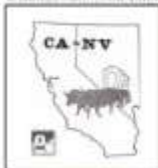


Trail Talk

A Newsletter of the California-Nevada Chapter
of the
Oregon-California Trails Association



Number 122

Spring 2025

HISTORY OF CAPLES LAKE (part 2)

By Frank Tortorich

As I related to the readers in Part #1, Lake Valley (Caples Lake) was an important and convenient location for the pioneers. It provided gold seekers and their animals with a place to rest and recuperate from their difficult task ascending the Devil's Ladder. This was the first summit of the Sierra Nevada (Carson Pass), at nearly 8,600 ft. elevation. The majority, if not all, of diarists wrote about the "Second Summit" (West Pass) at 9,600 ft. This would be the second-highest pass the emigrant wagons would travel over during the peak of the Gold Rush. From Lake Valley, the travelers could see the second summit, just four to five miles ahead, with an 1,800 foot climb, extremely steep in a few places. Here is what James A. Pritchard wrote in his diary in 1849 (all spellings in the original):

Sunday August 5th ... About 3 P.M. we commenced the ascent with 14 mules hitched to one wagon...by sunset we succeeded in taking 2 of our wagons to the top of the hill Mountain... (Carson Pass).

Monday August 6th ... we resumed our march... for a distance of 4 miles where we struck Lake Valley.

This is a handsome Valley with several beautiful little streams putting in from the mountains and running through it, emptying they waters into a beautiful lake which is found at the lower part of the Valley a mile or mile & one half long & from ½ to ¾ wide.

Here we found good grass and encamped for the day at the foot of the next high ridge of the mountain that we have to ascend.

Even though West Pass loomed high and ominous on the horizon from Lake Valley, the travelers knew that they were only about six or seven days from their destination, be it "Hangtown," Coloma, Webberville, Dry Town, or any of the rivers or streams containing gold that would soon become known as the "Mother Lode."

When Mary Jane Walker Caples, along with her husband James, a baby, and her brother, rested in Lake Valley (Caples Lake) in 1849, they remembered that location with great interest. When they arrived in Hangtown, James became ill. So, to make money, Mary Jane, with two Dutch ovens, baked and sold pies to the miners for \$1.25 to \$1.50 (about \$49.00 in today's value) per pie. It was said she sold as many as 100 pies in one day. This was more money than most miners were making.

The Caples family settled in the Sacramento Valley to raise cattle. They also built a summer cabin in Lake Valley that soon became known as Caples or Caples Place. It also served as a trading post for the emigrants and later a place for summer campers that lasted for about 30 years.

The 1870 assessment roll for Alpine County shows: *James Caples had a track of land containing 160 acres situated at Summit Lake, Caples Lake, on the Amador Nevada Wagon Road with a house, barn, and other improvements. Value real estate \$1,500.*

The census for that same year: *James Caples Dwelling 10(?) Real estate value at \$1,600, personally property valued at \$30,000. Farmer.*

In 1862, a new road was built by blasting through the Carson Spur. This new road would completely avoid having to travel over West Pass. It was called the Amador-Carson Valley Wagon Road and basically followed near present-day California State Highway 88. That was the same year that Nevada became a territory. As a result, the name of the road was soon changed to Amador Nevada Wagon Road. This new and improved road came into existence due to the Comstock Lode discovery in 1859. This gold and silver discovery is what created a need for better roads connecting California and Nevada.



The Caples baby grave is within the summer home tract at Caples Lake. (The Dog's name is Pearl, an honorary member of OCTA)

Photo by Frank Tortorich

Gas and Electric Company dammed Lake Valley.

As more summer visitors came to the area, "Twin Lakes" became the common name for Lake Valley.

The cross-hatched area on Map 1 shows the lake line as it was before the dams were built in 1922. The lake line is the same all the way around with a deep narrow neck connecting the two larger bodies of water, giving the appearance of two lakes. The contour lines are descriptive of the topography for the entire valley. The larger outline shows Caples Lake at its high-water mark today. Highway 88 can be seen coming from Carson Pass to the upper right of the map, following along the lake's edge. It then continues to the left for about a mile, coming to the original Kirkwood Inn, now part of the Kirkwood Ski area.

