

# The Donner Summit

# Heirloom

History and stories of the Donner Summit Historical Society and the most historically significant square mile in California.

November 2024 issue #195



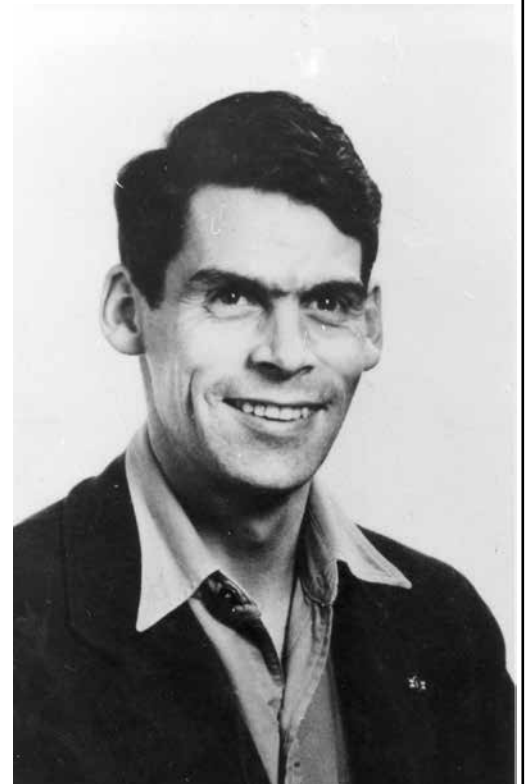
## Donner Summit - in the Old Days II

Two months ago in our September [Heirloom](#) we described what Donner Summit was like before the coming of the freeway. There was one more piece on the subject in our DSHS archives, a study of “Transient Accommodations Available in Winter.” It was developed by Johnny Ellis, right, in 1939 in support of his plans for a lodge at the top of Mt. Judah above Lake Mary.

Donner Summit history buffs will remember that Mr. Ellis arrived on Donner Summit at Clair Tappaan Lodge, fresh from Dartmouth, in 1935. He later subdivided the area around Lake Mary; built three rope tows, two where Donner Ski Ranch now is and the other on Mt. Judah; built the Dartmouth Outing Club on Lake Mary; and had plans for a resort on Mt. Judah complete with a funicular. Johnny went off to World War II and when the war was over, he stayed on the east coast and went into plastics – just like the advice Benjamin Braddock received in “The Graduate.” Plastics was the hi-tech industry of the time. You can go back and read about Mr. Ellis in the April, June, and August '09 and April '22 [Heirlooms](#).

To decide whether his resort idea on Mt. Judah was viable Ellis had to gather information about the 1939 state of the economy on Donner Summit. Were there enough people to make the resort “go;” enough accommodations; sufficient recreation opportunities; and given the transportation of the time, could enough people get up to the area for the fun?

Today, times have changed. People no longer take the train to Donner Summit. Cars are more reliable and faster so people can go further to the many more recreation opportunities further down the road at Tahoe and Reno. The highway is four lanes now reducing the amount of time spent behind slow-moving trucks and so speeding up travel. Because cars are more dependable and roads are better, stops along the way are not needed and a larger number of people can drive up just for the day, heading home after the lifts close. Large ski areas with many amenities, lots of restaurants, hotels, and casinos are only a few more minutes away. There are so many summer recreation opportunities further along the tourist route as well.



# Story Locations in this Issue

proposed Johnny Ellils resort on Mt. Judah

## DONNER SUMMIT



## Finding Your Way Through Donner Summit History

We're closing in on two hundred issues of the Heirloom: thousands of pages, thousands of pictures, and hundreds of subjects. You've probably begun to realize that you cannot keep all the history in your head. Even if you remember it all, retrieval is difficult.

Fortunately one of the choices we made back at the birth of the DSHS was to index all our Heirloom articles and pictures. We've diligently kept up the indices so that they are many pages long, full of alphabetized titles and subjects. Go to our website and to any of the Heirloom pages (one for each year) and you'll find links to the Heirloom indices.

One of the strengths of the DSHS is the incomparable historical photograph collection. The collection is thousands of pictures and again the sheer number makes finding anything in particular, difficult. Avoid the long URL by going to our website and clicking on the "photographs" link and then to the "historic photo collection link." A third link, to the Flickr URL will take you to those thousands of searchable historical photographs of Donner Summit. Have fun.

Find us on the the DSHS YouTube channel <https://www.youtube.com/channel/UCJenAxPCb47Y14agmVGI-zA>

Find us on FaceBook where we place a new historical picture daily.

editor:  
Bill Oudegeest  
209-606-6859  
[info@donnersummithistoricalsociety.org](mailto:info@donnersummithistoricalsociety.org)

Proofread by Pat Malberg, Lake Mary, Donner Summit

Find us on 

 YouTube

People have changed their lodging accommodation desires too. When Johnny Ellis was considering his resort and running his rope tows, people patronized communal lodgings in ski lodges. Après ski life was rich in the hotels and bars not just with drinking but also communal singing and other activities. Dormitories were popular as sleeping accommodations. Today people are likely to rent or own vacation houses. The many hotels and lodges are mostly gone and along with them that lifestyle. Beacon Hill Lodge and Vanderford's burned down. Soda Springs Hotel is condominiums. Donner Summit Lodge, Kingvale Lodge and Donner Spitz are all employee housing for Sugar Bowl. Rainbow Lodge is generally closed except for large groups. Cramptons made way for the freeway. Cisco Grove's rentals were torn down, victim of the coming of the freeway. Norden Lodge is no more. Cal Lodge has gone private. The list is longer but you get the idea. Still in the area are Clair Tappaan Lodge and its Hutchinson Lodge (for groups with mostly communal accommodations) and the Sugar Bowl Lodge. Donner Ski Ranch and Sugar Bowl are the only restaurants.

What did Johnny find on Donner Summit in 1939? We didn't really know how to present Johnny's research, so we'll just present a list.

