent confrontations seemed to be growing.⁴

In October of 1904, the Nevada County Board of Supervisors, in a move to make the jail more secure, contracted with the Parcells Safe Company of San Francisco and Oakland for One Thousand Four Hundred and Ninety Seven dollars to reinforce the jail. The reinforcement was to be accomplished with

five sixteenths (5/16) steel plate and included the building of three cells.⁵ The cells were to be eight feet long, eight feet high and six feet wide. There were to be twenty three quarter inch holes drilled in the side and back of the cells for ventilation.

The cells were to have lattice doors with locks similar to those on the Nevada County Jail in Nevada City.⁶ During the building of the cells however, it was determined that the thickness of the steel plate would only allow two cells to be built.⁷

The Parcells Safe Company would eventually become a victim of the 1906 San Francisco earthquake.⁸

Footnotes

1 Letter, A. F. Schlumpf to Mr. Egbert Schipper, August 14, 1909.

2 Ibid. 3 Ibid.

4 Contract between The Nevada County Board of Supervisors and the Parcells Safe Company, October 5, 1904.

5 Ibid. 6 Ibid. 7 Determination by Author

8 Crocker-Langley San Francisco Directory for 1905; San Francisco 1907 City Directory.

Editor's Notes:

Searching for images about the 1906 San Francisco earthquake revealed this image of what remained of Parcells Safe Company.

Other references about Parcells Safe Company assembled at this "wiki" reference, including information about a temporary Parcells facility in Oakland after the earthquake.

Below) Image of Parcells Safe Company advertisement in the *Western Architect and Engineer of California, Pacific Coast States*, February 1909, Vol. 16, p. 148 (digitized by Google).



Echoes From The Past Newsletter

Cell Walls article continued from page 8



Photos of Old Jail Museum Cell Walls Courtesy of Greg Zirbel



(Left) Front door rock work



(Above) Note the width of this entrance door

If you haven't visited the Old Jail Museum to see these walls, you'll have to wait until next summer when the jail will again be open.

(Below) Holding ring front door



Rotary Grant for Digitization Of Image Collection

By Heidi Sproat



On August 1, 2017, TDHS made a short presentation to the Rotary International, Club of Truckee, requesting grant monies to assist in the digitization of many recently donated photographs and artifacts. That effort was successful and we are pleased to report that TDHS volunteers are diligently combing through the mounds of items to select representative samples of images that best display Truckee's history. TDHS volunteers are taking a two-pronged approach - to digitize indices that have already been prepared, and separately, to scan and start to digitize recently donated photographs and images from times gone by. We are currently in the process of designing an Image Collection that we plan to make both "browsable" and searchable by subject matter or by individual collection. TDHS sincerely thanks the Truckee Rotary for their grant which enables us to start this most important project. To view a few of the upcoming images in the online database project.

1918 Pioneer [Donner] Monument Commemorative Medal

At the July 15, 2017 Old Timers' Picnic, collector Nathan Brunson shared with us a 1918 Pioneer Monument (Donner) Commemorative Medal. He kindly allowed us to take photos of this medal. Pioneer Monument, located in Donner Memorial State Park, will be 100 years old on June 6, 1918. If you haven't seen the monument, stop by and take a look.

To see a larger image of this Medal, click on it



1918 Pioneer Monument Commemorative Medal Image provided courtesy of Nathan Brunson, 2017

Echoes From The Past Newsletter

Gems contributed from members

Trips in Packard sedan from about 7:45 on Old U.S. Route 40, Donner Lake, Virginia City, . . . later towards the end, Lake Tahoe, and color footage possibly along Hwy. 89 around the lake and driving in snow.

https://www.youtube.com/watch?v=_2dUOGZG3NM

Our June 2017 article on Patents in the Truckee area



A Dynamite sling?

(Left) From *San Francisco Chronicle*, Sunday, October 20, 1895, p. 1, "Dynamite Slings and Deadly Arrows"

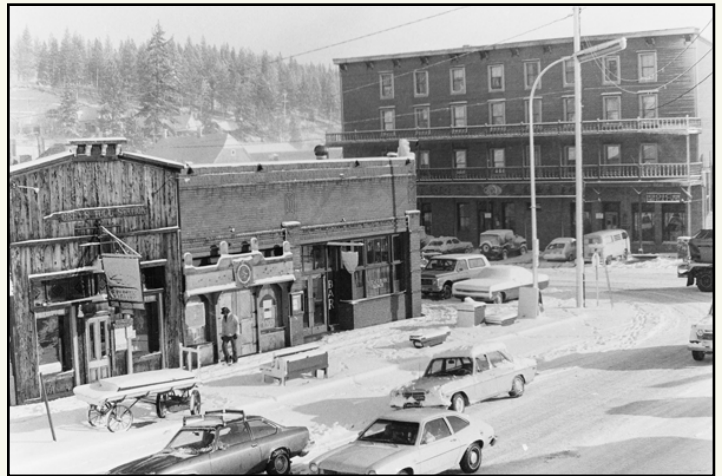
Caption reads: "Colonel McGlashan Throwing Dynamite Bombs"

Colonel McGlashan purportedly "made several ineffectual attempts to apply for a patent on a dynamite bow or arrow." He was, however, successful in getting his Catapult for Throwing Projectiles patented in 1899, patent # 629044.

Editor's Note:

A thousand thank yous to our expert proofreaders Patricia and Ron. This newsletter would NOT be possible without their eagle proofreading eyes.

John Corbett collection images continued from page 7



(Above) Winter scene at the corner of Donner Pass Rd. and Bridge Street. Note the building in the far left is "Grey's Toll Station", two doors to the right is Bar of America, and "Boice Realty" is on the ground floor corner office of the Truckee Hotel. To see a larger image of this picture, click on it.



(Above) Star Hotel



(Above) Looking eastward towards Commercial Row; to see a larger image of this picture, click on it.

Echoes From The Past Newsletter



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 Address Service Requested

Contact us at:

(530) 582-0893

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So what is this "QR CODE" or the squirley-looking black & white icon
 Some of you may be familiar with these strange looking icons. The black & white cross-hatched icon represents our new website at truckeehistory.org. If you have a "smart" phone or iPad with a 'QR Reader,' all you need do is scan your device OVER the icon and you should be directed to our website. And what would one use this for? On any printed material, you could 'scan any QR code' and be taken to their website immediately. In our case, you can go immediately to our truckeehistory.org website and see the **Calendar** for upcoming events.



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I /WE want to JOIN or RENEW (circle one) MY/OUR MEMBERSHIP in the
TRUCKEE DONNER HISTORICAL SOCIETY

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Enclosed please find my check for: **MEMBERSHIP CATEGORIES** (please check one)
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Select renewal month ____ **January or** ____ **July** (see TDHS website for membership details)

SPECIAL DONATIONS: Gift Membership \$____ In the Name of _____
 MEMORIAL DONATION \$____ In Honor of _____
 Other \$____ () Old Jail Museum () Joseph Research Library () _____
 Contact me on ways I can volunteer Are you willing to docent at the Old Jail Museum? Yes / No
 Areas of Special Interest and/or Comments/Suggestions:

© Photographer Name



Founded July 24, 1968 and
designated a 501(c)(3) in July 1971

Truckee Donner Historical Society
P.O. Box 893
Truckee, CA 96160
530-582-0893
www.truckeehistory.org

ECHOES FROM THE PAST

PRESIDENT'S CORNER

DECEMBER 2017

ISSUE 4

Dear Members

I am pleased to be your President again! The society is very lucky to have so many people supporting me. I can't say thank you enough to Barbara Czerwinski, Heidi Sproat, Ron Rettig, Karl Pape, Katie Holley, Greg Zirbel, Patricia Featherstone and our two new Research Cabin Crew Members, Dave and Judy DePuy. It is because of their dedicated energy and motivation that we can meet the challenge to accomplish the many projects we undertake.

If you have not looked at the website recently and seen the new **Image Collection** section, please do so. Heidi has been working very hard on this project. It takes many hours to put these photos on line for viewing, so please take a look! Also, Dave DePuy is now helping scan and number the collections so we will be adding more in the near future.

Short is simple, and that is what my message is today. May you all have a wonderful holiday season. We will be looking forward to updating you about new

projects in the next newsletter.

Respectfully,

Chaun Mortier, President

CALENDAR

Events will be posted online at our website

INSIDE THIS ISSUE

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- * Membership Corner - p. 3
- * What is 'Plug and Feather' - p. 4
- * California Highway Patrol - p. 6
- * 2017 Accomplishments - p. 10
- * Old Jail Museum Visitor Statistics - p. 11
- * Launch of TDHS Image Collection - p. 11
(Truckee Rotary Grant for Digitization)
- * The Story Behind the 1888
Commissioners Rail Road Map - p. 12

Echoes From The Past Newsletter

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TDHS eNews Editor, [Heidi Sproat](#)

Truckee Donner Historical Society ("TDHS") Board meetings are held on the fourth Thursday of each month at 2:30 p.m. at the Joseph Research Library at 10115 Donner Trail Road, Truckee. Board meetings are open to the public.

TDHS does not accept responsibility for the accuracy of the information in these articles.

TDHS retains the right to republish submitted material. Please contact TDHS for permission to use any content in this publication.

Notice to Members

In 2015, the TDHS Board of Directors approved a change in membership renewal to reflect the Society's bi-annual renewal schedule - January or July. For specific details, please visit our website.

We hope you have been continuing to enjoy this quarterly newsletter. We realize that sometimes printed copies are much easier to grab, but we will continue to distribute our Newsletter electronically. As always, the newsletter will be readily available online and accessible on a quarterly basis. If you are a TDHS member, an email will be sent to you advising you of posting.

Editor's Note: This Newsletter is interactive - it is designed to be read *online* and contains links to relevant source material and in many cases, links to larger images for easier viewing.

James Tennant Rock Collection

One of our TDHS regular volunteer members, Ron Rettig, has come across a slim volume of 1880 notes that appear to be from mineralogist James Tennant. In an effort to determine the source and significance of the work, Ron contacted the Geological Society in Piccadilly, London, and learned that Tennant is the author of several books on mineral specimens.

A noted gemologist, Tennant was the first Professor of Mineralogy at King's College, London, and Queen Victoria's official "Mineralogist." We have included a drawing of Mr. Tennant and a photograph from our collection of items presently on view at our Old Jail Museum. If you have ANY information about this collection, please contact us at Truckee-Donner Historical Society.

Tennant, James (1858). *Catalogue of fossils, found in the British Isles, forming the private collection of James Tennant, F.G.S.* London: J. Tennant, 149 Strand, W.C.

Notes: Found in the TDHS Old Jail Museum by Ron Rettig in July 2017. Book now in TDHS Joseph Research Library locked safe. The box with rocks specimens remains at the Old Jail Museum. Donor is unknown.

Images for Tennant article, see page 3

Please get involved with your Truckee Donner Historical Society (TDHS). The only way we can offer programs and events is if YOU, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501(c)(3) organization so any and all donations are gratefully appreciated and tax deductible. Our mailing address is Truckee Donner Historical Society, P.O. Box 893, Truckee, CA 96160.

Echoes From The Past Newsletter

Tennant collection continued from page 2

Ron also found a 20 page history on James Tennant written in 2015 which also includes images of his many collections. Link. (Below) Engraving of James Tennant, from his obituary in the March 12, 1881 "Illustrated London News." Adapted by the newspaper from an undated photograph.



Ron was also able to confirm with the Geological Society that the inscription and signature in our volume appeared to be genuine. More photos are available at this link.

(Right) Image of James Tennant Mineral collection located at Truckee-Donner Historical Society Old Jail Museum. Photo courtesy of Ron Rettig.



Your Membership Corner

Have you ever wondered how we do what we do? Did you know we could not do what we do without you?

If you are reading this you are already taking the first step to answer these questions. You are showing your interest in Truckee! You are showing your passion about its history! These are just two of the common threads among all our faithful volunteers, members and yourself. Common threads are the engines that create action to get things done.

Action can transcend as active participation that produces the fruits of our volunteer efforts. Or action can be as simple as making a monetary year-end donation, a recurring donation, becoming a member, or renewing your TDHS annual membership. It is a fact that the work of our active volunteers would not be possible without the generous, consistent, and faithful monies generated through your donations and membership dues.

TDHS from its 1968 inception has been a 100% volunteer non-profit organization. TDHS has never and still does not receive any local, state or federal funding to help us do what we do! The Society's longevity and much needed stewardship of Truckee's large and small artifacts, historic photos and written history continue to flourish only with contributions from many founding families of Truckee, grants, and caring individuals by taking action in many ways.

Did you know our membership dues are payable with either a January or July renewal month? The choice is yours to make when you renew your membership. Just remember to select the month you prefer to pay your dues. If you forget we will assign the month closest to your payment date.

To join or renew your TDHS membership click onto our [Membership page](#). Here you will find our Membership Form to [download](#) to pay by check or select one of the membership levels of support to create a PayPal Subscription to automatically pay by debit or credit card after your first online payment. This page also provides a [Make a Donation button](#) to provide a one time or year-end donation. If you have any questions please send an email to: membership@truckeehistory.org.

So, as 2017 concludes we hope you will keep TDHS in your thoughts and consider how you can make a difference by answering our questions with *your* personal action steps. Thank you!

Wishing you and your loved ones a joyful holiday season and wishes for a Happy 2018 filled with your own treasured memories.

Billie Cornell, Membership Chair

Echoes From The Past Newsletter

What is 'Plug and Feather'?**By Chaun Mortier**

If you know what Plug and Feather is, raise your hands.

Historically, 'Plug and Feather' is a method for splitting rocks. Examples of this method have been found as far back as Egyptian times. It is a simple technique wherein the chosen stone is first examined to determine the direction of the grain. After the location of the split is chosen a line is scored on the surface of the stone. Holes are then cut or drilled along the line typically 10-20 cm apart. Sets are then inserted into the holes with the "ears" of the feathers facing the direction of the split line. The plugs are then struck with a stone maul in sequence. An audible tone from the wedges changes to a 'ringing sound' when the wedges are tight. Between each series of strikes, a pause occurs to allow the stone to react to the pressure. Eventually, a crack appears along the line and the stone splits.

In Egyptian times, Bronze plugs and feathers were used. In England, it is known as Feather and Tare. In 1803, Lt. Governor Robbins of Massachusetts was tasked with building a new prison. In a chance encounter, he met Mr. Tarbox who was using a modified method and was drilling as many holes as necessary instead of two or three as was standard. Tarbox was hired to teach this method to quarrymen in quarries in Massachusetts. The method spread rapidly and became the basis for the modern method still used today.¹

So, what makes up a Plug and Feather set? Each set will include a metal wedge (plug) and two shims (feathers). The feathers will be wide at the bottom, tapered and curved at the top. When placed together the width of the set will be the same at the top and bottom.

Since these sets are generally narrow, no wider than a finger, nor long, the ensuing hole within reason will always be about as wide and deep as a finger. This makes it easy to identify this type of rock splitting versus other drilling methods. The method was used

to make building stones.

It would appear that this method was very popular in the early 1900s in the Truckee Area. Examples have been located in various locations which include the Old Jail Museum Garden, Hooligan Rocks (Safeway Center), Old Stone Garage (Now Totally Board), Truckee Cemetery (Headstone), Sierra College, and Private homes.²

An example of "dating" for use is the Retaining wall at the Truckee Veterans Memorial Building which sits on the site of Charles F. McGlashan's Mansion. McGlashan purchased the neighboring rocking stone and the hill in 1891. By 1893, the stone was encased in a tower as a museum. His house was finished by 1898. Turning to new issues, the subject of retaining the surrounding hill came to the forefront. His children became concerned that he might use the big boulders surrounding the house as the fodder for this wall. Cautiously they approached the subject one day with their father at lunch. In the following discussion, Mrs. McGlashan suggested using Hooligan Rock because of its nefarious reputation. As it was only a mile from the house and easily quarried, it was decided this would be ideal. A fine example of Plug and Feather can still be seen at the remaining rocks. Not only is there an example of the split line but there remains, in one of the rocks, an old set of Plug and Feather.^{3,4}

We haven't yet finished our hunt for examples in Truckee! If you have evidence of Plug and Feather at your house or are aware of other examples of this kind of rock splitting, please let us know and we will come by and document it!

We have a number of images of examples of Plug and Feather. Here are just a few to view.

¹ https://en.wikipedia.org/wiki/Plug_and_feather

² Nick Sassarini home, S. River St.

³ McGlashan, M. Nona. *Give me a Mountain Meadow*. 1977, pp. 11-13.

⁴ Safeway Center, East End Driveway

*See images of examples of
Plug and Feather next page 5*

Local Truckee examples of Plug and Feather



(Above) **Sassarini** home



(Above) **McGlashan** retaining wall; note Rocking Stone Tower visible in middle back of photo



(Above) More evidence on **McGlashan** retaining wall of Plug and Feather; again note Rocking Stone Tower is in the top right corner



(Above) More evidence at **McGlashan** retaining wall

Sierra College, Truckee - next 5 images



(Above) TDHS volunteers Barbara (yellow) and Heidi (green) climbing rocks at Sierra College on the hunt for more evidence of Plug and Feather



Images continue on page 6

Echoes From The Past Newsletter

Plug and Feather images continued from page 5



Photos still at Sierra College



California Highway Patrol

By Chaun Mortier

It was a dark, snowy evening. Seriously, that thought can be one of peaceful ambience by the fireplace or standing out in the snow and wind clearing up a snarl of traffic on a cold and lonely highway.

This article is an attempt to consolidate the story of the California Highway Patrol – Truckee Division. To date, the California Highway Patrol has been a presence in this mountain paradise for 88 years. You see them on good days and on bad, driving the highways and streets; you might even have the pleasure of meeting one of the men or women, either by their enforcing the laws of the state or just some neighbors' back yard Bar-B-Que.

So, here is the chance to read about them, their history, and their part of keeping this, our home, safe.

There were three seeds that were planted that eventually helped create what we now know as the California Highway Patrol.

In May of 1853, the California State Rangers were created. They had one purpose only, to capture or kill Joaquin Murrieta and his gang, the Five Joaquias. This was a very short-lived agency, as by July of 1853, their task had been performed with the death of Mr. Murrieta. The Rangers were then disbanded.¹

The second of these seeds, California State Police (CSP), was founded in 1887. Their assignments were to protect State Agencies, the Governor, and the state capitol. They were also tasked with patrolling the aqueduct systems, performing tax seizures, and providing investigative services. They are still an active agency.²

The third seed was created in 1910. This was the direct parent seed of the Highway Patrol. The State Traffic Patrol was created due to the increasing number of automobiles on the roadways at that time.

On August 14, 1929, California Highway Patrol was born. Their primary responsibility was to enforce

CHP article continues in page 7

Echoes From The Past Newsletter

CHP article continued from page 6

traffic laws on county roads and state highways.³ In November of 1929, the State bought 75 automobiles and 300 Patrol Cycles.⁴

In 1931, The Highway Patrol was initially a Department within the Division of Motor Vehicles and Truckee was under the Roseville umbrella. It was then the Division of Law Enforcement.⁵

To understand the whys and wherefores of the agency, it is necessary to take a look at the reason they were created in the first place.

In 1900, there were 780 vehicles registered in the State. In 1995, there were 22,431,749, not including the 532,053 motorcycles.⁶ By 2005, there were 32,487,477 and 659,184 motorcycles; 2006 vehicles were at 33,182,058 and motorcycles 709,947. This growth of public use of motorized vehicles is what triggered the need for enforcement.⁷

In 1941, communications between dispatch and officers was by means of two-way radios. In 1942, the CHP Auxiliary was formed. Interesting details emerged because of World War II. There was a fabric shortage, so the use of long uniform coats was discontinued and the birth of the Eisenhower Jacket came to be. By 1947, the CHP separated from the Department of Motor Vehicles and became a Department. The current uniform style was adopted, and the current shoulder patch was created in 1958. In 1959, Individual ID numbers began and Badge numbers indicate rank and seniority.⁸

¹ The Social History of Crime and Punishment in America: An Encyclopedia edited by Wilbur R. Miller.

² *Ibid.*

³ <https://www.chp.ca.gov/home/about-us/the-history-of-the-california-highway-patrol>

⁴ Oakland Tribune, November 17, 1929

⁵ <https://www.chp.ca.gov/home/about-us/the-history-of-the-california-highway-patrol/milestones-in-time>

⁶ Federal Highway commission Statistics, <https://www.fhwa.dot.gov/ohim/summary95/>

⁷ <https://www.fhwa.dot.gov/policyinformation/statistics.cfm>

⁸ <https://www.chp.ca.gov/home/about-us/the-history-of-the-california-highway-patrol/milestones-in-time>

⁹ <http://www.policecarwebsite.net/fc/capdcars/chp/chp30.html>



Truckee and the Beginnings

Traveling back to before 1929, to the State Traffic Officer, we find a W.C. Fouyler patrolling Highway 40 between Donner Summit and Stateline. On July 8, 1929, the Nevada State Journal expounds upon his work with the heading "Truckee Speed Cop Makes Lot "Pinches."

Indications are that Officer Fouyler was possibly also the First California Highway Patrol officer for the Truckee Region as history indicates that regional officers were absorbed into the Highway Patrol. Although the photos are not exactly dated, from research, we know that this vehicle on the streets of Truckee was a California Highway Patrol Vehicle. The best guess is this is a 1932 Ford.⁹



Photos Courtesy of Thomas Macaulay from the L.E. and Nina Smith Photo Collection, Truckee-Donner Historical Society.

CHP article continues on page 8

Echoes From The Past Newsletter

CHP article continues from page 7



The first station (above) for the Patrol was located across the what is now the High School. This was next to the Emigrant Trail Lodge (2017: Front Street Pizza) *Courtesy of Truckee-Donner Historical Society. This picture, although not dated, appears to be in the late 40s and this resembles a late 40s Buick.

Truckee Speed Cop Makes Lot 'Pinches'

TRUCKEE, Cal., July 27.—With summer motor touring at its height State Traffic Officer W. C. Fouyler, who patrols the highway from the Donner summit, through Truckee to the Nevada state line, is working long hours, bringing in many offenders.

Sunday morning at 1 o'clock, while Claude C. Laurentser, wife and party of Napa, were driving along the shore of Donner lake, a car piloted by Dick Ahlf of Hobart Mills, collided with them, demolishing the larger car, the officer said. Mr. Laurentser and a friend, Mrs. Yeumans of Donner lake, were treated at Truckee for face cuts and bruises about the body.

A third machine, driven by John Kopco, crashed into the standing cars. Kopco, at a preliminary hearing pleaded not guilty to a charge of reckless driving.

Edwin G. Lozano of Reno pleaded guilty before Justice C. A. Ocker to a charge of reckless driving while under the influence of liquor and was fined \$250, which he paid.

Boyd Harvey of Davis was picked up speeding 60 miles an hour along the Donner lake road. He pleaded guilty and was fined.

J. S. Kingsley of Reno pleaded guilty to speeding through Truckee at 3 o'clock Sunday morning, and was fined.

July 8, 1929 Nevada State Journal



By 1953 the Patrol had moved into its second office, (above) located on Highway 40. This building was in the General Vicinity of the now (2017) Christian Science Building.



Pictured: Marty Sturcke, Tom Sheehan, C.B. Maynard, Roy Stallard, ? Peterson, Captain Richard Langner and Commissioner Bernard Caldwell. * In TDHS collection

Echoes From The Past Newsletter

CHP article continued from page 8



McIver's Garage stood where Donner Pass Road now runs between The Truckee Hotel and the Beacon Station (BCS095)



William Gautsche, Donner Summit (DS009)



In 1964, plans were put into motion for a new office that would house the Department of Motor Vehicles and the Highway Patrol. That office was developed for a 20-year occupancy. The building still stands today. The office for the Highway Patrol Department of

Motor Vehicles moved out eventually to the Shopping Center to the west. CHP is currently in the process of building a new station across from Truckee Donner Recreation and Parks at the site of the Old U.S. Forest Service Building.



Although going from one officer to five to 26 in the 70s to the compliment now, the California Highway Patrol – Truckee has always been an integral part of the Truckee Scene. Officer Gautche recalled in an interview that when he arrived in Truckee in 1951, there were 800 people. Today there is well over 16,000.

Although this is just a small window of the History of the Highway Patrol in Truckee, there is more to come. From single officer shifts to the Internet, many avenues have opened for a much larger and detailed written history. As chapters are developed, they will be shared.

Update on a Prior Article about the Steamer **TRUCKEE**

One of our eagle eye researchers happened upon a recently posted *Los Angeles Herald* article in the California Digital Newspaper Collection ("CDNC") about the November 18, 1897 running aground of the Steamer **TRUCKEE** upon the Umpqua land spit. On its way from Tillamook to San Francisco, the **TRUCKEE** succumbed to a terrifying squall, and was a total loss. Even after discharging its load of lumber, (the ship was owned by The Truckee Lumber Company of San Francisco), the **TRUCKEE** was no match for the gale force winds. Our original TDHS article was published in our September 2015 Echoes, pp. 5, 7. This new newspaper online article is available at this CDNC link. Enjoy catching up.

Echoes From The Past Newsletter

2017 TDHS Accomplishments

Thank you to all our volunteers who have dedicated their time, talents, and energies to continue to serve the mission of preserving our rich Truckee history.

- * Participated in practice hikes and actual Donner Party Hikes - several TDHS members were guides
- * Performed Old Jail Museum and Garden work on a dozen days
- * Participated in interview for television show
- * Toured the Statewide Museum Collections, State of California in Marysville
- * Participated in Air Show and Family Festival
- * "Nick's" Pond cleanup Day at Truckee Springs
- * Project Hike to view Plug and Feather Rocks at Sierra College
- *Facilitated new plaque mounted in Old Jail Museum for Jacob Teeter
- * Participated in Donner Hoedown, Donner State Park
- * Coordinated 15 scheduled visits to the Old Jail Museum, 6 with unannounced groups
- * Paid respects at three funerals: Nick Sassarini, Frank Titus, and Robert Zirbel
- * Explored the possibility of registering the Masonic Arch with Nevada City Landmarks Commission
- * Hiked to Mystic grave
- * Bi-annual meeting for coordinated museum
- * Facilitated sound recordings at the Old Jail Museum
- * Swapped Old Jail Museum displays
- * Maintained current TDHS website
- * Planned and participated in TDHS Annual Dinner
- * Celebrated Veterans Day with the Town of Truckee and hosted luncheon at Veterans Hall
- * Hosted July Old Timers' Picnic at Truckee Regional Park
- * Facilitated Friends of Veterans Hall Yard Sale

- * Answered dozens of email inquiries about people, places, events, and historical memorabilia, including questions of historical interest and significance
- * Received and commenced cataloging three separate multi-box donations
- * Prepared and made a presentation to Truckee Rotary seeking a grant to assist with digitizing a growing image collection
- * Coordinated and commenced an online Image Collection display using Hobart Mills images as the initial collection
- * Opened and maintained a presence in the Joseph Research Cabin weekly on Thursdays for public access and individual research
- * Set up and hosted TDHS information booth on one Truckee Thursday
- * Coordinated and participated in the Third Annual Collaborative "Fund Raiser" for TDHS with Bar of America, "No One Goes Hungry"

Truckee-Donner Historical Society submitted an Application for designated national historical status for the Truckee Veterans Memorial Building and Rocking Stone Tower to the U.S. Department of the Interior National Park Service in April 2017. The Application NPS 10-900 was recently returned to the Truckee-Donner Historical Society with recommendations and suggestions for more information. A revised NPS application will be resubmitted early 2018.

2017 Old Jail Museum Visits

The Old Jail Museum welcomed some 3,736 visitors in 2017. In addition, there were 65 visitors from schools and tours. In 2017, there were about 300 fewer visitors than last year, but we believe this is due to the multitudes of visitors arriving at the same time; we could not count them all quickly enough.

The following numbers reflect those who signed our visitor guest book.

Bay Area	62	California (outside Northern CA)	31
Along I-80	27	East Coast	22
Truckee Area	21	Midwest	18
Nevada	16	Southern States	11
West Coast	9	Alaska	2
Hawaii	1		

We also had visitors from Brazil, England, Germany, Holland, Ireland, Italy, Mexico, Slovenia, and South Africa.

SPRING 2017

In Memory of Pat McCartney

Thank you to our faithful docents, support group, and tour guides.

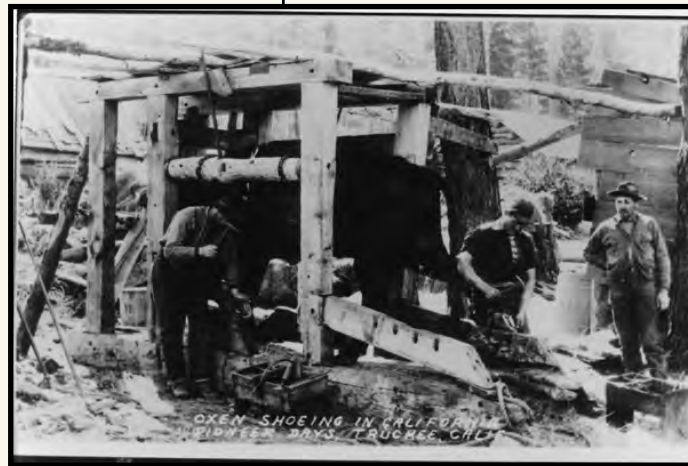
- Karl Pape
- Patricia Featherstone (Isabella Bird)
- Chaun Mortier (Madam M)
- Dennis Cook (Captain Culpepper)
- Beverly Cook (Irish Rose)
- Peter Kolp
- Ron Rettig (The Banker)
- Katie Holley
- Norm Justesen (Snake Bite)
- Ron Grove
- Jerry Blackwill
- John McCormick
- Greg Zirbel (The Old Miner)
- Steve Harris
- Richard Joslin (Toot)
- Delilah, our canine companion

Rotary Grant for Digitization Status Of Image Collection

By Heidi Sproat



Truckee-Donner Historical Society is the grateful recipient of a grant from the Rotary International Club of Truckee who granted us funds to commence the digitization of many recently donated photographs and artifacts. This initial effort has been successful. We are pleased to report that as TDHS volunteers are diligently combing through the mounds of donations to select representative samples of images that best display Truckee's history, TDHS volunteers have digitized over 300 images from times gone by. At present we are making available our **Hobart Mills Collection**. We completed a design of an Image Collection that is both "browsable" and "searchable" by subject matter or by individual collection. TDHS sincerely thanks the Truckee Rotary for their grant which has enabled us to start this most important project. Digitization project link - **TDHS Image Collection** .



Coincidentally, one of our members discovered this link in The University of California "Calisphere" Image Collection. To our surprise, our own Hobart Mills collection also holds this image. If you search in our Image Collection for "shoeing" and "oxen", you will

see this image in our Hobart collection, HM0264. This image could be an H.K. Gage photograph taken sometime between 1874 - 1886; we are still trying to verify this information.

The Story Behind the 1888 Commissioners Official Rail Road Map

By Judy DePuy

If a picture is worth a thousand words, what is an old map worth? In this case, plenty. Found in the Truckee Donner Historical Society (TDHS) archive is an original Commissioners Official Rail Road Map of California (July 1, 1888). Thought to be the oldest map in the collection, the map brings us back to a time of change here in California and the importance of railroads to our local, state, and nation's development.

Introduction of the Railroads

Railroad maps represent an important historical record, illustrating the growth of travel and settlement as well as the development of industry and agriculture in the United States. They depict the development of cartographic style and technique, highlighting the many achievements of early railroads.

Prior to the development of railroads, commerce in California had struggled in the 1850s and 1860s due to the significant geographic barriers that separated it from the rest of the country. The rugged terrain in the west, limited waterways and passable roads, made moving goods, passengers and communications slow, expensive, and many times unreliable. The discovery of gold, the desire to settle the new frontier, and the success of the eastern railroads further increased interest in building a railroad to the Pacific Ocean.

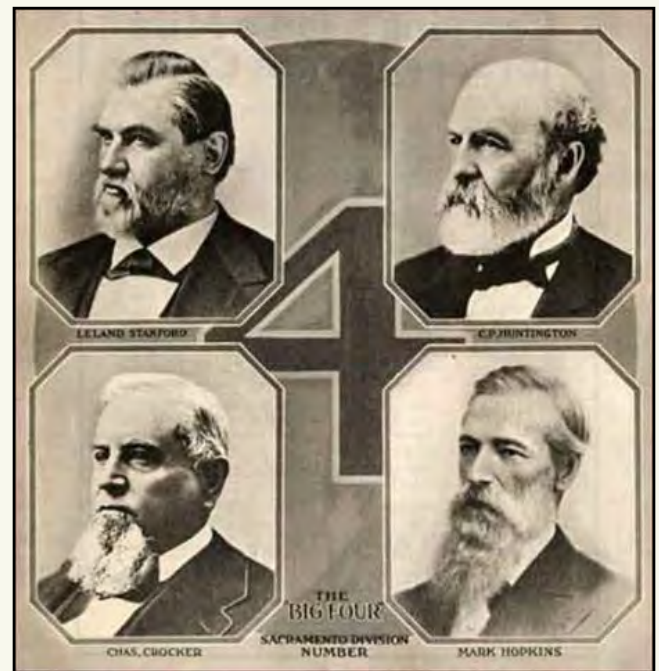
Theodore D. Judah, the engineer of the Sacramento Valley Railroad, became obsessed with the desire to build a transcontinental railroad. Judah found a central Sierra route that would tap the Comstock mining trade and build the western segment of his transcontinental railroad. Unable to procure federal funding for his ambitious plan, he secretly decided to form his own company. In 1860, he approached Leland Stanford, Collis P. Huntington, Mark Hopkins, and Charles Crocker, leading Sacramento merchants, and soon convinced them that building a transcontinental line would make them wealthy by tapping the wealth of the

Nevada mining towns and utilizing forthcoming legislation for federal aid to help fund railroad construction.