Also notice how far apart the contour lines are on the right half of the lake. This flat area was a grassy meadow with scattered trees, which provided a wonderful camping area for the gold seekers, providing grass and rest for the animals.



Map 2

Around 1900, the Amador Nevada Wagon Road was upgraded and renamed the Alpine Highway. California State Highway 89 was also designated as an Alpine Highway.

It was not until the 1956 that it was finally designated as California State Route 88. With the road improvements, many more people traveled over Carson Pass headed east to the gold and silver mines in Nevada. The Caples home in "Lake Valley" was a perfect location to serve the travelers and campers with their needed supplies. In the years following 1864, more people started to come into the Caples area for fun, recreation and to escape the valley heat. Kirkwood Inn was built in 1864. This would become the summer cattle grazing area and popular destination for camping, fishing, hiking and relaxing. The Caples' home and trading post in Lake Valley continued to prosper.

In 1864, the two-year-old baby of Mary Jane and James died and was buried at the edge of the lake. The grave was moved in 1922 when Pacific

The headstone reads:

Our Little

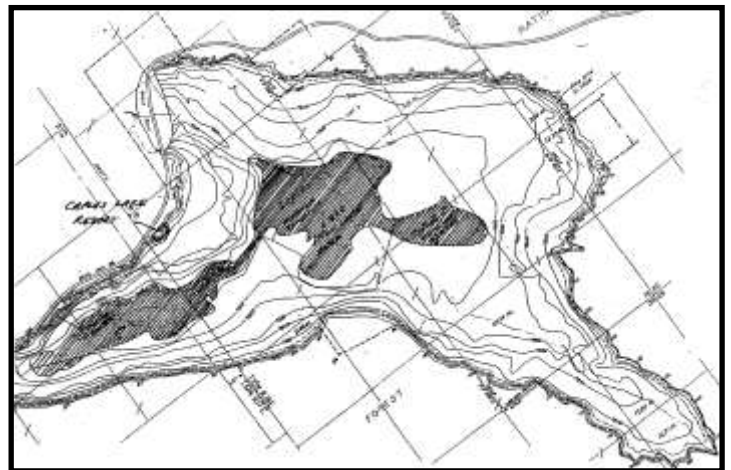
Harry I.

Son of

J. & M.J. Caples

Died May 25, 1864

Just 2 yrs & 9 mos.



Map 1

Map 2 shows the Twin Lakes and the Alpine Highway before the 1922 damming of the valley.

Notice just above the "K" in "Lakes" there is a bridge across Caples Creek. The creek coming into the lake from the right is Woods Creek; the creek coming into the lake from the bottom of the map is Emigrant Creek. Those are the two main water sources for the lake along with the snowmelt from the winter run off.



Map 3 Provided by Jon Nowlin

In 1920, Pacific Gas and Electric finalized plans to build a concrete spillway dam and a second earth-filled main dam that would have a water-controlled outlet gate at the bottom of the main dam.

The concrete spillway dam is to the left edge of the map and the main dam is at the top center of the map. Present day Highway 88 is the red line following the upper edge of the lake.

The location of Baby Harry Caples' grave can be seen at the right edge of the lake. The Caples cabin site is also identified.

The Emigrant Trail is in the right center of the map as it enters Lake Valley. The trail leaves Lake Valley, identified by a Trails West "T" marker. Both segments show the artifacts field, which I will cover later.

Construction on the dam began by cutting down all the trees, leaving stumps that would be below the new high-water line. Excavation to deepen the dam and provide material for the dam began in 1920; the spillway and dam were completed in 1923.

An outlet gate was installed to control the outflow of water at the bottom of the dam. The gate was a large sheet-iron door that could be raised and lowered to open or close to regulate the volume of water flowing into Caples Creek. The gate was operated from a small building at the top of the dam, which can be seen today.

After Lake Valley was flooded and there were no longer "two lakes," people still called it Twin Lakes.

In the 1970s, Amador District Ranger Gil Ward of the US Forest Service proceeded to have the name changed back to the original name Caples and added "Lake" to the name. His efforts were successful. Even though the name was now Caples Lake a few old timers still referred to it as Twin Lakes.

Caples Lake today is still a destination location with a large Forest Service campground and a resort with a store, restaurant and lodging. Fishing, boating, hiking and backpacking are major draws for summer recreation. Winter provides ice fishing and cross-country skiing.

