



Alta Dutch Flat Gold Run COMMUNITY

Volume 32 – No. 3

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Fall 2021

A wonderful, small town 4th of July celebration



By a Patriotic Parade Participant

On a Sunday morning drive through town there was a feeling of excitement in the air. There were lots of people out and about on the downtown streets and more streaming in. Flags and banners flew from buildings and poles. All types of vehicles, many completely decorated, began to arrive.

As I wandered around, I noticed many things. The guys from up at the Rustic Table were serving fantastic breakfast burritos. A Marine veteran raising the Flag at the Community Center. Several folks were passing out American flags to everyone. An Army Vietnam Vet standing in the back of a Jeep proudly presenting the colors. The singing of the National Anthem in front of the Trading Post.



And then, a wonderful procession of vehicles, pedestrians, dogs, and others began circling the town. Horns honking, sirens chirping, people waving and cheering. Kids of all ages (3 to 99) squirting each other and being very respectful, for the most part, of those that didn't want to get wet. The smell of hamburgers cooking and the sounds of laughter. A community enjoying themselves and each other while celebrating the birthday of our Great Nation!



Pictures from top to bottom:

Main Street, Dutch Flat, California, July 4, 2021

CHP leads the parade

Emily and Grace Harmon singing the National Anthem

Veterans raise the American flag

CalFire Hand Crew marching in the parade

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HALLOWEEN at the Community Center



By Sarah Fugate

Halloween, as we know it today, is one of our oldest holidays. It wasn't always celebrated in the United States but has become an important and fun part of our culture. In the 1840s, large numbers of Irish immigrants came to the United States, bringing their Halloween traditions with them. This included dressing up in costumes, asking their neighbors for food and money, and pulling pranks in the evening on Halloween. It was gradually assimilated into mainstream American society and was celebrated coast to coast by people of all social, racial, and religious backgrounds by the first decade of the 20th century.



AMERICA'S BIRTHDAY
CELEBRATED IN TRUE
DUTCH FLAT TRADITION.



Dutch Flat Community Center

HALLOWEEN CELEBRATION

Sunday, October 31, 6-8 pm
933 Stockton Street, Dutch Flat

FREE to all

Trick-or-treating did not become widespread in North America until the 1930s, with the first US appearance of the term in 1934, and the first use in a national publication occurring in 1939. A popular variant of trick-or-treating, known as trunk-or-treating (or Halloween tailgating), occurs when children are offered treats from the trunks of cars parked in a church or school parking lot. The Sierra First Baptist Church in Alta holds a trunk-or-treating event every Halloween.

For more than 20 years, the Dutch Flat Community Center has hosted a family-friendly Halloween celebration. Complimentary games, prizes, food, and fun are on tap again this year. The Center will be open from 6 pm until 8 pm. Please come in costume and enjoy a good time.



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Views expressed in letters, guest opinion pieces and other contributions do not necessarily reflect the views of the Editor, the Dutch Flat Community Center, or its Board.

This newspaper is published quarterly and distributed to Dutch Flat Community Center members and to residents of the Center's service area from Gold Run to Emigrant Gap in Placer County, California.

We welcome contributions from readers. Submission deadline for the next issue is December 10, 2021.

CALENDAR OF EVENTS

The Attic: Thursdays, 11 am - 2 pm.

Bingo: 1st Fridays, 7:00 pm. Alta Community Center. Proceeds benefit the Alta Volunteer Fire Department.

Dutch Flat Community Center Board of Directors Meeting: 2nd Mondays, 6:00 pm. Location varies. Contact Bob Kims, 530-389-8684.

Dutch Flat Community Center Potluck: 3rd Thursdays. June-August, 6:00 pm. Dutch Flat Swimming Pool, Mattel St. Bring a place setting, your own drink, and a dish to share.

Dutch Flat United Methodist Church Pancake Breakfast: 2nd Saturdays, 8:00 am -10:00 am.

Dutch Flat United Methodist Church Arts & Crafts: Thursdays, 9:30 am - 4:30 pm.

Dutch Flat United Methodist Church: Sundays. Fellowship Dinner, 5:00 pm. Worship Service, 6:00 pm.

Golden Drift Historical Society Board Meeting: 1st Monday of February, April, June, August, October and December, 7 pm. Location varies. Contact Sarah Fugate, 530-389-2121.

NFARA Board Meeting: 3rd Tuesdays, 7:00 pm. Location varies. Contact Jim Ricker, 530-389-8344.

Pioneer Union Church, Gold Run: Worship Service, Sundays, 10 am.

Sierra First Baptist Church, Alta: Worship Service, Sundays, 11 am. 33990 Alta Bonny Nook Rd., Alta. Contact 530-389-2168.

Sierra First Baptist Church Bible Study: Mondays, 8:30 am.

Sierra First Baptist Church Community Lunch: Mondays, 11:30 am - 12:30 pm. Free.

Sierra First Baptist Church Food Pantry: Thursdays, 10 am - 12 pm.

A message from the Dutch Flat Community Center Board President

By Bob Kims

As I write this letter, I am hot, tired and happy. We are in the clean-up stage of the 2021 White Elephant and Estate Treasures Sale. It wasn't long ago we did not know if there would be a sale this year. The 2020 sale was canceled because of the pandemic. The kitchen remodel took longer than anticipated mostly because supplies, fixtures, appliances and more are still hard to get in a timely fashion often because factories closed down last year. (More about the kitchen later.) The new variant of the Covid virus left us concerned about more possible shut downs. We took a chance and went ahead with preparations for the sale and thankfully it all worked out. Donations did come in, volunteers showed up and the work got done. The morning of the sale we were still wondering if anyone would show up to shop. Show up they did. Some began lining up by 7:30 am in order to get the first look at what was available. The weather was nice, not too hot. The smoke we have been experiencing was not too bad. Sandy cooked a nice lunch that was enjoyed by shoppers and volunteers alike. And all departments were busy selling a lot of treasures. Most everyone seemed to have a good time and the Center raised a nice amount of money. The total is not available as I write this letter but we can tell it is in line with our recent sales. This sale will not be a record year but it is a successful sale. I hope you all had a chance to come by and see the goodies and maybe find a treasure for yourself.

We all know about the recent River Fire that burned homes in our area. Some of you know people who lost their home or maybe you lost your home. We live in an area where fire risk is a concern for us all. The White Elephant and Estate Treasures Sale is a collection of many things that includes items these people needing to start over could very much use. We made the decision to help out if we could so we spread the word that anyone that lost their home in the fire could pick up things they might need at the Center. Clothing, cookware, utensils, furniture and anything else we could find that they could use was given to about 10 families at no charge. Most of these people were very hesitant to take more than one or two items until we encouraged them. We often told them that we all know this could happen to any of us and the Community Center and its members will all feel better if we provide whatever help we can. As the word got around, we received positive feedback from community members who felt it was a good idea to help these people out. A few members even made special monetary donations to the Center which helped offset any funds we may have lost by giving items away. A big thank you goes out to those donors. I hope all of you feel this was the right thing to do. The thank you and the smiles from those families were wonderful.