It was through Judah's efforts and the support of President Abraham Lincoln (who saw military benefits in the railroad lines as well as the bonding of the Pacific Coast to the Union), that the Pacific Railroad finally became a reality.

The Big Four

By the end of the 1870s the four merchants, known as the "Big Four", effectively monopolized California transportation. Their California railroads in 1877 had 2,340 miles of track, encompassing 85% of the rail lines in the state. The 1888 Commissioners map depicts the huge amount of control the Big Four had on railroad transportation.



(Above) <https://goo.gl/z245K7>

<http://tcrr.weebly.com/money-and-power.html>

During the Civil War (1861-1865) President Abraham Lincoln wanted to connect the east and west coasts and ensure California would be a slave-free state. Originally, the flatter railroad route was to go south through Los Angeles (preferred by the southern Senators) but when the southern Senators left Congress and cut their connections to the Union that left only the northern Senators to vote and they preferred Judah's Sierra route.

Echoes From The Past Newsletter

Rail Road Map article continued from page 12

Huntington continued to invest and acquire other railroads in new territories, using what had been learned in expanding and controlling California's railroads. Beginning in 1884 and finishing in 1887, the Big Four connected their California & Oregon Railroad in the northern Sacramento Valley to Portland and the Columbia River. They also absorbed other Oregon rail lines thus confirming their unrivaled western railroad empire. In 1887, the Southern Pacific Company acquired South Pacific Coast railroad, a narrow gauge that connected the San Francisco Bay Area and Monterey Bay communities. The 1888 Commissioners Rail Road Map depicts the change of ownership to the Southern Pacific Company.

From modest beginnings as Sacramento shopkeepers, the Big Four now ranked among America's richest and most powerful business leaders.

Public Anti-Trust Sentiment

During the 1860s and 1870s there were significant conflicts between the Southern Pacific/Central Pacific and its rivals over control of routes, terminals, government subsidies, rail services and rates, and influence over public policies. Unfair price wars to the public were created to hurt competition. This created a sense of distrust and animosity towards the railroad and began the anti-railroad political movements across the nation.

Public concern over the unbridled power of the Southern Pacific Railroad grew. On April 15, 1880, a 3-member Railroad Commission was established, primarily to approve transportation prices. The board consisted of P.J. White, President, and A. Abbott and James W. Rea, Commissioners. They were elected by the people of California to serve a four year term starting from January, 1887 and are listed on the TDHS 1888 Rail Road Commissioners Map.

In trying to establish their authority, the Railroad Board ordered a reduction of 10% on the freight tariff of the Southern Pacific Railroad (Northern Division) mainline to and from San Francisco and other intermediate

stations. They posted the reduced rate schedule and sent a copy to the officers at Southern Pacific Railroad (Northern Division). Legal counsel for Southern Pacific Railroad responded saying the reduction would be too much of a burden on the company and they would not be able to cover operational costs. Southern Pacific quickly dominated this commission to its advantage. The Railroad Commission suspended the stated order until January 1888. Public outrage re-ignited.

So What Happened?

The Commissioners Official Rail Road Map of California (July 1, 1888) captures a time of railroad consolidation and big tycoons. Fortunes were made and lost and the Government tried to keep up with the growing pains of a new nation.

Two years after the printing of the 1888 Rail Road Commissioners Map, Congress passed the Sherman Anti-Trust Act of 1890. This landmark federal statute attempted to prevent the artificial raising of prices by restricting trade or supply. The purpose of the Sherman Act was to preserve a competitive marketplace to protect consumers from abuse and nefarious dealings by monopolists whose acts artificially preserved their monopoly status.

As for the Big Four, in 1890 Stanford and Huntington's business relationship fell apart. Stanford was absorbed with political aspirations and not interested in the business matters of the company. After Hopkins and Crocker passed away (1878, 1888), Huntington secured their interests in the Southern Pacific Company and forced his own election as company president by threatening to expose Leland for neglecting his business duties and jeopardizing Southern Pacific's interests by his politicking. Leland died 3 years later (1893).

Conclusion

The Southern Pacific Railroad was the first railroad to connect Los Angeles to the rest of California and extend its lines as far as New Orleans. Before the railroads were built, it took emigrants 6-7 months to

Echoes From The Past Newsletter

Rail Road Map article continued from page 13

travel from the Midwest to California. The transcontinental railroad reduced the time it took to fewer than 7 days. In 1888, change was happening fast.

Come visit the Truckee-Donner Historical Society and see the original 1888 Commissioners Rail Road map and learn more about our historic community.



*(Above) Train Glenbrook Steam Engine
May 23, 2015 By Greg Zirbel - Restored*

Sources:

Southern Pacific Railroad Company Records:
1862-1997,
(<https://searchworks.stanford.edu/view/4084828>)

California Public Utilities Commission website

Richard J. Orsi, *Sunset Limited*, University of California Press, 2007, Pages 3-70.

Wikipedia: Big Four, California Public Utilities, Sherman Act

H.S. Crocker
(<https://www.hscrocker.com/our-company.html>)

Library of Congress, historical maps

Comments from: Karl Pape, Jerry Blackwill (TDHS members)

Maker of the Map

On the bottom left corner of the Truckee Donner Historical Society map is the notation "Lith H.S. Crocker & Co. S.F.". Founded in 1856 in Sacramento, Crocker's first headquarters was a tent which had a small sign that simply read "H.S. Crocker Company Printers". As gold and silver poured down from Mother Lode and the state of Nevada, San Francisco became the center of the West Coast printing industry. In 1871, Crocker established its first printing and lithography plant. In 1885, Crocker built a five-story plant which was considered to be the finest commercial printing establishment in the West.

The 1888 Commissioners Official Rail Road Map is a color lithography map. Color lithography was used to distinguish regions and administrative divisions and was introduced in the 1850s. Color accentuated the many lines of intricate railroad networks and continued to be manually applied to many maps until the end of the 1800s.

TDHS research staff have not been able to locate another reference or copy of this 1888 map. The map donor remains unknown. The original map was restored and framed using funds from the TDHS and the TDRS (Truckee Donner Railroad Society). It can be viewed at the TDHS Joseph Research Library. Laminated map copies may be available for \$25 at the TDHS Research Library. Postage is extra if mailed. Higher resolution prints - suitable for larger framing - may also be available. Contact TDHS for more information.

*Rail Road Map article continues with
map on page 15*

Echoes From The Past Newsletter

Rail Road Map article continued from page 14

And now, finally, the 1888 Commissioner's Official Rail Road Map. Enjoy.



Echoes From The Past Newsletter



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 Address Service Requested

Contact us at:

(530) 582-0893

www.truckeehistory.org

Join our Facebook page!



So what is this "QR CODE" or the squirley-looking black & white icon
 Some of you may be familiar with these strange looking icons. The black & white cross-hatched icon represents our new website at truckeehistory.org. If you have a "smart" phone or iPad with a 'QR Reader,' all you need do is scan your device OVER the icon and you should be directed to our website. And what would one use this for? On any printed material, you could 'scan any QR code' and be taken to their website immediately. In our case, you can go immediately to our truckeehistory.org website and see the **Calendar** for upcoming events.



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I /WE want to JOIN or RENEW (circle one) MY/OUR MEMBERSHIP in the
TRUCKEE-DONNER HISTORICAL SOCIETY

www.truckeehistory.org | info@truckeehistory.org | (530) 582-0893
 Make checks payable to TDHS | Mail to: P.O. Box 893 Truckee, CA 96160|

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MAILING ADDRESS: _____ CITY, STATE, ZIP: _____

E-MAIL ADDRESS: _____

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Enclosed please find my check for: **MEMBERSHIP CATEGORIES** (please check one)

Individual \$20____ Family \$30____ Business \$40____
 Non-Profit Organization \$25____ Sustaining \$75____ Contributing \$100____ Other Donation \$____

Select renewal month ____ **January or** ____ **July** (see TDHS website for membership details)

SPECIAL DONATIONS: Gift Membership \$____ In the Name of _____

MEMORIAL DONATION \$____ In Honor of _____

Other \$____ () Old Jail Museum () Joseph Research Library () _____

Contact me on ways I can volunteer Are you willing to docent at the Old Jail Museum? Yes / No

Areas of Special Interest and/or Comments/Suggestions:



Founded July 24, 1968 and
designated a 501(c)(3) in July 1971

Truckee-Donner Historical Society
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www.truckeehistory.org

ECHOES FROM THE PAST

Letter From the Editor

MARCH 2018 ISSUE 1

Dear Members:

Now that winter *finally* came - and is hopefully moving on - Truckee-Donner Historical Society is getting ready and gearing up for the very busy summer months.

In preparation for the summer, the Society will be concentrating on cleaning up the Memorial Garden behind the Old Jail Museum and preparing for the opening of the Museum around Memorial Day weekend. One of the highlights of the beginning of the summer is the visit from our local third graders who just love visiting the Old Jail Museum, getting acquainted with some of our local historical figures, and even getting locked in the jail cell for a few minutes.

The Old Timers' Picnic will be held in July as usual and we are always energized by the stories and memories.

The Society has received numerous physical donations and we have been very busy investigating, cataloging, and organizing these collections. In addition, we have also received hundreds of donated images which we are also reviewing. In many cases, these images must be first scanned in order to determine the appropriate connection to Truckee and approximate time frame. These kinds of activities are extremely time-consuming and our busy volunteers are maximizing their available

time to assist in these most important efforts. We made a decision to concentrate on addressing the oldest photos first, and those in the most fragile state.

Using these images we have received from various donated collections, we have been uploading various collections to our online **Image Collection** available at this link. While we have hundreds of images, many already scanned, there are hundreds more yet to be reviewed.

We'll be sure to keep you informed of upcoming events as dates are set.

CALENDAR

Events will be posted online at our website

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Echoes From The Past Newsletter

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Truckee Donner Historical Society ("TDHS") Board meetings are held on the fourth Thursday of each month at 2:30 p.m. at the Joseph Research Library at 10115 Donner Trail Road, Truckee. Board meetings are open to the public.

TDHS does not accept responsibility for the accuracy of the information in these articles.

TDHS retains the right to republish submitted material. Please contact TDHS for permission to use any content in this publication.

Notice to Members

In 2015, the TDHS Board of Directors approved a change in membership renewal to reflect the Society's bi-annual renewal schedule - January or July. For specific details, please visit our website.

We hope you have been continuing to enjoy this quarterly newsletter. We realize that sometimes printed copies are much easier to grab, but we will continue to distribute our Newsletter electronically. As always, the newsletter will be readily available online and accessible on a quarterly basis. If you are a TDHS member, an email will be sent to you advising you of posting.

Editor's Note: This Newsletter is interactive - it is designed to be read *online* and contains links to relevant source material and in many cases, links to larger images for easier viewing.

Please get involved with your Truckee Donner Historical Society (TDHS). The only way we can offer programs and events is if YOU, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501(c)(3) organization so any and all donations are gratefully appreciated and tax deductible. Our mailing address is Truckee Donner Historical Society, P.O. Box 893, Truckee, CA 96160.

C.F. McGlashan's Relationship with the Chinese in Truckee*

By Dr. Barbara Czerwinski and Heidi Sproat

In the late 1800s there were growing concerns that the Chinese population which remained in Truckee after the completion of the Transcontinental Railroad needed to vacate the area because of perceived increased employment competition and apparent advantages for the Chinese. White male workers who remained in the area following the railroad's construction felt threatened by the continued Chinese presence.

Between 1850 and 1906 there were widespread movements designed to rid the United States of the Chinese. Primarily on the West Coast, there were numerous roundups of Chinese immigrants in California, Oregon and Washington. Truckee was among the localities where these actions occurred (Sandmeyer, 1939/1991, Goldstein, 1988, Hagaman, 2004 and Pfaelzer, 2007). Based on a response to perceived economic fears, especially on the West Coast, the Chinese Exclusion Act of 1882 (Chinn, 1969) was the first major federal law restricting immigration to the United States (Keith, 2015, and Hilfinger-Messias, et al., 2015). The 1879 California Constitution Article XIX served as a model for the federal 1882 Chinese Exclusion Act (Swatt, S., 2015). In 1885, Charles Fayette McGlashan was elected to the California State Assembly representing Nevada County, in part because of his anti-Chinese sentiments (McKinney, Gage, 2009).

Local municipalities used various hostile techniques for Chinese removal that, sadly, included acts of violence such as riot, murder and fire. During 1885 to 1886, however, the Truckee community, under the leadership of the newspaper editor and lawyer, McGlashan, was the first community in the West to stage an *economic* boycott that became known as the "Truckee Method" (Hagaman, 2004, p.11). [The term "boycott" was coined from an economic and political sanction arising in County Mayo, Ireland

relating to the 1880 ostracism of Charles Boycott, a land agent.] The *Truckee Method* entailed forcing local merchants to let their Chinese workers go and hire Caucasian workers instead. This method was almost entirely legal; it took about two months to force out Chinese workers from Truckee. McGlashan subsequently went to other communities to promote Truckee's success with removal of the Chinese by economic means rather than violence.

Later, McGlashan would tell his daughter, June, that he had "come to regret it [the Chinese exclusion] bitterly" (McGlashan, M. Nona (1977), page 144). McGlashan lived a rich and productive life that reflected his times and the contemporary values of society (Duane, 1999).

The only remaining physical vestige of the Chinese presence is the Old Chinese Herb Shop located at the corner of Southeast River Street and Brockway Road on the south bank of the Truckee River. The original location of the Chinese settlement had been below McGlashan's Mansion, west of Spring Street and north of Donner Pass Road.

During the early 1900s, McGlashan was proposed to run for Governor but declined the offer in favor of James Norris Gillett. Gillett became a one term Governor, January 9, 1907 to January 3, 1911. During Gillett's term, he appointed the first State Architect, George C. Sellon, who was the architect for the Truckee Veterans Memorial Building.

* This article was originally written in early 2017 in support of an Application for National Historic Status of Truckee Veterans Memorial Building. This is an excerpt from the original Application which was subsequently revised and this section was not included in the submitted revision.

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McGlashan and Chinese article continued p. 4

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Photographs of Chinese Expulsion Sites can be found at website *Photographs of Chinese Expulsion Sites*, [link](#), accessed August 29, 2016



Photos courtesy of Ed Czerwinski

Echoes From The Past Newsletter

Eisenhower Tree

By Ron Rettig

While reorganizing various files, I came across several images of an "Eisenhower Tree" and wondered to what they referred. More digging, and we discovered these photos as well. If anyone knows more details, please contact the Society.

To see a larger image of this Certificate, click on the image



In the book *Planting Nature, Trees and the Manipulation of Environmental Stewardship in America*, by Shaul E. Cohen, University of California Press, Berkeley, 2004 p. 96, there is reference to a program called **Operation Silent Witness** (*American Forests* 107, no. 1 (Spring 2001)). A memorial campaign, designed to "remember a world at war," dealt with the Eisenhower green ash trees. This program was purportedly inaugurated in Washington's Arlington National Cemetery and spread to 10,000* Veterans of Foreign Wars posts throughout the country. The intent was to connect "patriotism with commemoration" and was then spearheaded by the U.S. Department of Agriculture's Millennium Green Project.

The Certificate that TDHS received from American Forests 1875-2000 states: "Your tree grew from a seed hand-picked from the President Dwight D. Eisenhower green Ash." This program's goal was to plant 20 million

new trees for the new millennium. This effort occurred between Memorial Day (May 28th) and D-Day (June 6th) in 2001. It is possible that the photos below may somehow relate to this Certificate.

* Various sources quote the number of participating VFW Posts at 2,500 Posts; others quote 10,000. Sources:

<https://goo.gl/Xbs9PG>

Planting Nature, Trees and the Manipulation of Environmental Stewardship in America, by Shaul E. Cohen, University of California Press, Berkeley, 2004 p. 96



These arrows indicate the possible site of the seedling and its growth.

Echoes From The Past Newsletter

Truckee's Historic Masonic Arch**By Judy DePuy**

Carved by Masonic craftsmen at the dawn of the 20th century, the historic arch in Old Town Truckee signifies the influence and history of the Truckee Freemasons. The chiseled stones once were part of the entry arch to the Truckee Masonic Lodge, the 200th and one of the oldest established lodges in the U.S. The white stone archway, with each stone weighing around 250 pounds and measuring 17" high by 12" wide, now resides next to the Old Jail Museum in Truckee. The top stone archway, known as a keystone, is etched with the lodge's symbol of a square and a compass. The total arch is a 3000 pound Sierra granite tribute to the early Masons in Truckee.

To find out how and when the Arch got here, you have to look back to the early history of the Masons in Truckee.

Many Masons camped at what is now known as Truckee. In 1844, Dr. John Townsend, the first established doctor in California and a member of the Stephens-Townsend-Murphy Party helped bring the first wagons through the Sierra Nevada. Standing on what was to be Truckee's townsite, he prophesied that a railroad would pass this way some day. With him were Moses Schallenberger and John M. Murphy who were also members of the San Jose Masonic Lodge.

In 1869, Truckee was an important railroad station with two major historical events:

- 1) On May 10, 1869, the golden spike was driven to join the rails from the East and West in Promontory, Utah, and
- 2) On May 15, 1869, a group of Truckee Masons were granted a dispensation by Charles March, Grand Master of Masons in California, to start a lodge. Five months later, on October 14, 1869, Truckee Lodge No. 200 was given its charter.

The Truckee Lodge was named after an Indian chief and scout who had accompanied John C. Fremont on some of his expeditions in the West. [The Indian scout

told the members of the Murphy-Townsend-Stevens party how to cross the Sierras following a certain river to its source at the lake in the mountains.]

Due in part to the influence of the railroad on the town, the Masonic membership consisted of many transient railroad workers. A steady group of Truckee business and professional men kept the charter open and were recognized as respected, solid citizens of the community. The Masons not only helped build the Truckee community but also carried out the Masonic tradition of always endeavoring to make good men better.

An early Truckee Mason and leading Truckee resident and publisher of *The Truckee Republican*, Charles Fayette McGlashan (who was also a school teacher and lawyer), was part of the Lodge and served as its Master in 1874. [McGlashan wrote the "History of the Donner Party" (published 1879). His infinite detail and personal interviews from the survivors of the Donner Party have been accepted as the authentic version of the historical tragedy of our early settlers.]

From 1869 to 1909, Truckee Lodge No. 200 met at the Truckee Knights of Pythias Hall. In 1910, they moved to a new Truckee Masonic Temple that was an imposing 3-story addition to the town's skyline. The lodge meeting room was on the top floor with a large ballroom and kitchen on the second (which also served as a theater, movie house and dance hall for the community). It was common during the heyday of the railroads that the opening of the lodge would be delayed until one of the trains arrived so the crew members who were Masons could fill the vacant officers' positions and confer the degrees.

In those days, many Masonic Lodges had arches to define the entry into the lodge. In 1909, the Truckee Masonic Arch was erected with the new building. The Arch is unique in that it is chiseled from Sierra granite. It has been a landmark in the Town of Truckee for over 100 years.

On November 30, 1993 a massive propane explosion occurred in the Lodge. It destroyed the building
Masonic Arch article continues on page 7

Echoes From The Past Newsletter

Masonic Arch article continued from page 6

which had become a prominent fixture of the Town of Truckee and was always referred to as "the old Masonic building." [December 2, 1993 *Sierra Sun*, p. 1, "Downtown blast kills 1". Because the building had been constructed with a 2-3 foot layer of dirt between the floors as a fire deterrent, the fire did not spread to other buildings.]

The iconic Arch was destined for a landfill, along with the rest of the building's debris. But thanks to the Truckee Masons, the good people of Truckee and the Truckee-Donner Historical Society, the stones were saved after the 1993 explosion. Although they were "misplaced" for a while, the stones were re-located and stored at the old Truckee cemetery. Originally, it was intended to reconstruct the Arch at the cemetery, but the Truckee-Donner Historical Society offered to have the 23-stone entry placed next to the Old Truckee Jail. This allowed the Arch to be just 63 yards (and only 6" off a straight beeline) from its original location. "It's a part of our history - the only remaining part of the old Masonic lodge" said Master of the Lodge Gary Miner. "To be able to erect the Arch is like seeing the past - the old jail is the perfect place to view the history of Truckee." (*Sierra Sun*, September 4, 2007, p. 4)

Fourteen years after the explosion that destroyed the Masonic lodge, the Arch was erected in its new location at 10142 Jibboom Street, next to the Old Truckee Jail Museum. The Arch is a reminder of Truckee's earliest days, first as an outpost and then as a town. Twelve Masons attended the dedication, and as if on cue, the sound of a freight train's whistle punctuated the silence evoking the time a century ago when the Masons built the Truckee Lodge.

"This Masonic Arch is a crucial part of history and it should remain a part of the Town of Truckee" said Joe Aguera, Past Worshipful Master Truckee Lodge No. 200.

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Joe Aguera, Mason, Past Worshipful Master Truckee Lodge Number 200.

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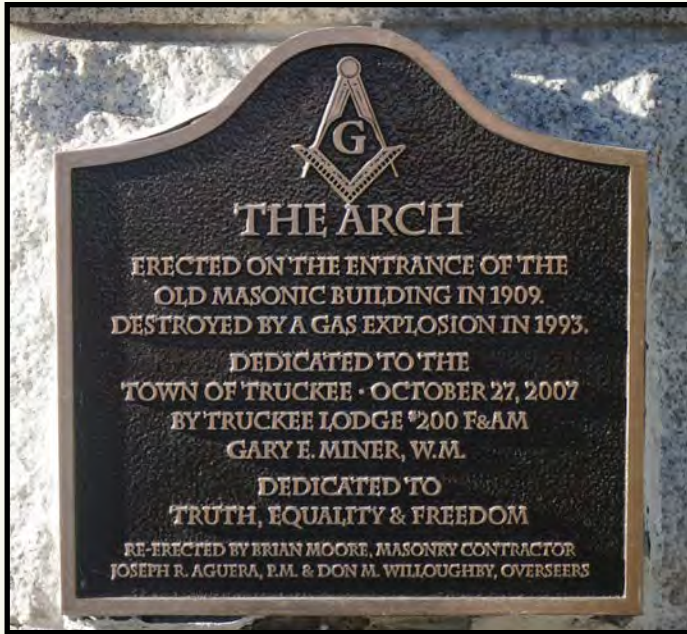


Photo courtesy of the Editor, 2014

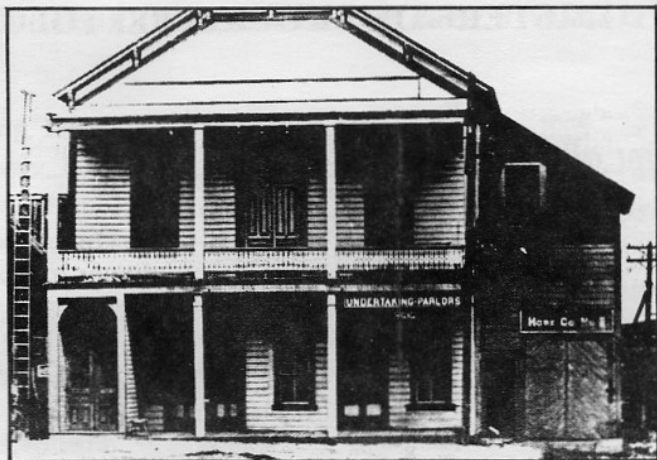
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Echoes From The Past Newsletter

Masonic Arch images continued from page 7



(Above) Photos courtesy of the article author, 2018



TRUCKEE KNIGHTS OF PYTHIAS HALL — 1869-1909

Extracted from brochure 125th Anniversary Observance of the Founding of Truckee Lodge Number 200 F.&A.M., September 10, 1994



(Above & below) Original location of the Masonic Arch; FTS0067, 1910



(Above) Masonic Lodge after 1993 Propane Explosion; COR2344

Masonic Arch article continued on page 9

Echoes From The Past Newsletter

Masonic Arch article continued from page 8



(Above) Courtesy of Greg Zirbel and Google Earth showing location of original Masonic Arch and where it presently stands in 2018



Photo courtesy of Bart Banks and KC Brown from December 2, 1993 Sierra Sun newspaper article, back page (scanned)

Did you know ...

Can you recognize these images of a Truckee landmark from 1995? The Editor came across these photos while researching the history of the building. A guess anyone?



Above: The Birmingham Grille, a 1949 Kullman, started life south of West Chester at Painters Crossroads, Routes 1 and 202. Louise Menna's dad, Joseph, opened the diner in 1949: "He was always the first one to hand out a meal to anyone who needed one. People loved him." In the mid-1990s, the diner was separated from its annex, a 1965 Kullman, which now does duty in Cleveland. Below: The original portion of the Birmingham now serves locals and tourists as Andy's Truckee Diner in Truckee, California.

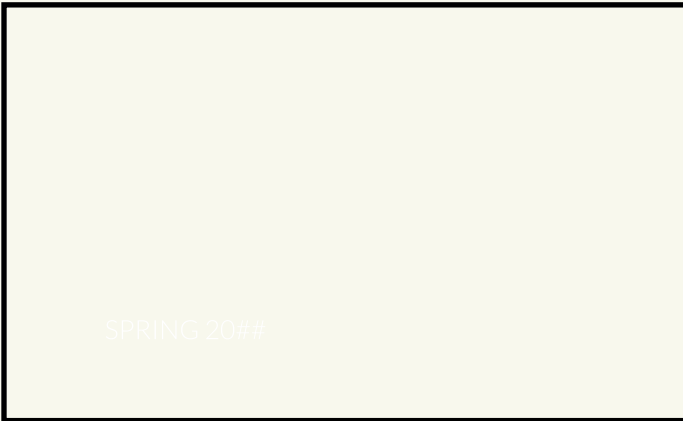
(Above & next page) Photos used with permission from Brian Butko, 2017

Echoes From The Past Newsletter

Did you know? continued from page 9



(Above) The Birmingham Grille, originally located outside Philadelphia in West Chester, Pennsylvania; traveled across the United States destined for Truckee in 1995



In days gone by, restaurants used to give out matches for smokers and as a way for its customers to remember where they visited - clearly, a bygone practice; (above) Birmingham Grille match book cover

To see a larger image of these matchbox covers at right, click on the image to the right

Update on National Historic Status Application

Two volunteers from the Truckee-Donner Historical Society submitted a Revised Application for designated national historical status for the Truckee Veterans Memorial Building and Rocking Stone Tower to the U.S. Department of the Interior, National Park Service in January 2018. The Application NPS 10-900 was 93 pages and included over 75 images, 49 footnotes, and consulted over 150 sources.

Image Collection Additions

To date, approximately 297 Hobart Mills images have been scanned and entered into our online Image Collection Database, 83 H.K. [Herman Kimball] Gage images, famous Truckee photographer, a few John Corbett images, and about two dozen Front Street images from various collections. If you haven't checked out our Image Collection yet, please get ready to view some 'oldies but goodies.'

As the Birmingham Grille match cover at left attests, collecting match books was something by which to remember the places you visited. Greg Zirbel's father, Robert, had quite a collection himself. How many can YOU recognize?



Echoes From The Past Newsletter

Update on Pullman Strike 1894

By Heidi Sproat

Searching through the California Digital Newspaper Collection for another article, the Editor came across this poem about the 1894 Pullman Strike and the presence of guard soldiers in Truckee to maintain peace and avoid any violence. You can also see this poem at this link.

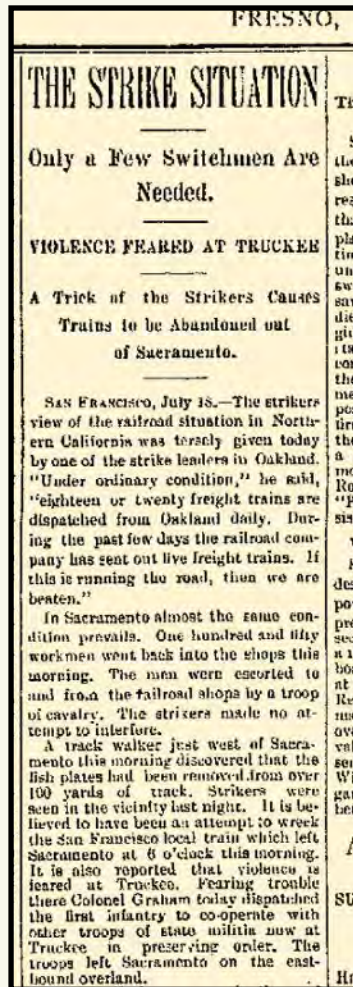
CDNC, Sacramento Daily Union, 20 August 1894 Volume 87, Number 157 .

"What For?"

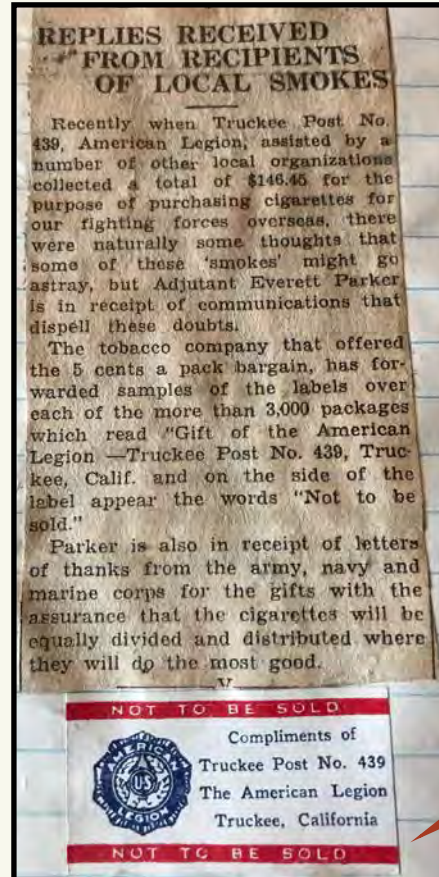
With Gatling gun and bayonet
And all the pomp of war
They came, and are staying' yet -
And people ask, "What for?"
For neither station, switch nor nail,
Nor car, nor tie, nor wheel,
Nor engine - no; nor e'en a nail,
Did Truckee harm or steal."

This suggests that the presence of the troops had the desired effect.

And another 1894 article from Fresno, "Violence Feared at Truckee". Fearing trouble ... [in Truckee] ... Colonel ... dispatched the first infantry to co-operate with other troops of state militia now at Truckee in preserving order."



Unique Truckee "Smokes" Label



(Left) Looking through a 1940s leather-bound American Legion handwritten Minute book, we came across the following article about "smokes" for soldiers overseas with a unique Truckee label

Echoes From The Past Newsletter



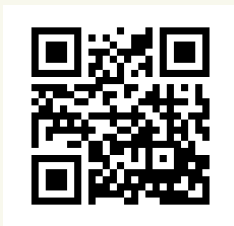
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So what is this "QR CODE" or the squirrely-looking black & white icon

Some of you may be familiar with these strange looking icons. The black & white cross-hatched icon represents our new

website at truckeehistory.org. If you have a "smart" phone or iPad with a 'QR Reader,' all you need do is scan your device OVER the icon and you should be directed to our website. And what would one use this for? On any printed material, you could 'scan any QR code' and be taken to their website immediately. In our case, you can go immediately to our truckeehistory.org website and see the **Calendar** for upcoming events.



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Enclosed please find my check for: **MEMBERSHIP CATEGORIES** (please check one)

Individual \$20____ Family \$30____ Business \$40____

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Select renewal month ____ **January or** ____ **July** (see TDHS website for membership details)

SPECIAL DONATIONS: Gift Membership \$____ In the Name of _____

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Contact me on ways I can volunteer Are you willing to docent at the Old Jail Museum? Yes / No

Areas of Special Interest and/or Comments/Suggestions:



Founded July 24, 1968 and
designated a 501(c)(3) in July 1971

Truckee Donner Historical Society
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Truckee, CA 96160
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www.truckeehistory.org

ECHOES FROM THE PAST

PRESIDENT'S CORNER

JUNE 2018 ISSUE 2 VOLUME L

**Celebrating 50 years
1968 - 2018 !!!**

Dear Members

Spring has arrived and so has our season for preparing the Old Jail Museum to open. We are still looking for docents, of course! If a weekend doesn't work for you or you prefer to not be downtown on a Truckee Thursday, we would love to be able to be open a few hours during the week. Please contact us if you are interested!