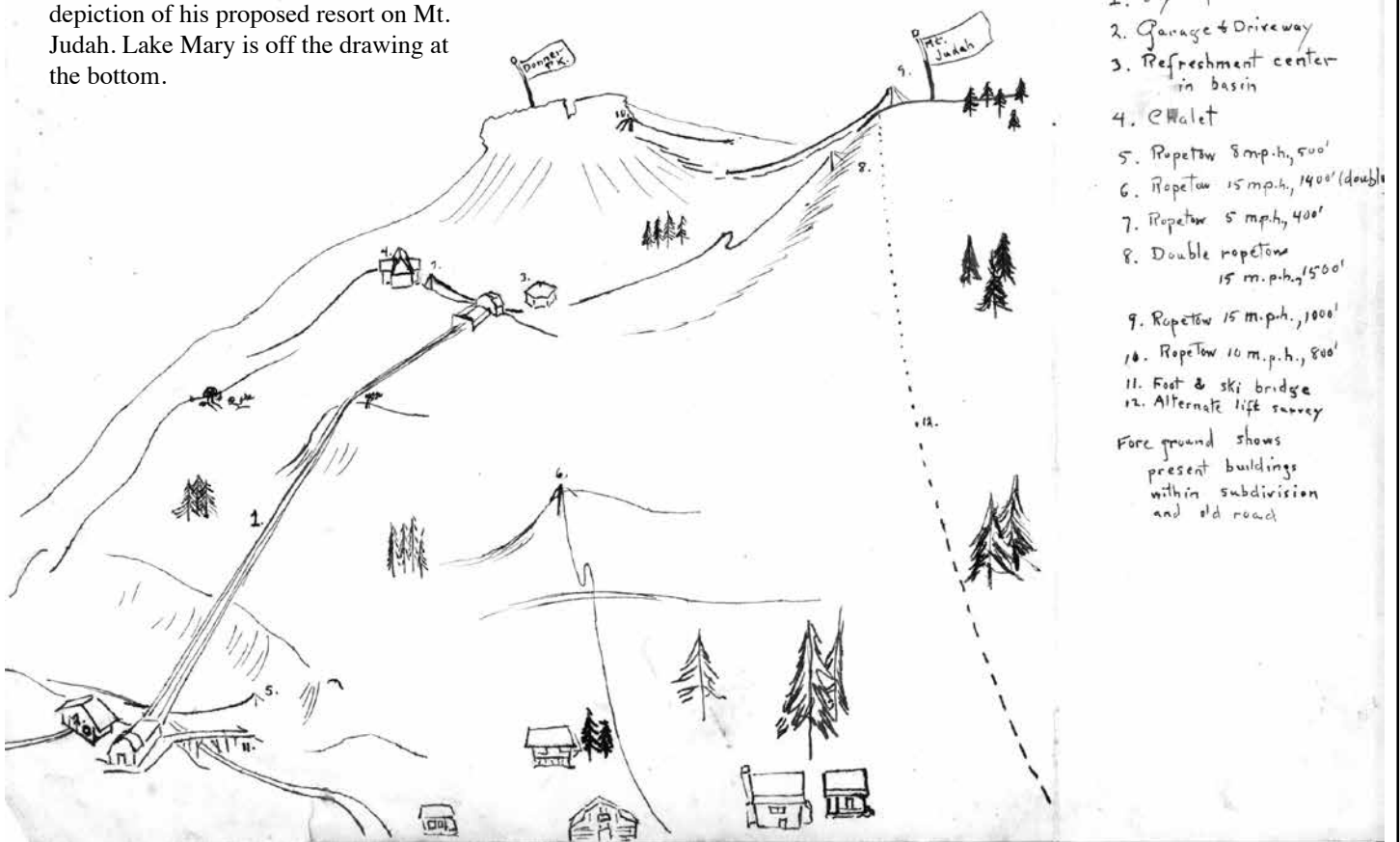
### Skiing Accommodations 1939

Name	Price	Capacity
Vanderford's Ski Lodge	4.00	60
Donner Trail Ski Lodge	3.50	35
Norden Ski Lodge	3.50	40
Soda Springs Hotel	5.00-7.50	64
Soda Springs Hotel dorms	1.50	25
Fox Farm	1.00-1.50	40
(current site of Donner Summit Lodge which is Sugar Bowl employee housing)		
Kingvale Lodge	1.50	18
Hampshire Rocks	1.50-3.50	40
Rainbow Tavern	5.00-7.50	68
Rainbow Tavern ski hut	1.50	25
Big Bend Inn	1.50	12
Cisco Grove	3.50-5.00	40

### Ski Clubs

Stockton	20
Sacramento	no sleeping accommodations at the study's time.
Dartmouth	no sleeping accommodations at the study's time.
Pawnee	15
Auburn Ski Club bunkhouses	100

Johnny Ellis' hand-drawn and labeled depiction of his proposed resort on Mt. Judah. Lake Mary is off the drawing at the bottom.



1. Sky Lift
  2. Garage & Driveway
  3. Refreshment center in basin
  4. Chalet
  5. Rope tow 8 m.p.h., 500'
  6. Rope tow 15 m.p.h., 1400' (double)
  7. Rope tow 5 m.p.h., 400'
  8. Double rope tow 15 m.p.h., 1500'
  9. Rope tow 15 m.p.h., 1000'
  10. Rope tow 10 m.p.h., 800'
  11. Foot & ski bridge
  12. Alternate lift survey
- Fore ground shows present buildings within subdivision and old road

### Other Clubs

Cal-Lodge	1.50	60
Sierra Club	1.50	120
Tourist Club	1.50	60
Sierra Ski Club		30
(hutchinson)		

Then there was a category of “private Lodges” in Kingvale, Soda Springs, Norden, and Rainbow. There were 105 of those sleeping 359 guests. These were probably private homes.

Johnny went on to catalog the accommodations east of the summit but that’s not Donner Summit. One interesting note in the catalog of lodgings east of the summit was that in Truckee there was a category for “Pullmans on siding” which had “unlimited capacity.” “The railroad brings all necessary cars from Sparks Nev. Largest number of Pullman beds in Truckee in recent years.... 600” That would have been fun.

Also interesting was that on Sunday March 12, 1939 the Forest Service counted the total number of cars parked along the roadway from Donner Summit to Blue Canyon. There were 1360 cars parked. Almost half were from the Bay Area and a quarter from Sacramento. Including these figures Ellis was showing potential customers for his lodge.

Ellis went on to analyze and summarize his findings.

- Only less than 5% of visitors came by train.
- Only a tiny percentage of skiers’ cars are NOT parked along the road.
- 71% of Sunday skiers were overnights.
- The number of skiers from within 90 miles of Donner Summit was increasing each year.