In 1978 my wife Mary Ann and I signed a volunteer agreement with the Amador Ranger District to do research on the Carson River Route of the Emigrant Trail. It did not take long for us to learn about the "49ers" camping in Lake Valley (Caples Lake.)

In 1979, for some reason unknown to me, PG&E drew down the water at Caples Lake, exposing the remnants of the Caples Cabin site. I was able to take pictures of the remnants of the rock outline of the cabin.

I was so excited about this I was showing everyone in the Forest Service office this great discovery. I kept the photo in my desk at the district office. To my great disappointment someone took the photo, never to be seen again. Sadly, I could not find the negatives either. Soon the lake was returned to its seasonal level and the Caples cabin site was not to be seen for another 27 years.

About 2006 or 2007, the outlet gate at the Caples Lake Dam was beginning to malfunction. El Dorado Irrigation District (EID), the new owners, sent a diver down and discovered a badly rusted gate. An underwater video showed the diver removing a part of the guide rail with his hand. The rusting was preventing the raising and lowering of the 83-year-old sheet-iron gate. EID began making plans to draw down the lake level to replace the damaged outlet gate.



Looking northeast from Highway 88 at the tree line on the far side of the lake.

When I heard about this, I was excited. We would now be able to see the remains of the Caples Cabin site. But most important to me, we could now investigate where the Emigrant Trail had been hiding under water for the past 86 years.

I contacted EID and the Forest Service, asking permission for OCTA to do an archaeological survey of the Emigrant Trail. OCTA was granted permission to conduct the survey under the direction of a licensed archaeologist. Well, as it turned out, OCTA had its own archaeologist, Leslie Fryman. Leslie was a private consulting archaeologist and the Preservation Officer for OCTA and the CA-NV Chapter at that very time. We could not have asked for a better partner.

As soon as the snow melted in the early summer of 2008, EID started drawing down the water in Caples Lake. It was a slow process because the snow-melt water was adding to the increased flow down Caples Creek. California Fish and Game (its name at that time, now Fish and Wildlife) restricted the amount of outflow from the dam to protect the fish habitat in the creek. As the summer progressed, the lake level was slowly falling. But not fast enough to satisfy my impatience.

The plan was to lower the lake only as far as needed. Then a bladder dam was installed that would stop the flow into the control gate so that work could be started to change out the rusted gate. Large pumps were installed to divert water through pipes from the lake around and over the dam to keep a steady flow of water into Caples Creek, which was also required by Fish and Game. The lake level was not to be lowered to its original natural level. To my delight it would be low enough for members of the CA-NV Chapter to conduct our survey. However, what was soon exposed was a massive mud flat that prevented foot travel.

This presented a new problem as we could not do our work until the mud flat dried, which was frustratingly slow. So how do I tell chapter members what dates to save for this project? We made a calculated guess and decided on October 21 and 22, 2008. We were hoping that the unpredictable Sierra weather would cooperate, making the mud dry enough to walk on.

When planning the lake drawdown, EID had contracted with a professional archaeology firm, ASM Affiliates out of Reno, Nevada, to excavate the Caples Cabin site and survey as much of the lake below the high-water mark as possible. I communicated with them so we each knew what the others had planned to do to avoid overlapping. It was a great partnership, with each group willing to share reports.

On Tuesday October 21, 2008, twenty-six-chapter members assembled at the Kirkwood Inn parking area so that each OCTA member could sign a volunteer agreement with the US Forest Service. The plan for the day was established. The first two hours were spent doing a tour of what an ASM archaeology survey revealed at the Caples Cabin site and other areas.



Alpine Highway Bridge Abutment

Photo by Frank Tortorich

Theresa Lechner, senior archaeologist for ASM Affiliates, described their findings. It was established as a cabin, most likely a log structure with a fireplace and flagstone hearth. A notched log was found embedded in the mud near the cabin site.

Another exciting discovery was the bridge abutments from the old Alpine Highway.

This was a great surprise for us all and a once-in-a-lifetime experience. This was proof positive of the exact location of the Alpine Highway.

After our tour of the lake bottom, we headed over to where the Emigrant Trail entered Caples Lake to start our survey of where the Emigrant Trail might be found below the normal lake level.