The repairs continue at the Old Jail Museum. We had a pipe split on the outside that has since been repaired, so we are back in business with water. Our ever-faithful volunteer crew is currently repairing our watering system and the garden will once again bloom with color. We haven't wanted to plant anything delicate without being able to water continuously but we are now on a roll.

The biggest and best news is that the Nevada County Historical Landmarks Commission (NCHLC, the "Commission") has recognized the Masonic Arch as an historical landmark (see article on page 15). Once the plaque is completed and installed, there will be a dedication ceremony with the Commission, the

Town of Truckee, and, of course, the Masonic Lodge!

We received some wonderful artifacts over the winter and are busy logging those into

President's Corner article continues on page 2

CALENDAR

Events will be posted online at our website

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Echoes From The Past Newsletter

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*Old Jail Museum Curator,
Special Group Tours*
[Chelsea Walterscheid](#)

Old Timers' Picnic, [Chelsea Walterscheid](#)

Historic Photo Collection, [Dennis Beeghly](#)

Acting Publications, [Chaun L. Owens-Mortier](#)

Research Library, [Katie Holley](#)

Collections Committee,
[Chaun L. Owens-Mortier](#)

Membership / Web Services
[Billie Cornell](#)

Publicity, Position Open

*Echoes From The Past, Newsletter Editor /
Webmaster* [Heidi Sprout](#)

TDHS eNews Editor, [Heidi Sprout](#)

Truckee Donner Historical Society ("TDHS") Board meetings are held on the fourth Thursday of each month at 2:30 p.m. at the Joseph Research Library at 10115 Donner Trail Road, Truckee. Board meetings are open to the public.

TDHS does not accept responsibility for the accuracy of the information in these articles.

TDHS retains the right to republish submitted material. Please contact TDHS for permission to use any content in this publication.

Notice to Members

In 2015, the TDHS Board of Directors approved a change in membership renewal to reflect the Society's bi-annual renewal schedule - January or July. For specific details, please visit our website.

We hope you have been continuing to enjoy this quarterly newsletter. We realize that sometimes printed copies are much easier to grab, but we will continue to distribute our Newsletter electronically. As always, the newsletter will be readily available online and accessible on a quarterly basis. If you are a TDHS member, an email will be sent to you advising you of posting.

Editor's Note: This Newsletter is interactive - it is designed to be read *online* and contains links to relevant source material and in many cases, links to larger images for easier viewing.

President's Message continued from page 1

our inventory. This is another opportunity if you have an interest in working with documentation of artifacts.

My ever grateful thanks to all of you for your continued support. Without your help, we would be struggling to continue with our ever-growing library and the maintenance of the Old Jail Museum.

The Truckee-Donner Historical Society is still a strong partner in the development of a combined History Museum with the Truckee Donner Railroad Society.

We meet every 4th Wednesday of the Month at the Joseph Research Library at 10:00am. Please drop in and see what this is all about.

Have a wonderful summer!

Please get involved with your Truckee Donner Historical Society (TDHS). The only way we can offer programs and events is if YOU, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501(c)(3) organization so any and all donations are gratefully appreciated and tax deductible. Our mailing address is Truckee Donner Historical Society, P.O. Box 893, Truckee, CA 96160.

'Alien' Concrete Arrows, Beacons and Air Mail

By Heidi Sproat

As the Donner Centennial is rapidly approaching on June 9, 2018 ¹, general interest in airmail service was renewed when we learned that part of the *original* 1918 dedication ceremony originally intended to have a "flyover" by Lieutenant Chapman, son of the chairman of the Native Sons of the Golden West committee for the dedication. Hoping to mark the progress of transportation since the days of the Pioneer crossings, Lt. Chapman agreed to do the flyover if it was so ordered and he studied air currents and emergency landings in preparation.² Keep in mind that this flyover was supposed to occur in the middle of the first World War effort, declared April 6, 1917, (Armistice Day was not until November 11, 1918). Consequently, Lt. Chapman's response – that he joined the military to "fight the Huns" but orders were orders and that if he were ordered to fly over the memorial, he would do so. A May 4, 1918 **Sacramento Union** newspaper article discusses that the necessary permissions were in the process of being obtained. Unfortunately, for whatever reason, the flyover did not happen.³

As many of you also prepare to attend the annual [Truckee Tahoe Air Show held in July](#) at the Truckee airport, have you ever wondered about **how** those early flights managed to fly over the rugged Sierra Nevada mountains?

For the past several years, I have been drawn

to various articles about the early pilots who somehow maneuvered their wood framed, cloth covered, open cockpit biplanes over the Reno - Sacramento corridor in sometimes less than ideal weather conditions.

TDHS has a very good article on our website called [Sierra Air Mail Pilots, Heroes of the Sky](#) written by former TDHS President Gordon Richards, and another article [Claire Vance Pioneer Sierra Pilot Extraordinaire](#), also by Richards. Noted local author Mark McLaughlin also wrote two 'Sierra Stories' articles in *The Weekly* and *The Tahoe Weekly*, in 2010 and 2016 respectively, about the whole concept of planes delivering the U.S. Mail.⁴ Best of all, the articles are titled, *From Ponies to Planes*, and later, *Ponies, Trains & Planes*. How poignant.

I next stumbled on a crazy site called [Messy Nessy](#)⁵ where there was an article about the early airmail routes and an early 1920-ish map, (see below) which intrigued and befuddled me. In addition, **National Geographic Magazine** did an April 2015⁶ update about the arrows. I just had to start more digging.

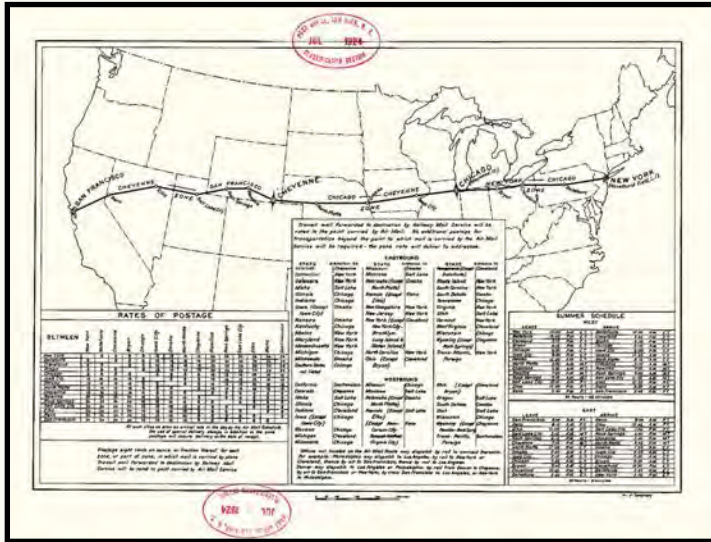
Today we take airplane travel for granted, but just imagine the early intrepid, barnstorming days of the mid-1920s.

The Air Mail program started in May 1918. Then President Woodrow Wilson went to Potomac Field in Washington to watch the first plane depart – and ignominiously, plans were overlooked to supply gasoline for the plane that was due to showcase that original flight. The showcased flight eventually worked out and air mail service grew. Congress wanted to promote air commerce by establishing 'sky

Echoes From The Past Newsletter

Arrows article continued from page 3

routes.' Over the next several years, postal officials' efforts concentrated on serving a *transcontinental* route between New York and San Francisco and abandoning shorter mail lines.⁷ Night flying commenced in 1924.

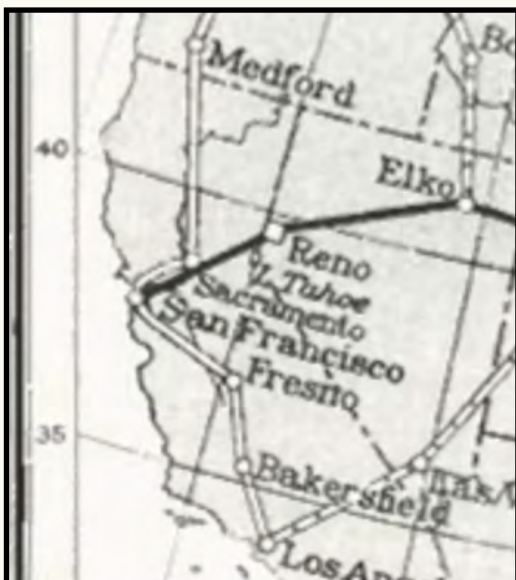


To see a larger picture of this map, click on the image

Later copy of map Courtesy of National Air and Space Museum Library; stamped 1924 map; larger image available at this [link](#); also in the [National Geographic Magazine](#) January 1926 article, p. 5

A comparable time frame map showed both the feeder and *prospective* routes:

(Right) Source: [NGM 1926](#), p. 5



The key on the entire map shows that the solid black line indicates the transcontinental route, and the white squares indicate stations where pilots changed planes. Pilots changed at Elko, Reno, Sacramento, and San Francisco on the Transcontinental Route. So how exactly did these early "beezos"⁸ fly across uncharted territory?

One of the earliest articles we came across was a superb January 1926 *National Geographic Magazine* article (available by subscription; [link with subscription](#)). The Editor of Donner Summit Historical Society's newsletter, *Heirloom*, has written several excellent and intriguing articles about the airway beacons and concrete arrows in their area. Huh? Concrete arrows? Ever seen one of these?



(Above) Beacon 14 A between Crystal Lake and Cisco Grove south of I-80; beacon location google map link - <https://bit.ly/2k8CLV0>



(Left) St. George, Utah, photo by John Teas, *St. George News, National Geographic*, April 2015, unpaginated.

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As a young girl growing up in the San Francisco Bay Area, I remember a story from my great uncle about airmail pilots and how they originally navigated by arrow and beacon. I always thought it was a “cute” story, but at the time, I paid no heed. I also learned then that a western area Concord Airport was eventually built to serve as the western terminus of the airmail service because San Francisco Crissy Field could sometimes be unreachable due to the notorious San Francisco Bay Area fog.

Fast forward to the present day. Seeing the arrows and beacons and associations with airmail, I just had to write this article. Many of the concrete arrows have been long abandoned and are located mostly in rural, remote locations - many now on private property. Most of the arrows also had an accompanying beacon built on or adjacent to them as well. But during World War II, much of the metal was reclaimed for the war effort and the concrete arrows were destroyed because of military fears of enemy targeting. Beacons were constructed according to standard installation airway beacon guidelines, with route designations based on terminal cities. Accompanying sheds were constructed with black letters on a chrome yellow background. The beacon number was based on mileage.⁹

A Little Background

The U.S. Department of Commerce began funding installation of the original arrows to provide air guidance across America. The arrows could be up to 70' long and were usually

painted a bright yellow or another vibrant color. Over time, each arrow was accompanied by a steel tower up to 50' in height, and each tower was topped with a powerful gas-powered beacon light which allowed pilots to fly at night. Apparently, more than *1,000 concrete arrows* were placed about 10-15 miles apart. (The National Postal Museum says they were placed every 3 miles and were visible within 10 miles, but this is the only source I found that says they were installed every 3 miles ¹⁰). Since the air mail pilots typically flew under 3,000', inevitably 'hanging over the side' so they could visually spot one arrow to the next, these intrepid 'seat-of-the-pants-flyboy' pilots flew open cockpit biplanes on the route. The markers were labeled with directional signs, like **SF-SL** indicating that San Francisco was WEST and Salt Lake was EAST. The signage was in numerical order indicating to the pilot to look for the next *increasing* numeral flying east, and the next *decreasing* number flying west. In the September 9, 1920 edition of the *Reno Evening Gazette*, the headline read: “Plane arrives from Cheyenne with first air post letters”.

One of our TDHS research members, Ron Rettig, located an incredible [silent movie from circa 1925](#) ¹¹ about the transcontinental airmail service in a DeHavilland DH-4. The photographer flew *alongside* the air mail plane to record its flight across the United States. In that silent movie, there is text that states that in 1922, the National Aeronautic Association awarded the Air Mail Service, Post Office Department, [The Collier Trophy](#), for having flown two million miles without a fatal

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Arrows article continued from page 5

accident on a mail trip. The Air Mail Service was again awarded the same honor in 1923 for successfully demonstrating the *practicability* of night flying. According to this film, the Post Office Department used surplus planes received from the Army which were remodeled and rebuilt at the Air Mail Service repair depot in Chicago. To accommodate night flying, apparently five hundred million candle power beacons and flood lights were located at terminal fields between Chicago, Illinois and Cheyenne, Wyoming, a distance of some 885 miles. There were also 34 emergency landing fields approximately 25 miles apart which served the lighted airway. The pilots also carried snow shoes and rations in the event of forced landings. There are even pictures of the Air Mail terminal at Reno, Nevada, the last stop before continuing over the Sierra Nevada mountains to San Francisco. [49:20 in the movie]. There are movie frames of the plane flying over Lake Tahoe [53:07] and **overtaking** the Overland Limited train [55:56], which left New York 3 days earlier than the Air Mail. At that time, by rail, San Francisco was *ninety* hours from New York; by air, *thirty* hours. Air Mail sent in New York was delivered in San Francisco in 29 hours, 30 minutes. There is also a view of the wharfs in San Francisco, but no Golden Gate Bridge - which was yet to be built (1933). There is also another movie, the [1932 John Ford Hollywood-ized version of the Air Mail service](#), *Air Mail*, about the legendary pilot Duke Talbot. It's worth watching on a rainy afternoon, especially to see "special effects" and mountain scenes of the 1930s. And lastly,

a short 3 minute [Periscope Film LLC Flying the Mail](#) clip about how the "mail must go on."



(Above) Screenshots from the silent movie - the air mail pilot hanging over the side to find his way, and the first Reno, NV air hanger used for airmail service

Historical Markers

Unlike today's Pony Express Trail historical markers across America, (see the Historical Marker Database ¹²), the air mail arrows and beacons, the "lighthouses of the land," have been generally unmarked, and largely ignored until recently. The advances of technology, google mapping, GPS, drones, and just a general inquisitiveness about stumbling on these humongous dilapidated concrete arrows in mostly remote places, have brought a new found surge of interest in these 'dinosaur'

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markers. Maybe like the alien X-file references, as Reed Karaim, the author of the April 2015 National Geographic article concluded, the arrows “remain to befuddle hikers and others who stumble upon them, mysterious remnants of a more romantic era of flight.” ¹³

Another arrow is in Silver Zone, Nevada, on the Salt Lake to San Francisco path. Courtesy of the website DreamSmithPhotos.com, there are fabulous [photos](#) of all sorts of arrows, including this one in Elko County, Nevada. [Google Map location](#) – just south of Interstate 80 about half way between West Wendover and Wells. On the Salt Lake City to San Francisco (SF-SL or SL-SF) section of the Dream Smith Photo website, there are images of the Auburn, Cisco Grove, Troy, **Donner** ¹⁴ and Truckee beacons and/or arrows. Take a look. There is also a specific [section map with GPS coordinates](#) of these sites. A quick [google](#) or [pinterest](#) search will also reveal literally *hundreds* of images of these arrows and beacons. Pretty interesting.

To accommodate for emergencies, intermediate landing fields were established every 25 miles along the route. In fact, the Truckee Intermediate Field was one such emergency landing field, but it is not know what year it was constructed. It was illuminated and had two runways in an “L” shape, and was designated as Site 16B along the SF-SL corridor. Although there is no definitive date available for this image in the adjacent column, we believe it is from the late 1920s to early 1930s. ¹⁵ [A recent newspaper article from John Corbett's Historic Photo Collection covers Howard Hughes' landing at the Old Truckee Airport in 1938. See p. 12.]



TDHS Image # AIR0009 Biplane at Truckee Flying Field

The fields were constructed with rotating incandescent electric lights mounted on 50-foot towers, set to sweep six times per minute at an angle of a degree or two above the horizon. They were supposedly visible up to 75 miles away – in clear weather (NGM 1926, p. 15). The earliest airmail passed through cities that only a few decades earlier were connected via The Pony Express.

One of the most amusing articles I read was in the *Nevada State Journal* (9/11/1922):

Old-timers who had crossed the plains in ox teams and recalled the first pony express, and there are many still living in Nevada, gazed in awe as this modern express rider hurtled through the air, and gasped ‘What next?’

Pilots and planes were changed six times en route between New York and San Francisco: at Cleveland, Chicago, Omaha, Cheyenne, Salt Lake City, and Reno. The average flight for each pilot was 381 miles. The longest leg was between Omaha and Cheyenne, 476 miles; the shortest was between Reno and San

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Arrows article continued from page 7

Francisco, 184 miles, where the pilots reached an altitude from 10,000 to 15,000 feet above sea level while crossing the Sierra Nevada (known in Air Mail parlance as "The Hump"). (NGM 1926, p. 27). We even found a grainy photograph of a forced landing during a winter storm on the snow-covered slopes of Mount Rose.



Photo courtesy of the United States Post Office Department (NGM 1926, p. 44)

There was another crash near Reno, NV. Caught with a missing motor in dense clouds in Truckee Canyon, the pilot scraped over a mountain range, breaking the propeller on the tips of the pine trees, but somehow managed to glide to within 12 miles of Reno.



NGM 1926, p. 49.

In the Messy Nussy article, there is another link to a country-wide survey database of all the remaining markers and beacons. ¹⁶

And if you hone in on the RED dot marking Norden, you will see that there is evidence of both a beacon and arrow nestled among the mountain peaks of Mt. Judah, Mt. Lincoln, and Boreal Ridge. Donner Summit Historical Society, in their [December 2016 Heirloom](#), offered a great article about the Donner Summit 15 SF-SL ¹⁷ beacon and concrete arrow beneath the beacon. Who knew? And there's another arrow near 18 SF-SL [Mogul](#), just south of I-80 and west of Reno. [Google map](#).

Two nearby historical dedication markers might be of interest to our readers as well: the [Reno marker by the Peppermill](#), ; [google map location, and a close up photo of the marker wording](#), <https://bit.ly/2rWTk9Y>. Using Google to view these markers has been intriguing and eye-opening.

Due to technological advances of navigation and radio technology in the 1930s, improvements had increased dramatically to allow flight without land-based visual guidance. The Low Frequency Radio Range (LFRR) system began to replace the older visual-based systems. Before we had Instrument Flight Rules (IFR) and radio guidance, pilots were limited to visual guidance using the arrow and beacon landmarks to chart their course.

The airmail beacon program continued to operate until 1933, when technology advancements - and the higher cost of operation during the Great Depression - finally

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rendered the program obsolete. The Department of Commerce eventually decommissioned and disassembled most of the beacon towers to recoup the steel which was used in the World War II efforts.

If you do another search on [google images](https://www.google.com/images) you can also find examples of many of the stamps in the 1920s which commemorated airmail beacons and the arrows.



Source: <https://bit.ly/2LeCWuf>

Like many other business endeavors of the early 1900s, air travel for mail delivery was one of the most creative – and crazy – efforts involving ingenious planning. The fact that the program lasted as long as it did is testament to its efficacy. Just be glad that today we have much saner means of air mail delivery systems – UPS, FedEx, Amazon, and others.

So the next time you receive a package in the mail, just think about those early air pioneers who, bedecked with warm woolies and goggles, somehow managed to negotiate over the Sierra

Nevada mountains by following giant concrete arrows and beacons - and stay alive. Sounds crazy – but it's true.

And if you've never stopped by the Placer County Play Ground, field elevation 5901 at the Truckee Tahoe Airport District, 10356 Truckee Airport Road, you should. There is a plaque installed at the playground dedicated to the opening of the Truckee Tahoe Airport District. While the first flight into the *current* airport didn't occur until July 1962, none of this would have been possible were it not for those early intrepid pilots who paved the way for the airports of today. The [Tahoe Truckee Airport District History & Stats page](#) even mentions that "in 1933 an airstrip was cleared and used by Boeing as an emergency landing runway for the Trans-Sierra airmail route between San Francisco and Salt Lake City." And take a look at the details outlined in an online article entitled [Abandoned and Little Known Airfields](#) showing Truckee Site 16B.



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(Above 2 photos) Courtesy of Barbara Czerwinski, May 2018.

(Below) Excerpt from Air Corps Map of 1935, Reno to San Francisco, showing airway markers



Pasco, Washington Connection

In a quirky twist of fate, this editor's husband was employed just outside Pasco, Washington – in the middle of nowhere. When I saw on a feeder air mail map that Pasco was one of the destination cities on the 1926 map, I did a double take. And then I saw the postage stamp from Pasco. Again, who would have believed this coincidence?



(Above) Make sure to look at the stamp date of April 6, 1926

Photo courtesy of Malin Bergstrom, Volunteer Board President, Pasco Aviation Museum, working to save and restore the original and historic NAS Pasco Control Tower; www.savethetower.com; 509-547-6271 office.

A few other incredible photos that Ms. Bergstrom kindly shared with us at the Truckee-Donner Historical Society. See next page, next 3 images.

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(Below 2 images) Pasco Airport in the 1920s



(Above) Take note of the number of people around this biplane.



(Above) Varney pilot, 1926

Pennsylvania Connection

In yet another twist of fate, I was doing volunteer work for an historical society in Pennsylvania and learned that one of these beacons was used until **1993** for an airport outside Philadelphia, Pennsylvania - my former residence. The plaque states: "This beacon tower served as a national beacon for airmail pilots in the 1920's and 1930's. On this spot, it was used as a rotating beacon ... from 1961 to 1993." What a small world!



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Arrows article continued from page 11

And, saving the **BEST** for last, are images of the original beacon at Truckee Tahoe Airport District. Photos courtesy of Ed Czerwinski, May 2018.



There is an amazing image on a display board in the Truckee-Tahoe Airport that shows the Truckee Emergency Landing Field in the 1930s. The first Truckee airport was constructed sometime between 1924 - 1926. Photo courtesy of the author; original photo courtesy of Nelson Stone.



Many of these images can be seen enlarged if you visit this folder to see higher resolution images. See footnotes next page 14.

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Arrows article continued from page 12

We have also located several fascinating images of some of the old planes, including an artist's rendering of the DeHavilland DH-4B; the Truckee Airport in 1929; a biplane at the Truckee Flying Field, AIR0005; the old airport, now I-80, AIR0007; a biplane at Old Truckee Airport, AIR0008; and if you look closely, on the right side, there is a handwritten sign lying on its side that reads "KEEP OUT - THIS IS GOVERNMENT PROPERTY". Many of these images were donated to TDHS by Nelson Stone, caretaker for the FAA at the Old Airport. Lastly, the newspaper article (*Sierra Sun*) posted in the Truckee Airport titled "Truckee has had an airport for about last 50 years" is available at this link to better read the text.



Biplane at the Truckee Flying Field, AIR0005; courtesy of Nelson Stone



Old Airport, now I-80, AIR0007



Biplane at the Old Truckee Airport; AIR0008; note yellow square box which says KEEP OUT



Artist Rendering DeHavilland DH-4B



Truckee Airport, 1929

On a recent trip to Reno, I found the plaque dedicated to Reno Airfield. Photo by the author.



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Footnotes:

*Arrows article continued from page 12*¹ [link](#); [facebook link](#)² [Google Book link](#), *The Grizzly Bear*, Vol. 22, Grand Parlors Supplement, p. 7, June 1918³ <https://bit.ly/2lwRurx>⁴ <https://bit.ly/2lvJCXi>⁵ [Messy Nesy article about Arrows, Beacons, and early Pioneer Pilots](#), November 2013⁶ National Geographic ("NG"), subscription-based access only, April 2015,<http://archive.nationalgeographic.com/?iid=117743#folio=21>⁷ The National Geographic Magazine ("NGM"), again, subscription-based access only, January 1926, <http://archive.nationalgeographic.com/?iid=52385&allIssueSearchKey=air%20mail#folio=Ad25> , pp. 50, 55.⁸ "Beezos" are pilots, NGS 1926, p. 13⁹ <https://sometimes-interesting.com/wp-content/uploads/2013/11/airmail-beacon-design.jpg>¹⁰ <https://postalmuseum.si.edu/collections/object-spotlight/airmail-beacon.html>¹¹ <https://www.youtube.com/watch?v=piYqdYQFRh0&t=23s&app=desktop> ;The United States Post Office Department presents its Air Mail Service, photography by L.W. Beeson¹² <https://www.hmdb.org/map.asp>¹³ *Ibid.*, NG, unpaginated¹⁴ Donner Summit Historical Society's ("DSHS") Heirloom monthly newsletter authored by Bill Oudegeest has several fascinating articles specifically about the Donner Summit beacon and arrow. [DSHS Heirloom, May 2011](#), p. 3;<http://www.donnersummithistoricalociety.org/pages/exhibits/transcairroute.html> ,(Transcontinental Air Route); [Plane Crashes on Donner Summit](#), March 2009;[DSHS Heirloom, July 2011](#) , pp. 1, 7-11; [DSHS Heirloom, December 2016](#) , pp. 5-8 ;[DSHS Heirloom, October 2017](#), p. 13 photo of old weather station atop Donner Summit AND red airway beacon in background on right of house showing beacon at Donner Ski Ranch; and [DSHS Heirloom, May 2018](#) , pp. 6-10 .¹⁵ http://www.airfields-freeman.com/CA/Airfields_CA_NE.htm¹⁶ <https://thesurveystation.com/map-of-ngs-airway-beacons/>¹⁷ *Ibid.*, DSHS.

A complete list of references for this article are available on our website at this link.

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Masonic Arch at the Old Jail Museum Designated a Nevada County Historical Landmark

At the May 22, 2018 meeting of the Nevada County Historical Landmarks Commission ("NCHLC"), Truckee's Memorial Masonic Arch, 10142 Jibboom Street (APN 19-102-04-000), was approved as Nevada County Historical Landmark NEV18-01 (Dist. V). For the story on the history of the Arch, please see our March 2018 *Echoes* newsletter. Congratulations to all those who contributed to submitting the application to the NCHLC for consideration, including District V Commissioner Barbara Czerwinski and Judy DePuy.



(Above, left to right) Judy DePuy, Dave DePuy, Katie Holley, Greg Zirbel, and Chaun Mortier. Not pictured in full Karl Pape (only his arm!). Thank you to one and all!

Open House / Fundraising Event a Success! Thank you!

On Saturday, May 19, TDHS members held an Open House / Fundraiser / Living History Day in which we offered and sold a variety of historical books, artifacts, and other items. The effort was a rousing success and TDHS made just over \$500 to contribute towards our ever-expanding preservation of local historical assets. Here is a photo of some of the members who so graciously organized and hosted this event.



Image Collection Additions

To date, almost 500 images have been scanned and entered into our online Image Collection Database. If you haven't checked it out yet, please get ready to view some 'oldies but goodies.' All Front Street images are now included.

One of our favorites is below: FTS0045, downtown Truckee, in 1914; Red Crown Gas sign in back; telephone poles; 17 men on horseback; SP Hotel; shooting movie. Flashback time!



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Moving Pullman # 9115 from the Truckee Railyard

In mid-May 2018, Pullman # 9115, Shasta Division, the old Pullman car, was readied for moving into storage for a future museum. There are some incredible pictures posted on Facebook at this link of the mammoth machinery required to move the Pullman car. Take a look. Greg Zirbel also took a movie of the actual lift and move, available at this link.



(Above) Photo courtesy of Greg Zirbel, May 12, 2018

Truckee-Donner Historical Society is 50 years young July 24, 2018!! Happy Birthday!

On July 24, 2018, Truckee-Donner Historical Society will celebrate 50 years young! We started as a fledgling organization and were granted IRS non-profit 501(c)(3) status in July 1971. Browsing through old *Echoes From the Past* newsletters, we thought you might enjoy looking at the 1st Edition in May 1968, and the 20th edition in Summer 1998. We've come a long way in 50 years!

You decide - coincidence or not! **This** June 2018 publication is the **50th** issue of our *Echoes From the Past* Newsletter, Volume L (if you're a Roman Numeral purist).

Railyard Crane and Rotary Also Moved

Also in May 2018, the Bucyrus Erie crane and rotary snowplow were moved from the Truckee Railyard and are now in their Pocket Park home. This Pocket Park is located on land leased by the Town of Truckee. The location will be turned into a small park once the road is completed. The Jim Dobbis Company donated the men and equipment to move these last two pieces of the Truckee Railroad Society's equipment out of the Railyard area. For more information, see the Truckee History - Railroad Museum facebook page at this link.



(Above) Photos courtesy of Ed Czerwinski, May 21, 2018

Old Jail Museum

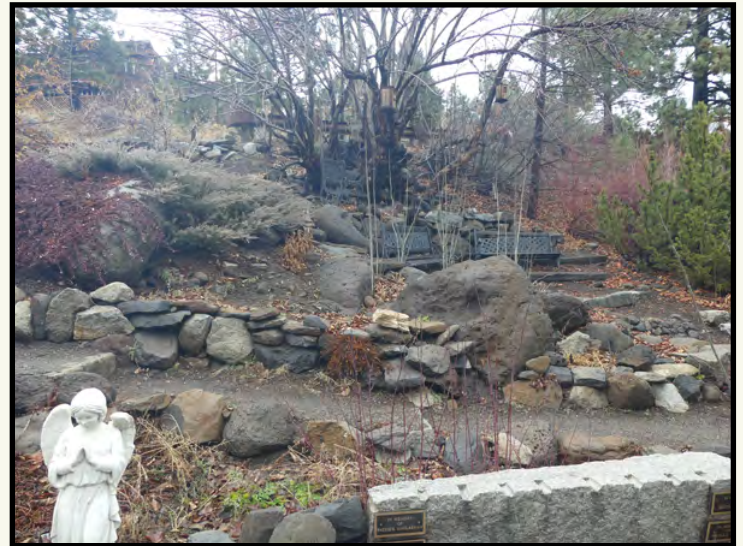
If you haven't visited the Old Jail Museum recently, please do stop by. Many of our jail displays have been recently updated with new materials and donations. To see a few images of these new displays, visit this link.



Thank you!

A special thank you to members of Scout Troop Local # 267 who cleared out the Old Jail Museum Patio garden area. Before and after photos, courtesy of Greg Zirbel.

(Below) The Old Jail Museum Memorial Garden BEFORE restorative work done by the Eagle Scouts



(Right) Jack Walterscheid, mother Chelsea, and father John, pose for Jack's finished Eagle Scout project at the Memorial Garden. What an improvement! Thank you!



Flumes of Truckee: Using the Power of the Sierras

By Judy DePuy

Driving down Interstate 80 from Truckee to Reno I've often wondered about the wooden boxes that hug the road and the Truckee River. Some look abandoned, while others look as if they are still being used. I learned that these are "flumes" and have been here for over 100 years. But what are they for?

Flumes have been used around Truckee for many purposes. Early on, 'V-flumes' were a replacement for oxen, horse and mule power, and "donkey steam" engines, which transported logs to the various mills found on the Truckee River, Alder Creek and Trout Creek. Flumes also transported lumber, ice and wood cords. But one of the most important purposes of flumes had to do with providing power to where it was most needed.

The flumes you see along Interstate 80 are box flumes used to transport water and are part of a vast hydroelectric system.

Need for Power

Even a hundred years ago, the need for affordable electric power was apparent. The finding of the great Comstock Lode in Virginia City helped fuel the decision to cross over 40 miles of rugged desert to bring electricity to the mining operations. With mining being Nevada's primary industry in the late 1800s, the installation of hydroelectric power was critical to the Silver State's economy.

The Virginia City mines needed this electric

power desperately so that hydroelectric plants could replace expensive, soot-producing coal and wood power. By the late 1800s, Virginia City mines were so deep that they required constant pumping to remove groundwater. Heat was another problem; the deeper into the earth the mines went, the hotter they became. In some cases the air temperature would be 150°F with the water reaching 170°F. Steam-driven Cornish pumps were effective for a while but the cost of the electricity and the drop in value of silver forced mine owners to find cheaper power alternatives.

Hydroelectricity

The first hydroelectric plant between Truckee and Reno was built at Farad in 1899. It had 2 turbines and generators and could supply 2800 KW (KiloWatts) to the mining companies and the town of Virginia City. At Floriston, a 'diversion' dam was built and the Truckee River water was diverted into a canal and flume system which created the 'headpond'. The headpond fed into the penstock pipes (pressurized round wooden pipes with metal bands) and into the generating station. The height of the pipe above the turbines and the flow of water in the pipe provided the force necessary to turn the turbines. The greater the fall and flow of water, the more electricity could be produced. The steep sides of the Truckee River canyon made it necessary to build a flume (of 2-inch thick native pine for nearly 2 miles), set on supports that clung to the walls of the canyon. (See sidebar on 'Seeing the Flume'). Power was first delivered

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to Virginia City from the Farad hydroelectric plant on September 12, 1900.

Unless otherwise indicated, photos courtesy of the author, or Dave DePuy.

(Below) Wood and Metal Penstocks at Farad



Flume Construction and Maintenance

Flumes were built on the edges of cliffs or high in the air on trestles. Farad's highest flume was 36 feet off the ground. Box flumes were very different from the 'V' flumes for the logging industry. Box flumes were enclosed. The flumes had 'racks' which would help keep debris and ice from going into the Powerhouse.