I am pretty darn happy with the way the kitchen at the Center turned out. In case you haven't been watching, it did take longer than I expected. Part of the wall between the kitchen and the room used as a library was removed. Cabinets that were taken out of someone's kitchen were purchased and reworked to fit the walls at the Center. The Center purchased a new stove, refrigerator, sink and work table. We found the original floor under many layers of old linoleum so it was sanded and sealed. There was more work done and I want to thank the volunteers that helped out. There is still a little more work needed before the kitchen is done and now that the White Elephant and Estate Treasures Sale is over, we should be able to finish up soon.

I talked in past letters about the work that was done to help keep water from collecting in the basement. Part of the sidewalk that leads to the tennis/pickleball court and the playground had to be removed during that work. We contacted Placer County to have that section replaced. I am of the belief that any government agency has a very hard time getting anything done in a timely fashion. I am happy to say that this time I was pleasantly surprised. Placer County got a contractor up here and they poured the concrete on Wednesday, 3 days before the sale. Who would have thought? Thank you, Placer County.

I know the Covid pandemic is not really over and since variants are showing up, we can't say for sure what the future looks like. However, for now business and events are open more than they were. The recent DFCC pot lucks have been held outdoors at the Dutch Flat Pool. Starting with the September pot luck we will return to the Center for the pot luck. Yes, this could change, but let's hope that Covid numbers don't get worse and we can all enjoy getting back to having more fun at the Center.

Independence Day Parade Tundra Story

By Annette Purther

My friends live in Rocklin. I took a picture of their truck that displayed their love for America, flags and banners. I posted that picture on my Facebook page and was subsequently asked if they would like to drive in the Dutch Flat 4th of July Parade.

So, he detailed his truck, got brand new American and Trump flags; and even designed PVC pipe frames (he is a plumber) for the banners on the sides of his truck. He is a proud American and this is EXACTLY what FREEDOM is all about.

We met up before the parade to add streamers and bows to complete the Red, White, & Blue theme. We were so excited. He and his wife had never been to Dutch Flat before, so this was a memory in the making. As we waited for the parade to start, many people took pictures of the truck and came up just to say, "HI". I got to sit up front because, "this was my town parade", said his wife (how sweet is that). I saw so many people I knew; it couldn't be a better day!

As we started along the parade route, I got into waving my little American flag and taking pictures of the people I knew, who were taking pictures of us too. I was so proud of my community and was so very thankful for the kids and adults that honored our pleas for "No Water"! Good kids and good parents, thank you for being honorable.

Then, we turned left at the Hotel. Remember, this is their first Dutch Flat parade and first time being in Dutch Flat. Actually, I haven't been to a Dutch Flat parade for a few years myself. After turning onto Main Street, we came to a stop about mid-hotel, and that's when the water blasting started. We were shocked. Should we have known the rules? What were the rules besides asking, "No Water"? Why were they directing the water precisely into the vehicle?

After asking, "No Water", and trying to wipe off our faces, phones, purses, etc; we rolled up our windows. But the blasting did not stop, even from the balcony of the hotel where a 16-19 year old boy blatantly continued to blast after being yelled at numerous times to STOP!

THIS IS WHAT HAPPENS WHEN A SMALL FRACTION OF A CROWD ARE TOTALLY IRRESPONSIBLE TO THE REST OF THE CROWD!

We yelled, got mad, cussed and, yes, even got out of the truck in anger to try to stop the bad behavior. And, YES, that's when it finally stopped. Is that what it takes to get across the message, "NO"?

Whether we reacted right or wrong, please don't negate the action that invited a reaction. Everyone around was dumb-founded. So were we! We drove back to the beginning of the parade route and wiped off the truck. We were very disappointed and in shock, to say the least.

Did the water do damage? Only to our morale as fellow Americans. We decided to miss out on all the smiles and mutual patriot friends along the parade route, in lieu of being blasted again, and went home and called it a day.

For any of you that think this to be okay, in any way, think again. America is being divided from the inside out. It starts with each of us individually as honorable, responsible Americans. Freedom first requires a moral people, and without it, there is no freedom. It starts at home, with each of us individually. It requires that we teach our children morality that is set in stone, and not altered by individual opinion. For me, and the Founders of our great Nation, that is a morality, liberty & freedom set by an Almighty God.

Golden Drift Historical Society News



Golden Drift Historical Society Board President, Sarah Fugate, presents the Dutch Flat Volunteer Fire Department Auxiliary Board, Charlene Simpson, Lynette Vrooman, Mike Vrooman and (not pictured) Debby McClatchy, a gift of appreciation for their many donations to our organization in 2021.

By Sarah Fugate

2021 has been a very productive year for the Golden Drift Historical Society. We produced a second edition of our popular "Walking Tour of Dutch Flat" brochure, negotiated an agreement with Placer County Parks and Grounds Department for them to take responsibility for maintaining the Museum grounds, helped organize and execute the 165th Dutch Flat 4th of July parade, have developed two more historical signs to be manufactured and installed by year's end, and contracted with a landscaper to maintain the Community Garden.

Grants and gifts have also been plentiful in 2021. We applied for and received two COVID Relief Grants in the amount of \$7,000. One more, for \$5,000, is pending. The Hearse House, Hearse and adjacent property (Community Garden) have been conveyed to GDHS from Dutch Flat Community Center. An \$11,000 restricted grant, provided by the Dutch Flat Volunteer Fire Department Auxiliary, has also been transferred to be used to repair the Hearse House. DFVFD Auxiliary also gifted the Dutch Flat Volunteer Fire Department's historic hose cart, along with a grant of \$5,000, to be used to repair it. Additionally, DFVFD Auxiliary granted the GDHS \$24,087 for local safety projects, including traffic radar repeat signs, public cemetery clean-up, and Hearse House upgrade, as needed.

The Museum opened this year, with pandemic-related restrictions. There have been 353 visitors to the Museum this year, as compared to 640 at this time in 2019. Sixty visitors enjoyed our Open House in May, bringing the total for that month to 88. There were 107 visitors in June, 112 in July, and only 46 in August, due to the fact that we closed many days as a result of unhealthy air quality.

Anne Holmes continues to serve as our Volunteer Coordinator, donating her time to recruit, train and schedule docents. We have a crew of 23 volunteer docents. Our Board of Trustees consists of 8 volunteers. I serve as Board President, Anne Holmes is Vice President, Ernie Bullard is Treasurer, Jeanne Wilson is Secretary and Jim DeCaro, Laura Glassco, Connie Gulling and Diane Star are Members At Large. Please visit our website, www.goldendrift.org, to volunteer your time to our important organization.

Our plans for 2022 include making improvements to the Hearse House, cleaning the Dutch Flat Public Cemetery, installing traffic signs in downtown Dutch Flat, planting more California native plants in the Community Garden, and hosting a Dutch Flat History Day Celebration. We will also continue to work with Placer County Museums Division to improve our Museum.

The Golden Drift Historical Society has 99 members (individual and family). Annual Membership Dues and private donations fund the majority of our operations. Please visit our website and donate or become a Member.