Leslie Fryman and I gave instructions on how to proceed. The volunteers worked in pairs, one with a metal detector and another a recorder to document the findings on a standard archaeology survey form. Light scraping was allowed, and no artifacts were to be taken. Each item was recorded, photographed with a GPS location, and returned to its original location. Pin flags were also used to establish a pattern and the limit of the survey site.

The pairs spread out at 10-yard intervals and zigzagged their way toward the mud flats and the existing water level. The survey resulted in a 150-foot-wide corridor where the wagons traveled. The corridor extended from the high-water line for 700 feet where the survey could not continue because of the mud.

The results were amazing and exciting. Nineteen historic wagon related items were discovered.



Mule Shoe



OX Shoe



Wagon Tailgate Handle



Three-inch Lead Bar for Bullet Making

Below are examples of the recorded artifacts. Dee Owens photographed most of the artifacts.

We now had a much better understanding of where the wagon groups came into Lake Valley to overnight.

The next day, Wednesday, October 22, 2008, 14 OCTA members met at the Caples Lake spillway to survey the southwest side of "Lake Valley." We walked about 1.5 miles along the lake bottom to see if we could locate the grave of pioneer Alexander Cotton as reported by his great-great granddaughter, Dorothy Cotton. John Winner brought some dowsing rods, so we spent some time in a location that looked promising. While dowsing a cluster of rocks, the rods reacted, indicating a possible grave. We took a GPS location reading for mapping later. See Map on page 3 for this location.

We then proceeded to the area where we knew that the wagons traveled out of Lake Valley (Map 3).

Like the day before, we worked in groups of two, one with a metal detector and the other as a recorder. We worked about 600 feet from the highwater mark as far as we could, stopping at the edge of the mud flats. Twenty artifacts were located like those found Tuesday. The big difference was we could not determine the limit of the survey area. This indicated to us that this was most likely the camping area. Wagons were spread out over a large area, which we did not have the time to survey. However, most of the artifacts were close to what was determined to be the trail corridor.

As you can see on Map 3, both survey areas would eventually connect if we could have waited for the mud flats to dry out. Unfortunately for us, the following week a snowstorm came in and eliminated the possibility to finish our work. However, we did conclude that the survey was a huge success and added a significant body of knowledge to our research on the Carson River Route of the California Trail.

EID completed the replacement with a stainless-steel outlet control gate. That winter provided enough snowmelt water to completely flood Lake Valley again. This was the opportunity of a lifetime for this researcher and all who participated. My appreciation goes to EID, US Forest Service, ASM Affiliates in Reno, but mostly to all the OCTA members who gave their time and talent. Special thanks to the late Jon Nowlin for his mapmaking skills. We miss you, Jon. Also, my thanks to John Winner for his GPS skills and dowsing talent, to Dee Owens for her photographic skills and for her YouTube creation. Others who provided photos were Ed Bagne, John Winner, Spencer Parker and Jon Nowlin. I learned after the field work that my camera malfunctioned so my deepest thanks to all who helped back me up with their photos.

Frank and Mary Ann Tortorich are Charter and Life members of OCTA. Frank served as the CA-NV Chapter's first president.

Fernley Homeless Encampment

Source: Lyon County (NV) Sheriff's Department



Fernley Swales Camping

In the early fall of 2024, the Lyon County Sheriff's Office was alerted to the growing homeless camp off Mission Drive in Fernley near the Veterans Cemetery, which is very close to the Fernley Swales. The camp was leaving large amounts of garbage on the property and was reportedly involved in numerous other crimes. The Sheriff's Office contacted the Bureau of Land Management (BLM), which was previously the responsible agency for the property, to initiate a "clean-up" of that property. BLM informed the Sheriff's Office that the property was no longer under their control and belonged to the Bureau of Reclamation.

Through those conversations, we learned there was no enforcement agent in the area to regulate the property on the

Bureau of Reclamation's behalf. Fernley City Councilman Albert Torres began working on a memorandum of understanding (MOU) between the City of Fernley and the Bureau of Reclamation in an attempt to gain authority over the property to conduct appropriate removals of the persons residing on the property.

While the MOU was being worked on, the Sheriff's Office put together an inmate work crew, who were deployed to the area to assist with garbage pickup in the area. Councilman Torres worked with Congressman Mark Amodei's office to set a meeting with the Bureau of Reclamation to determine the MOU's details. This meeting was to take place on January 28 but we do not have a report of what occurred.