To get the total number of skiers (day trippers and overnights) Ellis figured one could add 40% to the number of



The view from the top of Mt. Judah close to the site of the proposed funicular's top station. Donner Lake is in the background.

overnights to get about 2,000 skiers on a winter Sunday. That did not include the number of skiers from east of the Summit. Ellis said that was an unknown number but would be “greatly increased by a major funicular at the Summit and local bus service from Truckee.” Ellis was planning the funicular.

Ellis concluded, “It is an established fact that skiers tend to flock to hills with mechanical lifts, and partially desert the other hills and runs.” Lifts were one of the things that popularized downhill skiing starting in the 1930’s. Lifts were fairly new and Sugar Bowl was building the first chair lift in California which would open in a few months.

Parenthetically, along with the many rope tows on the summit and the coming chair lift, there were also two boat sleds, one that didn’t work at Soda Springs and one at the Auburn Ski Club. See pictures on the next page.

From April '09 [Heirloom](#)

First Rope Tow - April, 1936, built by Johnny Ellis

“...on the practice slope by the lodge. Pay 50 cents.  
Keep your skis on.  
Grab a handle.  
Ride up and ski down all afternoon.  
We don’t count the rides.”

## Skiing Facilities

Then, after Summit accommodations we can go on to the "Skiing Facilities Within ten Miles Either Side of Summit"

Auburn Ski Club one rope tow and one "cable drawn sled"  
Three jumping hills  
(jumping was a popular spectator sport at the time)  
Various ski slopes with 400 ft vertical and Snow Mtn. and Red Mtn.

Rainbow Tavern 1 J-bar lift  
No jumps  
Small, poor slope  
500' vertical

Soda Springs  
J-bar, rope tow  
No jumps  
Good slopes  
700' vertical

Norden  
Double rope tow  
No jumps  
400' vertical  
Many touring trips and down mountain runs in vicinity. Norden is an excellent base for trips to north where there are huts available.

Donner Summit (North of Highway 40)  
Rope tow  
No jumps  
175' vertical  
Only a practice hill

Donner Summit (South of Highway)  
Rope tow – tiring because of steep slope.  
"Popular with expert skiers."  
No jumps  
Varied and interesting slopes  
400' vertical  
Many mountain runs  
Mt. Lincoln  
Sugar Bowl (before the resort)  
Donner Knob and Mt. Judah  
1200 and 2200' vertical runs

Donner Run  
The "lifts" are private cars on the highway that pick up skiers at the bottom and return them to the "summit starting point."  
No jumps  
1100' vertical

Proposed Funicular to Mt. Judah  
Cable railroad in snowshed. Operates independent of weather and snow conditions. Connecting bus lines would also service Donner Summit.



Top and bottom: the UpSki at Auburn Ski Club - one of the earliest ski lifts. Center: an example of an UpSki or Boat Sled.

Possible jumps  
Excellent slopes, all weather and variable interesting slopes.  
Vertical height of runs: 1200 and 2200 feet.  
Mountain Runs

Mt. Lincoln and Sugar Bowl (before the lift) are made easily accessible. Cross country trips to the south started from top of Mt. Judah would have an elevation advantage of approximately 1200 ft. over best present point of approach.

### Commercial Enterprises on Donner Summit, 1939

Then the commercial opportunities for visitors to Donner Summit:

#### Garages

Kingvale – storage and mechanic

(Overnighters stored their cars in garages while their owners were visiting the snow. Only one such garage is still in existence at Sugar Bowl's gondola.

Norden – storage garage

Truckee – six garages

Soda Springs – storage

#### Stores and gas stations:

All along the highway. The best equipped store outside Truckee is Norden

#### Restaurants and Refreshments

All along the highway. Refreshments on ski hills. Day and night restaurant in the snowsheds at Norden.

#### Trains

Norden and then Soda Springs have the most scheduled stops.

A new central station and waiting room at Norden are “in prospect.”

#### Telephone, Telegraph and Electricity

Throughout

#### Bus Lines

Greyhound 3 time daily and stops anywhere.

#### Elementary School

Norden. “School bus operates.”

High School Truckee no bus.

#### Movie House Truckee

Churches – Truckee

#### Bars

Soda Springs Hotel, Rainbow Tavern,

Truckee.

Drug Store – Truckee

#### Labor:

“non union, semi-skilled, usually available locally.

#### Subdivisions and Forest Service lease tracts:

Several throughout the region. Demand high, prices high, building and buying active.”

Summer Amusement; some swimming, riding, boats for rent, hiking public camp.



Trailsyde Lodge which used to sit across the street from the current fire station at Big Bend.

Crampton's Lodge 1948.  
Interstate 80 is at this location now.



Beacon Hill Lodge  
about 1950. It burned  
down and was not re-  
placed. It sat in "down-  
town" Soda Springs.

Vanderford's Lodge ca 1930  
burned down and was not  
replaced. It sat on the other  
side of the street from Donner  
Ski Ranch.



# Miscellaneous History of Donner Summit

This sounds like a good regular feature for the Heirloom. These are a couple of articles that have been sitting in the DSHS computer archives and which were stumbled across as this [Heirloom](#) was being put together. Imagine all the other things in the computer!

In this case we have Chinese railroad workers getting revenge on thieves. Chinese railroad workers were prey for thieves as they left their work on the railroad and headed to the towns at lower elevations.

## A RASCAL Killed by Chinamen.

The wild life of these mountains does not fail to bring out many of the hard characters whose doings remind us of old times. Day before yesterday, November 5th, four men, two of them unknown, and two other worthies, severally known as Johnny Kelley and Johnny-behind-the-Rock robbed several Chinese on the Truckee of about \$40, and then crossed over the summit, and half a mile below Summitville they overtook a Chinaman on horseback and took him off his horse and robbed him of the animal and \$47.\*

Next they entered a Chinese ranch nearby, the inmates of which were ready for them, and proceeded to go through the Chinamen, who offered the wretches \$50 to be let alone; this offer was refused, and the ruffians threatened the lives of those Chinamen, whereupon they attacked the robbers with shovels and drove them from the house, killing John Kelly, and battering "Johnny-behind-the-Rock" so badly that he could not escape, and was captured by the Sheriff; the other two were subsequently arrested at this place and have been below. The body of Kelly was still lying on the snow where the Chinamen left him, the Coroner not having arrived, and nobody apparently being willing to take any trouble about the poor dead wretch. The men are all well known, and "Johnny-behind-the-Rock" is notorious as the man who murdered Hennessey on the Truckee three months ago. H. M. S.

Daily Alta California  
November 10, 1867

\*almost \$1000 today which is a substantial amount and more than a month's wages on the transcontinental railroad.