On the top of the box flume were boards creating a 12" walkway. Constant repairs required a two-man crew to work on the flume. One would be on the walkway to hand over needed equipment. The other crew member doing the repairs was on a 12 inch wide 'sill' on the side of the flume. Before any repairs could be made, there was a painstaking analysis and physical

walk-through of the flume to see where maintenance was needed. Wood flumes were replaced approximately every 20 to 40 years. Replacing a section was an interesting task.

Historically, they would dispatch a flume crew to manually take down the section of flume that needed replacement. In the most dangerous areas and in long sections, environmental requirements dictated explosives use for several reasons: 1) they removed the section requiring quick replacement; and 2) the material would fall in place and not into the river. Environmentalists were adamant that no "unnatural treated wood or contaminants" fall into the river.

Regular maintenance also entailed dealing with ice build-up on the flumes. In the winter, a flume crew who would come in every two weeks to knock the ice off both the inside and outside of the flume.



Working the Flumes

Tom Macaulay and Walt Walker were two of the experts working on the hydroelectric plants. Tom was Supervisor of the four Sierra Pacific Power Company hydroelectric plants,

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managing operations. Walt was the Superintendent of Sierra Pacific Power Company General Construction.

Walt Walker managed the flume crew at each of the hydroelectric plants built by Sierra Pacific Power Company. He started as a laborer, in 1942, earning \$0.93/hour. On his first day on the job, he was told to climb a ladder and caulk the leaks on the bottom of the flume. His supervisor was testing him to see how he coped with heights. Walt also remembers the hard winter of 1947, when he worked from November 15 through March 15 with no days off, 10 hours per day, fighting the ice in and on the flumes.

Early on, many of the hydroelectric full time workers lived at the hydroelectric plants with 4 people assigned to each powerhouse. There were several rooming houses at the site. Walt's dad, Wesley Walker, Sr., was an operator and foreman on the crew at Farad. Walt's family lived in the Farad company housing and Walt's brother was born there. Later, when technology took hold and the plants were automated, Walt moved from operations to, once again, supervising the flume team.



(Above) Left, Walt Walker, and right, Tom Macaulay,
May 2018

Drama Along the Flumes

Over the last 100 years there have been many stories about the flumes.

Around 1958-1959 there were 43 boxes (512' of flume with each box being 12' long) that fell all at once at the Farad flume near the head. There was talk of sabotage but nothing was found. Farad also had issues with boulders falling and damaging the flume. Over a 3 week period they blasted the hill above the flume to reduce the rock fall.

And there was the one person in the 1980s who wanted to ride the top of the flumes on his bike (with his dog), only to fall 35 feet. He lived but not without injuries. His civil suit was dropped when it was pointed out that he was riding beyond the "No Trespassing" signs. Needless to say, fencing and more signs were added.

Hydroelectric Plants Today

The Farad Hydroelectric plant continued operations until a major high flood in 1989 irreparably damaged the diversion dam. Farad has now been closed for over 20 years because of the costs of rebuilding and the low cost of wholesale electricity. However, it can still be seen from Interstate 80.

Today, the Truckee Meadow Water Authority (TMWA) operates 3 hydroelectric plants along the Truckee River: Fleish (1905), Verdi (1911) and Washoe (1904). The operational plant you see first off Interstate 80 coming from Truckee is Fleish. The Fleish hydroelectric plant is the most dramatic.

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Upriver from the operational Fleish Plant (south side of Interstate 80), you can see the flumes leading into a solid granite tunnel. The tunnel was built in 2005 because of the numerous times the flume had been washed out or damaged at the sharp bend of the river. The old flume location is still visible. Just past the tunnel the flume continues. Then, as you enter Nevada, you can see the spillway off the flume before the power plant, which handles the overflow and any unneeded water.



(Above) Spillway off the flume. Photo Courtesy of Kristen Sproat Colley, June 4, 2018.

Verdi and Washoe hydroelectric plants use both flumes and open canals to carry water. All three plants are still providing cheap, reliable electricity to TMWA customers.

Conclusion

The great advantage of hydroelectricity is that it uses a renewable resource and all the water goes back to the river. Flumes were an important part of building the West. In our

next article we will explore the flumes in the lumber industry, and the joy of 'flume riding'.

Learn about the history of Truckee and how important this town has been to the opening of the West. <https://www.truckeehistory.org/>

Mystic Hot Springs

From Interstate 80, take the Farad exit towards Reno and turn right. You can still see the Farad hydroelectric generating station and wood stave pipes (penstocks) which was the 'head' to produce the power to the turbines. The drop is 85 feet, small compared to today's large plants with drops of hundreds of feet. The Farad site was originally Mystic Hot Springs, a spa, where, during cold weather, steam from the hot springs could be seen from the road above the plant.

How to see the flumes

Start at the Floriston exit, 15 miles below Truckee on Interstate 80: First there is a Central Pacific Railroad section house, then the site of the Rocky Run Ice Company. The Truckee River General Electric Company's Farad diversion dam was built in 1899. The dam is visible on the north side of the highway, as is the upper portion of the Farad flume.

Farad Hydroelectricity Plant: 17 miles below Truckee, on the south (right) side of the highway: This is the location of the Farad

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generating station. The flume between the Floriston bridge and Farad is close to the highway. The roof of the forebay house is visible just above the interchange. When you park off the Farad exit you can walk and see the original wood and metal penstocks (pipe to create power to turbines).

Fleish Diversion: About 20 miles below Truckee, built in 1905 by Truckee River General Electric Company: A wide spot alongside Interstate 80 provides a view of the Fleish flume. The dam is out of site from the freeway. The flume continues for two miles along the canyon wall, with one short section of ditch, and is one of the most prominent features of the canyon.

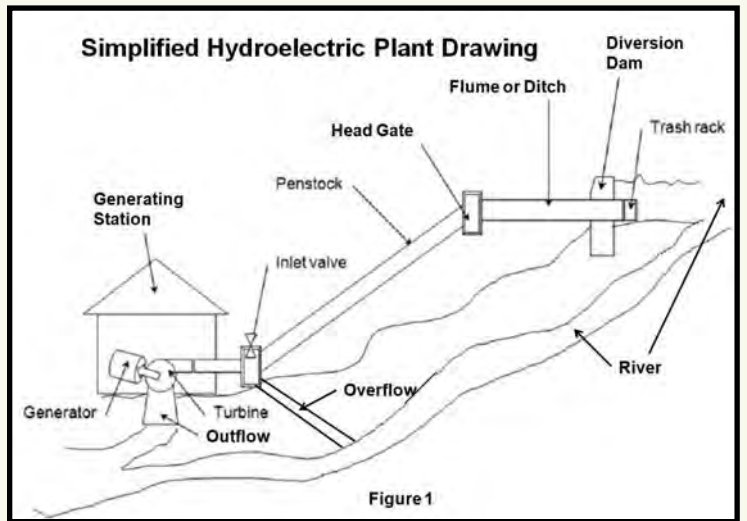
Fleish Power House: Twenty-two miles below Truckee, the Fleish forebay, penstock and power house are visible across the canyon. Two spill-ways can be seen. One is for Fleish, the other for the Steamboat Ditch which takes water from the river a short distance upstream. Fleish was named for the Fleishacker brothers who financed the Truckee River General Electric Company.

Verdi Diversion Dam: 23.5 miles below Truckee, the Verdi diversion dam was built in 1911 by the Truckee River General Electric Company and is easily visible from Interstate 80. Water was supplied to Coldren/Datz/Merrill ditches, Essex Ice Company, Verdi Lumber Co., and the California Sugar and White Pine agency. The generating plant is not visible from Interstate 80 but can be seen with a detour through the town of Verdi.

Summary of Structures

	Farad	Fleish	Verdi	Washoe
Date built	1899	1905	1911	1904
Original KW Capacity	2800	2000	2400	1500
Head (Drop)	85'	120'	96'	88'
Open Ditch	600'	2736'	10,362'	7510'
Flume	8700'	8763'	600'	3300'

(Below) The drawing below may help to orient our readers to the concept of a hydroelectric plant.
 Drawing courtesy of Dave DePuy.



Echoes From The Past Newsletter



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So what is this "QR CODE" or the squirrley-looking black & white icon
Some of you may be familiar with these strange looking icons. The black & white cross-hatched icon represents our new

website at truckeehistory.org. If you have a "smart" phone or iPad with a 'QR Reader,' all you need do is scan your device OVER the icon and you should be directed to our website. And what would one use this for? On any printed material, you could 'scan any QR code' and be taken to their website immediately. In our case, you can go immediately to our truckeehistory.org website and see the **Calendar** for upcoming events.

**Celebrating 50 years
1968 - 2018 !!!**



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Contact me on ways I can volunteer Are you willing to docent at the Old Jail Museum? Yes / No

Areas of Special Interest and/or Comments/Suggestions:

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Founded July 24, 1968 and
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ECHOES FROM THE PAST

PRESIDENT'S CORNER

Dear Members

As I step down from President to Worker Bee, I want to say Thank You for all your support these many years.

The Society has grown and progressed in so many ways but, in all honesty, we couldn't do what we do without your support.

We have partnered with the Truckee Donner Railroad Society to create a new non-profit: The Truckee History-Railroad Museum, and are making progress on creating a fractional walking museum area in the downtown center.

We are in the beginning stages of a partnership with Donner Summit Historical Society and Truckee Donner Railroad Society to present a multi-month event starting in May 2019 to celebrate the 150th Anniversary of the Golden Spike Transcontinental Railroad. Our theme is "It all started because of the train". Our goal is to educate everyone on how important the train was to the development and growth of Truckee and the surrounding areas, and

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**Celebrating 50 years
1968 - 2018 !!!**

to honor everyone who built the railroad and the Town.

Please stay tuned as there will be many events to highlight this major event.

Again, thank you for all your support of the Society.

Respectfully, Chaun Mortier

CALENDAR

Events will be posted online at our website

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Truckee-Donner Historical Society ("TDHS") Board meetings are held on the fourth Thursday of each month at 2:30 p.m. at the Joseph Research Library at 10115 Donner Trail Road, Truckee. Board meetings are open to the public.

Notice to Members

In 2015, the TDHS Board of Directors approved a change in membership renewal to reflect the Society's bi-annual renewal schedule - January or July. For specific details, please visit our website.

We hope you have been continuing to enjoy this quarterly newsletter. We realize that sometimes printed copies are much easier to grab, but we will continue to distribute our Newsletter electronically. As always, the newsletter will be readily available online and accessible on a quarterly basis. If you are a TDHS member, an email will be sent to you advising you of posting.

Editor's Note: This Newsletter is interactive - it is designed to be read *online* and contains links to relevant source material and in many cases, links to larger images for easier viewing.

TDHS does not accept responsibility for the accuracy of the information in these articles. TDHS retains the right to republish submitted material. Please contact TDHS for permission to use any content in this publication.

*Please get involved with your
Truckee-Donner Historical Society (TDHS).
The only way we can offer programs and events is if YOU, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501(c)(3) organization so any and all donations are gratefully appreciated and tax deductible.
Our mailing address is Truckee-Donner Historical Society,
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Echoes From The Past Newsletter

TRUCKEE ROCKING STONE: APPLICATION

10214 High Street (APN 19-090-01-000), located in Truckee, California, encompasses two adjoining structures of historical significance – the Truckee Veterans Memorial Building (TVMB), or more commonly known as the “Veterans Hall”, and the Rocking Stone Tower (“the Tower”). Today, the Stone is enclosed in an open-air metal pavilion structure built to mimic the original design.

Although the 1893 Rocking Stone Tower of wood survived the 1934 fire that totaled the attached McGlashan Mansion, the Donner Party artifacts and the McGlashan Butterfly Collection were removed. The deteriorating wood Rocking Stone Tower was replaced in 1959 with a single story steel canopy constructed by the Miners Foundry in Nevada City (Nevada County Board of Supervisors Meeting Minutes, 1959) using Kaiser Steel). (See photo next column). The canopy has 14 columns and arches that are similar to the design of the McGlashan Rocking Stone Tower. The columns are placed near the original cement foundation.

The Rocking Stone in the Tower is considered to be a geological formation. In a scientific explanation promulgated by John Muir, it was concluded that the Rocking Stone was considered to be a geological formation. Muir concluded that the Rocking Stone was similar to other area geological formations and referred to it as a “glacial wonder”. It has also been referred to as “a glacial erratic”, ice-transported boulders which have been dumped on glacially polished surfaces in high areas”. (Harden, 2004, p. 207). See Figure 1. See Muir’s 1911 book, *My First Summer in the Sierra*, pp. 134-135 and photograph. Compare Yosemite’s “glacial deposit” with our Rocking Stone. (See comparison next column).

TDHS submitted an application for National Historic Status for the TVMB and Rocking Stone Tower which has yet to be approved. We are still actively working on it.

E Clampus Vitus, Chief Truckee Chapter No. 3691, erected a wooden plaque on the Rocking Stone on

July 15, 1967. A replacement bronze plaque was rededicated on July 4, 1977. The text reads:

A natural glacial formation, or the work of an unknown tribe as a form of altar, it's [sic] exact origin will never be known. The perfectly balanced stone until recently would rock at the touch of a finger.

C.F. McGlashan built the original tower in 1895 and used it to display Donner Party relics and his famous butterfly collection. Site of an overnight stop for the Olympic torch in 1960. (Photo below)

In 1894, Troops from Company B who had been assigned to guard the railway tracks through the Truckee area visited the Rocking Stone Tower while off duty. These troops also protected the tracks from strikers affiliated with the Pullman strike in the east.



(Above) Courtesy of the Donner Summit Historical Society's magical MX-1000 rejuvenator machine, our viewers are now able to view the actual name, KAISER STEEL, on the columns in the Rocking Stone Tower.



(Left) Dedication Plaque for the Rocking Stone.

Click on the image to see a larger copy.

UPDATES FROM PRIOR ECHOES ISSUES

Our most recent *Echoes* issue, June 2018, had a lengthy article on Concrete Arrows and Beacons. To our surprise, CNN reported on this same topic in a late July 2018 article, <https://goo.gl/qK1fJr>.

<https://www.cnn.com/travel/article/concrete-arrows-america/index.html>

Also relevant to the Concrete Arrows article, we came across an audio recording of former forestry maintenance manager, **Nelson Stone**, who was also mentioned in a May 21, 1976 *Bonanza & Sierra Sun* article by Jerry Herrmann. We learned from the audio recording that Mr. Stone was hired to maintain the **16 beacon lights** between Auburn and Reno, and that sadly, but necessarily, much of the steel that was used to construct the beacon towers for the airmail routes across America in the 1920s was appropriated for the war effort (World War II). The newspaper reporter wrote that:

Also, two days after Pearl Harbor, the airways mechanic and Stone were notified to get the beacons extinguished immediately. That took the two men two days and two nights to get them out. That was also the first time that Stone had come face to face with a bayonet on the end of a rifle as they went through the railroad tunnels guarded by soldiers.

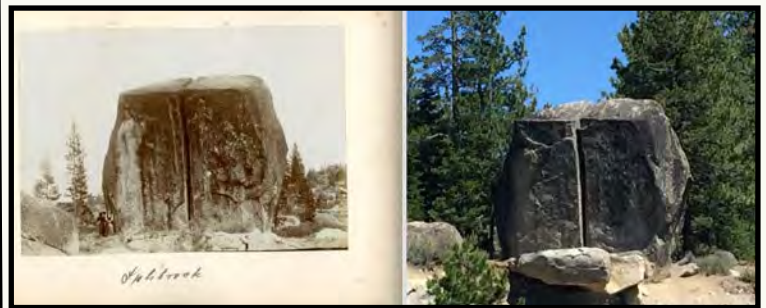
Another of our members, Dave DePuy, discovered this 1955 USGS map which clearly shows an Airway Beacon on Alder Hill - in the Tahoe Donner area. See this map link to explore an excerpt of the area.

History is indeed fascinating!

We also reported that the **Masonic Arch** at the Old Jail Museum is a recent designation as a Nevada County Historical Landmark. To read a review of that successful effort, please see this shortened link, <https://goo.gl/C2yGWY>.

Split Rock Revisited

After seeing an H.K. Gage 1890 photo of the giant Split Rock, several of our TDHS members were fascinated. They wanted to locate it wondering if it still stood. A colleague, Greg Palmer, located it and several of our members trekked out to see it. We located Split Rock beside the train tracks. In the photo on the left, there are two individuals standing to the left of the rock. So you decide: could the train go to Split Rock or did these fine folk walk out there from Truckee?



To see a larger comparison of the two images of Split Rock above, click on the image.

Current google aerial view of the image on the right

To see a larger image of the 1890 photo on the left, click on this link.

40 years ago ... in 1978

We came across a *Sierra Sun* article dated December 29, 1978 titled "1978 at a glance - Growth was big issue; weather caused disasters. See how many of these issues you remember or are aware of.

- * Fierce winds caused a skiing tram disaster which claimed 4 lives at Squaw Valley when a safety cable tore through the cabin of the tram car at 4 pm;
- * Ice on Interstate 80 was blamed for the deaths of four women in an automobile accident;
- * Low Nevada taxes lured many Renoites to the northeast corner of Lake Tahoe; Reno immigrants moved westward because they found property less expensive in Truckee than in Reno;

50 years ago article continues on page 5

Echoes From The Past Newsletter

50 years ago article continued from page 4

- * Sadly, a 16 year old Boy Scout was found dead after becoming separated from his troop while on a weekend outing;
- * Walt Disney had plans for an \$80 million year-round resort at Independence Lake, but those plans were suspended due to an "irresponsible proliferation of delays" on the part of government agencies;
- * Lake growth was limited when then Nevada Governor Mike O'Callaghan put the skids on while an air quality plan was devised to bring the basin into compliance with federal air standards;
- * A gasoline tanker exploded on West River Street April 3 while unloading, causing evacuation of about 100 people on Commercial Row; four nearby storage tanks which held 700 gallons of fuel also exploded during the fire;
- * Four people were killed when their private plane crashed into Lake Tahoe;
- * About 600 acres of timber were burned in an August 24 fire near Polaris Campground, east of Truckee; 17 state and local fire suppression agencies were involved in extinguishing the fire, including the use of two Forest Service aerial bombers; parts of the residential areas of Glenshire Heights and Olympic Heights subdivisions were evacuated, as was the Truckee-Tahoe Airport; trains were also delayed;
- * Two minor earthquakes, a 3.75 and a second 4.25 - 4.5 on the Richter scale, but caused no damage;
- * Juveniles (allegedly) set fire to two historical buildings, the Gatekeeper's Cabin in Tahoe City and Meeks Bay Resort, both of which were totally destroyed; and
- * Districts included in the Tahoe-Truckee Sanitation Agency (TTSA), then only a year old, requested that a sewage treatment facility be expanded by 50 percent; two districts, North Tahoe and Tahoe City Public Utility Districts reached their sewage capacity allotments and implemented building moratoriums.

'GATEWAY CABIN' = THE JOSEPH RESEARCH LIBRARY CABIN

Some of our readers may know that our little library research cabin was formerly part of the Gateway Motel complex. We came across a 1991 letter addressed to then TDHS President Rich Stafford summarizing the history behind the cabin. We thought you might be interested in the origins of our "Joseph Research Library" cabin.

In 1989, a development company set its sights on the property at the junction of Highway 89 and Donner Pass Road in Gateway, west of Truckee, California, for a commercial center. The Gateway Motel complex on that property once served travelers visiting the Truckee area and consisted of 27 peaked-roof cottages. Richard Joseph, after whom our Cabin is named, purchased 310 acres in Gateway from the Union Ice Company in 1935. In 1939, he opened the motel for business. While the Cabins did not meet the significance criteria for inclusion in the National Register of Historic Places at *that* time, which would have required preservation, the Cabin was nonetheless considered to possess design value reflective of the era.

A community effort, including our own Truckee-Donner Historical Society (TDHS) as well as assistance from the Nevada County Historical Society, supported the ultimate preservation and relocation of two of these Gateway Motel buildings, hoping to save at least a sample of the 1930's-era motor court buildings from demolition. The motel office and a larger duplex cabin were donated by the developer. The Truckee-Donner Recreation and Park District (TDRPD) and the Truckee-Donner Public Utility District (TDPUD) donated the site area for the location of the 2 units. Our Joseph Research Library cabin is the "old" Gateway Motel office, and the nearby Gateway cabin is operated by the TDRPD as a restroom facility for nearby Meadow Park.

To read the complete contents of the letter from Archaeological Consultant Susan Lindstrom, see this [link](#).

MAP DONATIONS

The Society has been the fortunate recipient of two incredibly old maps from two separate donors. Courtesy of TDHS member and friend Ron Rettig, in June, 2018, Steve **Corrigan** generously donated the first **map from 1854**. It is titled "Approved & Declared to be THE Official Map of the State of California by an Act of the Legislature, passed March 25th, 1853", compiled by R.A. Eddy, State Surveyor General; published for R.A. Eddy, Marysville, California by J.H. Colton No. 786 Cedar St. New York. Here is a link to a photo of the map. To view the map in its entirety, and to appreciate the dimensions and the cartography that went into making the map, you will have to visit the Joseph Research Library cabin. There are several remarkable key legends that are enlightening: the Census of California taken in 1852, and the key legend indicating "Diggins, Bar, Ferry, Creek and Island" - benchmarks that at that time were definitive area landmarks. Of note is that Pyramid Lake in Nevada is marked as "Pirimide Lake". However, most remarkable about this map is that upon examination, the *entire* Truckee River flows *through* the State of *Nevada*, NOT California. Hmm... and that Lake Tahoe was then Lake Bigler.

Our second map donors, Steve and Marilyn **Disbrow**, generously donated an **1886 Railroad and County Map** of California.

Both of these maps may be viewed at our Joseph Research Library on most Thursdays from 10 a.m. to 2 p.m., or by clicking on the links below. The images in these links are not spectacular, but we hope our readers will get an idea of just how valuable and informative these maps are. Enjoy.

1854 Map

1886 Map

UNLOCKING THE SECRETS OF HISTORY (AND THE BATHROOM DOOR!!)

BY KATIE HOLLEY

Secrets from the past are sometimes locked in people's memories, and sometimes they are not locked up at all, just tucked away in a file drawer awaiting discovery.

Sometimes, being locked away is even more literal.

At the end of a full summer's day of research and office work at the Joseph Research Library at Meadow Park, I was looking forward to going home and letting evening breezes cool my skin while I sat on my back porch. All the other cabin volunteers had left hours before, so at 4:30 p.m. I had been on my own in the building for some time. Preparing to leave, I set my cell phone and keys with my things by the front door. Computers were shut down, blinds closed, lights off, and a quick trip to the bathroom was the last task before heading out. Business completed, my hand gripped our recalcitrant bathroom door knob to turn it in its illogical direction toward the doorjamb, which is the only way to get the mechanism to engage properly. But it didn't engage. I released the knob and tried again, turning the knob again to the left, towards the jamb. Nothing. Turned to the right. No release. Jiggled the knob, turned the button to lock and unlock the mechanism, but nothing changed.

The door was not going open.

I was in an 8-foot square tiled bathroom with no way out. The door mechanism was jammed. The 6-pane window had been painted shut 25 years ago and would not budge. Even had I wanted to destroy the historic window, I still would have had to break through the thick acrylic protective panel on the exterior frame. It was firmly attached with washers and screws every six inches around its 10-foot perimeter.

It was hot in the bathroom. And it had been hot all day in the cabin. I was hot. I was trapped. And my cell phone was neatly placed with my belongings on the

Echoes From The Past Newsletter

History article continued from page 6

other side of the door.

I weighed my options for getting out:

1. Bash through the window. NO.
2. Kick down the door. Hahahahaha. One kick convinced me that that my body's integrity was more important to me and less durable than the door.
3. Wait until my dear husband realized that I had not come home, knowing that he would come to my last known location, would see my car in the parking lot, and would investigate. (There was a concurrent option, namely, praying that one of the Thursday cabin regulars would realize that they had left their coffee thermos behind and would return to get it. This did not happen.)

I considered my advantages:

I had access to water.

I had access to facilities.

The tile floor was cool and refreshing beneath my bare feet.

I lowered myself to the floor (glad it was recently mopped) and considered what I might do until rescue came. I knew that I was not in any danger, I was merely inconvenienced.

I was instantly bored. The Twenty-first Century antidote to boredom, the usually ubiquitous cell phone, was not available. (If it had been, I would have been calling for help, not looking at email.)

I pushed up off the tiles and turned to scowl at the door handle. It did not respond. I considered that a better tactic would be to try to remove the handle. Yes! Surely in our cabin bathroom where we store artifacts and supplies I would find something that could serve as a screwdriver to release the screws on the handle.

A quick glance into the four-drawer metal filing cabinet used for housing artifacts delivered the first possibility: an unused artifact tag with metal ring. I twisted the ring open, but its end was too small and its width too great to fit into the Phillips' head screws. The first aid kit on

the open metal shelves behind me yielded scissors, but the blades were too thick to insert into the screw heads.

I lowered myself again on the (now slightly less cool) tiles in front of the artifact file cabinet, wondering if there could be anything within that I could employ against the lock without causing damage to the artifact. With little optimism, I pulled open the bottom drawer and saw something beautiful: white bedsheets with "Gateway Motel" embroidered in pink thread, identifying the name of the complex of cabins that once filled the area just east of the intersection of Donner Pass Road (then called Highway 40) and State Route 89.¹ My cell of solitary confinement was in one of those very cabins.

I sighed. The lovely but useless linens were not going to help me escape from the bathroom. And yet, seeing that reminder of the first purpose of the cabin in which I was trapped did help me escape from the resignation I felt.

Curious now, my fingers searched below the housekeeping supplies of the Gateway Motel. I gently lifted out a stack of thin, fragile, stapled volumes. Line-drawing cover images of a radio tower with zigzag lines to indicate transmission introduced me to the Meadow Lake Union High School (MLUHS) newsletter of 1934-40: *The Static*.

I relaxed against my wooden prison door, opened the first issue of *The Static* against my upraised knees, and began to read.

Names familiar to Truckee historians filled the pages: Titus, Waters, Gini, Kearney, Cozzalio, Joseph, Bartlett, Giovannoni, Digesti, Saibini² -- some were people whom, in the 10 years since we moved to Truckee, I had met as elderly men and women and who now were here in these pages, vibrant and young, full of energy and humor. People I had only heard or read about became alive, became teenagers who teased their teachers, who had crushes on their classmates, and who wrote essays and stories and poems for their school publication.³ A regular feature in *The Static* was a report on plays and skits

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performed by the high schoolers, such as Karl Kielhoffer and Adolph Schmidt performing in "The Christmas Dinner."⁴

Students at Meadow Lake Union High School came not only from Truckee, but also from neighboring mill towns on the wane such as Boca, Floriston, and Hobart Mills. A few families still lived in these communities although the mills had shut down by 1936.

In Truckee, entrepreneur and early developer Dick Joseph wanted to establish a motor lodge. He was able to purchase the materials from the houses in Hobart Mills that were then standing empty. Jack Wohlert constructed the 27 cabins that became the Gateway Motel using those materials. He created Dick Joseph's cottages by reusing the lumber and doors and windows from the homes of Hobart Mills. *Including my 6-pane window.*

I rose and walked the two steps over to the west-facing window, pausing at the sink to splash water on my overheated face and neck. Although the sun was lower in the sky, the heat on the west side of the building was more intense. Surely someone will come soon, I hoped. What can I do besides wait? How could I alert a passerby, a neighbor, anyone?

Tired, hot, and feeling dulled, I opened another issue of *The Static* and browsed through a column entitled "DOT .-.-. DASHES," which reported on and speculated about every romance amongst the student body. "John Saibini and his henchmen are collecting the notes of the romantic freshmen,"⁵ and "Imagine: Tina Gini without Petey."⁶

I laughed out loud when I realized the gift I had been given. Those youthful long-ago romances had shown me a possible way out!

No longer resigned, I snatched up a small cylindrical can from the shelf of cleaning supplies and began rapping on the window (carefully, as I did not want to break the pane) in the pattern my dad had taught me from his days in the Coast Guard. Three rapid taps: Dot Dot Dot. Three slow taps: Dash Dash Dash. Three rapid taps: Dot Dot

Dot. Morse code for S.O.S.

I continued reading, standing at my post, holding the newsletter in one hand and tapping with the other. The room was hottest next to the window, and a heat rash appeared on my neck and chest. I had not eaten in hours. My energy was flagging, and my enthusiasm for this adventure was waning. Things did not feel as optimistic as they had only an hour or two before.

Dot. Dot. Dot. Dash. Dash. Dash. Dot. Dot. Dot. I tapped, glancing listlessly out the window.

Then a flash of movement! An errant ball from a soccer game at the park brought a player into view. I tapped harder and shouted to get his attention, and relief filled me as he jogged up to the window. He listened to my explanation of my predicament and promised to go for help. Within minutes, friend, neighbor, and TDHS board member Patricia Featherstone had arrived at the cabin, followed shortly after by my dear husband, Michael. It could have been a scene from a skit performed by the Meadow Lake students in 1937: "Enter the Hero!"⁷ Tools at the ready thanks to Patricia, and door off its hinges thanks to Michael, I was at last free after 2 hours and 40 minutes in the sweatbox bathroom.

I was relieved to be out, overjoyed that my tapping had summoned help, glad no longer to be alone in my bathroom prison. Strangely, though, I had not ever felt entirely alone during those hours; I'd had the company of Karl and Adolph, John and Tina and their friends, and had been privileged to time travel right into their engaging young lives.

In the next issue of Echoes I will share more of what I learned in my captivity -- but in those first moments of freedom, my emotions were best summed up by the title of the senior class play of 1939: "Happy Days!"⁸

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Want more history? Go to truckeehistory.org, or visit the Joseph Research Library, 10115 Donner Trail Road, Thursday, 10 am - 2 pm.

Some Students in the 1930s

Lilio Guidi	Dorothy Snider	Bob Bowers
Eva Moro	Bill Otis	Frank Titus
Flori Digesti	Jim Thomas	Kenneth Back
Harry Digesti	Ida Stewart	Mary Pierce
Eloise Everett	Elaine McCallen	Wallace Watkins
Marjorie Everett	Alice Gordon	Margaret Gordon
Dot Barrett	Betty Shone	Mildred Hale
Doug Barrett	Antonette Sala	Pearl Byers
Azad Joseph	Dolly Petroni	Robert Cheller
Yvonne Joseph	Rosie Petroni	Anna Schmidt
Patricia Carson	George Zorich	Hank McLeod
Bud Zorich	Theresa Gordon	Barbara Bolendar
Laura Angelini	Ruth Morre	Leo McLain
Barbara Schortgen	August Sassarini	Frank Giovannoni
Ruth Mae Cozzalio	Butch Sassarini	

Some faculty

Miss Anna Marie Munro, *The Static* advisor

Mr. Hofmann

Miss Marion Lothrop

Mr. Otis

Mr. Bovee

Miss Reynolds

Mr. Angelini

Several high school sites

Meadow Lake Union High School operated from 1901 to 1952. Initially, students met in a spare room at the

grammar school. Enrollment increased significantly when MLUHS received accreditation in 1901, which prompted the School Board to fund construction of a two-story high school located on High Street just west of the site now occupied by the Veterans' Memorial Building. This high school burned down in the early 1930s, and was replaced with a one-story structure. A name change came in 1952 with the construction of the Tahoe-Truckee High School on Donner Pass Road.

Footnotes

¹ The cabin that houses the Joseph Research Library (JRL) was moved from its original location (now home to Safeway and other businesses) to Meadow Park in 1991 during the presidency of Rick Stafford. Photographs of this move are on display at the JRL. TDHS and community volunteers refurbished the cabin for use as a research center.

² Special thanks to Scott Saibini, who donated a collection of issues of *The Static* to TDHS in 2016. Scott's father, John, and his Uncle Ray attended MLUHS while living at Boca.

³ See sidebar for a partial list of student and faculty names that appear in the issues cited.

⁴ *The Static*, 21 January 1938.

⁵ *The Static*, 5 May 1937.

⁶ *The Static*, 19 March 1937.

⁷ *The Static*, 5 May 1937.

⁸ *The Static*, 31 March 1939.

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MARK TWAIN IN TRUCKEE????? ...**By Stephen Harris**

Samuel Clemens was an enthusiastic traveler, as any perusal of his life story will affirm, although some of his travels remain disputed to this day.

Twain arrived in Nevada territory in August 1861 with his brother Orion Clemens, who had been installed as Secretary to the Territorial Governor. After a brief post as a poorly paid 'secretary to the Secretary', Sam determined in this new and wild setting to make a career as a writer.