PLACER COUNTY LIBRARY MOBILE SERVICES

Library Mobile Services are now available for holds delivery to Alta, Dutch Flat, Iowa Hill, Sheridan and Meadow Vista.

Your Library Card gives you access to the entire Placer County Library collection. Find books, magazines, and audio books; check out video games and DVDs for all ages; pick up your available holds; renew materials and place holds; become a Placer County Library member.

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SCHEDULE September - December

Tuesdays: 10/5, 10/19, 11/2, 11/16, 12/14, & 12/16/2021

Dutch Flat Community Center 10-11 am

Alta Store 11:30 am - 12:30 pm

Welcome Home

A personal story

By Bill Gallaher

I have met a few men who have claimed to be Vietnam vets, when they weren't. So with that in mind, if you're a vet and have been reading my Welcome Home column, you may be wondering if I too may be full of s*#. I don't blame you.

In my first article, I told you I was an Air Force navigator. In the last issue, the author of the article stated that he was an Army Lieutenant on the ground. As I read the article myself, because the author's name was mistakenly omitted from the article, it sounded like both stories were mine. (The author wanted to remain anonymous, but that info was not in the piece).

I have only heard from two of the readers of this column. I know that a lot of vets don't like to share their stories. It took me years to write mine. The reason I did it was because I wanted to leave something for my kids and grandkids, so they would know what daddy did in the war. Also they can understand something about me and why I am what I am today. So think about that. You're not doing it for yourself. You are doing it for your families.



For today's column, I'd like to add one of the most popular Vietnam protest songs from the 1960s. Country Joe and the Fish played this at Woodstock in 1969, "I-Feel-Like-I'm-Fixin'-to-Die Rag".

Come on all of you big strong men
Uncle Sam needs your help again
He's got himself in a terrible jam
Way down yonder in Viet Nam
Put down your books and pick up a gun
We're gonna have a whole lotta fun
And it's one, two, three, what are we fighting for?
Don't ask me, I don't give a damn, next stop is Viet Nam

And it's five, six, seven, open up the pearly gates
Ain't no time to wonder why, whoopee we're all gonna die

Come on generals, let's move fast
Your big chance has come at last

Now you can go out and get those reds

Good commie is the one that's dead and

You know that peace can only be won

When we've blown 'em all to kingdom come

And it's one, two, three, what are we fighting for?

Don't ask me I don't give a damn, next stop is Viet Nam

And it's five, six, seven, open up the pearly gates
Ain't no time to wonder why, whoopee we're all gonna die

Come on mothers throughout the land

Pack your boys off to Viet Nam

Come on fathers, don't hesitate

Send your sons off before it's too late

And you can be the first ones on your block

To have your boy come home in a box

And it's one, two, three, what are we fighting for?

Don't ask me, I don't give a damn, next stop is Viet Nam

El Salvador, Nicaragua, Lebanon, Angola

Ain't no time to wonder why, whoopee we're all gonna die

Oh yeah

Source: Musixmatch

Songwriters: Joe Allen McDonald

The "Fish" Cheer / I-Feel-Like-I'm-Fixin'-to-Die Rag

lyrics © Alkatraz Korner Music Co

Monte Vista Inn

I-80 at Dutch Flat, California



Dining Room is now open **Tuesday—Saturday** from **5:00 pm**

Featuring savory meals cooked to order
and our famous homemade desserts

Reservations needed on weekends

Please call **530-389-BEEF (2333)**

I'm asking all vets and families to join with me in sharing our stories. Email your stories to hiddnlakes@aol.com to share your pain and joys with our community.

Listening to the Rivers



Bear River, Colfax, California

By Mia Monroe

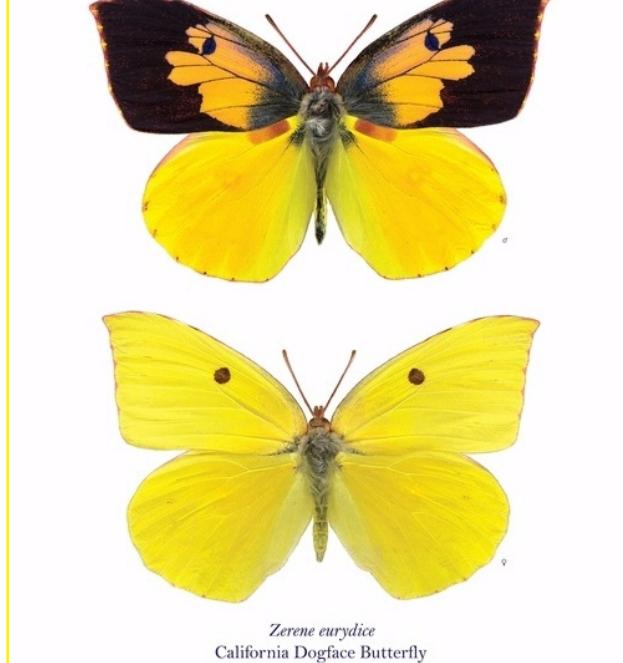
Meeting the Bear River was one of the big surprises for this newbie to Dutch Flat (now enjoying the Morley cabin and environs for a decade!). To learn of a river entirely new to me has been fascinating, especially one with such a story of having the ancestral Yuba as its headwaters! Then, so altered through mining and downstream destruction prompting farmers to go to court to stop hydraulic extraction. Now, continuing to be so intensively diverted through a series of dams. Yet, we seek spots to take dips in it from headwaters near Emigrant Gap, enticingly, at Smarts Crossing. And we hope the Bear River Campground recovers from recent fire and can again be a put-in for water sports!

This highly-plumbed Feather River tributary pulses through its mostly road-less rugged canyon to become quite an oak Savannah as it connects to the mighty Sacramento. This year's good news has been reading, "WONDER" (<https://placerlandtrust.org/newsletters/>), to catch up on 30 years of hard work by the Placer Land Trust, including recent protection of key parcels to add 8,000 continuous acres noted for being good habitat for our state butterfly, the California Dogface.

This summer, we checked often to see how the milkweed was growing along Drum Powerhouse Road (doing well, more this year!). Now, we treasure clear nights to catch sight of Tesla's Star Link, are in awe over rings of Saturn, thank the bats for their insect patrols, wish each and every monarch good luck on their migration to the coast, and wonder if this is the year to watch birds chow down on dogwood fruit! The harvest and hunter full moons remind us how much we appreciate the Dutch Flat bounty of apple, pear, blackberry and plum.

There's also the nearby glorious North Fork of the American River, wild and scenic! What

drama from Lover's Point! I am deep into Russell Towle's geologic writings on Moody Ridge ([North Fork of the American River: The Rarest Erratics \(northforktrails.blogspot.com\)](http://northforktrails.blogspot.com)) exploring glacial action clues of the deep past. Those early spring flower displays at Windy Point! The important work NFARA does to protect it! We also intend to pick up lots of litter, inspired by the Coast Clean-up expansion of this important effort to every day, as well as, litter removal up the streams, creeks, and rivers that bring water downslope to wash out on to our beaches. Whenever I look at the Golden Gate,



I imagine the rivers near Dutch Flat rushing through the granite canyons to converge into San Francisco Bay and then out to the Pacific knowing many grains of sand had their origin up on a Sierra slope. As William Blake said, "To see a world in a grain of sand and a heaven in a wild flower, hold infinity in the palm of your hand and eternity in an hour".