---

Titled "**On the Mountains**" we come across another interaction between whites and Chinese in California

The signal station on Red mountain, where men with telegraphic communication with Cisco were on the watch for fire in the snow sheds, has been closed and the instruments stored.

The attack by North Bloomfield men on Chinamen engaged in building the extension of the Blue Tent ditch last July resulted in the expulsion of 125 Chinese, at \$1 per day, in whose places are filled by 60 white men at \$2. The line to Fall creek will be completed next week, when the connection between them and the lakes will be begun, which will employ a large force until snow falls. The men are constantly changing— new ones coming, getting dissatisfied with wages, grub or what not, and then leaving. The trouble between this company and the Lindsay mine will be settled in the Courts. Half a dozen armed watchmen guard the dam, which has been cut three times by the workmen on the Lindsay ditch. All the stories of a local war are groundless.

Sixty-four of the workmen on the Blue Tent, armed with pickhandles, resolved to go to Fall creek and dislodge eight Chinese shakemakers last Sunday, but their courage failed them, and they gave up the job. If James Heath, who has spent several years in perfecting his metalogical indicator, has found by the old channel which crosses Fall creek nine miles from here. He has begun work in an old tunnel which was abandoned just at the edge of the pay. After two weeks' work he has crossed several seams under the old river bed, where he can pick up beautiful specimens of gold and rock. He works eight men, and has a new frame house, and is fixed to stay and develop the mine.

Sacramento Daily Union  
August 19, 1878



# Gems from the Research Department

## Young Emigrants on the Oregon, California, and Mormon Trails 1841-1866

Molly Kizer thesis in "partial fulfillment of the requirements for the degree of Master of Arts. 2000

I don't remember what the topic was that was being researched but eventually we came across this thesis by Molly Kizer as partial fulfillment for her Master of Arts degree at the University of Nebraska at Omaha

This almost three hundred page book looks at the emigrant experience from the experience of children. It's an amazing collection of quotes and stories about children crossing the continent to Oregon and California. One can only wonder at the number of diaries, books and other materials Ms Kizer plowed through to gather her materials.

In addition to the maps and illustrations the table of contents gives one a good idea of the subjects covered:

1. Motivations, Preparations and Perceptions: Young Emigrants Embark on the Journey of a Lifetime
2. Travels and Travails: Young Emigrants Endure Exceptional Burdens on the Overland Trails
3. Cultures in Conflict: Indian and Emigrant Contact on the Overland Trails
4. Disease and Death: Sickness and Treatments on the Overland Trails
5. Work, Pets, Pleasures and Prayer: Young Emigrants as Participants in the Overland Experience

If you are interested in the human experience of the 19<sup>th</sup> Century emigrant migration you will enjoy this thesis.

When young emigrants began their journeys, they often reflected the joyous moods of their parents who looked forward to a new and more prosperous life. But, for many, their spirits were diminished after months of painstaking travel along routes lined with graves. Gloom pervaded among overlanders if cholera struck their trains, and for children, the burden was tremendous. As 1852 emigrant Mary Yariel put it after members of her company had buried their first cholera victim, "it was a mournful affair, and we all felt very depressed, each one no doubt wondering who would be called next."

The footnotes are very numerous which can lead the reader to interesting discoveries. The bibliography is useful too.

The thesis can be read on line or downloaded as a PDF

Kizer, Molly, "Young emigrants on the Oregon, California, and Mormon trails, 1841-1866" (2000). Student Work. 518.

<https://digitalcommons.unomaha.edu/studentwork/518>

or

<https://digitalcommons.unomaha.edu/cgi/viewcontent.cgi?article=1523&context=studentwork>

"A Prussian family pass," wrote Bruff, "accompanied by a pony and a cow packed with bedding and other necessities, a steer laden with provisions, camp kettles, and implements driven by a 12-year-old son who carries an infant tied to his back, Indian fashion, while the rear is brought up by the wife."

A similar entry read, "girls quite pretty carried heavy knapsacks, their naked toes protruded through broken shoes."

There was nothing like freedom to escape the sameness and drudgery of travel, and children often felt most free when they rode horses, walked with friends, explored new country, or simply reclined for a few moments under a grove of trees. Like with their parents, their journals are filled with descriptions of the unique and overpowering scenery of the new lands through which they passed.

# From the DSHS Archives

Following the October excerpt about climbing Castle Peak here is a trip through the snowsheds

This excerpt comes from Benjamin Avery, "Summering in the Sierra," Overland Monthly and Out West Magazine 12:2 (February 1874): 175-83. This is part II.

The tourist who stops a few days at Summit Valley, will find a walk along the railroad, through the snow-sheds, peculiarly entertaining. These sheds, covering the track for thirty-five miles, are massive arched galleries of large timbers, shady and cool, blackened with the smoke of engines, sinuous, and full of strange sounds. Through the vents in the roof the interstices between the roof-boards, the sunlight falls in countless narrow bars, pallid as moonshine. Standing in a curve, the effect is precisely that of the interior of some of Gothic cloister or abbey hall, the light streaking through narrow side-windows. The footstep awakes echoes, and the tones of the voice are full and resounding. A coming train announces itself miles away by the tinkling crepitation communicated along the rails, which gradually swells into a metallic ring, followed by a thunderous roar that shakes the ground; then the shriek of the engine-valve, and, in a flash, the engine itself bursts into view, the bars of sunlight playing across its dark front with kaleidoscopic effect. There is ample space on either side of the track for pedestrians to stand as the train rushes past, but it looks as if it must crush everything before it, and burst through the every shed. The approach of a train at night is heralded by a sound like the distant roar of surf, half an hour before the train itself arrives; and when the locomotive dashes into view, the dazzling glare of its head-light in the black cavern, shooting like a meteor from the Plutonic abyss, is wild and awful. The warning whistle, prolonged in strange diminuendo notes that sound like groans and sighs from Inferno, is echoed far and long among the rocky crags and forests.



# From the DSHS Archives



Before there were groomed downhill runs racers would boot pack the snow. Here is a picture from a resident of Sugar Bowl showing what appear to be military men boot packing the snow. It is titled "patrollers grooming run at SBowl 1940s"

# Book Review

## A Complete Official Road Guide of the Lincoln Highway Fifth Edition 1924

Lincoln Highway Association, reprint by Patrice Press  
538 pages. Available from the Lincoln Highway Association's  
Lincoln Highway Trading Post (LHTP.com).