The Sheriff's Office has a plan in place to begin working with the people on the property to get them appropriate resources and move them to an area that can sustain their lifestyles. We will accomplish this with mental health resources and other regional social services. Ultimately, if these means do not obtain compliance, criminal legal action may be taken, up to and including arrest. This plan will be launched shortly after an agreement is reached for authority to conduct these actions. We will provide updates as this process unfolds.

In the meantime, we are working on several other encampments throughout the northern part of the county. Chief Deputy Brantingham and I spent Thursday patrolling these areas, contacting people in the area, and providing education in an attempt to get them moved to more suitable living areas and resources. Several small encampments were contacted, and the occupants were receptive to the conversation about moving to lawful areas.

During these patrols, Sheriff's personnel contacted the occupants near the Veterans Cemetery. Several encampments were observed packing property, loading vehicles, and moving out of the area as the day progressed. The goal of these patrols was education and to attempt to prevent the people contacted from simply moving from one problem area to another.

We have received recent questions about arrests for other criminal activity stemming from the camps. The Sheriff's Office has made several arrests regarding criminal activity from these camps. Unfortunately, with the current bail reform structure put in place by the legislature, the arrestees were ordered to be released several hours later, at which point they were free to return to the camps. This cycle is a large part of the reason gaining compliance in moving the people to resources is key to cleaning these encampments up and removing the issues from our communities.

Respectfully,
Sheriff, Brad Pope

Awards Committee Vacancy

The Awards Committee is looking for a new member! The work is fun and important. The committee receives nominations, prepares certificates and plaques, and presents awards at the Spring Symposium. If you are interested, please contact Kathy Buob, buobctc@gmail.com or (408) 835-8356

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President's Message By Bill Holmes

President's Message

The California-Nevada Chapter has had a wet winter, and you would think not much has been going on. Well, nothing could be further from the truth. The Chapter has been busy working on plans for the coming field season as well as wrapping up reports and logging in the data from the last field season. We are one year into a three-year grant from the Tahoe National Forest (TNF). The TNF wants OCTA to tell them where the trail, or trail corridor, actually crosses their forest. Why? Because the forest is getting pressure from power companies that want to upgrade existing powerlines and poles as well as develop more power sources such as wind and solar farms. Chapter members have found sections of the Truckee Route emigrant trail that have never been found or verified. The use of metal detectors is a game-changer. Rest assured that every artifact is reburied. With that said, we have to document all this great work. In addition, even with the wet weather, work is going on at the Peter Lassen Rancho Bosquejo project, getting ready for the 2026 Convention. Contacts are being made and relationships are being built to work on future projects. We are having monthly Chapter Board meetings using Zoom and invite all members to sit in.

In addition to our own OCTA trail activities we are partnering with other organizations with similar interests and goals. The American Heritage Partners hosted a luncheon at the Nevada State Museum in Carson City on March 15. David Fullerton and I presented what OCTA does and used the Truckee project with the TNF to demonstrate how we do it.

We are also assisting History Expeditions, the group that wrote those great articles in our *Overland Journal*, with their newest project involving the Stephens-Townsend-Murphy Party of 1844. As anyone knows who has taken the deep dive into a history project it is all about the research.

And of course, you can't do research without sources of historical information such as diaries, maps, books and on-line scanned material. The chapter continues to work on the Don Buck collection, developing a bibliography as well as scanning much of the material. This is a hard-working

group that has been meeting about once a month at a free office that AKT Development Corporation has provided in Sacramento.

We will have our Spring Membership meeting and Symposium at the Truckee Airport conference room April 28 with a field trip to the Humboldt Sink April 29. This will be an exciting and adventurous trek to where so much happened at the beginning of the Forty Mile Desert.

Using Diaries to Find the Truckee Route

On March 15 Dave Fullerton, our chapter Vice President, gave a presentation at the Nevada State Museum in Carson City. Dave was invited by Jay Dickey of American Heritage Partners, who had a special interest in emigrant diaries. Dave has used diaries as a basis for finding the specific route of the Truckee Trail. As he said in his presentation, “Metal detection can help confirm trail, but only if you know where to look. That means diaries.”