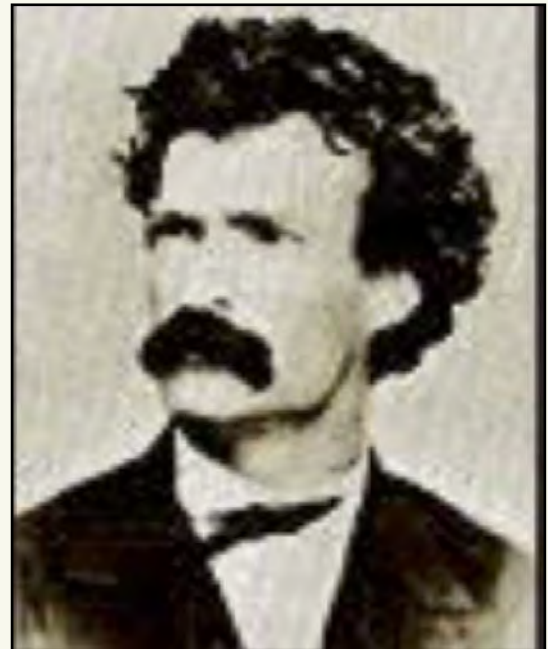
While writing for various local papers under various local aliases, Clemens traveled widely about the northern California-Nevada region, soon securing employment with the Virginia City *Territorial Enterprise*. He eventually gained employment with the *Alta California* as well, having taken up a San Francisco residence in 1864, and traveled fairly regularly between his two new 'home' towns. During this period he adopted the endearing pen name "Mark Twain".

Did Twain ever visit Truckee in his travels?

One would expect that he became familiar with places all along the route between the two cities -- but by which route did he travel? In the stagecoach days of the late 1850s, the Henness Pass route, some 20 miles north of Truckee, was the most often-traveled. It vied with the Johnson Pass route which veered south of Lake Tahoe through Placerville by the early 1860s. Use of the Henness route began to decline, and the more rugged and arduous Donner Pass route, hardly navigable by ox-cart, much less by stage, was used by more frugal and hardy pioneers on foot and horseback. Stories of the fate of the Donner Party may have further discouraged travelers from taking this route. (see D. Barrett, *Sierra Sun*, Nov. 5, 1976)

Given the predominance of the Placerville route in the year of his arrival, we might suppose that Twain never went through Donner Pass at all. Accustomed to the southerly route, he would have had little reason to depart from it. The Donner Pass route, however, was

also the path of the first telegraph from Virginia City into Northern California - important for communications with editors.



April - June 1868 in San Francisco; Carte de visite photograph of Clemens taken at the studio of Bradley and Rulofson, S.F.; Mark Twain papers, The Bancroft Library (CU-MARK).

http://bancroft.berkeley.edu/Exhibits/mtwest/call_sf1868slc.html



(Source: G. Kraus, *High Road to Promontory*)

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(Source: G. Kraus, *High Road to Promontory*)

But by June of 1864, with the completion of the Dutch Flat-Donner Lake Wagon Road, travel by stagecoach was finally expedited over Donner Summit. Many more began to choose that route (at least at the outset), as it was a quicker and cheaper route than through Placerville.

One might propose that Twain passed through Coburn's Station (later Truckee) on stagecoach trips over Donner Pass between Virginia City and San Francisco, 1864-67, before the railroad made the wagon road obsolete. However, biographers to date have not confirmed such an event; documentation has yet to be provided. Twain left the West in the summer of 1868, purportedly never to return. It is therefore conceivable that he never passed through Truckee at all, or even if he did, never stepped out of the coach, walked about, conducted business, or bought a drink.

But in the spring of 1868, after his return to San Francisco from travels as correspondent for the *Alta* in the Near East, a remarkable notice appeared in the *Territorial Enterprise* --

We received the following telegram...last night dated at

Coburn's:

To Joseph T. Goodman per Telegraph Operator
23 April 1868 * Coburn Station, Calif.

"I am doing well. Have crossed one divide without getting robbed anyway. Mark Twain."

Harriet E. Smith, associate editor of Twain's Collected letters, comments: "Clemens had just crossed the Sierra Nevada by way of Donner Pass". She notes:

Goodman printed this telegram on 24 April, and the next day also published the following item: "Mark Twain arrived here at 5 o'clock yesterday morning in good health and without meeting a single footpad on the way. He will lecture at the Opera House on next Monday and Tuesday nights — sure ("Arrived," *Virginia City Territorial Enterprise*, 25 Apr 68, 3).

[Mark Twain's Letters, A Publication of the Mark Twain Project of The Bancroft Library, General Editor, Robert H. Hirst, University of California Press, 1988 p. 211]

Further confirmation of this journey is readily available from his personal correspondence, by which most of his travels during this time can be pieced together. To Mary Mason Fairbanks of Cleveland, Twain wrote in early May:

I have just had the hardest trip over the Sierras. Steamboat to Sacramento (balmy summer weather & the peaches & roses all in bloom)—railway to the summit (snow thirty feet deep & 100 in the drifts)—6-horse sleighs to Donner Lake—mail coaches to Coburn's—railway to Hunter's—stage coaches to Virginia—all in the space of 24 hours. Distance 150 miles.

The journey is further confirmed by this notice, which connects Mark Twain with 'Special Correspondence':

THE CHICAGO REPUBLICAN, May 31, 1868 LETTER FROM MARK TWAIN.

The Summit of the Sierras -- From Flowers to Snow Drifts.

Special Correspondence of the Chicago Republican

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The paper carried this text:

UP AMONG THE CLOUDS

....The other day we left the summer valleys of California in the morning -- left grassy slopes and orchards of cherry, peach and apple in full bloom -- left strawberries and cream and vegetable gardens, and a mild atmosphere that was heavy with the perfume of flowers; and at noon we stood seven thousand feet above the sea, with snow banks more than a hundred feet deep almost within rifle-shot of us...We had been running alongside of perpendicular snow-banks, whose upper edges were much above the cars. At Cisco the snow was twenty or thirty feet deep..... (p. 153)

Twain biographer David Antonucci summarizes the April 23 trip:

Twain boarded the 6:30 am Central Pacific train in Sacramento for the 89-mile ride on the rails to the temporary terminus at Cisco, Calif. at an elevation of 5,923 feet. At Cisco, the rail passengers transferred to sleighs drawn by four horses for the 24-mile trip on the Dutch Flat-Donner Lake Toll Road to Truckee. Sleigh passengers crossed over the summit at Donner Pass, and then descended the eastern escarpment of the Sierra Nevada to follow the northern shore of Donner Lake to Truckee, just east of the lake. ... At Truckee, passengers made yet another transfer, this time to a stagecoach that took them to the Henness Pass Road and eastward into Nevada. (Antonucci, *Fairest Picture, Mark Twain at Lake Tahoe*, Art of Learning Publishing, Lake Tahoe, California (2012) pp. 153-55).

But this is not all. After spending a week or so in northern Nevada, on May 2, 1868, Twain dispatched to the Chicago newspaper and to Mary Fairbanks notice of his intended return trip over the Sierras from Virginia City to San Francisco by the very same route:

I rather dread the trip over the Sierra Nevada tomorrow. Now that you can come nearly all the way from

Sacramento to this city by rail, one would suppose that the journey is pleasant enough, but it is not. It is more irksome than it was before -- more tiresome on account of your being obliged to shift from cars to stages and back again every now and then in the mountains. We used to rattle across all the way by stage, and never mind it at all, save that we had to ride thirty hours without stopping.

(This final remark, "We used to..." **suggests** the possibility of previous journeys through Truckee -- had the Donner route then indeed been taken.)

At any rate, these messages make for indisputable confirmation of Twain's presence in Truckee (Coburn's Station), not once, but twice, in April-May of 1868. Twain traveled not only over the Summit to Coburn Station and Nevada from San Francisco in April of 1868, but traveled back again to Coburn's and San Francisco from Virginia City in early May of 1868. He had thus both departed Coburn's by train and arrived at Coburn's by train within a dozen days.

How long did he tarry on these visits? Probably just a few minutes, given the necessary coordination of stages, sleds, and locomotives --but possibly longer: Antonucci (*op. cit.*) notes that on his eastbound trip,

*Twain has enough time in Truckee to send a telegram to the **Territorial Enterprise**...*

-- and enough time to walk over to the telegraph office and compose and pay for it. Did he have time to pay a visit as well to one of the local taverns? By then, Twain was a drinker, and in 1868 the town was quite well appointed with drinking establishments. In fact, no fewer than 25 saloons were within a few blocks of the railway station. In what kind of conversations might he have engaged? What other brief business might he have conducted? Twain was possibly more familiar with Truckee than commonly believed. Perhaps more evidence of his visits will turn up one day... perhaps even a photograph ... (*Truckee Tribune*, 19 September, 1868).

The snowbound railroad which Twain encountered in April, then seven miles short of reaching Coburn

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Station from the summit, was by mid-June nearly ready for continuous travel over the mountains into Nevada. As author George Kraus relates:

On June 15, 1868, the gap between Cisco and Truckee was finally closed. Three days later the first passenger train eastbound left Sacramento for Reno--a distance of 154 miles--and a reporter for both the *Alta California* in San Francisco and the *Territorial Enterprise* in Virginia City, Nevada was aboard. (***High Road to Promontory, Building the Central Pacific Across the High Sierra***, George Kraus, American West Publishing Company (1969), p. 196.)

Although many dates may be cited as the 'official' naming of Truckee, perhaps the most appropriate would be that memorable day when the very first freight, mail, and passenger train rolled non-stop from Sacramento to Reno on June 18, 1868. Before then, no train had passed *through* the town, meaning that "Coburn's" was still viable as a stagecoach and wagon stop for travelers over Donner Pass, thus meriting its old livery-stable name. From that day onward, the stage line and wagon road became commercially superfluous: nearly everything and everyone traveled by rail.

Historians may quibble over the date of the 'official' naming of Truckee and the completion of the railroad through it, but a far more tantalizing question emerges here:

Was Mark Twain the reporter on that first train through Truckee?

Although Twain's earlier April-May visits are confirmed beyond doubt, confirmation of a June 18 visit by train would be truly historic. The consensus of historical authority maintains that Twain never returned to Nevada after his journey back to San Francisco in early May, 1868. As Antonucci writes:

Following his lectures in Virginia City and Carson City in late April 1868, Mark Twain lingered to visit with old friends. He left Nevada on May 4. Though he vowed to return, he never did. (*op. cit.*, p. 243)

Proof to the contrary would upset existing academic research. Evidence for such a journey, though not conclusive, is nonetheless compelling.

First, consider the implications of Twain's changing travel plans in the months before June 18. From March through June 1868, he had said repeatedly that he intended to sail back to the East Coast. (Twain's *Letters, op. cit.*) In a letter sent from New York to Fairbanks, dated March 10, he writes of his intended return to that city in June: "***Consequently I have packed my trunk this afternoon, & sail for California to-morrow, to return in June.***"¹ [He arrived in S.F. on April 3]

On May 2 he wrote in the *Chicago Republican*:

*"I came very near starting overland to Chicago today, with the Nevada delegates to the convention. But I will wait till June."*²

Then he writes to Elisha Bliss from San Francisco, May 5:

*"I am steadily at work, & shall start east with the completed [manuscript] about the middle of June."*³

On 12 May, also from San Francisco, he writes Frank Fuller: "I go east the 1st of July."⁴

And he writes to Mary Fairbanks from San Francisco, 17 June 1868: "*No, I am not going to Europe yet. . .*"⁵

Then to Elisha Bliss, Jr., he writes from San Francisco, on 5 July 1868:

I waited over, one steamer, in order to lecture & so persecute the public for their lasting benefit & my profit—but I shall surely sail to-morrow, & shall hope to arrive in New York per steamer "Henry Chauncey" about July 28.⁶

Why all the delays?

A clue may be found in a letter to Elisha Bliss, dated 28 May 1868, which ended with the message:

I shall have the MSS finished in twenty days⁷ & shall start east in the steamer of 1st July. If delayed beyond that time I shall go overland. I

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have the [R.R. Co.'s] invitation to do so.

--In other words, if the editor's bracketed annotation is correct, Twain had an offer of *free* train passage eastward as far as the CP railhead! Was he in fact waiting all these weeks for the railroad to be completed into Nevada? In his last letter to Fairbanks, the date 17 June is most significant, for it is the day that the rail line between Sacramento and Reno was finally completed.

Railroad historian Wendell Huffman details the event:

By June 14 the grade between Tunnel 12 and Coldstream was ready for rail, and tracklaying to close the gap between the two segments of the Central Pacific began. The seven miles were rapidly covered, apparently by crews working from both directions, and the final spike securing the connection between Reno and Sacramento was driven at 8:20 P.M. on June 17 ... At 6:30 the following morning, the locomotive Antelope departed Sacramento with a train of one freight car, a baggage car, and three coaches; it ran all the way to Reno, arriving at 8:00 that evening—the first train to run through from Sacramento. The train returned to Sacramento the following day, and thereafter there was regular service between Reno and Sacramento, with the fare established at \$15 and the 154 miles covered in a scheduled nine and one-half hours.

(IRON HORSE ALONG THE TRUCKEE --The Central Pacific Reaches Nevada By Wendell W. Huffman, Nevada Historical Society Quarterly, Vol. 38, No. 1 (Spring, 1995), pp. 19-36).

Kraus (*op. cit.*), directly quoting the reporter, or 'Special Correspondent', from the **Alta**, corroborates the date:

On June 17th, learning that the Pacific Railroad Co. was to run their first through train across the mountains on the following day, we hastened to secure a ticket from the agent and learning that the train was to depart at 6 1/2 am., in the morning, we were on hand early.... The train consisted of one box car well stocked with freight, one baggage car also

well filled with freight and the U.S. mails, and three of the railroad Co.'s new cars just out of the shop.

The article by this special correspondent appeared in the San Francisco newspaper on 20 June 1868 with the title "Across the Sierra Nevadas". Lengthy columns of colorful prose covering the entire journey follow. Yet, no author is identified!

How many reporters were employed by the San Francisco **Alta** at the time? How many by the Virginia City **Enterprise**? How many were employed by **both** newspapers? How many of these were living in San Francisco until June 17 1868? At least one, certainly -- Mark Twain.

Several facts suggest Twain's authorship:

He delayed his sea voyage until weeks after the rails had been laid and he well may have been granted free passage by the railroad company. After his post to Fairbanks on 17 June until 23 June, no letters from him are extant. Can Twain be located anywhere else in the world but in the Sierras on June 18, 1868?

ACROSS THE SIERRA NEVADAS

THE FIRST RAILWAY PASSENGER
TRAIN FROM SACRA-
MENTO OVER THE
MOUNTAINS.

Shovelling a Pathway Through Monster Snow-
Drifts in Midsummer—Description of the
Scenery Along the Route—Incidents of
the Trip—Accomplishment of the Grand-
est Engineering Feat Ever Attempted by
Man—Etc., etc.

FROM THE SPECIAL CORRESPONDENT OF THE ALTA.]

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The timing was right for a June excursion over the summit. He would have traveled again by river from San Francisco to Sacramento on the same steamboat schedule as in April. In fact, much of the article reads like a kind of 'd  j   vu' of his previous dispatches. We can construct many similarities and parallels with the latter account, including a 'Special Correspondent' employed by both San Francisco *Alta* and Virginia City *Enterprise* in June 1868. Additionally, an article just three weeks earlier in his 'Special Correspondence' in the *Chicago Republican* on 31 May, included descriptions of both journeys and mention a warm valley in bloom on a spring morning, followed by deep snow on the summit by mid-day. Several nearly identical descriptive phrases occur in the accounts:

April: "We left grassy slopes and orchards in full bloom"

June: "A few hours since we were among the flowers, ripe fruits and singing birds of the valley."

April: "We stood at seven thousand feet above the sea"

June: "We stand 6,800 feet above the sea". "... are 7,043 feet above the sea."

April: "We had been running alongside of perpendicular snow-banks, whose upper edges were much above the cars."

June: "The snow lies piled in immense banks... and rises in solid banks, with sheer precipitous sides, on either side of the track."

April: "Up Among the Clouds" *June:* "eyrie among the clouds"

Then, similar wording from Twain's famous quote describing his first view of Tahoe in 1862-- "... a noble sheet of blue water lifted six thousand three hundred feet above the level of the sea ... I thought it must surely be the fairest picture the whole earth affords." -- appears twice in the 1868 article:

"Donner Lake, as lovely a sheet of water as is to be found on earth, lies far below us." And-- "... mountains from the southwards, hidden in which lies the loveliest sheet of water on the earth, Lake Tahoe"

--possibly Twain's own 'signature' phrase? Or is it merely the work of an imitator?

Perhaps the best evidence of Twain's authorship is the masterful and elegant prose in which the article is written, bearing all the signs of exceptional literary talent and scholarly knowledge so typical of many of Twain's other works. Let a few passages from the June article speak for themselves:

We have scaled the great Sierra at last, and a 'non plus ultra' might be written on the granite walls of the great tunnel before us. We are 7,043 feet above the sea.

The poet wrote: "He who ascends to mountain tops shall find /The loftiest peaks most clad in clouds and snow..."

The snow lies piled in immense banks above the tunnel, and rises in solid banks, with sheer precipitous sides, on either side of the track. The water pours down in torrents from numberless [sic] crevices and seams in the granite walls and roof of the long, dark, cavernous tunnel...and at last we hear the prolonged whistle of the good locomotive "Antelope", which has drawn us to the summit of the Sierra, ... and the train moves slowly on. The snow-banks come down so close to the track that the eaves of the cars rake them on either side. It is the closest fit imaginable...

And now the train with accelerated speed moves steadily downward towards the valley of the Truckee. The steam is shut off, the brakes put down, and as the eagle sets his wings and floats noiselessly down, down, down, through the realms of air towards the earth from his eyrie among the clouds, we slide swiftly and smoothly down the acclivities of the mountains into the Great Basin of Nevada. Donner Lake, as lovely a sheet of water as is to be found on earth, lies far below us among the pine-clad hills, its bosom unruffled by a breath of breeze, and as blue and calm as the heavens above it.

Now we descend rapidly, on one of the most beautifully smooth roads on the continent, into the romantic valley of the Truckee, whose mountain

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torrent comes rushing and roaring out of the mountains from the southwards, hidden in which lies the loveliest sheet of water on the earth, Lake Tahoe.

As the first passenger train sweeps down the eastern slope of the Sierra, John [Chinaman] comprehending fully the importance of the event, loses his natural appearance of stolidity and indifference, and welcomes with the swinging of his broad-brimmed hat and uncouth shouts, the iron horse and those he brings with him. Well may he shout! ...Nature erected between East and West a barrier such as in other lands "divides countries and makes enemies of nations," ...and John with his patient toil, directed by American energy and backed by American capital, has broken it down at last, and opened over it the grandest highway yet created for the march of commerce and civilization around the globe.⁸

The correspondent then records a prescient observation upon reaching the town itself:

The whistle sounds a long shrill scream, and the train arrives at Truckee Station -- Coburn's, 119 miles from Sacramento and 5,860 feet above the sea.

This passage essentially identifies the name change from Coburn's Station to Truckee along with the simultaneous completion of the summit railroad and the demise of the Donner Pass stage line:

The portion of the trip between this point and Summit Valley had until this day—June 18th—been made by stages. As we pass we see the jaded horses looking wonderingly, and, as it seems to us, joyously at the swift-speeding train; their weary toil through mountain snows and mud is over, and now the stagemen will pull down their stables and pack up their traps, the drivers will "fold up their tents like the Arab," and horses and men will "as silently steal away," to be seen no more here forever.

Elegant prose indeed, certainly suggestive of Mark Twain's pen. But does this narrative, along with the late-hour travel adjustments, the similar phrases and

'déjà vu'-like parallels with his April excursion, provide evidence to make a credible case for Mark Twain as the 'Special Correspondent' for the San Francisco *Alta* on June 18, 1868? Can the case be proven? We may never know—and until we do, reader and writer alike must be left to wonder.



<http://cpr.org/Museum/Locomotives/index.html>

CPRR Diamond Stack Locomotive #29 "Antelope" c. 1867

[4-4-0, built 1867 by Mc Kay & Aldus Iron Works of East Boston, Mass. This engine was chosen by Leland Stanford for the Golden Spike Ceremony but was damaged by logs near Truckee and the "Jupiter" took its place at Promontory Summit.]

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(for Chicago Republican material)

<http://www.twainquotes.com/18680531.html>

For Wendell Huffman article:

http://cpr.org/Museum/Iron_Horse_Along_Truckee.html

For S.F. *Alta* article:

<https://cdnc.ucr.edu/cgi-bin/cdnc?a=d&d=DAC18680620.2.9>

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Footnotes

¹ p. 14 quote Consequently ... from

<http://www.marktwainproject.org/xtf/view?docId=letters/UCCL00200.xml;style=letter;brand=mtp>

² p. 4 quote But I will wait till June <http://www.twainquotes.com/18680531.html>

³ p. 14 quote Bliss middle of June

<http://www.marktwainproject.org/xtf/view?docId=letters/UCCL02731.xml;style=letter;brand=mtp>

⁴ p. 14 1st of July

<http://www.marktwainproject.org/xtf/view?docId=letters/UCCL02782.xml;style=letter;brand=mtp>

⁵ p. 14 not going to Europe yet

<http://www.marktwainproject.org/xtf/view?docId=letters/UCCL02735.xml;style=letter;brand=mtp>

⁶ p. 14 Henry Chauncey

<http://www.marktwainproject.org/xtf/view?docId=letters/UCCL02739.xml;style=letter;brand=mtp>

⁷ p. 15 I shall have the MSS finished

<http://www.marktwainproject.org/xtf/view?docId=letters/UCCL02733.xml;style=letter;brand=mtp>

⁸ p. 15 long quote We have scaled ... <https://cdnc.ucr.edu/cgi-bin/cdnc?a=d&d=DAC18680620.2.9>

(Right) Sample telegram from Mark Twain to Goodman 23 April 1868. "Have crossed one divide without getting robbed anyway."

From the Mark Twain project letters, available at this link.

The opinions expressed in this Twain article are those of the author. TDHS refrains from reaching the same definitive conclusion as has the author, but his arguments are indeed "compelling".

Samuel L. Clemens, aged 32

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To Joseph T. Goodman
per Telegraph Operator
23 April 1868 • Coburn Station, Calif.
(Paraphrase: Virginia City
Territorial Enterprise, 24 Apr 68)

We received the following telegram from him last night dated at Coburn's: "I am doing well. Have crossed one divide without getting robbed anyway. Mark Twain."¹

¹Coburn Station (now Truckee, California) "came into existence when the Central Pacific surveyed the route across the pass in 1863-64"; it was named for the owner of a local saloon (Gudde, 328). Clemens had just crossed the Sierra Nevada by way of Donner Pass, which ostensibly reminded him of the bogus holdup perpetrated on him by Denis McCarthy and Steve Gillis (disguised as highwaymen) while he was crossing a lesser "divide" on his way from Gold Hill to Virginia City in November 1866, toward the end of his first lecture tour (*Roughing It*, chapter 79; *LI*, 366-67 n. 4). Clemens was not amused by this practical joke and had departed Virginia City without forgiving his tormentors. Goodman printed this telegram on 24 April, and the next day also published the following item: "Mark Twain arrived here at 5 o'clock yesterday morning in good health and without meeting a single footpad on the way. He will lecture at the Opera House on next Monday and Tuesday nights—sure" ("Arrived," Virginia City *Territorial Enterprise*, 25 Apr 68, 3).

Echoes From The Past Newsletter



So what is this "QR CODE" or the squirrley-looking black & white icon
Some of you may be familiar with these strange looking icons. The black & white cross-hatched icon represents our new

website at truckeehistory.org. If you have a "smart" phone or iPad with a 'QR Reader,' all you need do is scan your device OVER the icon and you should be directed to our website. And what would one use this for? On any printed material, you could 'scan any QR code' and be taken to their website immediately. In our case, you can go immediately to our truckeehistory.org website and see the **Calendar** for upcoming events.

Truckee-Donner Historical Society
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Contact me on ways I can volunteer Are you willing to docent at the Old Jail Museum? Yes / No

Areas of Special Interest and/or Comments/Suggestions:

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ECHOES FROM THE PAST

PRESIDENT'S CORNER

Dear Members

This month marks a transition of a first and a last. My first message to you as President comes to you in the last issue of *Echoes From the Past* with Heidi Sproat as editor. Beginning in 2013, Heidi created a gem of a quarterly newsletter, mining the research files and the minds of our researchers for quality historical articles. During her tenure, Heidi published serious pieces of historical research, news regarding activities of the Society, and some funny stories, all reported with professionalism and documented references. Heidi cheerfully communicated well that she wanted not only ideas, but written articles! Many of us tried to oblige. Heidi continues as a vital, active member of the society, continuing her work with digitizing photographic images and making them available on our website.

The Board Members of the Society each deserve their own words of praise:

Our Immediate Past President, Chaun Mortier, served the Society as President for six hard-working years. I am grateful for her example of leadership and initiative as our President. Hers will be a hard act to follow. Luckily for me, she will continue to serve on the Board as Immediate

DECEMBER 2018 ISSUE 4 VOLUME LII

Celebrating 50 years
1968 - 2018 !!!

Past President and as Corresponding Secretary. The Corresponding Secretary position entails fielding and directing the numerous emails we receive containing research or photograph requests. It seems a bit like being a 911 dispatcher, so I expect that Chaun will feel right at home in her new position.

Presidents' message continues on page 21

CALENDAR

Events will be posted online at our website

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Collections Committee,
[Chaun Mortier](#)

Membership
 Patricia Featherstone

*Echoes From The Past, Newsletter Editor /
 Webmaster* [Heidi Sprout](#)

Notice to Members

In 2015, the TDHS Board of Directors approved a change in membership renewal to reflect the Society's bi-annual renewal schedule - January or July. For specific details, please visit our website.

TDHS Board of Directors will again be amending our Membership renewal schedule in 2019.

We hope you have been continuing to enjoy this quarterly newsletter. We realize that sometimes printed copies are much easier to grab, but we will continue to distribute our Newsletter electronically. As always, the newsletter will be readily available online and accessible on a quarterly basis. If you are a TDHS member, an email will be sent to you advising you of posting.

Editor's Note: This Newsletter is interactive - it is designed to be read *online* and contains links to relevant source material and in many cases, links to larger images for easier viewing.

TDHS does not accept responsibility for the accuracy of the information in these articles. TDHS retains the right to republish submitted material. Please contact TDHS for permission to use any content in this publication.

Truckee-Donner Historical Society ("TDHS") Board meetings are held on the fourth Thursday of each month at 2:30 p.m. at the Joseph Research Library at 10115 Donner Trail Road, Truckee.

*Please get involved with your
 Truckee-Donner Historical Society (TDHS).
 The only way we can offer programs and events is if YOU, as a volunteer, step up and get involved. TDHS is an all-volunteer, 501(c)(3) organization so any and all donations are gratefully appreciated and tax deductible.
 Our mailing address is Truckee-Donner Historical Society,
 P.O. Box 893, Truckee, CA 96160.*

Echoes From The Past Newsletter

Kudos Heidi - and Thank You

By Patricia Featherstone

After five years as Editor of "*Echoes from the Past*", Heidi Sproat is stepping down. Although we will all miss her magical touch with the Newsletter, we appreciate that five years is a long editorial tenure.

Under Heidi's stewardship, "*Echoes*" has always been published in a timely way despite the Editor having to often remind, sometimes cajole, and occasionally even harangue the writers who had promised articles. As copy editor, I know just how hard Heidi has worked on these quarterly publications. Every three months I'd receive a draft to take home to proof read. Red pen in hand, (yes, red pen, for contrast you understand), I'd set to work.

After proof reading, Heidi and I would sit down together so she could input the changes we agreed should be made. It was always an enjoyable process. Some things made us laugh, for example: "Francis Bacon was a frier", and "more information can be found on the butterfly's' back sides". Some things made us groan: were we the only people who understood apostrophes? But mostly, we were impressed by the many interesting and well written articles submitted by our members.

Heidi herself is an excellent writer and proof reader, and is very skilled at converting submitted text to a Newsletter that is attractive, well formatted, and most importantly, fascinating to read.

It is very likely that "*Echoes from the Past*" will be different when the new editor takes the reins. This will be a good thing. A new format, if there is one, would reengage our members with the news of the Society's activities and reported research.

So, Heidi, thank you, thank you, thank you. (And on a personal note, it's always been great fun.)

And finally: while Heidi will no longer be the Newsletter's editor, you'll be pleased to know that she will continue as Webmaster.

Passing the Torch

As this will be my last issue as Editor of Truckee-Donner Historical Society's quarterly newsletter, *Echoes From the Past*, I wanted first to express my sincere appreciation to my colleagues. Were it not for their inquisitiveness and information challenges, many of the articles you've read through the past 20 issues would not have developed into actual pieces. So, my colleagues, especially Ron Rettig, thank you. And for my proofreading queen, a most emphatic thank you, Patricia Featherstone.

As for the challenging part, I have thoroughly enjoyed my time as Editor because it bestowed on me a responsibility to get it right the first time. Bitten by the historical bug helps, but it doesn't write and arrange articles. Researching a topic takes time, patience, and sometimes a fortitude to question and investigate just beyond what you think happened. Remember, we try to write about historical events that relate to the greater Truckee area. However, trying to research some topics is indeed challenging because of the lack of access of certain knowledge bases. On the other hand, we have been inordinately blessed with the recent addition of the early *Truckee Republican* newspaper issues from 1874 – 1923 on the California Digital Newspaper Collection site. This site has proved to be an invaluable resource. Google Books and some recent additions to the Internet Archive have also been very helpful.

The past five years have flown by and I have gained innumerable insights into the ice industry (March 2014), Truckee Lumber Company archival records (March 2017), Truckee earthquakes (September 2015), the 1960 Donner Ridge Fire (December 2015), Truckee Veterans Memorial Building application (September and December 2017), the schooner **TRUCKEE**'s 1897 demise (December 2015 and December 2017), concrete arrows and beacons (June 2018), and many more inviting subjects. If you haven't had a chance to see the articles, I invite you to pick just one and enjoy. You may find our past *Echoes* issues at this link.

I wish my successor to have as much fun as I have had, and continue to grow and learn about Truckee's fascinating history.

Respectfully, Heidi Sproat

Echoes From The Past Newsletter

Donner Party Spinoffs**By Barbara Czerwinski**

In preparation for submission to the California National Historical Landmark Commission via the form NPS 10-900 for historical landmark status of the Truckee Veterans Memorial Building (TVMB) and the Rocking Stone Tower (RST), Barbara Czerwinski and Heidi Sproat prepared a comprehensive list of **OTHER** references to the "*Donner*" name and any relationships attributed to the group over time. This list is itemized below. Please be aware that this list accompanied our initial submission to the Landmark Commission for landmark status, but we were advised to remove this section as it was "not-relevant" to the TVMB and RST. So, we include this information here for your reading pleasure.

Guide (discovered to date):

BGN = U.S. Board on Geographic Names
<http://geonames.usgs.gov/>

CHL = California Historical Landmarks

CPI = California Point of Interest

DMSP = Donner Memorial State Park, Truckee, CA

ECT = E Clampus Vitus Chief Truckee Chapter No.3691 Landmarks

EMC = E Clampus Vitus Meadow Lake/Henness Pass Chapter No. 10 Landmarks

NCHLC = Nevada County Historical Landmarks Commission

NEV = Nevada County Historical Points of Interest

NGW = Native Sons and Daughters of the Golden West

NHL = National Historic Landmarks

NHS = Nevada County Historical Society Landmarks

NRHP = National Register of Historic Places

TDHS = Truckee-Donner Historical Society

TDRPD = Truckee Donner Recreation & Park District

Categories:

Anthropological Studies

Archaeological Studies/Research

Cemeteries & Burial Sites

Collections

Landmarks

Notable Events

Notable Places

Patents

School or other buildings named

Settlements & Settlers

Trails

Websites

Other sources - World Cat or Google Books for the plethora of books and audio visual materials with "Donner" in the title. -

Anthropological Studies or Archaeological Studies/Research

The Donner Party tragic saga has inspired both legend and scholarship ever since the survivors were rescued from the Sierra largely credited to McGlashan reporting the survivors' stories. Google Search done using "anthropological archaeological studies donner party" found reports as recent as 2018.

+ Original Manuscripts by date with supporting newspaper articles in the TDHS Donner Party files. Many local Truckee residents did volunteer work on these studies.

Studies by date:

+Hardesty, Donald L. (1985, June 1). *Archaeology of the Donner Party Tragedy: The Murphy's Cabin Site*. Reno, NV: University of Nevada at Reno. Final report submitted to National Geographic Society, Grant 2814-84

+Lindstrom, Susan G. (1986, February). *An archaeologically and historically based rendition of*

Echoes From The Past Newsletter

Donner Spinoffs article continued from page 4

the Murphy Cabin: Donner Memorial State Park. Truckee, CA: Author. Prepared for Tahoe Sierra State Parks Association and Donner Memorial State Park.

+Lindstrom, Susan G. (1987, August 24). **An historical overview of Donner Memorial State Historic Park.** Truckee, CA: Author. Prepared for State of California Department of Parks and Recreation Cultural Heritage Section, Sacramento.