To help those affected by the River Fire make donations to:

American Red Cross, redcross.org/donate/disaster-relief

Placer Community Foundation, placercf.org/relief

The Salvation Army, salvationarmyusa.org/usn/ways-to-give

Virus and Vaccines

By Robin Reynolds

As a biologist who has studied life at the molecular level, I have followed the progress of COVID-19 since it first appeared. I knew from the beginning that more transmissible strains would develop. It was my hope that more deadly strains would not develop. Unfortunately, it appears that we may now have both. For further bad news, COVID-19 is capable of infecting non-human mammals too, and it appears is becoming established in some wildlife populations.

Every time a host is infected with COVID-19 the virus replicates billions of times. At each replication there is a potential for random mutations. This is why we now have more dangerous strains. The only way to slow this process down is to reduce the number of infections. There are two ways to slow the spread: individual actions (masks, distancing, sanitation, isolation, etc), and mass vaccination. By slowing down the rate of mutations we give more time for the biotechnology and pharmaceutical industries to develop vaccines and treatments faster than the virus can mutate.

There are two ways to slow the spread: individual actions and mass vaccination.

There is some concern about the safety of the vaccine. Hundreds of millions of people have been vaccinated and some adverse reactions have been reported. This is true for all vaccines. The point is that the risks of adverse effects from these and other vaccines are thousands of times less than the risk of not being vaccinated.

Some question the speed at which the vaccines have been developed and delivered, thinking that they are experimental. While the speed has been unprecedented, they are not experimental. Probably most people are unaware that this speedy roll-out was possible only because about a decade ago the US military gave funding to develop and refine the biotechnology for these new vaccines, as a rapid deployment defense against bio-warfare attacks. I know that some people do believe that this pandemic is a bio-warfare attack. I will wait for data before I accept this idea, but know it is at least a remote possibility. Having spent much time in bio-research labs, I believe it is the result of shoddy lab technique.

There is an often-expressed opinion that the government-imposed and recommended measures to slow the spread are denying us our freedom. That is true. The same can be said of stop signs, traffic lights, speed limits and many more laws and rules in place for the common good. Is there a problem with guardrails and center dividers that keep individual bad judgment and error from harming ourselves and others? Is it a bad thing to require me to purchase liability insurance in case I cause damage and injury beyond my ability to pay when I cause a traffic accident with you? Be aware that slowing the spread is not just about you; it is more about a hope to protect others. With unchecked spread there is a very real possibility that COVID-19 will transform into a very much more deadly virus. Even now it has killed more people in this country than any war we have fought. Two closely related corona viruses, SARS and MERS, do have very much higher death rates.

I do not like government restrictions on my life, even in this pandemic. I accept them though. I see them all as sacrifices that I make for what may prove to be a common good.

To close, I want to make some things clear. The virus is just doing what viruses do. We have the ability to evaluate data and make choices. It is obvious that many, if not most people, in our area do not wear masks and, I presume, don't take other measures against COVID-19. I have friends that have chosen to remain unvaccinated and don't wear masks. I respect their choices. I believe that we all have a right to act as we see fit within the law. To some friends and neighbors, my position probably seems like foolish folly. I am fine with that. Let us respect each other even though we disagree. One thing I think we can agree on is that we live in a great place, especially in these difficult times. This time of isolation has reinforced the need for all of us to support each other and our local businesses, both so we can live here with minimal need to leave for necessities, and to provide local jobs for our neighbors.

97% of hospitalizations and almost all deaths are among the 40% of the US population that are unvaccinated.

P.S.: Since I wrote this, my wife and I were exposed to COVID-19 by a non-symptomatic, unvaccinated friend. My wife and I both became quite ill, as did our friend. Breakthrough symptomatic illnesses like ours are quite rare. Data at the time of this writing shows that 97% of hospitalizations and almost all deaths are among the 40% of the US population that are unvaccinated.

Due to preexisting medical conditions my illness was worse than my wife's. I spent several hours in the ER, but fortunately recovered enough to be sent home. It is a gross understatement to say that this has been, and after almost two weeks continues to be, a very unpleasant experience. I firmly believe that if I had been unvaccinated, I would be in hospital and likely not survive to see this issue of Community. With that, I still stand by everything I wrote above, but will add that if you choose to not be vaccinated, please don't put other people's health and lives at risk, just because you disagree with them.

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Dutch Flat Pool News



Annual Pool BBQ fundraiser, August 14, 2021

By Mike Mutto

First, we would like to thank you all for supporting the fund raiser BBQ. I think a good time, well deserved for all of us to get out and enjoy an evening with our friends, was had by all.

I just want to give extra thanks to all our contributors and the Board members that made it all possible for an evening to remember by the Community. I think one of the most memorable moments was all the people, hands over their hearts, with hat's off saying the "Pledge of Allegiance" to our new flagpole donated by Rick Armstrong & Marybeth Blackinton!

The Stetler Family, "Poppy's Bar-B-Que", stepped up once again to prepare and provide a killer meat presentation for all of our dining pleasures. Gary Dashiell and Jared Holt slaved on the Chicken and garlic bread to round out the main courses.

Our contributors were numerous, and I think it would be proper to give them a mention here, so you all know who continues to support this wonderful event:

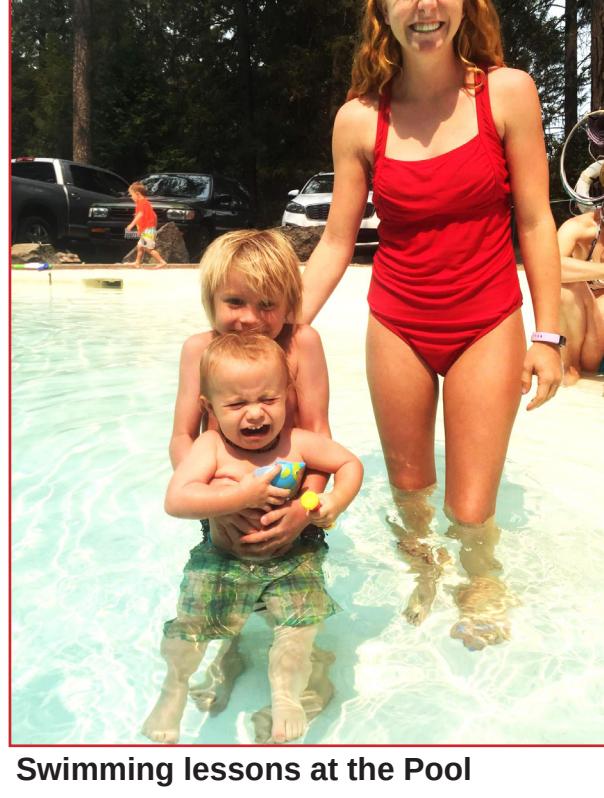
- Roxanne Mussel and her husband for the killer beer from the Anderson Valley Brewing Co.
- John Wardwell and Tom Morse for the extraordinary potato salad
- The Steve Menconi band w/ Susan Arrabit for their donated time again this year, rocking the deck all night long!
- Our new 7-11 gas station and Kathy Mutto for all the Green Salad fixings.
- Aaron Patton for slaving the night away making you all great cocktails at the bar!
- Heather Cowert and the Holiday Market for the garlic bread.
- Laura Glassco for all of her help, front end support, and set up of the grounds for the evening.