The event was sold out, although a few non-hardy Californians backed out at the last minute due to a storm the previous day that resulted in chain requirements. But Dave himself, along with President Bill Holmes, braved the snow and ice and the hordes of skiers to cross the summit.

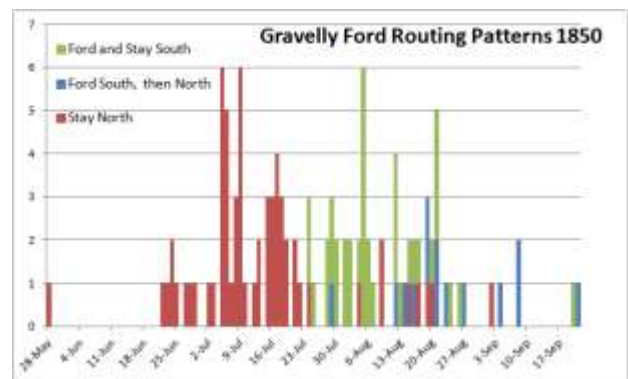
Dave explained how multiple priorities drive a trail route, including water and grass for animals, terrain, distance between camping sites, elevation gain, capabilities of the animals and ability to ford a river. It was also important that the wagonmaster’s have confidence in succeeding on the route, and that generally led to conservatism, because it was better to take a known route than the unknown but potentially superior route. These factors are all subject to change over time, so routes do as well.

The biggest driver of new alternative routes was the weather. High water meant lowlands became mucky and fords impassable. Second was the need for grass. In wet weather, grassy areas would be covered in water, and a highly travelled trail would soon have little grass, so the other side of the river would be explored and utilized. The third driver was a slow accumulation of understanding about the best routes.

How do we know all this stuff? Many many emigrants kept diaries of their daily experiences, particularly from 1849 through the early 1850s. They don’t just give anecdotes of the trail, but where the trail was, why they took one trail over another, and the physical conditions they faced. Diaries are the foundation of trail research. They always tell you generally where the trail ran and sometimes tell you exactly to the point that you can identify individual rocks.

Since we can’t talk to those who made the overland trip, we must consult their records of the effort. Diaries and letters are the foundation of trail analysis. They are supplemented by aerial photography and lidar, visible traces in the field, old maps (modern maps are frequently wrong), and metal detecting.

Thousands of diaries exist. Dave uses over 500 diaries to understand and find the trail along the Humboldt River. This requires reading very carefully to determine where the diarist was writing about, and comparing multiple diaries from a similar time to narrow down the options. Sometimes a diarist will describe something different from previous diaries, which might mean a shift in the trail. Changes in the weather or being some place at a different time of year might cause the wagons to modify their route. Graph 1 shows a pattern of crossing the Humboldt River at Gravelly Ford in 1850. It was a wet spring, and river could not be forded until late July.



Graph 1

Dave described the work he’s been doing to accurately trace the Truckee Trail. He has a team working with him and has been granted permission by the Tahoe National Forest to use metal detectors within the forest until 2026. He has made major discoveries, and the work has required all available analysis tools.

Dave acknowledges that total certainty about the trail’s route is probably not possible. Too much time has gone by and there have been changes in the landscape, including the creation of highways and reservoirs. Previous efforts to find the route have made mistakes, and it is certainly possible that more mistakes will be made. The work is ongoing and requires attention to detail and being open to new possibilities.

We Remember

Fordyce "Ford" Lee Osborn

May 14, 1937 – Dec 5, 2024



Ford Osborn

Fordyce Lee Osborn was born on May 14, 1937, in Santa Rosa, CA to Maxine Ione Tolley Osborn and Fordyce Cicero Osborn. He attended schools in Santa Rosa and Oakland, CA. Ford served in the Naval Air Reserve as a radioman on board the P2V aircraft. He received his Bachelor of Science degree from San Jose State. He was a part of the start-up of Silicon Valley, working for a number of the early companies. For many years he worked as a Senior Research Engineer for SRI (formerly Stanford Research) in Menlo Park, CA, followed by Lockheed Martin.