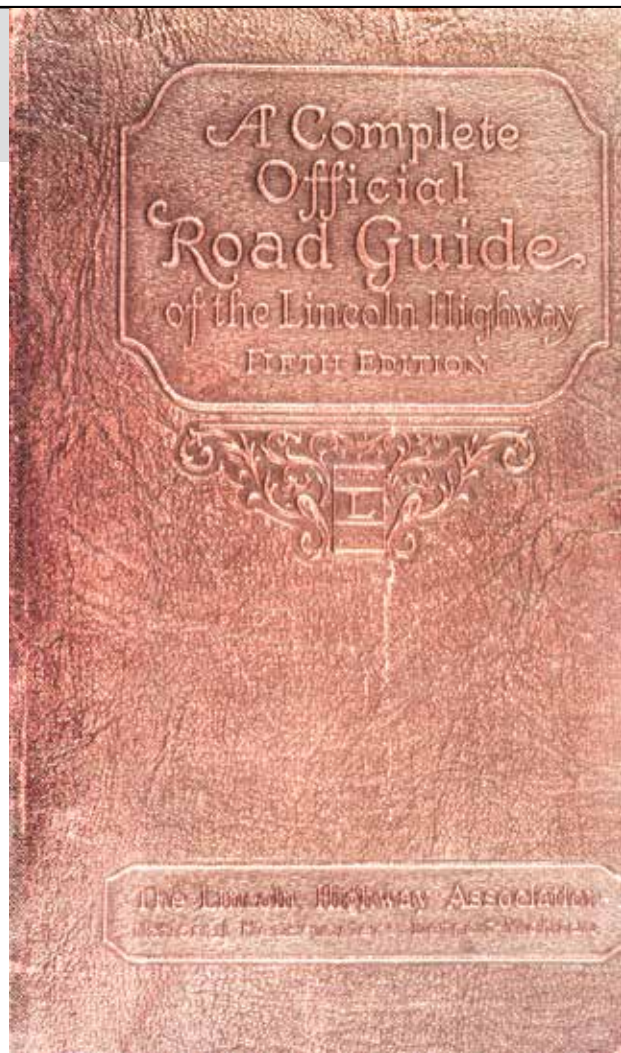
This is a fun book that's been sitting on the shelves of the DSHS for some years. Unless you are planning a cross country trip following the Lincoln Highway's 1924 route (pieces of the route changed over the years) you're not going to want to read the whole thing. It's not until you get to page 193 that the actual route and guide starts. In the guide the traveler gets the 1924 trans-continental route broken up into thirty-three segments and each segment broken up into listing of the cities and towns along the way. In each listing there are the mileage, road conditions, and information about the location: tourist information, local businesses, history, etc. The guide is interspersed with interesting drives like how to get to Yosemite, lots of ads, and pictures (including some of Donner Summit). So perusing the pages is looking at life in 1924 traveling America.

"The book is not presented as a final and authoritative statement covering every phase of activity and every particular of existing conditions to be found upon the Lincoln Highway, but is offered as a reliable reference covering distances, accommodations, scenic and historical points of interest, equipment, expense and other data."

At the end of the book section thirty-three is about the Reno to Sacramento route via Donner Summit. Donner Lake had a post office called Gelatt and was a summer resort. You can see the entry here on the next page. There follows a summary of the Donner Party,

"Standing by this monument in the glorious sunshine of a summer day, it is impossible to realize what it must have meant to those emigrants, after so many months of exhausting travel across desert and plain, to gaze at the tremendous barrier before them, already half hidden in the approaching storm, and to know, that if they could only cross this last mountain range, the fertile valleys of California lay but a short distance beyond."

Donner Lake is described along with the "green forests and immense walls of granite rocks rising to great heights..." "Leave the car and walk down to the shore of this beautiful lake and