It takes many months of preparation by all the Board members to pull off this event, but by seeing all the smiles on everybody's faces that night, it makes it all worthwhile!

We are close to crossing the finish line with the procurement of the County permit to build the new bathroom facility in the off-season with the Prop 68 funding in place for covering the costs of construction. It has been a struggle, to say the least, and if any of you have tried to get a building permit in the last 18 months with Covid challenges at the Building Department, you understand the struggle.

Many thanks and a big shout out to Shasta Patton for setting up our first movie night at the pool! We are hoping to have one more before winter sets in and regular movie events next summer.

Last, but not least, I would like to give a special thanks to our returning Sr. lifeguards Jennifer and Scott Stanfield, with the rest of the "LG" staff, for holding it all together through the bad air days and keeping the facility open, as much as possible, for your swimming pleasure. Scott takes a great load off my shoulders for managing the day-to-day operations and County coordination needed to keep the gates open. We could not have kept the pool open as much as we did without the Stanfield's dedicated support!



Swimming lessons at the Pool



Movie Night at the Pool

Dutch Flat Pickleball Tournament



Pickleball Tournament in Dutch Flat

By Laura Glassco

On Saturday, July 24th a second pickleball tournament took place in our community. Eight men and women participated and enjoyed a fun morning of one of the fastest growing sports in America.

We want to extend an invitation for all who would like to join the group. Beginners are welcome! Come join the fun, get some exercise, and laugh at the Dutch Flat Community Center courts!

Vintage Cars Coming to Dutch Flat



A visit by classic car clubs in 2004

By Laura Glassco

On Friday, October 15th, from 11 am to 1 pm, you'll be able to see some amazing automobiles. The Auburn A's, Mother Lode T's, and Sacramento Valley T's, a Ford Model A club and two Ford Model T clubs, will be visiting our town. You are welcome to come by the Dutch Flat Community Center and see them up close.

The Ford Model T was produced by Ford Motor Company from October 1, 1908, to May 26, 1927. It is generally regarded as the first affordable automobile, which made car travel available to middle-class Americans. The relatively low price was the result of Ford's efficient fabrication, including assembly line production instead of individual handcrafting.

Ford's Model T was successful, not only because it provided inexpensive transportation on a massive scale, but also because the car signified innovation for the rising middle class and became a powerful symbol of the United States' age of modernization. Ford sold 15 million Model T's.

The Ford Model A was the Company's second market success, replacing the venerable Model T. It was first produced on October 20, 1927, but not introduced until December 2. This new Model A (a previous model had used the name in 1903–04) was designated a 1928 model and was available in four standard colors.

By February 4, 1929, one million Model A's had been sold, and by July 24, two million. The range of body styles ran from the Tudor at US\$500 (in gray, green, or black) to the town car with a dual cowl at US\$1,200. In March 1930, Model A sales hit three million, and there were nine body styles available. Model A production ended in March 1932, after 4,858,644 had been made in all body styles.

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Peggy Roberts, DVM

Trip to California via the Overland Pass

1853

**Submitted by Michelle Hancock for
her great, great grandfather, Duvall
McKenney, who wrote this story in 1895**

I was born in Bonhomme Township, St. Louis County, Missouri on the eighth day of July 1836 on the farm of my grandfather. My father was Captain J.H. (John Harrison) McKenney and my mother's maiden name was Mary Perry Duvall, who died on the twenty ninth day of August following my birth. My grandmother raised me exclusively until I was seven years old.

My father went to Burlington, Iowa the year after my mother's death and started a newspaper, being a printer by trade. In January 1839 he married a Miss Sleeth who raised a large family of children. The first time I saw my father was in May of 1843. I went home with him and attended school until about 1852 and worked some in the printing office besides.

On the sixth day of April in 1853, myself and companions started on that ever to be remembered trip to California via the Overland Route. First, as to our outfit; we worked for a man named Lindall for our board, ferriage bills, medical bills and so on. We had 12 wagons each drawn by six pair of oxen. We had a drove of 721 head of cattle besides the teams. The wagons were loaded with grub; meat, flour, groceries and tents, clothes and camp equipage. There were twenty-one men in the party, all being friends who had been acquainted all our lives, myself being the only boy in the party (17 years old).

We started from Manchester, St. Louis County, Missouri. It was a beautiful day. After we had traveled two days it began to rain and it continued at intervals until about June 10th when it ceased altogether and we saw no more rain of any consequence until next February.

We crossed the state line between Missouri and Kansas, then a territory, on April 28th and started on the "great" trip and crossed the Kansas River where the great city of Topeka now stands. We ferried the wagons and men, and the cattle and mules swam the river. The last house we passed in Kansas was at Pottawatomie Station northwest of Kansas River Crossing. We crossed the stream of Bib Blue also Little Blue and camped on a small stream on the east side.

In the night a furious north-easter snow storm overtook us, which soon turned into rain. We were ordered to secure the mules that were picketed out and let the loose stock go before the storm. They stampeded immediately and a thousand vaqueros could not have stopped them. We stood it out until morning. After a cold breakfast we started after the cattle, five men being detailed for that duty, myself being one of the numbers. We followed the trail in the wind for twelve miles and found the stock under a high bank on the Little Blue out of the storm. The wind was still blowing a gale and to face it twelve miles back to camp was no fun. About half way back I lost my hat and could not get it. The rest of the road was traveled bareheaded as far as I was concerned. I had a good cloth cap and good hat left at camp.

While we were gone from camp it had been moved one half mile below under a high bank making a good camp where the boys had a roaring fire and tents stretched ready for us. When we arrived back the stream had risen and was fifteen or twenty rods wide and was a swift torrent. The "boss" stood on the east side of the stream and ordered us to up the stream about twelve rods and, as my mule was the best one in the party, to start in first and swim to the east side. I rode in until I struck the swimming water, dropped the reins, clutched the pommel of the saddle, and swam across amid the cheers of the whole crowd, but we were nearly frozen to death. We were given a half pint of whiskey apiece. I was never so cold and benumbed before or since. Dinner was cooked immediately and we drank a quart of strong coffee and were relieved from guard and cook duty for a week.

The next morning, we resumed our trip and that night at five o'clock reached old Fort Kearney (Nebraska), one of the most enchanting places on the whole road from St. Louis to Sacramento City (California). The fort was located in a grove

of cottonwood trees on the big Platte River at a place two- and one-half miles wide. The valley on the south, or the fort side of the river, was in crescent shape about six miles wide and twelve or fifteen miles long, and hills rising in the southern distance.

We traveled slowly up (northwest) the Great Platte valley. The road had now become lined with emigrant teams, droves of cattle, mules and horses. Many buffalo and antelope were there and we got about all the meat we wanted. This was at that time the great hunting ground of the great tribe of Sioux Indians, who then boasted of having never killed a white man, and it was "The Sioux" from there to Fort Laramie (Wyoming), six hundred miles further on.