He and his wife, Ellen, lived in Los Altos, CA. Ford had many hobbies, including: riding his Harley, SCUBA diving, folk dancing and above all, HAM radio. He was licensed by the FCC Amateur Radio League for 70 years. He held an Extra Class License, but kept his original call sign: K6ONE. He loved chess. At one point in his life, he was a nationally ranked player. He was a Master Mason of the Blue Lodge of California, serving as Master of Los Altos Lodge #712 in 1990. After moving to Pollock Pines upon retirement, he affiliated with local lodges.

Ford and his wife volunteered for the Eldorado National Forest and the Oregon California Trails Association to research the location of the emigrant trails, enjoying many days in the forest with fellow researchers. Ford was recognized for giving over 1000 hours of volunteer service to the Forest Service. He also volunteered with Eldorado National Forest Interpretive Association, where he put in over 500 hours of work. In retirement, Ford took up new interests and developed new skills and talents, such as oil painting, furniture making and welding. He leaves us many precious examples of his skill.

Ford is survived by his wife, Ellen Osborn, of Pollock Pines, and children Nancy Berman of Saratoga, FL; Michael Osborn of Turlock, CA; and Ann Taylor of Patterson, CA; and four grandchildren.

Marshall Fey

It is with a heavy heart that we acknowledge the passing of Marsh Fey, 96, in Reno, Nevada, on November 5, 2024. Marshall was part of the Nevada Emigrant Trail Marking Committee, the predecessor to Trails West, and a long-time member of OCTA. He was a founding member and second Noble Grand Humbug of Julia C Bulette Chapter #1864, E Clampus Vitus. "Marsh" made many contributions to the preservation of history in the West.

Marshall was a gentleman. He always had a smile on his face and was willing to help everyone he met. If you were lucky to have ever spent an evening meal with him, you know how he could mesmerize everyone with his stories about the good old days with his father and grandfather.

Marshall Fey's story is about the experiences of three generations of the Fey coin machine family. His grandfather, Charles Fey, is known as the inventor of the three-reel slot machine and scores of other coin operated devices. His father Edmund Fey invented, manufactured, and operated machines on his own. His focus was centered on arcade machines as well as gambling machines.

Marshall along with his brother Frank operated and revamped numerous slot machines in their Reno Liberty Belle Restaurant and Saloon for more than 30 years. Having spent his entire lifetime with coin-op machines and the people that made and operated them enabled him to tell the complete story of the evolution of the slot machine. Marshall Fey was best known as the author of the number one selling slot machine book in the world *Slot Machines The First 100 Years*. He was the winner of the American Association for State and Local History's "National History Award" in 1984.

Marshall was the owner of the Liberty Belle Restaurant with its iconic red buckboard wagon on South Virginia Street from 1958 until it closed in 2006, after over 40 years in business. The wagon remains on Virginia Street. He will be missed.



Marshall Fey

CA-NV Chapter OCTA 2025 Symposium

Monday, April 28, 2025

9:00 – 5:00 Meeting/Presentations
 Truckee Tahoe Airport
 10356 Truckee Airport Road
 Truckee, CA 96161

Tuesday, April 29, 2025

8:45 – 5:00 On the Trail
 Driving tour of the 40 Mile Desert
4 Wheel Drive vehicle required – car pooling available

Registration and payment **must be received** by **Monday, April 14, 2025.**

Questions? Phyllis Smith, 530-301-7044, phylesmith@gmail.com

Event Hotel: **Best Western Plus – Hotel Truckee Tahoe**, 11331 Brockway Road, Truckee, CA. (530) 587-4525
 \$174 a night plus tax and fees with a parking charge of \$9.99 applied at check in.

Group Block must be booked by **3/31/25**. Pets are an additional \$30 per day.

https://www.bestwestern.com/en_US/book/hotel-rooms.05722.html?groupId=4E4WA2Z1.

If you are going on Tuesday’s tour, we recommend staying Monday night in Fernley or Fallon. The tour will end near Fallon.

Attendees: (Please print clearly)

First Name	Last Name	
First Name	Last Name	
Address		
City	State	ZIP
Phone	Email	

Lunch on Monday provided by Full Belly Deli

Please provide your own lunch on Tuesday.

\$20 per person, check or credit card

Total payment

\$

Credit Card Number	Expiration Date	3-Digit Code
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If you want a gluten-free sandwich, please indicate how many.

I/We will attend a reception in the hotel the evening of **Sunday, April 27, 5:00-6:30.**

If you have a **4WD vehicle** and are willing to give others a ride, please indicate how many seats you have available.