Grayson, Donald K. (1990, Autumn). **Donner Party deaths: a demographic assessment.** *Journal of Anthropological Research*, 46 (3), 223-242. <http://history.msu.edu/hst321/files/2010/07/grayson.pdf>

+Hardesty, Donald L. and Lindstrom, Susan (1990, December 31). **Archaeology of the Donner Family Camp.** Reno, NV: University of Nevada at Reno. Report prepared for the Tahoe National Forest, USDA Forest Service, Nevada City, California in fulfillment of Participant Agreement No.630154

McCurdy, Stephen A. (1994). **Epidemiology of disaster-The Donner Party (1846-1847).** *Western Journal of Medicine*, 160:338-342. <https://bit.ly/2rkB4r7>

Hardesty, Donald L. Hardesty, Donald L. (1997). **The archaeology of the Donner Party.** Reno, NV: University of Nevada Press. ISBN 0-87417-290-X

Osanna, Dan and Fitzgerald, Rick (2008). **High Sierra Crossing Museum Archaeological Survey.** http://www.parks.ca.gov/?page_id=24351 Accessed November 27, 2016

Bloomer, William and Jaffke, Denise (2009). **A high Sierra nexus: hot obsidian data from Donner Memorial State Park.** *Papers on Northern California Archaeology, Society for California Archaeology*, Volume 21, 2009, pp. 109-115.

Brown, Daniel James (2010). **The indifferent stars above: the harrowing saga of a Donner Party.** NY: Harper Collins Publishers. ISBN 978-0-06-134811-2

Robbins, Gwen (2010) published a study about the Donner Party that was quickly retracted as not being VALID. See May 11, 2010 *Truckee Times* article by Frank X. Mullen, Jr. fmullen@rgj.com, "Researcher: Donner Party did resort to cannibalizing the dead." (Mr. Mullen is an expert on the Donner Party.)

Dixon, Kelly J., Schablitsky, Julie M., and Novak, Shannon A (Editors) (2011). **An archaeology of desperation: exploring the Donner Party's Alder Creek Camp.** Norman, OK: University of Oklahoma Press. ISBN 978-0-8061-4210-4 Notes: Book available in the Truckee Public Library, 979.437 ARC (Archaeology). File has a spinoff article from the *New Yorker* <https://bit.ly/2Ujr4M7> . Goodyear, Dana (2006). *American Chronicles: What happened at Alder Creek? Excavating the Donner Party.*

Grayson, Donald K. (2018). **Sex & death on the Western Emigrant Trail: a biology of three American tragedies.** Salt Lake City, UT: University of Utah Press. ISBN 9781607816010

Other Academic Venues

Adult Continuing Education Courses/Seminars

Degrees in Anthropology & Courses

Institute for Canine Forensics, John Grebenkemper, PhD

Society for Historical Archaeology

University Anthology Departments

Cemeteries & Burial Sites

Sierra Mountain Cemetery, ECT, 2001, McGlashan Section is a final resting place of four generations, Truckee, CA

Grave of Elitha Cumi Donner Wilder, CHL No.719, 12-02-1959, Elk Grove (Sacramento County), CA (Donner Party survivor). Also, the Elitha Donner Elementary School, a California Distinguished School, is located in Elk Grove, CA.

Donner Spinoffs article continued on page 6

¹ Any web links that contain **bit.ly** or **goo.gl** are shortened links for the reader's convenience.

Echoes From The Past Newsletter

Donner Spinoffs article continued from page 5

Collections

Charles Fayette McGlashan Butterfly Collection

www.tdrpd.org/home

<http://butterfly.ucdavis.edu/sites/donner>

<http://wolfweb.unr.edu/homepage/dcurtis/truckee/sh.html>

Charles Fayette McGlashan Papers, 1847-1931

www.oac.edlib.org

www.cdn.calisphere.org (Bancroft Library, University of California Berkeley)

Cultural Arts

Cultural Arts as spin-offs from the Donner Party 1846-47 experiences. The Donner Party was the most famous tragedy in Western Migration history.

Defined as ...expressions of creativity within a group of people.

Specific classifications follow:

Art Works/Paintings

Lawrence & Houseworth, 1866 stereograph view from foot of **Donner Lake, Nevada County** original print by Madelin Bohannon

George Mathis (1909-1977), **Emigrant train above Donner Lake** (four oxen pulling covered wagons with teamsters over Roller Pass). Notes: A print copy from the Joseph Collection hangs in the TDHS Joseph Research Library. Also, another Mathis George **emigrant train above Donner Lake** print at Donner Summit Historical Society Museum, Soda Springs, CA

Albert Bierstadt (1830-1902) **Donner Lake from the Summit** (1873); Notes: **The Donner Summit Heirloom**, Donner Summit Historical Society, March 2012, issue #43. Hendricks, Gordon (1973). **Albert Bierstadt: Painter of the American West**. New York: Harry A. Abrams, Inc., in association with the Amon Center Museum of Western Art. ISBN 0-8109-0151-X. An oversized book, donated to TDHS by Chaun Owens-Mortier, April 6, 2017. Has one of the earliest known pictures of Donner Lake.

Opening of Emigrant Trail Museum in 1962, Four oil paintings by eastern artist **Robert Lebron** commissioned by Don Johnson, a Ventura engineer, who himself visualized and described in detail to Lebron (McGlashan, N. 1982, **Sierra Heritage**). As of February 2018, paintings are in a climatized storage room of the Old Emigrant Trail Museum that was decommissioned in 2015.

Films/Movies (selected)

1960, KCRA Sacramento, **Black Harvest**, a documentary produced by Stan Atkinson; <https://goo.gl/Zp23ZE>

1991, **On the Trail of Tragedy: The Excavation of the Donner Party Site**, produced by Tahoe National Forest, USDA, Pacific Southwest Region, a Youtube video. Note: one of the original metal detectors used in the 1991 excavation was recently donated to TDHS by Arlene Amodei, one of the metal detector operators on the dig.

1992, **The Donner Party**: a documentary film written and directed by Ric Burns

1995, **Tamsen Donner: a woman's journey**. Tamsen Donner Film Project, Julie Ince Thompson, choreographer and performing artist, 58 Shepard Street, Cambridge, MA 02138. August 16, 1996 solo dance-theatre performance by Julie Ince Thompson, main tent, California Trail Days Donner Party Sesquicentennial, DMSP, Truckee, CA

2006, **Desperate Dreamers, The Story of the Donner Company of 1846**. Written by William N. Lindemann. California State Parks. http://www.parks.ca.gov/pages/503/files/Desperate_Dreamers_DonnerSP.pdf

2016, **The Hunger**, a new movie about the Donner Party with a walking dead twist

2017, a short movie based on the stage production of the **Donner Party: The Musical**, https://www.imdb.com/title/tt2993250/?ref_=fn_al_tt_1

2018, October, Truckee residents Greg Zirbel and Greg Palmer star in **Ghostober**, Haunted Road Trips, Travel Channel, an 8 minute story: <https://www.travelchannel.com/search/ghostober->

Echoes From The Past Newsletter

Donner Spinoffs continued from page 6

Folk Art

Nevada County Bicentennial Quilt, 42 squares of Nevada County history including the Donner Party and Donner Lake by the Scotch Broom in Nevada City, endorsed by the County Bicentennial Commission Quilters of Nevada County. The quilt was displayed in the DMSP "museum building" in July 1976. Today, the quilt hangs under a plexi-glass cover in the Nevada County Administrative Center Lobby, 950 Maidu Avenue, Nevada City, CA 95959.

Music (Songs)

Blair, Richard (2014). **The Streets of Truckee** ("Mr. McGlashan and the Donner Party"). Truckee, CA.

Fara, Frank (1974). **Donner Pass** (words and music). Hollywood, CA: Althouse Music Corp. © copyright, 1974, Frank Fara, Los Angeles, CA ; Note: License Agreement January 16, 1976 with the Truckee-Donner Historical Society. Sung at the June 6, 2018 DMSP Pioneer Monument Centennial celebration by the **Truckee Mountain Belles** choir group.

Gardner, Joe (1947). **The Old Donner Trail** (dedicated to the inspired and able leadership of the officials of the Nevada-California Old Donner Trail Association). Words by Joe Gardner, music by Marcella Williams. Published by Joe Gardner, Box 111, Truckee, CA, registered U.S. Copyright Office 1947, all rights reserved; Note: TDHS has an autographed copy. Presented at the 1946 DMSP Donner Party Centennial.

Leslie, Eileen M. (1952). **Song of the High Sierras**(sic), found in Kellenberger, Ferne S. (1952, Fall Travel Issue). **The Donner Pass-in the high Sierras** (sic), **The Highway Traveler**, pp 49-50.

Osborn, Alice (2018, Nov.). **Stepping into paradise**, song about the Donner Party. <Reverbnatin.com> (personal correspondence with the Donner Summit and Truckee-Donner Historical Societies). alice@aliceosborn.com, 9660-138 Falls of Neuse #294, Raleigh, NC 27615

Music Camp

Donner Mine Music Camp, founded in 1989, located on the Emigrant Trail used by the Donner Party Rescue Parties and 1900 site of 'A' Quartz Mining Claim, later to become the Zeibright Gold Mine. The Camp's purpose is to offer a summer week that encourages and stimulates interest and growth in young musicians. DMMC serves campers from the ages of 10-18 years old. <https://www.dmmc.org>

Photographic Collections

California Statewide Museum Collection Center, 4940 Lang Avenue, McClellan, CA 95652, 916-263-0805 email: SMCC.info@parks.ca.gov Notes: California's largest collection of artifacts, archival documents, and photographs.

Chico State University, Chico Digital Collection-Truckee, Donner Summit Area - Research only <http://archives.csuchico.edu>

Donner Summit Historical Society, Soda Springs, CA

Truckee-Donner Historical Society, John Corbett's Historic Photo Album

Waldroup, Heather (2014). "Hard To Reach: Anne Brigman, Mountaineering And Modernity In California" *Modernism/modernity* vol. 21 issue 2 pp.447-466. Open Access Journal. Version of Record Available From (www.muse.jhu.edu) Notes: Anne Brigman, modern photography in the Sierra Nevada are in permanent collections of the Oakland Museum, Eastman Kodak Museum and New York Art Museum. September 29, 2018 through January 27, 2019 the Nevada Museum of Art, Reno, has **Anne Brigman: A visionary in modern photography** exhibit. On the second Saturday of the month free admission for the day is offered. <https://www.nevadaart.org/art/exhibitions/anne-w-brigman/>

Donner Spinoffs article continues on page 8

Echoes From The Past Newsletter

Donner Spinoffs continued from page 7

Plays/Musicals

Donner (1970) by Robert Murray

The Donner Party (1972) based on the book by George Kethley, Book of Poetry

Mortal Decisions - a diary of the Donner Party, by Stu Richel, performed 1994, Reno Little Theatre

Devour the Snow, by Abe Polsky (1980), a play in two acts. 9780822203049. Notes: Adapted from **Anne Frank: The Diary of a Young Girl**, edited by Otto Frank. Winner of the 1956 Pulitzer Prize, Tony Award, Critics Circle Award, and virtually every other coveted prize of the theatre.

The Donner Party: a new American Musical, book and music by Eric Rockwell, and book and lyrics by Margaret Rose, world premier May 2017 Sacramento, CA. <https://bit.ly/2DXeLiP> ;

McGlashan, M. Nona (1980). **Tamsen** (a play). Auburn, CA: Author © 1980, Library of Congress Number 209-452 Notes: A one-hour, three-act play based on the choice that Tamsen Donner had to make in the final days of the Donner Party tragedy. Copy on file at the TDHS Joseph Research Library in the Donner Party/Emigrant section.

The First Wagons over the Sierra, August 16, 1996 performance at the California Trail Days Donner Party Sesquicentennial, DMSP, Truckee, CA.

The Children of the Donner Party, adapted from **Pioneer Children on the Journey West** by Dr. Emmy Werner, August 16, 1996 performance at the California Trail Days Donner Party Sesquicentennial, DMSP, Truckee, CA.

Stained Glass

Dona, Francesco (1985-1986). **The Donner Party State Memorial Proposal**. Murano-Venezia, Italy. Notes: The covering with smalti and golds for artistic decorative byzantine and modern monumental mosaics - the

composition with mosaics of the Donner Party State Memorial. Descendants of the James Reed family visited the artist in Italy for approval. Drawings and various governmental agencies reviews were provided. Bottom line was no funding or land site available for such a structure.

Websites

Daniel M. Rosen ©1996-2018
www.donnerpartydiary.com

History of Sangamon County, Illinois, Donner Party: Emigrant tragedy

<http://sangamoncountyhistory.org/wp/?p=63>

New light on the Donner Party by Kristin Johnson
<http://www.utahcrossroads.org>

Landmarks

Donner Camp Site NHL 61, 1929 (NGW 29A/NHS 60/ECM 60) (where the Donner Party Camp site tree stumps were threatened when a 1960 fire swept through the area. US Federal (?) employees removed the tree remains in the mid 1960s and then donated them to the California Donner Memorial State Park.) Tahoe National Forest, Truckee, CA

Donner Monument or Pioneer Monument (CHL No.134, 01-31-1934), Truckee (Nevada County), CA, (McGlashan donated the land and was a keynote speaker for the 1918 dedication ceremony.) Along the Nature Trail is the site of the Murphy Cabin. There you will find a large stone against which the Murphy family's 1846 cabin was erected. That stone contains a plaque with the names of all of the Donner Party members. Donner Camp plaque, NRHP #66000218. DMSP, Truckee, CA.

Donner Party Camp at Alder Creek Valley, ECT 96, 1996, Tahoe National Forest, Truckee, CA

Donner Party-Graves Cabin Site, NGW, 1919 and White Cross, TDHS, 2010, Truckee, CA (A memorial cross honoring the victims and survivors of the emigrant Donner Party of 1846-47 has stood in

Echoes From The Past Newsletter

Donner Spinoff article continues from page 8

Truckee since 1887, when the first cross marked the site of the cabin used by the Graves and Reed families during that infamous winter. The cross has since been moved to its present location on Donner Pass Road when Interstate 80 was constructed. It remains there today.)

Donner Summit Bridge Donner Lake, (Nevada County), CA (Overlooks site of the 1846-47 Donner Camps, and by McGlashan Point (BGN, 1986) (photo of dedication plaque) and George R. Stewart Peak (BGN, 1984). (McGlashan wrote the first book (1879) about the Donner Party. McGlashan's point is less than a half mile to the southeast. Stewart based his 1960 book, *Ordeal by hunger: the story of the Donner Party*, on McGlashan's work). The Lincoln Highway Association placed a monument depicting Travel Modes over Donner Summit. In 1986, the TDHS provided a dedication program for the McGlashan Point Plaque named in his memory by the "people of Truckee." Two members of the McGlashan family were presenters. The Stewart Peak does not have a plaque. In 2016, the Donner Summit Historical Society placed an interpretive sign at the trail base at the start of Pacific Crest Trail on the north side of Donner Pass Road (across from the old Sugar Bowl Academy). One needs to be a mountain goat to reach Stewart Peak. Donner Peak (elevation 7989 ft.), Placer County, is immediately south of the bridge and named for the Donner Party (James, George Wharton, *The Lake of the Sky* (1915), and does not have a marker.

Emigrant Trail on Coldstream Road, NGW 29C, September 14, 1929. It was here that the Donner Party missed the trail owing to the early snow, resulting in the tragedy. DMSP, Truckee, CA (McGlashan attended the 1929 dedication.)

Emigrant Trail in the Pioneer Days of California. The trail turned west at this point, NGW 29D, September 14, 1929, Truckee, CA, re-dedicated November 2014 (McGlashan attended the 1929 dedication.)

First Permanent Emigrant Trail Marker, TDHS and ECT, 2014, Truckee, CA, Newell, Oliver (1997). *Tail of the elephant: the emigrant experience on the Truckee Route of the California Trail 1844-1852*, page 131. Weddell and

McGlashan cited for Alder Creek trail to Donner Park Camp site identification.

Hooligan Rock, ECT 97, 1997, Truckee, CA (McGlashan used rocks from this site to build the 1906 retaining wall around the McGlashan Mansion, McGlashan (1977) and NCHLC (2010) p. 43.)

Rocking Stone, ECT 3/14, 1967; re-dedicated 1977, Truckee, CA

Sierra Sun-Bonanza (newspaper), ECT 9, 1973, Truckee, CA

Schallenberger Cabin Site, NEV 95-01, NCHL, August 8, 1995. The Cabin later provided shelter for the Donner Party Breen Family 1846-1847. DMSP, Truckee, CA

Tamsen & Elizabeth Donner, ECT 96, 1996, Tahoe National Forest, Truckee, CA

Western America Skisport Museum NEV 03, 1973, NCHLC and the Auburn Ski Club, Boreal Ridge Road, Truckee, CA.

Notable Events

C.F. McGlashan named to the California Newspaper Hall of Fame in 1968,

https://cal-press.wildapricot.org/hall-of-fame_cf-mcglashan
Accessed November 27, 2016

Notable Places (Selected)

Donner-Houghton House (NRHP No. 2158, 01-24-2002), San Jose (Santa Clara County), CA, removed July 7, 2013.

McGlashan Street, Sacramento, CA

Donner Lofts, San Jose, built on the site of the Donner-Houghton House in 2016.

Donner Pass Road, Truckee, CA

Donner Trail Road, Truckee, CA

Donner Spinoffs article continues on page 10

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Donner Spinoffs article continued from page 9

McGlashan Patents - 9 listed in detail

Guiding Balloons, Patent # 152,145 (filed April 15, 1874); Google Books link; Patent Office link; patented June 16, 1874; <https://bit.ly/2Dfosdy>¹

Railway Balloon and Electric Tramway and Truck, Patent # 247571, patented Sept. 27, 1881; <https://bit.ly/2QIGmli>

Railway Train Telegraph, Patent # 261370, patented July 18, 1882; <https://bit.ly/2DgifOz> ; McGlashan, C.F. (1882). (See Note below, this column.)

McGlashan's Train Telegraph: a certain method of preventing railroad collisions. Berkeley, CA: University of California, Bancroft Library, Charles Fayette McGlashan Papers, 1847-1931(p F855.7 M117).

Ice Palace, Patent # 565,175, patented Aug. 4, 1896; Patent Office link; <https://bit.ly/2NrPJOY>; <https://www.google.ch/patents/US565175> Accessed November 27, 2016; <https://www.pat2pdf.org/patents/pat0565175.pdf>

Snow shed construction, Patent US # 620,244, patented Feb. 28, 1899; <https://bit.ly/2QLlMAX>

Catapult for Throwing Projectiles, Patent # 629044, patented July 18, 1899; <https://bit.ly/2Dfj2PS>;

Spreading board for entomological specimens, Patent US #1172816, patented Feb. 22, 1916; <https://bit.ly/2QHRNjv>

Bird Lure, Patent # 1749497, patented March 4, 1930; <https://bit.ly/2pucmDX>

And at least 8 more patents for bird related feeders, lures, etc.

Note: See also this screenshot, from Preface to Donner Party book; patents by Charles Fayette McGlashan

Military

U.S.S. DONNER (LSD-20) was a Casa Grande-Class dock landing ship of the United States Navy, named for the

Sierra Nevada Donner Pass, where the Donner Party became snowbound in the winter of 1846-47. Launched 6 April 1945 and decommissioned 23 December 1970. March 2005 scrapped at the All Star Medals, Brownsville, TX. www.hullnumber.com/LSD-20 Accessed April 4, 2017, www.usssdonner.com.

School or other buildings named

Donner Trail Elementary 52755 Donner Pass Road, Kingvale, CA 95728

Settlements & Settlers

Marysville, California

Mary Aaron Museum, Marysville, CA. In this house, one of the early residences of Marysville, are a rosary, a tiny brocade coin purse, and an oval framed picture of the sad calm face of Mary (Murphy) Covillaud, one of the few survivors of the ill-fated Donner Party. (Sherr, Lynn and Kazickas, Jurate (1994). **Susan B. Anthony slept here**. NY: Times Books-Random House. ISBN 0-8129-2223-9)

In the fall of 1842, John A. Sutter leased the land that would later become the City of Marysville to Theodore Cordua. Cordua raised livestock on the land and in 1843 built a home and trading post. In 1844, Cordua obtained an additional seven leagues of land from the Mexican Government, adjacent to that leased from Sutter. Charles Covillaud, a former employee of Cordua, struck it rich in the gold fields and returned to buy one half of the Cordua Ranch in 1848. The other half was purchased by Michael C. Nye and William Foster in January of 1849. Nye and Foster, brothers-in-law to Covillaud's new wife Mary, then sold their interest to Covillaud. In October of that same year, Covillaud sold three-fourths of the ranch to Jose Ramirez, John Sampson and Theodore Sicard. During the Gold Rush, the ranch became a point of debarkation for riverboats from San Francisco and Sacramento filled with miners on their way to the dig sites. Due to this influx, in 1850, the four partners (Covillaud, Ramirez, Sampson, and

Donner Spinoffs article continues on page 11

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Donner Spinoffs article continued from page 10

Sicard) hired French surveyor, Augustus Le Plongeon, to create a master plan for a town. Newly arrived attorney, Stephen J. Fields, purchased 65 lots and drew up a proper deed for the land being sold. Along with land development became government and the name **Marysville**. The name was chosen in deference to Covillaud's new wife, Mary Murphy. Marysville was incorporated by the new California legislature and the first mayor was elected in 1851. <https://maryaaronmuseum.com/about-marysville-california/> Accessed November 27, 2016.

The Mary Covillaud Elementary school in Marysville is named in her honor. The original school was designed by noted California architect Julia Morgan. Mary Murphy Covillaud is buried in the Marysville's historic Saint Joseph Catholic Cemetery. <https://bit.ly/2xltOd2>, Accessed February 16, 2017

Trails

Donner Camp Picnic Site and Interpretive Trail
<https://bit.ly/2xqrPJf>

Donner Memorial State Park
https://www.parks.ca.gov/?page_id=503

Annual Donner Party Hike

Since 1992, an annual Donner Party Hike is offered in October (2018 in September) within the confines of the Donner Summit area. It is a hike led by knowledgeable local historians to learn more about our emigrant history while enjoying spectacular scenery. Exploring this region on interpretive walks and hikes, you can almost hear the clip-clop of oxen and the rumble of wagon wheels, as countless emigrants scaled the mighty Sierra Nevada in search of a better life. Learn about the success of the Stephens Party; the tragic events the Donner Party endured; and the importance of the transcontinental railroad. <http://donnerpartyhike.com/>

Donner Lake Rim Trail

This is a Truckee Donner Land Trust volunteer project to build a trail encircling the peaks around Donner Lake. The Land Trust's mission is to preserve

and protect scenic and historic lands with high natural resource values in the Truckee Donner region. <http://tdlandtrust.org/>

Emigrant Trail

The Historic Donner Trail Committee

This trail organization assures the public's right to freely use public roads by providing trail maintenance, signage and an educational web-site. <http://www.historicdonnertrail.org/>

Other Donner Party Resources

Researcher's Guide to Sutter Fort's Collections of Donner Party Material ***McGlashan's work*** is noted as follows: The Bancroft Library also houses the C.F. McGlashan Papers 1847-1931, which include correspondence and research materials he used for his book, ***The History of the Donner Party***, first published in 1879. McGlashan was a friend of Patty Reed, a Donner Party survivor. Besides this book, he wrote many articles on the subject, and was instrumental in the creation of the Donner Memorial near Truckee, California; <https://bit.ly/2QKtRw0>

References cited (for the foregoing Donner / McGlashan Spinoff section)

Allen, E. John B. (1993). ***From skisport to skiing: one hundred years of an American sport***, 1840-1940. Amherst: the University of Massachusetts Press. ISBN 1-55849-047-7 Truckee pgs. 109/203, 135/210, Bill Berry 41/187, and Boreal 27

James, George Wharton (1915). ***Lake of the sky: Lake Tahoe in the high sierras of California and Nevada***. <https://archive.org/details/lakeofskylaketah00jame>

McGlashan, M. Nona (1977). ***Give me a mountain meadow: a biographical account of a remarkable man***. Fresno, CA: Valley Publishers. ISBN 0-913548-41-3

Nevada County Historical Society Bulletin Collection, Volume 1-67 (1944-2014). Nevada City, CA: Searls Library, 161 Nevada City Highway, 95959. There are 37 "Truckee" subjects in the index including the

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Legend of the Snow Plant, "Truckee", and a Washoe Indian legend of the Rocking Stone of Truckee found in Volume 2, Number 5, 1949

Nevada County Historical Landmarks Commission (NCHLC) (2010, first revised edition). **Exploring Nevada County: An illustrated guide to local landmarks and historic sites.** Grass Valley, CA: Comstock Bonanza Press. ISBN 978-0-933994-30-0

Rubin, Saul (2005). **Northern California curiosities: quirky characters, roadside oddities & other offbeat stuff.** Guilford, Connecticut: The Globe Pequot Press Inc. ISBN 1555-4007 or 0-7627-2899-X, Pages 254-255 rocking stone

Sherr, Lynn and Kazickas, Jurate (1994). **Susan B. Anthony slept here.** NY: Times Books-Random House. ISBN 0-8129-2223-9

Trager, James S. (1992). **The People's Chronology** (Revised and updated edition). New York: Henry Holt and Company. ISBN 0-8050-1786-0

Historical Benchmarks

The Donner Party Tragedy of 1846-1847 has been used to benchmark other Sierra events such as the 1952 snowbound streamliner, the City of San Francisco (**Sacramento Bee** Editorial Cartoon, 1952, January 16; George Stewart 1960).

California Personalized (Vanity) License Plates seen in the Tahoe-Truckee area:

DONRPTY for Donner Party

DONRLKE for Donner Lake

DNR PTY for Donner Party

School children on tours of the Donner Memorial State Park often ask "Why do you call it a **party** when such bad things happened to the people?"

Caughey, John Walton (1940). **California.** New York: Prentice-Hall, Inc. © 1940, P-H, Inc.; Page 259 Donner Tragedy "It was the worst western tragedy since the

Yuma Massacre."

<http://www.library.arizona.edu/exhibits/desertdoc/massacre.htm>

Stewart, George R. (1960). **Donner Pass and those who crossed it.** (The story of the country made notable by the Stevens (Stephens) Party, the Donner Party, the Gold-hunters, and the railroad builders.) San Francisco, CA: The California Historical Society. © 1960 CHS, SF, CA Library of Congress Catalog Card No. 60-8367

Notes: Page 25, The Murphy cabin was built by utilizing the rock wall for one side, thus forming a kind of natural fireplace. The plaques name the members of the Donner Party.

Page 33, 1959 picture of "tall stumps at Alder Creek"

Page 63, the "bad" winters are remembered in the history and folk-tale of the pass. The first one to be recorded was that of 1846-47, the year of the Donner Party. Among its notable successors have been 1889-90, 1937-38, and 1951-52.

Page 71, stalled streamliner, January 13, 1952 ... the stranded passengers and crewmen were thus narrowly prevented from becoming another Donner Party.

Page 625 "The stark tragedy of the Donner Party inevitably attracted the special attention of writers and publishers." Over the years the most widely read account has been C.F. McGlashan....Stewart...etc.

Borden

Evaporated milk and hard biscuits, Gail Borden's portable foods patents, were prompted by the news of the Donner Party experience. The Donner event inspired Gail Borden to find ways to make foods that would be long-lasting and portable (Trager, 1992 p. 448). https://en.wikipedia.org/wiki/Gail_Borden Accessed November 27, 2016. The People's Chronology (Revised and updated edition). New York: Henry Holt & Company. ISBN 0-8050-1786-0.

Institute for Canine Forensics,
<http://www.hhrdd.org/about.htm>

Echoes From The Past Newsletter

Updates from Past ECHOES Issues

By Heidi Sproat

A True 'ECHO' From the Past

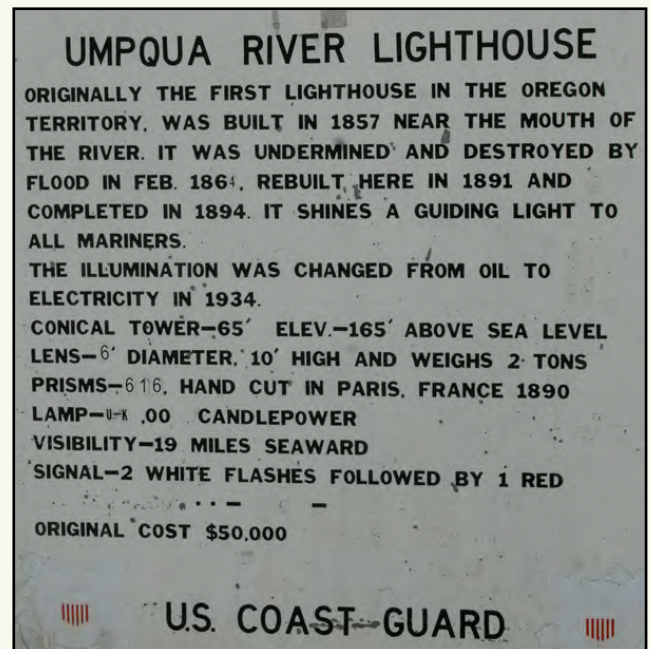
On a very grey, overcast, and rainy October 2018 day, my husband and I ventured north from Truckee to visit the westernmost lighthouse in the continental United States, Cape Blanco, near Port Orford, Oregon. We planned to take note of the coastal landscape and what kind of seamanship experiences might have been required to negotiate steam schooners along the Pacific coast in the late 1890s.

Our destination was the Umpqua River Lighthouse at Winchester Bay, Oregon. Why? I was determined to visit the site of the grounded schooner **TRUCKEE** which went ashore on the Umpqua River sandbar in a ferocious storm in mid-November 1897. [For details about that grounding, please see our earlier **ECHOES** newsletter from September 2015, pages 5, and 7, including photos.] Owned by the Truckee Lumber Company of San Francisco, and with a load of 342 tons, lumber laden, the steamer **TRUCKEE** was headed from Tillamook, Oregon, to San Francisco when it encountered a fierce storm.

In spite of the inclement weather, we thought you'd enjoy some of the pictures we managed to get of the area. After visiting the site of the **TRUCKEE's** destruction, is it any wonder that in such a fierce gale storm, any vessel could have survived maneuvering

around the Umpqua "bar"? One of my TDHS colleagues also found a related article from the **Los Angeles Herald** in the November 19, 1897 California Digital Newspaper Collection. This article is very similar to the other CDNC stories I cited in the initial article.

My personal visit to the Umpqua Bar validated what is likely to have occurred with the steamer **TRUCKEE** on that fateful evening and morning on 19 November 1897. Assuredly the configuration of the inlet has changed since 1897; however, even an alert, experienced Captain would have found it especially difficult to maneuver around the jutting sandbar in a fierce storm. Notably, reporting of the



Photos by the author/editor.



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Schooner **TRUCKEE** article continued from page 13

incident was released from nearby Marshfield (Coos Bay area) as the Umpqua River is twenty miles **up** the coast from Marshfield and it had no wire communications at that time. It is amazing that all passengers - 10 crew and eight (?) passengers, one man, one woman and five children under the age of five - were rescued in spite of the **TRUCKEE's** grounding!

*Coastal bars are shallow banks formed by the movement of sand and sediments which build up at the seaward entrance of coastal rivers and lakes. They cause waves to become steeper and, in some cases breaking as they approach the bar.

You may click on each of the images herein about the Umpqua River Lighthouse to see full resolution images. Google Drive link.



State Line Between California and Nevada

In our last issue of **ECHOES**, we shared with our readers the **1854** map that was declared to be the 'official map' of California by the Legislature. [See this September 2018 link, p. 6 article.] Recall that we mentioned that this 1854 map showed a Lake Bigler (now Lake Tahoe) and that the state line ran differently in 1854 than it did in the later 1872 Von Schmidt Survey. On the Sierra College website, we note that the California-Nevada boundary seems to have been an argumentative point for some time - depending on which state you lived in. Take a look at the map on the Sierra College website to get an appreciation for how the state's boundary has changed over time.

As for the state's border markers, there are some still around, but they are difficult to find. If you read the Verdi 1980 National Register of Historic Places Inventory dealing with the 1872 state boundary marker, specifically Section 8, page 3, which details the significance of the marker. Check out the wikipedia articles as well, particularly the section on the California - Nevada Border dispute, May 2, 2009 article by Henry Breaun.