We arrived and crossed the South Platte (Nebraska), the largest branch of the great river. It is a river full of quicksand and is very treacherous and hard to ford, but we got over without any trouble and camped on the west shore of the South Platte for the night. The next morning, we resumed our trip and camped that night on the North Platte about sixteen or eighteen miles from the former camp on the previous night. It was a muggy, hot afternoon and night. About midnight there occurred the worst storm we had on the whole trip. The thunder and lightning were terrific. At first it hailed dreadfully, the wind blew a terrible gale, blew down tents, stampeded our stock; every mule pulled his picket pin and went sailing down the valley with the crowd. Then came a deluge of rain and wet everything we had. There was no sleep after that. We crawled under the wagons out of the worst of the rain.

After a cold breakfast we started after the cattle and mules and found them the forks of the river fifteen miles from our camp. We had a sweet job of sorting ours from out of the crowd owned by everybody else. We got back to camp the next afternoon at four p.m., nearly tired and starved out.

There was fuel in the Platte Valley then, dried buffalo dung; we cooked with it for hundreds of miles. We passed Chimney Rock standing in the foothills of the North Platte, a high shaft of stone standing sixty feet high. Ash Hollow is on a stream running north into the Platte River on the south side and is interesting to anybody to look at it. When we passed the divide and went down into the valley west of Ash Hollow an ox team belonging to an emigrant ran away and it was high old fun to see the wagon come down the road scattering men, women and children, camp traps, etc., in every direction until it finally capsized in a deep ditch and stopped the show. We all volunteered to right up the wagon, pick up the things and so forth.

We passed quickly along until two days march from Laramie (Wyoming) we encountered a fort belonging to two Frenchmen named Roubideaux and camped close by until noon the next day. We went to the trading post, as they called it, and bought some dried buffalo meat, tried to cook it, gave up the job and threw the meat away. The next day we arrived at Fort Laramie at about two p.m. and camped until (the next) day. We went to the fort, about a mile from camp to mail some letters home. The "boss" bought a copy of the "St. Louis Republican" and by a vote of the crowd I read it aloud being the best reader in the gang. I read advertisements and all.

We went on and crossed the North Platte Bridge, then the only bridge from the Kansas River to California. We left the Platte River then for good and camped next night at the Willow Spring halfway to Sweetwater River (Wyoming). The whole flat four or five acres below the spring was tramped into mud and all the water we got we dipped with tin cups from hoof holes of the cattle. Just after we camped a buffalo bull came tearing over the hill from the northwest right through the flat, throwing the mud and water in every direction. All hands began firing guns and revolvers, but he paid no more attention than if we had kept our mouths shut.

The next night before sun down we reached Independence Rock at the first ford of Sweetwater River, a large boulder standing fifty feet high like a sugar loaf in the center of a valley; not another rock in sight of any size or character. Before coming to this rock, we passed a dry lake covered with saleratus or alkali, about an inch in thickness broken into thousands of pieces. The same afternoon one of the boys killed a fine

antelope and we had a feast. That night it made us all sick caused by eating too much fresh meat.

I forgot to mention that in coming up the Platte River we could see Laramie Peak and Pikes Peak, (Colorado) all the time to the southwest. It was a nice sight. The Sweetwater River is a small, crooked mountain stream of excellent water for all purposes. It seemed to me we crossed it a hundred times before we arrived at the South Pass of the Rocky Mountains. From here was rough mountain about all the way to California save down Bear River, (Wyoming and Idaho) Humboldt River (Nevada) and across the desert. From the South Pass to the Head of the Humboldt is principally mountains and small valleys, beautiful clear streams of water, good trout fishing, but about the finest place for mosquitoes I have ever seen.

We arrived at the Soda Springs (Idaho) on Bear River at the two p.m., July 4th and camped of course. We wanted a pot of beans cooked, but we had fine fun eating them and it is all the meal I ever ate when I had to fight mosquitoes to eat it. It was the most exasperating work I ever did. That night we (stood) still in circles surrounding our mules and cattle and they went round and round like the elephant at the circus. About ten p.m. they laid down. We put out a guard and went to bed. Next morning, we skipped out of that (place) as fast as possible.

There is a beautiful valley running off northwest. It was called the Snake River Valley in which old Fort Hall (Idaho) is located. It is one of the finest views on the whole road. From there to Gravelly Ford on the Humboldt River (Nevada) it is simply up one hill and down two more hills. We crossed Humboldt River at Gravelly Ford and went down the south side. It is a God forsaken place, nothing but sage brush and sand and for one hundred miles above the (Humboldt) sink (Nevada) it is not fit for dish water, but we had to drink that or none. We did not see an Indian from Bear River (Wyoming) to California save a buck and a squaw at Truckee River (Nevada-California).

Arriving at the sink of the Humboldt at noon we camped and stayed until daylight the next morning when we started on the great trip of crossing the desert. It was a sorry trip. We traveled all day and all night. We stopped at five p.m. and made some coffee. At midnight we (were) at a small stream of hot water - running - but neither man or beast could the drink the water. An old man had a tent beside the stream who offered us good water at fifty cent per pint. We told him he could go to Sheol (Hell) and take his water with him as he would, no doubt, he would need it when he got there.

At eight a.m. next day we have in sight of the line of trees at the Truckee River, (Nevada-California) a most welcome sight to us. When within two miles of the river the loose stock broke into a run to the water. Horses, mules, cattle and men rushed headlong into the two feet of bright, clear, cold mountain water. Here was a man with a few goods from California to trade with the emigrants. We bought a few trifles at ten times their value. I bought a pair of shoes as I was barefooted at the time. Stayed two days at a ranch for the balance of the trip. When we resumed our journey up the Truckee River, it was a rough mountain road. We crossed the river thirty times before reaching Donner Lake, a beautiful sheet of water in the Sierra Nevada Mountains. Here we saw the old camp of the Donner party who perished in the snow at an early day in California history. There were stumps standing then when we saw them, eighteen feet high above the ground and axe marks plenty visible where the Donners had cut them above the snow. The whole party perished, but one who escaped on snowshoes.

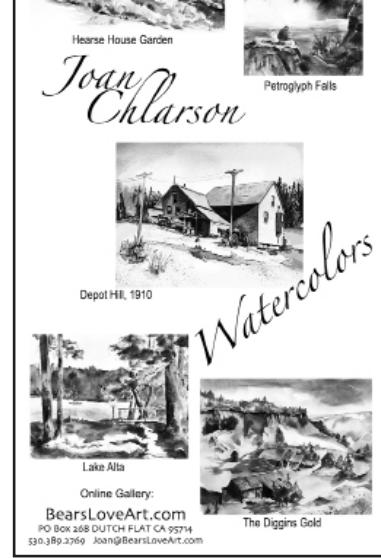
We went over the Sierra and arrived at Nevada City (California) on the first day of September and on down into the great Sacramento Valley by Grass Valley, Rough and Ready, and struck Feather River at Nicholas about sixteen miles from Marysville; down Feather River to its junction with the Sacramento (River) at Fremont, across the river and up to and just above Knight's Landing on Sycamore Slough.