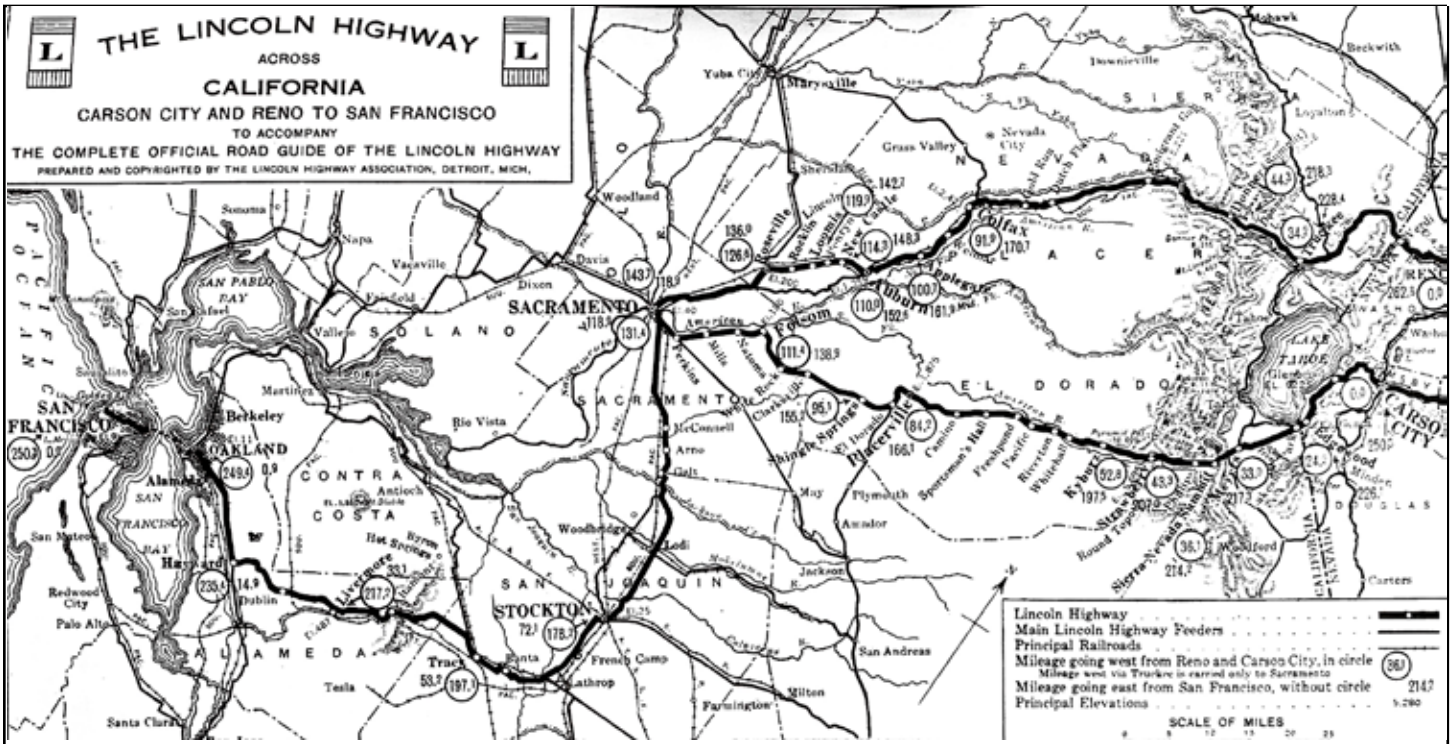


observe the wonderful scene." "A more beautiful locality can hardly be imagined than this on the shore of Donner Lake, and the tourist feels well repaid for all the possible hardships of his drive when he finally camps at this spot." This shows the good taste of the 1924 travelers.

"Summit" is next on the itinerary. It had a population of 50, one "general business," the railroad, the express company, and a telegraph. "Good camping and fishing. Unsurpassed scenery." Again, the good taste of 1924.

The first 193 pages are also full of ads and pictures, but also various articles about the Lincoln Highway, Lincoln Highway luminaries, the Pony Express, the Overland Stage, what emigrants in the old days should have carried with them, signage, Lincoln

To those who love the wide open spaces of the great West, and who enjoy exertion and the clear pure air of the western plains and the high altitudes of the Rockies and the Sierras, the trip between San Francisco and Omaha is a delightful outing.



Highway “seedling miles,” Lincoln Highway history, and even how to ship your car back home after one-way across the continent. Apparently in 1924 one-way was enough. See advice on page 15.

There are interesting facts as well. In 1913 there were about 150 transcontinental automobiles; in 1923 there were, “conservatively,” between twenty and twenty five thousand. Where it took sixty days to cross the continent in 1913 in an automobile, by 1923 it took only thirty with “pleasure parties” taking ordinary, unhurried progress. “Twenty days is an easy drive for anyone.” Apparently there were different writers for different sections and they didn’t always communicate. Twenty days meant driving seven hours per day averaging 18 MPH. The cost of a transcontinental trip was affordable, not more than \$5 per day per passenger. That included everything except tires and accidents. California speed limits were 35 mph in the open contry, twenty MPH in residential sections, and fifteen at intersections.

There are also hints for travelers, “Don’t wait until your gasoline is almost gone before filling up... “Don’t carry loaded firearms... Don’t wear new shoes...” See page 15 for more to make your trip trouble-free.

**DONNER LAKE (Gelatt P. O.)**  
**Reno Sac. Control, Hotel.**  
**40.3 103.4** Summer resort. Placer county. Railroad station is Truckee; stage to camp. European and American plans. Auto camping.  
**4.0** Housekeeping tents. Telephone, garage.  
**Graded Gravel** L. H. Local Consul, W. B. Gelatt.

**Donner Summit**



Donner Lake from the Lincoln Way near the Summit.

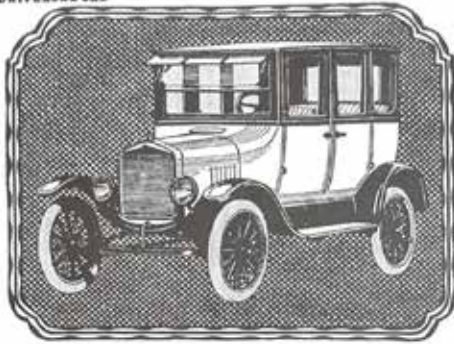
Just before crossing the summit, the tourist should walk back to the face of the grade, where a fine view of Donner Lake and the distant mountain ranges of Nevada may be had.

After leaving the “Summit,” the road follows the Yuba River, a beautiful stream with plenty of trout in its waters.

“With sufficient time at one’s disposal to discount conditions with a proper understanding of conditions to be encountered, arising from possible bad weather, particularly in the Middle West, with a reliable automobile and the right spirit of interest, the Lincoln Highway drive across the continent should be to anyone a source of continued interest and pleasure, having no element of danger. But, for those who have never undertaken long tours of this character, through unfamiliar country, it should be preceded by a thorough understanding of the nature of the conditions likely to be encountered, and by adequate preparation suggested by the experience of others.”



*Ford*  
THE UNIVERSAL CAR



### *New Sedan*

Changes featured in the new Ford Sedan make it a better looking, roomier car.

A higher radiator with a trim apron at its base lends dignity befitting a closed car. The higher hood and enlarged cowl curving gracefully to the dash give a stylish sweep to its body lines, and afford additional leg room for occupants of the front seat.

All body fittings—window regulators, door grips, door latch levers, door lock, dome light—are finished in nickel. The upholstery carries a fine dark line on a soft brown background that does not easily show dust or dirt. Silk window curtains to harmonize for the three rear windows enhance the style of the car and add to the comfort of its passengers. See the other new Ford body styles at your nearest dealer's showroom.

*Ford*  
CARS · TRUCKS · TRACTORS

QUALITY  
**TOKHEIM**  
Illuminated and Motor Driven



## VICTORY VISIBLE

—gives your customers gasoline service that pleases and impresses them.

Good Customers Deserve Good Service

The efficiency of Cut 200 VICTORY VISIBLE Motor Driven Pump will satisfy the most exacting customer. Its symmetrical design and massive appearance attracts immediate and favorable attention. Combined dependability and speed of operation leave an impression that is equally pleasing and lasting.

Your request for prices and literature will be given preferred attention.

**TOKHEIM OIL TANK & PUMP CO.**  
FORT WAYNE, IND., U. S. A.  
1600 Wabash Avenue Offices in Principal Cities



**QUALITY**

THE B. F. GOODRICH RUBBER COMPANY  
ESTABLISHED 1870

In Canada: The B. F. Goodrich Rubber Company  
Limited

Toronto Montreal Winnipeg

New sensations and a few thrills await the dweller of the East when first he makes the transcontinental tour over the Lincoln Highway. New sensations are the spice of life and this country of ours is full of them to the lover of scenery, and many wonderful works of nature are open to him who will make just a little effort to see.