Photos courtesy of Ed Czerwinski, 2016

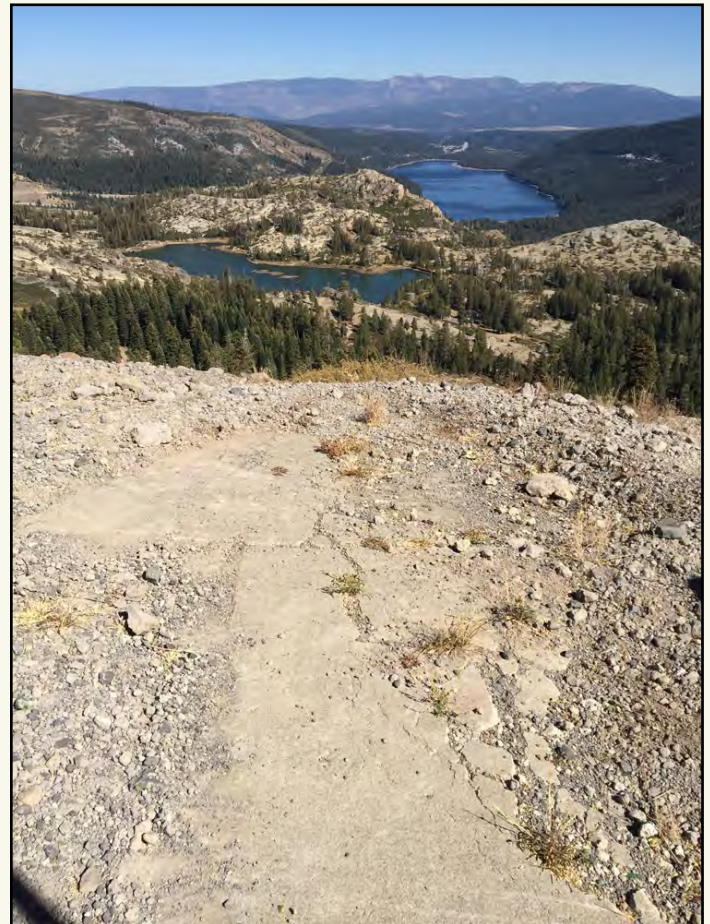
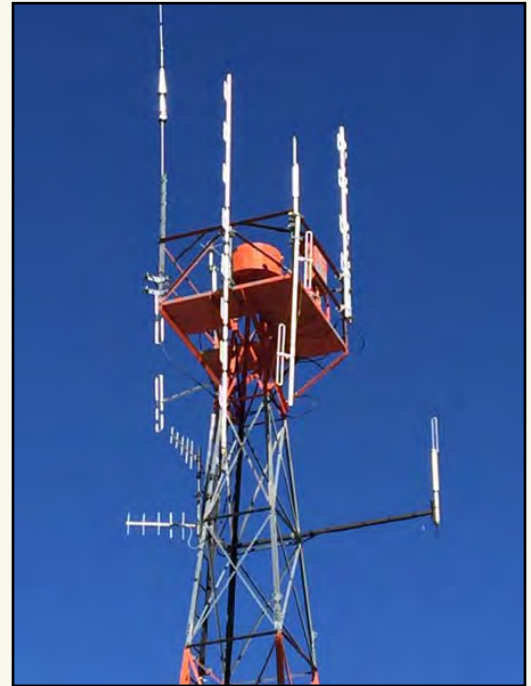
Concrete Arrows and Beacon

By Heidi Sproat

After writing my article on Concrete Arrows and Beacons in *ECHOES* June 2018, pp. 3-10 issue, I was determined to see an actual arrow and beacon on my own 'up close and personal.' On a gorgeous bluebird September day, a fellow historian colleague, Greg Palmer and I, decided to take a hike to the top of the Donner Ski Ranch to explore the concrete arrow and beacon. As our earlier article explains, these were erected to provide airmail pilots guidance over the Sierra Nevada - in fact all the way across the country. While it was a very steep ascent, the view was well worth it. And it was exciting to realize that we were standing on the very 'tools' those intrepid early navigators used to find their way across the mountains. Be sure to read about the Donner Summit Historical Society's drone investigations on this same spot. Amazing!



Photos courtesy of the author/editor.
Atop Donner Ski Ranch looking east over Donner Lake (in distance) and Lake Angela in left foreground.



(Top) Beacon atop Donner Ski Ranch.
(Below) What remains of the Concrete Arrow from airmail days.

Echoes From The Past Newsletter

Floriston Mill, Inn, and Hotel**By Heidi Sproat**

Browsing through a donation we found at the TDHS Old Jail Museum, in part donated by Ida Wilson and Lydia Kirby, colleague Ron Rettig noticed several spectacular photographs and information about the historic Floriston mill, Inn, and Hotel. There was an original leather key fob with the imprinted words **NEW FLORISTON HOTEL**, **FLORISTON, CAL.**, and 'if taken away, return by parcel post 2 cents.' On the reverse side it said W.W. Wilcox Mfg. Co., Chicago. There was also a book titled **THE PAPER MILL AT FLORISTON** by Florence Donnelly dated 1952, and apparently is #1 of *only* 11 copies.



So we wondered what the Floriston mill, Inn and Hotel actually looked like and what was the story behind the venues. We thought you might be interested as well.

The Floriston mill, built around the turn of the century, was once a huge paper mill whose workers were the town's inhabitants.

When built in 1900, the mill was the **largest** paper factory west of the Mississippi.¹ There were about 150 residents living in the first hotel. All of the lumber used in the town's construction came from the Sierra Nevada Wood and Lumber Company's Hobart Mills. Except by railroad, there was only one approach into Floriston, a swaying footbridge over the Truckee River. Donnelly's book said that the mill was a "splendid producer for the growing paper demand of Central and Southern California. The workers were happy, well paid and well housed. Living conditions were ideal." (Donnelly, p. 69).

Donnelly's book describes the Floriston Hotel and what it encompassed. "The mill hands had both good food and good accommodations. The hotel, an attractive three-story structure of sixty rooms, was built to replace the first hotel, the Floriston Inn, which was destroyed by fire in July 1914. It was soon replaced by a three-story wooden structure of 60 rooms. Lawns and gardens

surrounded the hotel. It and all the other buildings at Floriston, with the exception of the Southern Pacific depot, were the property of the paper company. On the townsite of 160 acres were forty-six cottages, three bunkhouses, a schoolhouse, hospital, a recreation hall, a store, the hotel, and the mill - talk about a thriving functional city! The mill consisted of thirty-four buildings, all of them brick construction except the warehouse and wood-room, a covered two and one-third acres of ground. There was available water power of 2,300 horsepower. Daily capacity of the mill was 22 tons of wrapping paper and 10 tons of tissue." (Donnelly, p. 68)



The large brick Floriston Paper Mill was opened in 1900 and processed "fir billets" harvested from the high country south of the Truckee River, from the western slopes of Mt. Rose east to the high ridge between Coldstream Valley, southwest of Truckee. The billets were transported from the Mt. Rose forests by means of Wooden V-flumes. (Victor Goodwin, retired Forester, undated, unpaginated article entitled **THE FLORISTON MILL**). Over the 30-year mill life, principal paper products included tissue paper wrapping for shipping California fruit, and the heavy manila butcher paper used as drying trays for raisin grapes. (NOW I understand why my father asked the butcher to wrap fresh cut meat in "butcher" paper. Never understood that as a little girl, but now it all makes sense.) The Floriston mill turned out good paper because of the efficient

Echoes From The Past Newsletter

Floriston article continues from page 16

machinery and excellent pulp, but also because the mill employees were exceptionally well skilled and of fine caliber.

A series of mergers affected the Floriston paper mill starting in 1911. By 1914, the company was known as the Crown-Willamette Paper Company and at the time, ranked as the **second largest paper manufacturer in the world at that time**. (Goodwin). By 1914, however, the company again merged and became the Crown-Zellerbach Corporation, then known as the Fibreboard Corporation. [Of additional interest in the local **Dogtown Editorial Quarterly**, a map on page 6 shows an area where ice harvesting occurred along the Truckee River and other streams.]

Even in 1922, when low water and resultant loss of power caused an increasing number of shutdowns, the company decided to operate the mill by electricity instead of by water power. (Donnelly, pp. 68-9; Goodwin).

The mill was eventually closed in 1928-1930 when the Crown-Zellerbach Paper Co. ceased to operate for two reasons. Operations ceased in part because the more modern mills in the Northwest could produce more tonnage in less time. The second reason the mill closed is that the mill experienced years of interstate battle because it polluted the Truckee River with refuse and residual acids. The mill was subject to the running levels of the Truckee River which fluctuated wildly over the years and even month to month in the same season. Various attempts to prevent polluting the river resulted in costly and desperate measures. Sadly, however, there was never a resolution. In fact, in an effort to get rid of the acid and pulp wastes, they were pumped to a settling pond across from the mill in hopes the waste would weather, evaporate and disappear. Unfortunately, that did not happen and the wastes eventually seeped through the subsurface strata and into the Truckee River. Even today the area is still known as Acid Flats.

As author Goodwin also noted "Worsening economic

conditions in 1930, at the onset of the Great Depression, brought the Floriston paper mill to its final shutdown on Christmas Eve, 1930." Goodwin concluded that in addition to the worsening economic conditions and the "imminent exhaustion" of timber stands, the "seething chorus of outrage from downstream Nevada communities" fighting against the Truckee River's pollution finally shut the mill down.

Notably, in the late 1930s, the Forest Service acquired many of the bricks from the 32 Floriston Mill's structures - some 40,000 by one reporting.² Several area structures were subsequently built using these **same** bricks. Nevada mines purchased most of the heavy timbers. Reclamation/recycling at its finest. (Goodwin).

In 1947, the remaining entire town of Floriston was purchased by Preston L. Wright of San Francisco (see ad below) in hopes of turning the area into housing opportunities for veterans. Unfortunately, in March 21, 1949, a blaze destroyed the Floriston Hotel which had been unoccupied since 1928 when the Floriston mill closed.

So the next time you're traveling on Interstate 80 east to Reno, take a look on the east side of the Truckee River in Floriston and see if you can spot any of the remaining foundations from the old Floriston Mill or Hotel. Even Google Maps appears to show some remaining foundations of the Mill long ago.



FLORISTON HOTEL contains 60 bedrooms in the main building and an annex with room for 75 additional guests. The lobby, bar, dining room and kitchen facilities are sufficiently large to accommodate 150 guests. It is expected that it will soon become the center of the social life of the community. **\$3,200 to \$3,950**

PRICES OF COTTAGES: From [redacted] for three room cottages and [redacted] for four room cottages. (Prices subject to change without notice.)

TERMS: A reasonable cash payment may be made and easy monthly payments arranged, if desired.

For Complete Details, Write or Telephone —

PRESTON L. WRIGHT
950 Franklin Street
SAN FRANCISCO 9, CALIFORNIA
Telephone TUxedo 5-5145 or
Floriston, California
Telephone No. 1

Echoes From The Past Newsletter

Floriston Mill article continued from page 17



FLR0018

(Left) Floriston and the mill, circa 1900. Interstate 80 now occupies the mill site.



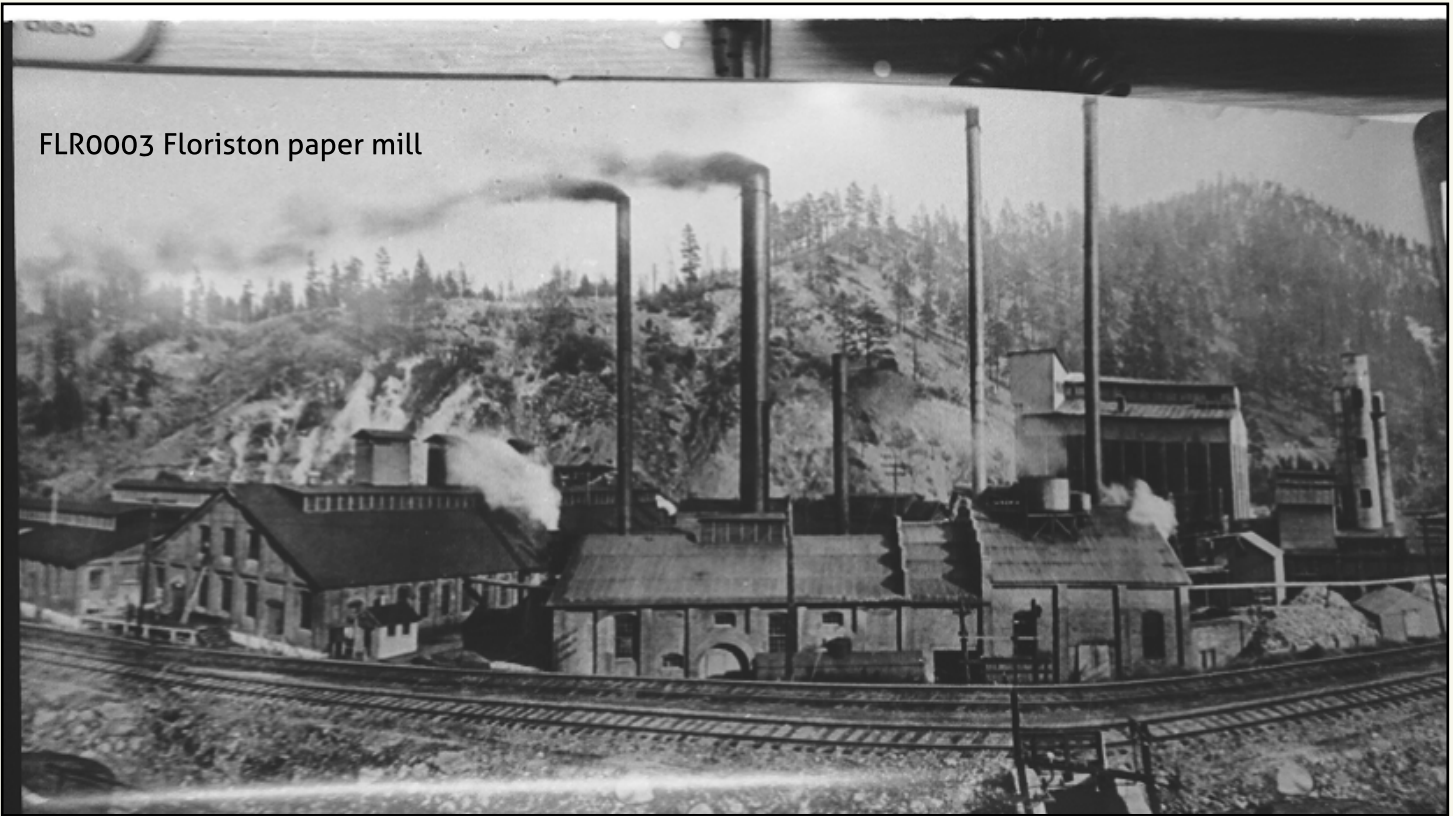
All three undated photographs above are from Floriston Mill donated collection; photographs *may be* from donor Wilson, or from a collection from Pacific Construction Company of San Francisco (formerly known as Pacific Bridge Company) which built the Floriston Paper Mill

Nov. 16, 2018: Story update. Apparently a propane explosion on November 15 leveled a house on Spruce Street, which is directly above the site of the old Mill, Inn, and Hotel. Here are two links to that story:
<https://mynews4.com/news/local/explosion-levels-destroys-a-floriston-home> and
<https://mynews4.com/news/local/investigation-leading-to-equipment-failure-as-cause-of-floriston-house-explosion>

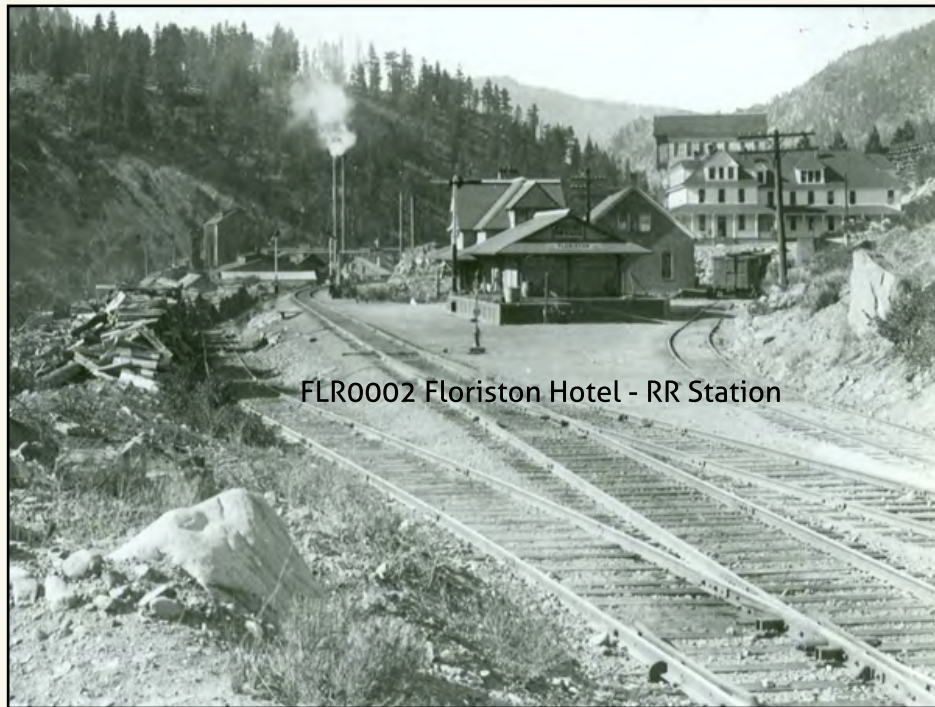
Echoes From The Past Newsletter

Floriston article continues from page 18

Lastly, we thought you'd enjoy a two more Floriston images from our TDHS Image Collection.



FLR0003 Floriston paper mill



FLR0002 Floriston Hotel - RR Station

¹ See *Nevada State Journal* (Reno, NV) Aug. 3. 1899, p. 2.

² <https://bit.ly/2PqnvQC> , p. 75, Forest Service Report No. TY-01-1370.

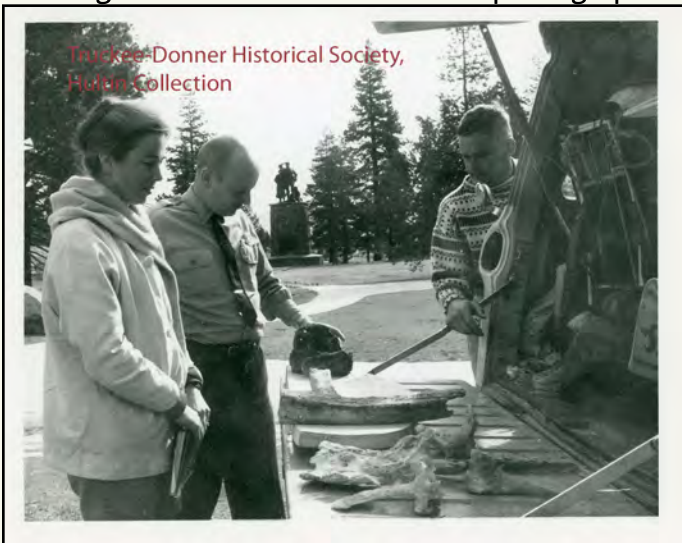
Echoes From The Past Newsletter

Johan Hultin Donation

Truckee-Donner Historical Society has been extremely fortunate to receive several very valuable donations to our ever increasing collection of artifacts and images.

Our most recent donation was generously given by Johan Hultin and family and includes photographs, slides, negatives, proofs, a book, and a framed map that detail the findings of wagon wheels and tree stumps presumed to be Donner Party related. **Sierra Sun** published an article on this most recent donation.

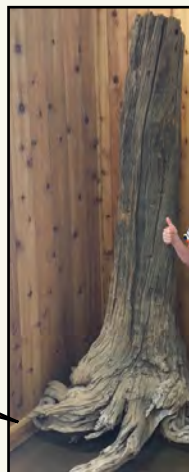
We now have a representative sample of these images available for viewing in our online Image Collection database. Keep your eyes open for this Hultin collection and additional images added to our every growing compilation. Note the Pioneer Monument in the background of the first mid 1960s photograph.



Truckee-Donner Historical Society, Hultin Collection



Truckee-Donner Historical Society, Hultin Collection (Gunvar Hultin standing)



This is presumed to be the same tree stump brought from Alder Creek Camp to the Donner Memorial State Park's Emigrant Trail Museum back in the mid to late 1960s. Today, this stump remains in the older facility, as the new Donner Memorial State Park Visitors Center opened in 2015.

(Left) Photo courtesy Ellen Swensen

Old Jail Museum 2018 Visitors

We thought you'd be interested in knowing some of our visitor statistics for the Old Jail Museum in 2018.

Visitors: 2,768 visitors

Number of organized tours: 11

Number of visitors from foreign lands: 14

Number of docents, including the Regulators who gave tours to the third graders: 16

- | | |
|---------------|-----------------------|
| Ron Rettig | Patricia Featherstone |
| Dennis Cook | Gina Solomon |
| Beverly Cook | Norm Justesen |
| Ron Grove | Peter Kolp |
| Judy DePuy | Greg Zirbel |
| Dave DePuy | John McCormick |
| Karl Pape | Richard "Toot" Joslin |
| Chaun Mortier | Steve Harris |

A very special thank you to Greg Zirbel, our new curator, who rearranged the Museum during the winter to follow the progression of the town of Truckee and the surrounding area.

And a special thanks to Steve Harris who jumped in when there were docent shortages.

In a nutshell, if the door to the Old Jail Museum was open - even if it wasn't a scheduled opening - there were visitors.

Echoes From The Past Newsletter

Presidents Message continued from page 1

Need IT support? Greg makes it happen. Want office furniture re-arranged in the research cabin? Greg moves it, no problem. Are people (such as the new President) running around with their hair on fire (colloquially speaking)? Greg is the calming influence that settles things back down. Greg also is the curator of collections and exhibits at the Old Jail Museum, and oversees care and maintenance of the Community Memorial Garden.

Patricia Featherstone assiduously continues her role this year as Recording Secretary, and has taken on the responsibilities of Membership Chair. These responsibilities are in addition to her serving as a docent at the Old Jail Museum both for summer visitors and for school tours, and to serving for two years on the Nomination and Election Committee. Patricia contributes in many other behind-the-scenes ways, by proofreading the newsletter, editing policies and procedures, and offering good counsel.

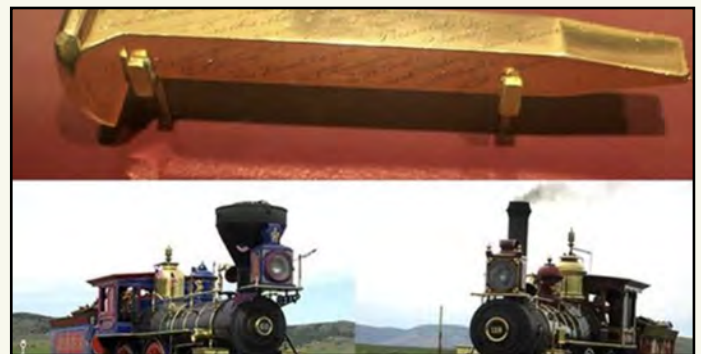
Our Treasurer this year is Catherine Holley, of Tahoe Basin Bookkeeping. We are so happy to have someone with years of bookkeeping experience to be in charge of our financial recordkeeping! Welcome to the team, Catherine.

We have one Board Member at Large this year, former Vice President Karl Pape. You may know Karl as our map maven, or as the

undertaker (his persona when in costume at the Old Jail Museum). Karl is our Old Jail Museum docent coordinator and scheduler, and personally covers most of the hours that the museum is open during the summer, volunteering about 12 hours per week.

The common denominator among the Board members is a desire to fulfill the goals of our mission: to discover, procure, and preserve whatever may relate to the Native people of this region or to the natural, civil, literary, and ecclesiastical history of the Town of Truckee and surrounding area.

Thank you for entrusting us with advancing this work as your Board.



If you haven't been following the information about the upcoming Sesquicentennial Celebration for Truckee in 2019, please see our Donner Summit-Truckee Golden Spike Celebration on our TDHS facebook page for more information.

Echoes From The Past Newsletter



So what is this "QR CODE" or the squirrley-looking black & white icon
Some of you may be familiar with these strange looking icons. The black & white cross-hatched icon represents our new

website at truckeehistory.org. If you have a "smart" phone or iPad with a 'QR Reader,' all you need do is scan your device OVER the icon and you should be directed to our website. And what would one use this for? On any printed material, you could 'scan any QR code' and be taken to their website immediately. In our case, you can go immediately to our truckeehistory.org website and see the **Calendar** for upcoming events.

Truckee-Donner Historical Society
P.O. Box 893 · Truckee, CA · 96160
Address Service Requested

Contact us at:

(530) 582-0893

www.truckeehistory.org

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**Celebrating 50 years
1968 - 2018 !!!**

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CHANGES COMING IN 2019**



Membership Application | Renewal Form

I /WE want to JOIN or RENEW (circle one) MY/OUR MEMBERSHIP in the
TRUCKEE-DONNER HISTORICAL SOCIETY

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Make checks payable to TDHS | Mail to: P.O. Box 893 Truckee, CA 96160|

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* (a valid email address is required) ** Pay by Check or Credit Card (you choose your payment method)

For Renewals: Check if there are any changes below: () If known, your existing renewal month: _____

MEMBERSHIP NAME: _____

MAILING ADDRESS: _____ CITY, STATE, ZIP: _____

E-MAIL ADDRESS: _____

HOME PHONE: _____ CELL PHONE: _____

Enclosed please find my check for: **MEMBERSHIP CATEGORIES** (please check one)

Individual \$20____ Family \$30____ Business \$40____

Non-Profit Organization \$25____ Sustaining \$75____ Contributing \$100____ Other Donation \$____

SPECIAL DONATIONS: Gift Membership \$____ In the Name of _____

MEMORIAL DONATION \$____ In Honor of _____

Other \$____ () Old Jail Museum () Joseph Research Library () _____

Contact me on ways I can volunteer () Are you willing to docent at the Old Jail Museum? Yes / No

Areas of Special Interest and/or Comments/Suggestions:

© Photographer Name



Founded July 24, 1968 and
designated a 501(c)(3) in July 1971

Truckee Donner Historical Society
P.O. Box 893
Truckee, CA 96160
530-582-0893
www.truckeehistory.org

ECHOES FROM THE PAST

PRESIDENT'S CORNER

Dear Members

Our "train town" is excited to be celebrating the 150th anniversary of the completion of the Transcontinental Railroad. Added to this momentous occasion, the Society received wonderful news in February: The Town of Truckee approved use of space at the train depot for the Truckee History Railroad Museum!

The Museum is its own 501(c)(3), with members from the Truckee-Donner Historical Society and the Truckee Donner Railroad Society participating. The new museum space will allow both TDHS and TDRS to offer more exhibits in a central location downtown, still keeping the Old Jail Museum and Truckee Railroad Museums open as well. A 'soft' opening for the new museum is planned for **May 10** - the anniversary of the actual date of the driving of the Golden Spike in Promontory, Utah. Displays and exhibits will be created and installed throughout the summer.

The new museum will be open at least 5 days a week year round (per the agreement with the Town), so new docents are being welcomed to cover all those new shifts. You do not already have to know Truckee history or be a railroad expert to be a docent - your enthusiasm is your best asset. Please contact us at info@truckeehistory.org to express your interest.

MARCH 2019 ISSUE 1 VOLUME LIII

Celebrating 50 years
1968 - 2018 !!!

Donations of photographs, documents, and artifacts continue to be catalogued by regular volunteers at the Joseph Research Library. We are often surprised at items that we come across in a file or a cabinet, something tucked away long before any of the current researchers were involved with the Society. It is like working in a gold mine - nuggets are there, you just have to

Presidents' message continues on page 3

CALENDAR

Events will be posted online at our website

INSIDE THIS ISSUE

- * Golden Spike Events - p. 3
- * Ken Michaelson Mural - p. 4
- * Movie Updates - Tidbits - Books p. 5
- * What I Learned in My Captivity - p. 7
- * 10th Mountain Division - p. 10
- * Airmail Beacons - p. 12
- * Audio Recordings - p. 14

Echoes From The Past Newsletter

2018-2019 EXECUTIVE BOARD

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[Katie Holley](#)

Vice President
Greg Zirbel

Recording Secretary
Patricia Featherstone

Corresponding Secretary
[Chaun Mortier](#)

Acting Treasurer
Greg Zirbel

BOARD MEMBERS

Karl Pape | OPEN

Past President and Advisor to the Board
[Chaun Mortier](#)

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Community Memorial Garden, Greg Zirbel

Old Jail Museum Curator, Greg Zirbel

Special Group Tours
Karl Pape

Old Timers' Picnic, [Chelsea Walterscheid](#)

Historic Photo Collection, [Chaun Mortier](#),
[Ron Rettig](#), [Dave DePuy](#)

Publications, Katie Holley

Research Library, [Barbara Czerwinski](#)

Collections Committee,
[Chaun Mortier](#)

Membership
Patricia Featherstone

*Echoes From The Past, Newsletter Editor /
Webmaster* [Heidi Sprout](#)

Notice to Members

In 2015, the TDHS Board of Directors approved a change in membership renewal to reflect the Society's bi-annual renewal schedule - January or July. For specific details, please visit our website.

TDHS Board of Directors will again be amending our Membership renewal schedule in 2019.

We hope you have been continuing to enjoy this quarterly newsletter. We realize that sometimes printed copies are much easier to grab, but we will continue to distribute our Newsletter electronically. As always, the newsletter will be readily available online and accessible on a quarterly basis. If you are a TDHS member, an email will be sent to you advising you of posting.

Editor's Note: This Newsletter is interactive - it is designed to be read *online* and contains links to relevant source material and in many cases, links to larger images for easier viewing.

TDHS does not accept responsibility for the accuracy of the information in these articles. TDHS retains the right to republish submitted material. Please contact TDHS for permission to use any content in this publication.

*Please get involved with your
Truckee-Donner Historical Society (TDHS).
The only way we can offer programs and events is if YOU, as a
volunteer, step up and get involved. TDHS is an all-volunteer,
501(c)(3) organization so any and all donations are gratefully
appreciated and tax deductible.
Our mailing address is Truckee-Donner Historical Society,
P.O. Box 893, Truckee, CA 96160.*

Truckee-Donner Historical Society ("TDHS") Board meetings are held on monthly at the Joseph Research Library at 10115 Donner Trail Road, Truckee.

Echoes From The Past Newsletter

President's Message continued from page 1

keep looking. I invite you to be part of the discovery. The Joseph Research Library is open every Thursday, 10:00 am to 2:00 pm. Do join us, and find treasures of your own.

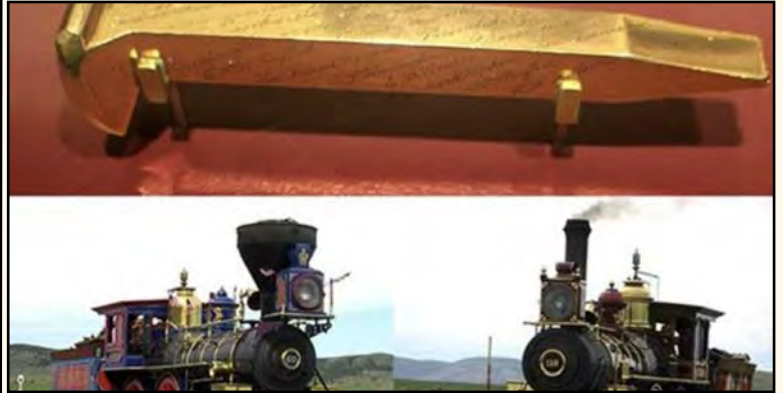
Katie Holley, President

To see more details about the combined Museum, please visit the facebook page for the Truckee History - Railroad Museum. If you would like to see a short video about the plans for the new Museum, please visit this link.

This article (right), Happy Sesquicentennial appeared in the 10 Jan. - 13 Feb. issue of Moonshine Ink. Unfortunately, we cannot locate an online edition.



2019 GOLDEN SPIKE EVENTS



If you haven't been following the information about the upcoming Sesquicentennial Celebration for Truckee in 2019, please see our Donner Summit-Truckee Golden Spike Celebration on our TDHS facebook page for more information, or our TDHS Calendar of Events.

These are just a few of the kinds of historical presentations that will be part of our celebratory 150th anniversary events:

- Railroad Snow Removal
- Transcontinental Railroad
- A City within a City -- Truckee's Chinatown
- Auto Travel to Donner Lake on the Lincoln Highway
- First Bicycle Over Donner Summit
- Lake Tahoe Railway and Transportation Company
- Ladies of Truckee's Jibboom Street
- Truckee's Ice Industry
- Theodore Judah -- Engineering Visionary for the Railroad
- The Great Bore over the Sierras

Please plan on joining us to attend these events. They will commence May 10th.

To read more about the upcoming 150th Celebration, please visit this link in our community publication, **Northwoods Tahoe**, Jan. - Feb. 2019, p. 8 (reproduced at bottom left).

The Impact of the Railroad to Donner Summit



One hundred and fifty years ago, on May 10, 1869, the Transcontinental Railroad was completed, forever changing the landscape of Donner Summit and the Truckee area. The railroad made traveling across the Sierras relatively painless. Instead of taking four months or more to go from New York to San Francisco, the railroad shortened the trip significantly. By 1876, the Transcontinental Express railroad made the trip cross country in less than four days!

The railroad brought both freight and travelers to Truckee. The train helped create our local lumber and ice industries. Writers and artists came to capture the beauty of the area. The railroad led the way for the first transcontinental highway system, telephone line, pipeline and postal air route. It opened Donner Summit to snow sports, summer activities and the filming of numerous movies (over 140) in the area.