When we disbanded and everybody struck out on his own hook, three of us packed on mules to Sower Springs, Shasta County, California where I did the first work I ever did in the mines.

I have never forgotten the trip nor will I ever forget. We had hardship, suffering, fun, good time and hard altogether. They were a good lot of fellows and we did the best we could and take it all in all - it was quite an enjoyable trip.

I forgot to tell of the splendid health of the party. None of us were sick a day from start to finish and only one accident occurred to mar the whole trip. One day, a mule threw a young man and broke his leg below the knee. We got a doctor who set the bone and we traveled on. It was strange, no one was sick, but a truth.

***Note: Words in parenthesis have been added.**



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Early Railroads of Placer County

By Debby McClatchy

Though Placer County is small compared to most of the other fifty-seven California counties, and contains less than one percent of our state's land, its location and richness in mineral ores and timber led to the building here of a disproportionate share of the state's railroads. There were fourteen built between 1861 and 1912. More were planned, but not realized. Most of these railroads no longer exist, their rails torn up and replaced by roads for the more popular automobile.

A big problem for early railroads was that rails were made from iron, which had to be shipped from the East. A foundry to make them here wasn't established until 1866 with Leland Stanford of the Big Four as principal stockholders.

Later, heavy steel rails were laid. A cab-forward engine was designed to limit smoke blowing back on workers in the tunnels. In the 1940s, diesel began replacing steam.

Passenger service declined, gave way to mostly freight, and was taken over by Amtrak in 1971. All the tunnels over Donner Summit, so laboriously carved out by hundreds of Chinese workers, were abandoned in 1994, for the newer, safer tunnel #41. At first, snow was cleared from the tracks by a Jordon Open-Air Spreader. These had no enclosed area to protect the workers and were replaced, after the blizzard of 1890, with rotary plows. They are still used today.

Wooden snowsheds were replaced by concrete. The prefabricated sections were made in Colfax. All the locomotives initially used by the Placer County railroads had to be shipped in pieces around the Horn. Rocklin became a major hub and its quarried granite rock was used in many historic buildings, including the San Francisco Mint. When the railroad moved its roundhouse to Roseville in 1906, Rocklin's opportunities dropped considerably.

The Railroads:

Central Pacific Railroad - the great transcontinental railroad, completed in 1869, is not part of this article, as it was covered extensively in previous issues.

California Central Railroad Company - a five-foot gauge line from Folsom to Lincoln, completed in 1861. In 1868, it went bankrupt and was bought by the California and Oregon Railroad, later absorbed in 1870 by the Central Pacific.

Yuba Railroad Company - built between Lincoln and Marysville in 1869, was then purchased by the California and Oregon.

Southern Pacific Railroad - this company took over the transcontinental railroad from the Central Pacific in 1885. To reduce congestion, a second track was laid to Blue Canyon from 1909 to 1915. A new tunnel was built on Cape Horn, so the new, larger locomotives could pass each other safely on the curve.

Sacramento, Placer, and Nevada Railroad - this was surveyed by Theodore Judah and followed,



Central Pacific Railroad locomotive

approximately, today's Auburn-Folsom Road. It was planned to go to Nevada City, but only made it as far as six miles south of Auburn by 1862. Competition from the transcontinental railroad killed its business and the tracks were removed in 1864.

Sacramento Northern Railway - At first known as the "Northern Electric", it became a one hundred and eighty mile long railway between San Francisco and Chico. It passed through Placer County at the small town of Riego. It was in business from 1905 to the 1960s. The railway carried both freight and passengers. Riego was just a flag stop, a supply town surrounded by rice fields, and no economic benefit came to the town.

Auburn Electric Railroad Company - In 1901, this company laid ties and rails down the center of Auburn's Main Street, with plans to extend out to Bowman. A "golden spike" festival was held downtown to celebrate, complete with a barbecue in the afternoon, recitations, and a Ball in the evening at the Opera House. Unfortunately, the company went bust before buying any rolling stock. The wooden ties were finally removed, ten years later, due to complaints from the locals about the "bone-jarring" ride.

Mountain Quarries Railroad - Work was begun in 1911 to construct the world's longest steel-reinforced concrete bridge over the American River, just below Auburn, to link a seven mile railroad from limestone quarries in El Dorado County (home to the famous Hawver Cave) to a crushing facility in Placer County. Passenger cars were individually powered, but freight cars had to be pulled by an engine. Tragically, during construction of the bridge, a collapsed deck killed three men and seriously wounded five more.

The short railroad not only transversed this bridge, but seventeen wooden trestles. The railroad was used until 1941. The bridge continues in use for horses, riders, and runners on the Tevis Cup Ride and the Western State Endurance Run. The bridge has survived countless floods, including a major torrent when the Hell Hole Dam gave way in 1964.

Nevada County Narrow-Gauge Railroad - In 1884, the Sawyer Decision almost ended hydraulic mining by disallowing any debris from such mining to clog the Valley floor. Agriculture had become the economic force in California.

Orchards proliferated between Grass Valley/Nevada City and Colfax and a railroad between the two seemed a solid business venture.

It was. From 1876 to 1942, this railroad transported passengers and freight to the rail link in Colfax, and from there to the rest of the United States. A 270-foot-long transfer building facilitated changes between gauges. There were three trains daily, but frequent delays earned the railroad the nickname, "Never Come, Never Go". There were nine stops, going south to north; these were Colfax, You Bet, Storm, Bueno Vista, Kress Summit, Grass Valley, Town Talk Hill, and Nevada City, where one could connect with stages to North San Juan, Downieville, and Forest City.

There were also excursions and picnics on open-air cars. The railroad followed most of today's Route 174, and you can sometimes glimpse the old rights-of-way when driving. In 1942, the owners found the value of the metals in the railroad were higher than the profits of running the railroad, so they shut it down. Engine #5 was sold to a Hollywood studio and appeared in many television shows and movies. It now resides in a museum in Nevada City.

Towle Brothers Narrow-Gauge Railroad - The three Towle Brothers were enterprising siblings from Vermont who realized the importance of lumber to the hydraulic mines, to the railroads, and for boxes for transporting agriculture. They built a huge lumber company, based in Dutch Flat, that soon became the largest west of the Mississippi.

Beginning in the 1870s, the brothers leased land from the Central Pacific, built a company town, and a narrow-gauge railroad that extended thirty miles out into the timberland. Many wooden trestles carried sixty flatcars and five locomotives. Engines called "steam donkeys" helped bring the logs to the tracks. By 1902, they had moved to Texas Hill and completely rebuilt the railroad to go where the trees still stood. In this same year, they sold out to the Read Lumber Company of Canada. Twenty years later, most of the region's timber was depleted and that company left the area. The town of Towle disappeared.