An uplifting of the soul is sure to follow this contact with Nature in her majesty, and Self becomes smaller and smaller as we realize the immensity of things in traversing this country. To stand upon the great desert amidst overwhelming silence, gazing with awe at the glorious, yet delicate, coloring of the sky and distant mountains in the cool of the dawning day or in the fading light of evening, is worth all of the little hardships of the tour; and then to pass through the cool forests of the Sierras, on a fine road, with great fir trees on all sides, and roaring water tumbling over rocks alongside, makes us glad that we have lived to see and feel such things.

**Take Crackers a-  
long and be sure  
they are ITEN'S  
FAIRY SODAS**



Crackers are highly nourishing and very palatable cereal food and are convenient to carry on auto trips. They are not as bulky as other cereal foods, and they will keep in good eating condition for a long period in closed containers.

Fairy Sandwiches are quickly and easily made with your favorite filling—and they are always relished.

*You are always sure of getting the very best  
when you ask your Grocer for I-TEN'S.*

**Iten Biscuit Co. Snow White Bakeries**  
(Registered U. S. Pat. Office)

# NASH

So conspicuous and so compelling is the intrinsic worth of a Nash car that a prospective buyer need only contrast its advanced construction and extensive equipment with its low price to become thoroughly convinced that he is getting an unusually good return for his money.

FOURS

SIX



The Nash Motors Company  
Kenosha, Wisconsin

# HUDSON



**This Favorite Super-Six  
Improved in All Ways**

The attractions of a more beautiful and comfortable body, with the greatest Super-Six chassis ever built are combined in the new Hudson Coach.

Also unmatched price advantage. At \$1475 it costs but little more than open models. Yet it provides the wanted comforts, distinction and all-around utility of a fine closed car.

Motorists concede that no car equals Hudson in performance, reliability and long life at low maintenance.

Now, to those famous qualities are added refinements that assure prompt starting in coldest weather, as well as greatly increased sunshine and oil economy.

Is it any wonder that the new coach has met a reception surpassing any Hudson ever built?

*The  
Coach  
\$1475*  
*(freight and  
tax extra)*

*On the Greatest Super-Six Chassis Ever Built*

Hudson Motor Car Co., Detroit, Mich.

# SUPER-SIX

## Advice for travelers from the Official Guide to the Lincoln Highway 1924

Don't wait until your gasoline is almost gone before filling up. There might be a delay, or it might not be obtainable at the next point you figured on.

Don't allow your canteen... to be other than full of fresh water.

Don't allow the car to be without food of some sort any time west of Salt Lake City. You might break down late in the day and have to wait a number of hours until the next tourist comes along.

Don't fail to have warm clothing in the outfit. At night the high altitudes are cold, even in summer, and the dry air is penetrating.

Don't carry loaded firearms in the car. Nothing of this kind is in the least necessary except for sport, anyhow.

Don't fail to put out your camp fire when leaving.

Don't forget the colored goggles. In driving west you face the sun all afternoon, and the glare is hard on the eyes.

Don't forget the camphor ice. The dry air of the west will crack your lips and fingers without it.

Don't build a big fire for cooking. The smaller the better.

Don't ford water without first wading through it.

Don't drink alkali water. Serious internal cramps result. You can quickly tell whether water is alkali or not by tasting it. –

Don't wear new shoes.

Don't use brakes on long down grades. Use compression.

Don't park on curves.

Don't pass another car at the top of a hill or on a curve.

Don't stop to cool motor at top of a hill, put car in gear and coast down to cool motor.



On the previous page we included advice for 1924 travelers to Donner Summit and coincidentally came across a collection of advices for mid-19th Century travelers to Donner Summit. So we thought we'd share in case you're feeling adventurous.

# Emigrant Advice

Some General Emigrant Advice from T.H. Jefferson, 1849

“Upon this journey the bad passions of men are apt to show themselves. Avoid all partnerships if possible.. Provide your own outfit and expect to take care of yourself..... Appoint no captain – make no by-laws. Be quiet; attend to your own business; make no promises.”

You will stay together only as long as you have common interests and no longer. You can stop and join another party any time “It is much better for the emigrants to scatter themselves along the road in small parties, a day’s journey or so apart, than to undertake to travel in a large body. Try to go in company with quiet, peaceable men – avoid braggarts; ...Start in April,... but not later than the first of May. Those who go ahead get the best grass and clean camp grounds.”

One should test out the wagons ahead of time and be practiced with oxen.

Always be on the guard against Indians and take a few “articles of trade.” “The less you have to do with the Indians the better. That said, "Indians like Mackinaw blankets, flint lock guns, powder and ball, knives, hatchets, squaw awls, whiskey, tobacco, beads, vermilion, flints.”

Advice from: <https://www.valvidegain.com/uncategorized/the-donner-party-anniversary/>

## Advice for Emigrants

The first bit of advice is that there are two ways to go across country. One is with a wagon and that takes four to six months. The second is “packing” or going only with horses or mules. That takes sixty to ninety days. Packing is recommended even for women and children. Women should wear, while packing, hunting-frocks, loose pantaloons, men’s hats and shoes, and ride just like men – no side saddles.

Parenthetically Edwin Bryant "packed" to California in 1846 after leaving the larger train which included the Donners and arrived in California about six weeks before the Donners reached Donner Lake. Bryant wrote a best-seller, What I Saw in California (reviewed in the April, '14 Heirloom) which was read by emigrants in following years. Bryant said " The Sierra were a "formidable and apparently impassable barrier...." but then, "The view from the crest of the Sierra to the east, is inexpressibly comprehensive, grand and picturesque. After congratulating ourselves upon the safe achievements of our morning feat, and breathing our mules in a few minutes, we proceeded on our journey.”

Take enough food. You can’t count on game.

Carry nothing but provisions and what’s absolutely necessary

Bring a stake that “will hold the wildest horse”

You can get horses shod at Ft. Laramie or Ft. Bridger for \$5

Take a sleeping tent 7’ x 4’ x 5’ Don’t paint it.

Oil cloth the floor of the tent – dip in water and paint with linseed oil.

Take an umbrella for desert sun.

Take a “farmer’s wagon” of seasoned wood – he gives a lot of design considerations

Don’t paint it.

Take a spare cotton cloth to use as an awning. It provides “agreeable shade for a lunch or siesta...”

Mackinaw blankets – the very best, thick and heavy

Sack coat and pantaloons

Deer skin hunting shirt and pants

Duck trowsers

Striped twilled cotton or hickory shirts Red flannel shirts, Cotton socks Stout pegged shoes or brogans – broad soled and large stout white felt hat

One should not start with wheels about which there is a “particle of doubt” or he’ll “meet with trouble and vexation.”