**Make checks payable to CA-NV Chapter, OCTA and mail to
 CA-NV Chapter OCTA, PO Box 182, Yuba City, CA 95992**

CA-NV Chapter 2025 Symposium, April 27-29, 2025 Program

Sunday, April 27, 5:00-6:30 pm

President's Reception – Best Western Plus – Hotel Truckee Tahoe, 11331 Brockway Road, Truckee, CA.

Monday, April 28, 9:00 am-5:00 pm

Membership meeting

Awards
2026 Convention

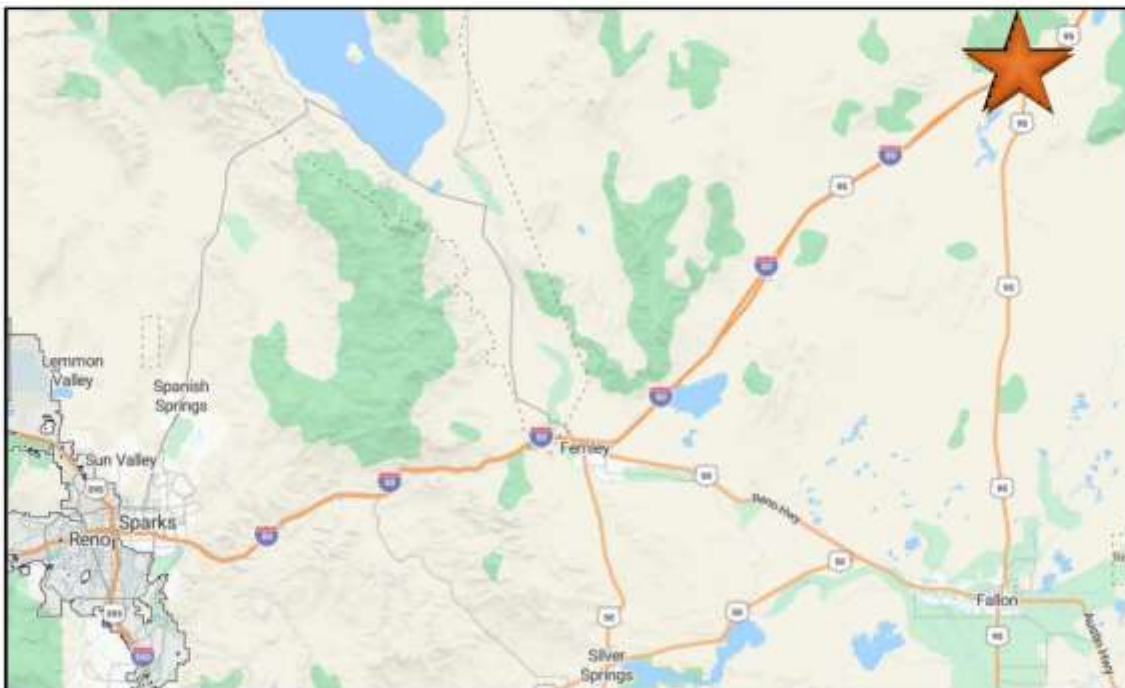
Expected Presentations

Tim Twietmeyer & Bob Crowley – History Expeditions
Robert Keahey – Hastings Cutoff
Mark Twain
Jeanne Young – Field Trip information

Tuesday, April 29, 8:45 am-5:00 pm

Tour of the 40 Mile Desert guided by Jeanne Young

Meet at 8:45 a.m. at the I-80 rest stop at the intersection of I-80 and Route 95, approximately 33 miles east of Fernley. The big red star is the meeting location. 39° 56' 29.24" N, 118° 45' 0.89" W



We will start at the I-80 rest stop and head to the Humboldt Bar for our first stop, then we will head west over the 40 Mile Desert. You will need a four wheel drive vehicle as places can be sandy. Car pooling will be available. The tour will end near Fallon.

Bring lunch, water, a hat, boots, sunscreen, GMRS radio if you have one, and anything else you need to spend a day away from civilization.

Restrooms are available only at the rest stop.

CALIFORNIA-NEVADA CHAPTER
OREGON-CALIFORNIA TRAILS ASSOCIATION
P.O. Box 1521
Yreka, CA 96097

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