PG&E's two railroads - PG&E was formed in 1905 by consolidating two other power companies. They needed access to the many hydroelectric plants being built along our rivers, utilizing small dams and flumes left over from the gold mining era. Because they needed a larger dam at Lake Spaulding, the PG&E, in 1912, took over an old logging railroad nearby. They then built a railroad spur near Dutch Flat to the future site of the Drum Powerhouse, named for Frank Drum, president of PG&E from 1907 to 1920. Another link to our area is that the past owner of the Spaulding Railroad had worked for the Towles. Parts of the line was built on an eight percent grade and special locomotives had to be used.

Lake Tahoe Railway and Transportation Company - In the 1870s Duane LeRoy Bliss owned a small lumber mill and its railroad on the eastern shore of Lake Tahoe. Being a farsighted man, he realized the potential for the area as a tourist destination. He moved his family's operation to Tahoe City in Placer County, where he had purposely limited his logging to preserve the natural beauty there. He built a grand hotel, called the Tahoe Tavern, then a narrow-gauge railroad from Truckee to the area. The railroad ended on a long pier built out onto the lake, very near the Tavern.

Bliss was always an advocate for ecological responsibility to the lake, whether for altruistic or business reasons. Upon his death, his son continued his support against despoliation.

The railroad ran from 1899 to 1925, when it was bought by the Southern Pacific and converted to standard gauge. It was abandoned in 1943, due to the war and loss of profit. The roadbed is today a popular hiking and bicycling trail along Route 89.

As our highways become more congested, our gas prices rise, and leisure travel becomes more frantic and less fun, I sure wish some of the smaller railroads, particularly the Truckee-Tahoe and Colfax-Nevada City lines, were still viable. Take an excursion on the transcontinental railroad between Colfax and Truckee someday, sit in the observation car, sip a calming beverage, and relax the way travel used to be and should still be!

For more information about the history of our local railroads, visit the Golden Drift Museum, 32820 Main Street, Dutch Flat, California.

Dutch Flat Community Center
933 Stockton Street,
P. O. Box 14
Dutch Flat CA 95714
Membership form

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The Little Sale That Could



Volunteers working in the Collectibles section of the White Elephant and Estate Treasures Sale

By Marybeth Blackinton

The annual White Elephant and Estate Treasures Sale was held over Labor Day weekend (September 4th and 5th) for the 53rd year. While the sale was not held in the usual way during 2020, we did have some sales so we could consider it as occurring for 53 consecutive years.

The White Elephant Sale had meager beginnings, held for several years in the driveway of Eleanor Bridges on Park Avenue, starting in 1968. In those days, items were collected for the sale by a group of women dedicated to raising money for preserving the historic Dutch Flat School. They were lucky if they made \$500. Eleanor kept unsold things at her house for the following year. While I wasn't involved with the Center in those days, I know a few names of the women who volunteered over the years – some have passed and some are still with us: Janet Fonseca, Peggy Ewing, Nancy Dailey, and Nancy Longnecker.

In the 1970's, the sale was moved indoors to the schoolhouse on the main floor where the roots of the current setup took place, ultimately creating the Collectibles section which contains the more valuable donations. Later in the 90's, the upstairs was opened. During the early 2000's, Laura Resendez did most of the coordinating for the sale with volunteers including Alice Harris, Heidi Johnson, Debby McClatchy, Shana Brown,

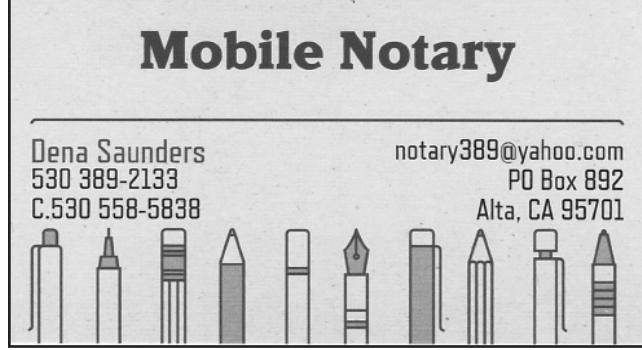
Nancy Bullard, Connie Gulling and many, many more.

The sale has grown and "pulled the train over the mountain" several times in the recent past earning the Center more than \$15,000 per year. All proceeds still go to the maintenance and preservation of the old building, which sits as one of the remaining gems from the late 1800's in Dutch Flat. Since the sale has become a staple for the community and beyond, and an event many people look forward to each year, we need to make sure to continue the tradition. There are many volunteers who have been involved for 10 years or more and would like to retire and pass the reins over to the next generation. With the other non-profit organizations in the community, we are aware of the pull for "new blood" by each of them. It is imperative for others to become involved before the community organizations and activities are allowed to fade away and disappear due to a lack of interest and commitment by the citizens.

Thankfully, this year's sale brought in a good crowd which purchased many items in great shape. These funds will continue to keep the building standing. We were also thankful we were able to donate items to fire victims at no cost to them. If everything remains stable, we will be starting work for next year's sale after July 4 2022. Make plans to volunteer!



Volunteers in the Holiday section of the White Elephant and Estate Treasures Sale



TREATING CALIFORNIA'S FORESTS

Safety vs. Bullet Train

By Tom Fugate

As California contends with its worst wildfire season in history, it's more evident than ever that land management practices in the state's forested mountains need major changes.

Many of California's 33 million acres of forests face widespread threats stemming from past management choices. Today the U.S. Forest Service estimates that of the 19 million acres it manages in California, 6-9 million acres need to be restored.

Forest restoration basically means removing the less fire-resistant smaller trees and returning to a forest with larger trees that are widely spaced. These stewardship projects require partnerships across the many interests who benefit from healthy forests, to help bring innovative financing to this huge challenge.

In 2018 alone, record wildfires cost the state of California over \$100 Billion in direct business, personal, and health costs; in addition, attributable out of state economic losses were an additional \$46B. Subsequent years have experienced similar losses.

Forestry experts believe the most effective and quickest solution to reduce fire risk, is to reduce the fuel load by thinning forests to a tree density that exists in a truly natural environment. The cost to achieve this is estimated to be \$1500 to \$4000 per acre, which corresponds to a total cost of \$50 to \$130 Billion to implement fuels reduction for the entire state of California!

At a time when California is experiencing record wildfires, it's time to examine whether using \$100 Billion of combined State and Federal funding to build a bullet train serves the best interests of Californians. So, the question becomes, "Is it better to spend \$100 Billion for a bullet train that the majority of Californians do not want and will never be profitable, or should \$100 Billion be spent to reduce forest fuels and potentially save California citizens \$50 to \$100 Billion every single year"?

Aside from economic costs, the environmental impact, pollution, and loss of lives due to massive fires is devastating and unconscionable. The technology to accomplish fuels reduction exists today, it is the will to do so that does not.

CONTACT OUR REPRESENTATIVES AND ASK THEM TO CONSIDER THESE SIMPLE FACTS.

Please contact our representatives to call for action to reduce our risk of fires.

County Supervisor: Cindy Gustafson, (530) 889-4010, cindygustafson@placer.ca.gov

State Senator: Brian Dahle, (916) 651-4001,

State Assemblymember: Megan Dahle, (530) 223-6300

Susan Winje
(530) 389-8000

Lynn Oliver
(530) 305-8290

Karen Calvert
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