The Truckee-Donner Summit Historical and Railroad Societies invite you to join us in celebrating this wondrous feat. From May 10 through Labor Day, 2019 enjoy various activities in our area including:

- 4th of July hometown parade in Truckee with a Transcontinental/Railroad theme.
- Passport program where visitors and locals can pick up 'passports' that they take to various locations around Truckee and Donner Summit.

These activities are family friendly. Look to the Northwoods Tahoe publication for a more detailed list of fun things to do while visiting Truckee and Donner Summit.

For more information and to keep up with the latest information on how to experience Truckee-Donner Summit history, visit the Facebook page: Donner Summit-Truckee Golden Spike Celebration or <https://truckeehistory.org>.

To view a larger print of the article above, please click on the article, and see p. 8.

KEN MICHAELSEN MURAL

If you haven't had a chance to see the Ken Michaelsen mural at Pizza on the Hill in the Northwoods Clubhouse in Tahoe Donner, you might want to stop in and take a look. *The Western Movement through the Donner Pass* and other historical notes mural. The mural was originally unveiled January 30, 1972 by Jack Kirby, then President of Lakeword (Lakeworld), a division of Dart Industries, the developer of Tahoe Donner, then TDHS President, Mrs. Dorothy Mae Fordham, and then Tahoe Donner Acting General Manager David Hanley. The mural was dedicated to the preservation of the history of the Truckee-Donner-Lake Tahoe area. Of particular interest are the notes around the map. The Map Legend includes the Donner Trail, California Emigrant Trail, Southern Pacific Railroad Route, Pony Express Route, Overland Stage, the John C. Fremont Route, and the Oregon Trail.

Other historical notes include: 1 – railroad pushes through 1865; 2 – Oxen used for log hauling; 3 – Fremont Discovers Tahoe; 4 – James Marshall discovers gold; 5 – first wagon train to California; 6 – Emigrant Gap Road; 7 – Central Overland Stage 1859-1865; 8 – Pony Express; 9 – Transcontinental Railroad; and 10 – the Oregon Trail. If you would like to read any of these historical notes, please visit this link to see the **images** of all the photos that were taken by Ed Czerwinski in May 2018.

If you click on the image link above, you will be able to view much clearer images of the entire mural as well as its individual parts.



MOVIE UPDATES

By Ron Rettig and Heidi Sproat

Our resident movie expert, Ron Rettig, came across a 1928 silent movie *Red Dance*, which shows a horse-drawn sled going past the then 10 year old Pioneer Monument. When you watch the movie, notice the old Wohlbruck "canteen", the snow-covered building in the right of the screenshot below. The Donner Summit Historical Society's research efforts unearthed this image of T.C. Wohlbruck's Canteen Service Station B in this image link (see pages 2-3) from Norm Saylor's photo collection. Note too Wohlbruck's business card dated September 1921 which lists Truckee as Canteen Service Station B next to the Pioneer (Donner) Monument.



Screenshot, above, taken from 1928 *Red Dance*.

Although a silent movie, *Red Dance* was one of the first to be released with synchronized music and sound effects (Wikipedia, https://en.wikipedia.org/wiki/The_Red_Dance). The Russian storyline, although a bit preposterous, is not unusual for the movie era at the time. The movie was filmed in part in Truckee.

In addition to the Donner Monument, there is a shot in the movie of an airplane taking off from Airport Flats (at end of film, 1:56), with Boca in the background (top right).



MISCELLANEOUS TIDBITS

(1) Browsing through W.F. Edward's 1883 *Tourist Guide and Directory of the Truckee Basin*, "Republican" Job Print, we noted this about the Old Truckee Jail, p. 109.

Committee.

THE TRUCKEE JAIL.—This public institution, small as it is, has been of incalculable service to the officers of Truckee. It stands in the rear of Grazier & Stoll's saloon, and is a solid building. It was completed in September, 1875, and the first prisoner was a rough known as William Hart, who was incarcerated for fighting, and received a fine of \$40.

(2) 1882 FOUNDATION RAILROAD TOUR BROCHURE

If you've not read through the 1882 Foundation's 20 page Railroad Tour Brochure titled "**Exploring the Path of Chinese Railroad Workers**", it is exceptionally well done and worth the read. Topics include: Bloomer Cut, Cape Horn Passage, Secret Town Fill, Summit Tunnel, Summit Camp & Central Shaft, China Wall, and Tahoe Catfish Pond. The brochure can be found at this link. (NOTE: The 1882 Foundation is a non-profit, non-partisan organization, which seeks to broaden public awareness of the history and continuing significance of the Chinese Exclusion Act of 1882). The historical photographs, many of which are "then" and "now" comparisons, are very interesting.

Tidbits continued on page 6

Echoes From The Past Newsletter

Tidbits continued from page 5

The Tahoe Catfish Pond section, p. 19, was particularly interesting as we believe that this "pond" has also been referred to as 'Maiden's Retreat'. No one we have contacted so far can definitely attest to both names referring to the *SAME* Catfish Pond, but we are still exploring that possibility. To date, we have found only one map that specifically references Maiden's Retreat, and even that map may have been altered from the original Donner Summit Topozone map which does not so identify the pond. (Conjecture on our part, but maybe the "pond" is somehow affiliated with Ann Brigman's early 1900 photographs. See article on Anne Brigman photographic collection below).

(3) ANNE BRIGMAN EXHIBITION

On Saturday, January 12, volunteer Barbara Czerwinski and Heidi Sproat ventured down to Reno to view Anne Brigman's photographic exhibition at the Nevada Museum of Art. Who was Ann Brigman? Brigman (1869-1950), is best known for her iconic landscape photographs made in the early 1900s depicting herself and other female nudes outdoors in the Sierra Nevada. Controversial at the time of their original release, there are over 300 photographs that chronicle Ms. Brigman's life exploring various geographical areas including the Sierra Nevada mountains, Yosemite, and the California Coast. Several of Ms. Brigman's photographs include views of the snow shed tunnels with Donner Lake in the background. The exhibit only ran through January 27, 2019, but we were fortunate to see some of these images of places that this year, 2019, marks the Sesquicentennial of the completion of the Transcontinental Railroad through Truckee, and ironically, the celebration of the 150th anniversary of Ms. Brigman's birth. To get an idea of the kinds of images, go to google images and search on her name. There is one particular photograph we are trying to obtain permission to republish in its totality, because we believe it shows the railroad snowsheds along the Shallenberger Ridge. As yet, however, we have not received permission to republish it. Stay tuned.

Brigman's connection to Truckee? In 1905, Photographer Anne Brigman did a portrait of Nonette V. McGlashan of Truckee. They were contemporaries with San Francisco artist groups.

Cropped screenshot, right, of one of Brigman's images. We believe this view is from atop Donner Peak. It shows the train snowshed on the lower left along Shallenberger Ridge.



(4) Theodore Judah and the Blazing of the First Transcontinental Railroad Over the Sierra Nevada by J. David Rogers, March 2018 ; <https://bit.ly/2U3oxZi>
This is an intriguing history of the Civil Engineer Judah and how the railroad would not have been built on its existing route had it not been for Judah's direction, foresight, and vision.

(5) The life of noted Truckee lumberman, E.J. Brickell, is presented in a new book by Mr. Brickell's grandson, James E. Brickell. The book, *The Lion in the Shadows* (2018), by Brickell, James E. and King, Chuck, explores the fascinating life of E.J. Brickell, and how and what he did in Truckee before he moved to the Spokane area in the 1880s. The book is well written and chronicles E.J.'s life in the west from Illinoistown, Placer County, earning a living mining, and his resettlement in then Coburn's Station (now Truckee) about 1867. The book is a interesting look at E.J.'s life and the development of the Truckee Lumber Company. There are many references to Edward's 1883 *Tourists' Guide and Directory of the Truckee Basin*. If you are at all familiar with the Truckee area in general, the book is a great insight into how the lumber industry burgeoned and prospered. In essence, one of the ways Truckee got 'put on the map.' For book purchase, click here.

WHAT I LEARNED IN MY CAPTIVITY

Part II

BY Katie Holley

This is the second of a two-part article begun in the September 2018 Echoes, in which the author recounts her experience of being inadvertently locked in the bathroom of the Joseph Research Library during which she discovers a trove of newspapers from Meadow Lake Union High School.

The vibrant lives of the teenagers at Meadow Lake Union High School in the 1930s had held me in thrall during my 3-hour confinement (caused by a broken door latch) in the bathroom at the Joseph Research Library in the summer of 2018. I was happy ultimately to be rescued from my unexpected imprisonment, but I was happy also to have been introduced to the youthful students of Truckee through the quarterly student newspaper, *The Static*.¹ Their world of academics, theater, sports, romance, and pride in their community is an intriguing one, and worth considering in more depth.

In the 1930s the student population at Meadow Lake Union High School was small in number, sometimes with eight students per grade,² sometimes with no one in a grade at all. In the winter of 1938, Ray Saibini was the only student in the Sophomore class.³ Some students moved on and off the hill with the seasons, some going to Reno,⁴ some going farther west in California.⁵ Getting another student in your class was something to take note of and celebrate.⁶

Winter weather often kept the girls inside studying during the period that would be used for physical education during fine weather. The boys spent time skiing and ice skating, but at least in the early 1930s the girls did not appear to be encouraged to do the same. By 1937 this pattern had begun to change, as the Sports section reported that some of the girls had found good skating on the river, and that they were waiting for snow so that "they may indulge in winter sports of which so many of them are fond."⁷

Springtime in 1936 drew the boys' baseball team onto the field, with Frank Giovannoni showing such promise as a pitcher that some thought he might head to a big league. Angelo Besio earned the title of "home run king" because of his tendency to hit balls consistently into the stands.⁸

Skiing was a passion for Frank "The Great" Titus and Robert Bowers. In the fall of 1937, the boys convinced the student council faculty advisor Mr. Hofmann to urge the California Interscholastic Federation (CIF) to hold the state meet in Truckee.⁹ (As a collegian, Frank Titus was on the University of Nevada Ski Team.¹⁰)

Boys enjoyed hunting season in the mountains. Karl Kielhofer was lucky to "bag his buck" in the 1937 season, as no other high school boys were successful in hunting.¹¹ The following year Jack Tolles and Keith Weeden together bagged a buck weighing 180 lbs.¹²

Organized sports at the school were weather dependent. In an early example of some disparity in opportunity offered to girls and boys, the girls often had to stay idle when the boys were permitted to go outdoors to get physical exercise in the snow. In fair weather the boys and the girls both wanted to be able to use the fields or the sports court. A compromise was reached in the fall of 1938 regarding access to the sports court. The agreement decided upon by the faculty was that the girls could use the court on Mondays and Wednesdays, the boys could use it on Tuesdays and Thursdays, and both groups could have access on Fridays.

Some girls were undeterred by previous low expectations of their gender regarding snow sports. In the spring of 1939 two girls proudly participated in the Truckee Ski Meet. No other area schools had girls in the meet. Tina Gini and Dorothy Barrett "carried away the honors in the Slalom and Cross Country respectively."¹³

It would be another 30 years before pioneer activist Bernice Sandler began her campaign that led to the

Echoes From The Past Newsletter

Captivity articles continues from page 7

passage in 1972 of Title IX, prohibiting gender discrimination in public education in all 50 states. Her work benefited girls and young women wanting fair access not only to sports facilities, but also to admissions, financial aid, and other assists in pursuing education.¹⁴ This champion of fairness passed away on January 5, 2019, as I was researching this article.

Someone who might have esteemed Bernice Sandler was the hearty girl who skied the 7 miles home to Hobart Mills from Truckee each weekend, then back to Truckee at the start of the week so that she could attend high school.¹⁵ Typically a bus provided transportation for the Hobart Mills students, but heavy snow in the first half of February 1937 interfered, and the staff of *The Static* was "handicapped by the fact that its girls sports staff, Ida Stewart, and its joke editor are snowed in along with the other three students from that dying metropolis."¹⁶

By January 1938 the tone of some articles in *The Static* began to shift. No longer writing only about high school activities and relationships, the contributors began writing about world events. Concern about political instability in Europe and what that could mean for the youth of America in a future armed conflict underlay an editorial in the first issue of that year. Douglas Barrett had listened via radio to President Roosevelt's message to Congress urging peace, and Barrett expressed concern that he and his contemporaries would be affected by war in the years just after high school. He argued that world leaders would recognize the pointlessness of war if only they could come to Truckee to see the beauty of the forest and the sky. The young editor believed, "If more of us would get closer to Nature and God we would have a peace insurance policy that would pay dividends."¹⁸

In the Thanksgiving issue of 1938, editor Tina Gini was grateful for the ocean that separated the United States from looming conflict in Europe, fearing for a civilization

Captivity article continues on page 9

Hobart Mills

Hobart Mills, north of Prosser Creek and east of Truckee, flourished from 1896 to 1936 as a lumber and mill town, but all that remains in 2019 are bronze markers at the turnoff from Highway 89 north out of Truckee.¹⁷ At its peak, the town had an elementary school, post office, housing for workers and families, a mercantile, a fire department, electric lights, and a modern (for its time) sewage system. The mill closed and the town shut down in 1936.

Doug Barrett Serving in the War

The Sierra Sun and Truckee Republican issue of January 7, 1943, contained a column¹⁹ written by Pvt. Doug Barrett, in which he describes the conditions as being not like "Gateway Park for the comforts of home," and shares the following:

We came up by boat, naturally, and today I could kiss that naval recruiting man right on top of his shiny bald head for turning me down last December. Sick, friends, I'm telling you I was miserable. Max McGwinn, Hes Cardnal, Ang Besio, Ad Nelson, Bob Leamon, Bill Waters and the rest of them can have the sea. I'll admit they're better men than I am on the water. The navy is a noble organization is not praised highly enough for what they have to take. And I can tell my former School marm, Anna Munro, that that man Masefield just overdid this "take me down to the sea again" stuff.²⁰

Well, that just about exhausts me so it's Merry Christmas and

Yours for Victory, Doug

Echoes From The Past Newsletter

Captivity article continues from page 8 - left column

being "demolished and desecrated by a mad-man with a megalomania" and a "continent of people living in constant fear of war and its accompanying disaster."²²

By spring 1940, many European countries were already facing starvation or food shortages because of the war. Editor Dorothy Barrett promoted the "Children's Crusade for Children," an effort to raise money by children in the United States to "aid children of such war-torn countries as China, Czechoslovakia, Finland, Spain, Poland, Germany, and others."²³

These young, vibrant teenagers were looking at their future, and what they saw was war. It was a sobering moment for me, upon reading their articles, to take in that for the high school students in Truckee in the 1930s, under the jokes and beyond the stage plays and sports competitions were deep fears about what was happening in Europe and what they as Americans might be called upon to do to help.

Sadly, the fears and predictions of the Meadow Lake Union High School students regarding war were realized, as many young men did fight in World War II in both the European and Pacific theaters. The five sons in the Waters family all served in the war, as did Frank Titus as a naval aviator.²⁴ Thankfully, many of those who went to serve were able to come home. Many returned to Truckee and lived full lives knowing that they had done their part for God and Country to make the world a safer place. They contributed to the rescue of the European continent and the securing of peace in the Pacific, an affirmation that the nations friendly to the United States were not alone in their struggle.

¹ *Chipmunk Annual*, 1935. *The Static* was named by freshman Juanita Moralez in 1934.

² Barrett, Dorothy, "Regrets and Felicitations," and "Four Plus, One Minus," under freshman section, "News of the Under Dogs" by Rosie. Meadow Lake Union High School, *The Static*, 29 Oct. 1937; [no Volume given].

³ Barrett, Dorothy, "Sophomore Doings: Lamentations," , 21 Jan. 1938; [no Vol. given] pg. 3.

⁴ Moke II, "Senior Class News: So Long Tootses," *The Static*, 21 Jan. 1938; [no Vol. given] pg. 4.

⁵ Pierce, Mary, "Sophomore Goings On," *The Static*, 12 Feb. 1937; [no Vol. given] pg. 5.

⁶ Petroni, Rosie, "Freshman News: Gain?" *The Static*, 21 Jan. 1938; [no Vol. given].

⁷ *The Static*, 12 Feb. 1937.

⁸ *The Static*, 17 Apr. 1936.

⁹ *The Static*, 29 Oct. 1937.

¹⁰ *The Static*, 2 Feb. 1940.

¹¹ *The Static*, 29 Oct. 1937.

¹² *The Static*, 18 Nov. 1938.

¹³ *The Static*, 31 Mar. 1939.

¹⁴ Seelye, Katharine Q., "Bernice Sandler, 'Godmother of Title IX,' Dies at 90," *The New York Times*, Jan. 8, 2019.

¹⁵ Stewart, Ida, "Girl's Sports: Long Distance Skier," *The Static*, 25 March, 1938. Vol. IV, Issue No. III.

¹⁶ "Hobart Mills Students Snowed in Homes," *The Static*, 12 Feb. 1937; [no Volume given] pg. 12.

¹⁷ The markers have images of the mill and lumber yard, the magnificent Hobart Inn, and the trestle over Prosser Creek.

¹⁸ Barrett, Douglas. "Pax Regit," *The Static*, 21 Jan. 1938, pg. 2.

¹⁹ Barrett, Pvt. Doug, "My Place in the Sun," *Sierra Sun* and *Truckee Republican*, 7 Jan. 1943.

²⁰ Masefield, John, "Sea Fever." <https://bit.ly/2FTn29x>

<https://www.poetryfoundation.org/poems/54932/sea-fever-56d235e0d871e>

²¹ Gini, Tina, "Let Us Give Thanks," *The Static*, 18 Nov. 1938, pg 4.

²² Barrett, Dorothy, "Editorial," *The Static*, 15 March 1940, pg. 2.

²³ TDHS archive 2016.12.46: "Letter dated 21 January 1943 to Mr. and Mrs. George B. Waters in appreciation of their five sons "have entered the armed forces of the U.S. during the current war" as follows: Edwin R. Waters AUS, Orlin O. Waters AUS, Erving D. Waters AUS, Roy F. Waters AUS, William G. Waters USNR. Signed by Henry L. Stimson, 45th U.S. Secretary of War."

²⁴ TDHS archive 2018.9 includes Frank's aviator goggles and a photograph of Frank wearing the goggles.

Echoes From The Past Newsletter

10th MOUNTAIN DIVISION**By Heidi Sproat**

So very much has been written over the years about the 10th Mountain Division and its exploits that we do not want to rehash information. Many books have been written, many movies* have been made, and many articles have been offered about the experiences of the men of the 10th Mountain Division.

However, stumbling on this 2015 article in *Tahoe Quarterly* about the 10th Mountain Division, and seeing the dedicated road signs around the Tahoe area, I couldn't help but include a short review of a documentary of the 10th Mountain Division which I recently watched, *Fire On the Mountain*. It reminded me of the incredible sacrifices these men of the 10th endured in their mountain assaults, and of their skiing lives after the war ended. The film also specifically mentions men of the 10th - or associated with the 10th - who settled in this area or in the skiing industry and continued the skiing tradition – names like Atwater, Bechdolt, Bennett, Gratz-Powers, Klein, Knowlton, Leonard, Mikkelsen, Parker, Pfeifer, Poschman, Prager, Saylor**, and so many others.

Fire on the Mountain is the story of the 10th Mountain Division of elite skiers and mountain climbers who were trained in mountain warfare skills in the United States at Camp Hale, Colorado, and other venues. Men were then deployed to the mountains of Italy "as an audacious fighting force" to regain ground which had been occupied by the Germans. It is a intriguing story of some 12,000 – 14,300 men training for 6 week stints at elevations of 13,000'. The men maneuvered outside while executing war game scenarios carrying 100 pound rucksacks at Mt. Rainier and Camp Hale training facilities where temperatures could reach 30 below zero. The 10th Mountain men trained for the demands of mountain warfare: outmaneuvering adversaries skiing, rock climbing, and mountaineering, and surviving and fighting in any weather on any terrain under any conditions. Of the 12,000 men who passed through the 10th Mountain Division training, close to twenty percent had been recruited through the National Ski Patrol.

(*Skiing Heritage*, p. 19). During one unusually snowy winter, there was so much snow at Mt. Rainier's Paradise Lodge, the soldiers' lodging facility, that to exit, soldiers had to go to the third floor just to walk out of the building. [After Truckee's 2019 "Februburied" record snowfall amounts, this probably sounds familiar.]

The physical demands of outdoor training and perfecting cold weather survival skills prepared the men well for the exhausting rigors of mountain fighting, but nothing prepared them for the brutalities of war. The men became a very close knit brotherhood of unique outdoorsmen who were united by the rigors of skiing and outdoor physical demands. This created a sense of camaraderie that to this day remains incredibly well preserved. As the narrator says, these men were college boys and cowboys, "surefooted and sharp-witted."

14,300 of these troops were eventually deployed to the Italian mountains to reclaim land which had been occupied by the Germans. There were hundreds of casualties and even more wounded. Sharing a love of the mountains, men who had been on that inaugural 10th Mountain Division assignment 50 years ago reunited to share their lives and what they had been doing since the war ended. To this day, they find it exceptionally difficult to talk about those friends and colleagues who did not make it home. The war ended, they came home, they got on with life.

In February 1995, 50 years to the day after the first mountain assault, 10th Mountain survivors reconnected and re-enacted the initial assault of Riva Ridge in the Italian Apennines mountains, but this time as 70-somethings, not robust men in their 20s. They were honored by the Italian community for their bravery and for regaining Italy's freedom, the men found the visit incredibly moving to recall the deep affection for those that didn't make it home. Atop Riva Ridge, a memorial ceremony honored those of the 10th who did not return home. The Fall 1995 issue of *Skiing Heritage* magazine (Volume 7, Number 2) is dedicated to the 10th Mountain's 50th Memorial

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Day. It recounts much of the history of the 10th Mountain, elaborating on some of its members, and honoring those who served. This issue is available on google books at this link. There is also a detailed timeline (pp. 10-13) which explains how this mountain skiing training team evolved. As the editor Morten Lund wrote:

There were hundreds of veterans in their twenties eager to escape office routine that would have undoubtedly been their fate had not the war intervened. Once they had skied with the world's best, it was hard to keep 'em down on the desk chair.

The men of the 10th formed a small but determined self-selected elite that constituted a brotherhood in the sport during the late 1940s and early 1950s. The men of the 10th were the spark-plug of the rising interest in alpine skiing. **More than 2,000 veterans of the 10th became ski instructors.** [Emphasis added.]

... And many of the 8,000 who learned to ski in the 10th soon became husbands who took their wives and kids skiing at the resorts run by old buddies from the 10th. It is not too much to say that the effect on U.S. skiing was little short of miraculous." (*Skiing Heritage*, p. 3)

Not unsurprising was the relationship between engineers and ski lift builders. It seems odd to mention a tramway designed by a mining engineer in the same sentence as front-line combat. However, the 10th Mountain Division ran one. "There is a close historical connection between skiing and mining: downhill skiing in the U.S. was born in Western mining communities. In fact, the first recorded mechanical device to take skiers uphill was by an ore tram in the Sierra." (*Skiing Heritage*, p. 22). But the men of the 10th devised a *PORTABLE* tramway that was invaluable in taking casualties out more quickly.

Fire on the Mountain also showcases the lives of some of the mountain men who, after the war, sought outdoor employment and recreation based on their years of service in the 10th Mountain Division. In so

doing, they revolutionized outdoor life in America. They were "addicted" to skiing and outdoor activity. 62 American ski areas were founded, managed by, or had a ski school run by 10th Mountain men, long before the mega-ski corporations were on the scene. They became: ski instructors, founders of ski villages, outdoor equipment and wilderness companies, foresters, Nike founders, climbing expedition leaders, university recreation leaders, leaders of handicap ski groups, a founder of Braille Trail, an architect for Snowmass and Vail outdoor trails, a falconry expert, master ski racers, and many other outdoor activity leaders. Having survived the horrors and trauma of war, they lived their lives based on the philosophy of helping one another in outdoor environments.

For them, skiing was a way of life, and not just a sport. They were addicted to the outdoors and exercise, some known as "snowfarmers". It is testament to the time they spent together as young men forging those relationships while training for war and their dependence on one another as a team that lends credence to their remarkable closeness today.

So, if you haven't had an opportunity to see this documentary, sit back and watch *Fire On the Mountain* at this YouTube link. You too will be amazed at their can-do, daring-do dedication – a salute to the hard charging outdoor men of the 10th Mountain Division.

* Movies include: *The Basic Principles of Skiing*, *Fire on the Mountain*, *Ski Patrol* (a recruiting film), *I Love a Soldier*, *Mountain Fighters*, (movies made at Mt. Rainier and Camp Hale brought in recruits)

** Norm Saylor has been a resident of Donner Summit over 55 years, 46 of which he was in charge of all operations at Donner Ski Ranch. He still maintains his residence there. In 1956-58, he was the last of 18 soldiers who were part of the Mountain and Cold Weather Training Camp at Camp

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Hale, Colorado. He helped close the camp in 1958. He is an avid collector of books, memorabilia and pictures of Donner Summit. He was instrumental in having old Highway 40 designated as an historical highway. From Donner Summit Historical Society website.

Books include: **Downhill Skiing, The Mountain Training Center, Aleutian Echoes, Soldiers on Skis, Good Times and Bad Times, Ski Troops in the Mud, Mountain Troops, The Tramway Builders, The Life and Death of the 10th Mountain**, a list on p. 33 **Skiing Heritage**

Newspapers: a 10th Mountain newspaper, **Blizzard, Skiing Magazine**

Wikipedia entry, 10th Mountain Division

McLaughlin, Mark, **Longboards to Olympics: A Century of Tahoe Winter**, Chapter 9, specially dedicated to the 10th and the locals involved

<https://unofficialnetworks.com/2012/05/28/10th-mountain-division/>

10th Mountain Division article about the history and the connection to Tahoe; **The 10th Mountain Division: WWII's High-Altitude Heroes**, Written by Matthew Renda in **Ski & Ride** 2015, Tahoe History, Tahoe Quarterly; <https://bit.ly/2UTopZg>

The Last Ridge, a 2007 documentary about the 10th Mountain Division

On a visit to speak with Norm Saylor about an entirely different subject, Norm pulled out an incredible map that was donated to him and the Donner Summit Historical Society about the 10th Mountain Division's wartime exploits. This is a **Map of Operations**, Third Battalion, 86th Mountain Infantry, 10th Mountain Division, Italy, 23 December 1944 - 25 July 1945, given to Norm by a 10th soldier. The detail is amazing. To see this map in its entirety, please visit Norm at the Donner Summit Historical Society, Soda Springs. Clicking on the above link doesn't do the map justice.



(Above) Heidi Sproat, Norm Saylor, and Barbara Czerwinski, March 24, 2019 visit

UPDATE ON AIRMAIL BEACONS

By Heidi Sproat

Yes, I'm still following the airmail story that keeps garnering my attention - I guess in part by reading some of the first hand accounts of the pilots who flew the inaugural routes. Intrepid souls they were. Browsing through a collection of Red Rockholm images, we came across these two pictures of the tower and beacon atop Donner Ski Ranch, "Signal Hill", 1937.



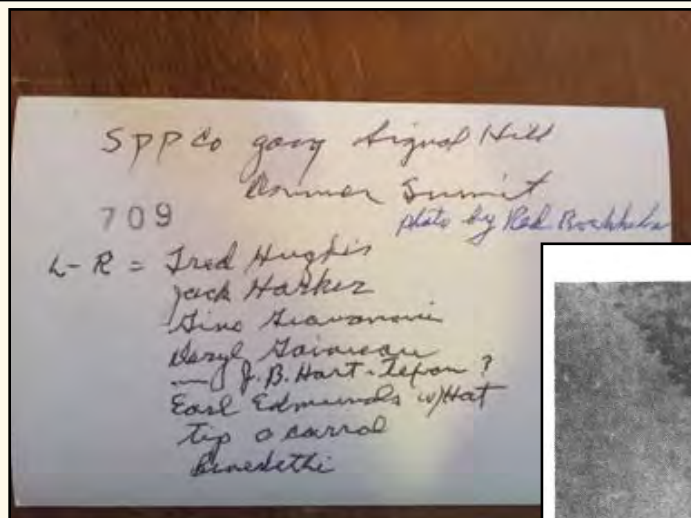
Click on the image to the left for a better resolution.



Photo (above) courtesy of noted local author Mark McLaughlin

Echoes From The Past Newsletter

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Text in image at right:

The Old Truckee Emergency Landing strip which was abandoned in the early 1960s when the new Truckee-Tahoe Airport was constructed. In the 1930s and early 40s the average number of recreational planes landing at the Truckee strip was about five. Here is an aerial shot showing three of the planes at the strip which was used as a civilian pilot training school during Word War II.

(Photo courtesy of Nels Stone of Truckee).

In our prior June 2018 Echoes issue, p. 12, about the airmail arrows and beacons, I mentioned the display board (pictured below) currently at the Tahoe Truckee Airport, showing a photo by Nelson Stone of the Truckee Intermediate Field. Dissatisfied with the quality of the image from that newspaper article in the display board, I hunted down a better quality copy, below. Enjoy.

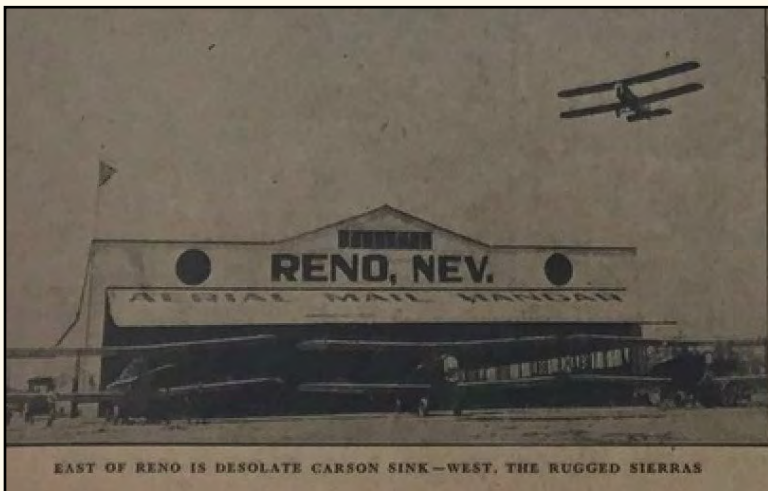


THE OLD TRUCKEE Emergency Landing strip, which was abandoned in the early 1960's when the new Truckee-Tahoe Airport was constructed. In the 1930s and early 40s the average number of recreational planes landing at the Truckee strip was about five. Here is an aerial shot showing three at the strip, which was used as a civilian pilot training school during World War II. (Photo courtesy of Nels Stone of Truckee)

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Airmail beacons article continued from page 13

Again reviewing additional articles about airmail, I came across this image of the Reno airfield in a February 1925 article in *The Country Gentleman* called *Flying With the Air Mail* by Samuel Taylor Moore. There was a photo I had not seen before of the Reno "Aerial Mail Hangar". The author of this article accompanied the pilot on a cross country airmail trip from New York to San Francisco. Most unfortunately, he had the misfortune of experiencing not one but two crashes. The first crash, he and the pilot landed safely in a haystack which appeared to be "heaven-sent"; the second, due to motor trouble, the hurried descent did not result in a crash. Truly, these early airmail pilots were of a different ilk than the rest of the world.



MORE AUDIO RECORDINGS AVAILABLE BY Katie Holley

Have you heard? We have new audio recordings available on our website.

Ice harvesting was big business in the Truckee area into the 1920s. In 1977, the historical society captured the oral histories of Earl Smith, Tony Ghirard, and Lawrence Kearney, who worked at the ice camp at Iceland, east of Truckee, along the Truckee River, Boca, Prosser, Floriston, and Polaris. You can hear men who "worked on the ice" tell their stories in their own words. Find out what a "Hot Tamale Man" did, hear how the men maneuvered the 720-pound blocks into position in the ice houses, and marvel at what was accomplished with raw muscle and determination. Transcriptions of these histories are available for most of the recordings.

Do you want to hear more about ice harvesting? Listen to Tom Macaulay's recording from 1987.

Printable Calendar of Events for the 150th Celebration

Courtesy of Bill Oudegeest of the Donner Summit Historical Society, in the April 2019 *Heirloom* newsletter issue, p. 7, there is a printable calendar of the events planned to celebrate the 150th Anniversary of the Transcontinental Railroad. Do keep this handy to be in the know about all the planned events. We hope to see you there!

Echoes From The Past Newsletter



So what is this "QR CODE" or the squirley-looking black & white icon Some of you may be familiar with these strange looking icons. The black & white cross-hatched icon represents our new

website at truckeehistory.org. If you have a "smart" phone or iPad with a 'QR Reader,' all you need do is scan your device OVER the icon and you should be directed to our website. And what would one use this for? On any printed material, you could 'scan any QR code' and be taken to their website immediately. In our case, you can go immediately to our truckeehistory.org website and see the **Calendar** for upcoming events.

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