Wheels must be made of the very best seasoned wood, by a superior workman, and ironed in the driest weather.”

Do not take more than 1,000 or 1,500 lbs of weight.

Two oxen is good but three is better.

Don't take loose cattle except a milk cow. If she becomes troublesome kill her and eat her.  
Drive everything before your wagon. Following in the dust causes an animal to fail rapidly.  
Wash your oxen's necks with water and sometimes soap each day. Don't grease their necks.  
If the ox's neck gets sore wash with urine and powder.  
Oxen go 2 mph and 15 miles per day or so.  
It's better to travel every day.  
Start after breakfast. Stop an hour at noon. Camp at 4 PM.  
Take lots of bread stuff. "this is the staff of life"  
Don't take just fine flour. It's not good for the bowels and is unwholesome. Take "unbolted wheat flour and Indian corn meal."  
Take 200 lbs of bread per man (packers take 100 lbs.) Take more if you can. "it becomes valuable as gold during the latter part of the journey."  
Don't take fat bacon. Take lean ham and smoked beef ("bagged and limed")

**Food to Take:**

Smoked salmon, herring, sardines, preserved meats, and soups in tin.

Cheese

A little olive oil and butter.

Meat and grease packed in tin.

Rice, beans, peas, butter crackers, soda biscuits, ship bread, dried fruit, ...

Sugar house syrup (in tin can), sugar, vinegar, pickles, pepper, salt.

Tea, ground coffee

"Those determined to annoy themselves preparing coffee, want a coffee-mill screwed to the body of the wagon.

A water drinker fares the best, and is saved a great deal of trouble; cooking is an annoyance."

"Buffalo meat is sweet and wholesome; cow meat is the most tender." The best way to cook it is to run a stick through the meat, plant the stick in the ground at an angle to the fire and "mountain roast" it. Cut slices and hang the slices over the fire. The meat will keep the entire journey.

Good bread is the most important and best food to be had upon the journey –“ Few know how to make it though.

Don't use grease.

Bake bread, after kneading it well, in the form of a biscuit.

Packers should carry bread in goat-skin sacks which can be used for water later.

Wagoners should carry bread in cotton canvas sacks with circular bottoms 2' x 2'. They stand upright.

Use buffalo chips for fires.

Bring a single-barreled rifle \$25 and a brace of U.S. holster-pistols

One to five pounds of powder

Split and ribbed percussion caps

Bullets

Bullet screw, ladle, lead, friction matches, tin cans, powder-flask; oil-cloth gun-case

Patent leather drinking cup

Spy glass

**Various useful articles to take:**

Knife, whetstone, axes, hatchet, sickle, spade, saw, nails, tacks, needles, pins, thread, thimble, scissors, wax, sail needles, twine, palm, shoe leather, pegs, awls, hammer, king bolt, lynch pins, staples, iron ring. Rope, cotton cloth, camp stool, bee's-wax, tallow, spare chain, soap, sperm candles, tin lantern, camp-kettle. Tin ware – pail, plate pan, mug, washbowl, coffee-pot small water-keg iron spoon, knife and fork, herbs, and a few simple, useful medicines

Sources:

[https://en.wikipedia.org/wiki/Donner\\_Party](https://en.wikipedia.org/wiki/Donner_Party)

<https://www.history.com/this-day-in-history/donner-party-rescued>

<http://donnersummithistoricalalsociety.org/PDFs/amgensummary5-11.pdf>

<http://donnersummithistoricalalsociety.org/pages/bookreviews/CaliforniaTrailMap1849andAdvice.html>

[https://en.wikipedia.org/wiki/Stephens-Townsend-Murphy\\_Party](https://en.wikipedia.org/wiki/Stephens-Townsend-Murphy_Party)

# Making History Colorful



Here is Arther Foote and friends crossing the Yuba River on their way to winning the Tahoe Tavern Silver Cup in 1911. The race, held for several years, celebrated the first automobile crossing the Sierra after winter. You can read about Mr. Foote in our June, '19, June, '15, and May, '15 [Heirlooms](#). It's a good story.

Today, due to advances in computer graphics technology, there may be a solution to the color limitations of our historical black & white images. Computers are remarkably adept at manipulating photographic images. Algorithms developed for Artificial Intelligence (AI) and machine learning have been adapted to image technology to give almost magical results such as the colorization of black & white images. Algorithms are “trained” by looking at millions of color and black & white versions of photos to “learn” how to add back colors to a black & white image. The algorithms learn how to find a sky and make it blue, find a face and make it flesh colored, find a tree and make the leaves green. They develop highly sophisticated models that can do amazing transformations. Amazingly this technology is now available on desktop computers.

George Lamson

# Odds & Ends on Donner Summit



Exploring up towards Castle Pk. across the highway from Boreal and behind the first knoll. We came across the shed nestled into the rocks. We presume it was for safety equipment for lost hikers and skiers before the freeway. Right is a closeup.



This is part of a series of miscellaneous history, "Odds & Ends" of Donner Summit. There are a lot of big stories on Donner Summit making it the most important historical square mile in California. All of those episodes\* left behind obvious traces. As one explores Donner Summit, though, one comes across a lot of other things related to the rich history. All of those things have stories too and we've been collecting them. Now they're making appearances in the [Heirloom](#).

If you find any "Odds & Ends" you'd like to share pass them on to the editor - see page 2

\*Native Americans; first wagon trains to California; the first transcontinental railroad, highway, air route, and telephone line, etc.

# Donner Summit Historical Society

[www.donnersummithistoricalsociety.org](http://www.donnersummithistoricalsociety.org)

## Membership

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

- new membership
- Renewing membership
- Individual Membership \$40
- Family Membership \$60
- Friend \$100
- Sponsor \$250
- Patron \$500
- Patron \$500
- Benefactor \$1000

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

Date \_\_\_\_\_

Name(s) \_\_\_\_\_

Mailing Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

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

**You can also go to our website and use PayPal or a credit card.**

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

\_\_\_\_\_



## Take the Scenic Route: Donner Summit's Old Highway 40

Download brochures at:  
<http://www.donnersummithistoricalsociety.org/pages/brochures.html>



**50 interpretive signs along Old 40**  
<http://www.donnersummithistoricalsociety.org/pages/20MileMuseum.html>