

"Strategies for Historic Preservation and Interpretation of Summit Tunnel Sites" Transcript

From previous I mean I'm sure you'll be seeing a lot of us over the course of today tomorrow and also on Saturday if you you care to join us for the teaching workshop and thank you so much!

Ted Gong Thanks.

Audience [applause]

Ted Gong If you can just stand up, Peter, There's a number of exhibits and things that are being opened, I guess, if that's the right word. So you get a chance to go see all that and Peter has been involved with that so the guy with a mustache and the worst mustache, be sure to give him a "hi", and also I encourage all of you guys- I appreciate- normally it's- at our symposium we ask to go around first and sort of introduce everybody, just very quickly but I- People have so much that we want to learn from and so sometimes I think that takes a little bit of time, so I'm encouraging you during today, tomorrow and throughout be sure to just say "Hey! My name is whoever, and I belong to this, and I see that you have an 1882 tag on and I would like to talk more with you to find out what types of programs you're doing and I want to share with you some of the stuff I do." The 1882 Foundation is collaboration, that is what drives us. By the end it's a [inaudible] day. But the What we- So we want to build networks and relationships and we've done that pretty well, I think, we want to continue that pattern, and that ability to do that relies upon each of us of sharing our stories and sharing our ideas about how to do good public education. So look for our, look for your fans and look for your colleagues and figure out ways how we can build this collaboration even further. Like I said, we rely on retired feds, and one of the key retired feds and working with us from 10 to 15 years ago, I- actually was a classmate of mine when I was in UC Santa Cruz, and then we got linked in, somehow, I don't know how, John, but John Kusano, and Terry, and I also want to point out to Terry when the session is going to be a round table sort like a round table panel, so it is going to be a hybrid which I encourage all of you guys to participate, say things that go to the awesome people, who assembled a number of people who are really subject matter experts of various things, from ...is Wes here? Wes? [I don't know] Anyways, the railroad, West Service, Our service, [Indistinguishable] Once that interexchange of ideas and things that happen and that's going to be made possible by John, our retired fed, as well as everyone else, and so, I mean, is John- John, come on up, and start the program, or however you want to do that, and one thing to remember: we have a hard stop at two o'clock, and what we'd like to do for all of you guys there on your agenda and schedule you can see that there is an event over at the Library of Congress, and Judy Chu, Representative Judy Chu is

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sponsoring that [indistinguishable] as well as a tax group, that's the coalition for this, that's the caucus part, it's with the Representative of the State of Commerce, and that's- and there's an invitation to this, with the instructions back there, don't [indistinguishable]. Ally plans everything and so at two o'clock, for those guys who can, okay? It's a change to go to the Library of Congress and continue some conversations to see a few things, maybe talk with our representative just to encourage him to make sure that the appropriations for- for our programs continue over the largest scale, and also for specific things filled, specific things Rachel's doing in the summer hour, so anyway, remember to [indistinguishable] thing over there, instead. The Library of Congress, it's in the Member's Room, and if you've not been to the Member's Room, it's a very nice place. And the Employee Association there, the Asian American Employee's Association there, have assembled a pretty good collection of books, photographs, and things that they're just eager to talk about. Librarians like to come out and talk to you. So, anyway, John, I give it to you, and you're in charge for the rest of the day, and, Terry, and also Terry [indistinguishable].

John Kusano

[Indistinguishable] than a long story, I say. Let me do some introductions. first, alright? So thank you Ted. I'm just going to stand and- Can everybody hear me? [Yes] The story I would like to start out with is, that ties the 1882 with the Trans- continental Railroad is a couple years ago, Ed [Bone?] and I went up to New York City hosted by Jack Chano and NYU. And he was working with two projects. One was the New York Hist- New York City Historic Society's exhibition called "Inclusion/Exclusion", and he was also working with Rick Burns, who was doing a documentary on Chinese Exclusion Act, which I hope many of you saw. But what I recall is when the exhibition opened, the "Inclusion/Exclusion", there was an article in the New York Times, with a headline, and I think this kind of captures the spirit of what we're talking about, the headline was: "You Built The Railroads, Now Go Home." And that is kind of the part of the story and the Chinese- American experience in this country. It also is a story of many immigrants here, and is kind of being played out and then used today in history and the news and I'm sure it's going to continue into the future. So I think that that's the important tie-in with 1882 and the building of the Transcontinental Railroad. So that's my personal editorial to start off with. So today, we are hoping to get your ideas on how we can elevate the Summit Tunnel area to something of the national significance that it actually represents. So we- we had a tour last November, several folks here were on that tour, and we went up and really looked at the work of the Chinese railroad workers from Auburn to to Toronto, and the building of the railroads, and there's a lot of really important significant sites there, but my personal perspective on that tour,

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and- I was born and raised in California. But I had never really been there, at those sites, personally, driven past them more than nine times to Reno and [indistinguishable]. I never stopped and actually examined them. And I'd certainly never been there in- the tour was in November, of course. The reason, not sure why I decided, but hope- luckily there was no snow on the ground. Phil showed me a picture of last weekend and there's plenty of snow and too deep snow. But there's nothing like being up at 9,000 feet, the wind is blowing, you're surrounded by granite, and to look at these sites, where there were men with basically a pair of hands and dug these tunnels, and built these walls, so that the railroad was there. You know, you just- it's just- there's nothing like being there, and living it provided me, personally, with [inaudible] ...experience of it I mean, you can read about it in books, as I have, but there's nothing like just being up there, in a high altitude, in the cold, and to see how it led around. Anyway, the point is, it's a terribly exciting area, not just for Chinese-Americans, not just for Asian-Americans, but for all Americans. It represents an array of accomplishment. We had a- A couple years ago, the Chinese railroad workers were inducted into the Labor Hall of Fame, and Secretary Perez was giving some remarks there, he said something that I've always remembered. He said that the Transcontinental Railroad was like the internet of the 1800s. It was an important thing that released commerce and all kinds of forms of communication across this country, and transformed the- the soul of this country. So, anyway, we have this very significant area and we're gonna talk about that, my other panelists will help talk about that and highlight it. And we wanted at- at the end of this day, to figure out what is it that we can do, what is it that we can work on in the next six weeks to the next six months, to the next six years, to elevate this area, to give it the recognition that it deserves. Now, I know that I don't know that much about this area. Not as much as many of you do, and so we are kind of struggling with what is it we can do when the answer really lies with the folks that are in this room? And we don't know what we don't know, but you know what you know, and we're hoping that you will share that with us in this discussion. I really- it's really important that we have a discussion. We kind of have a format. We're gonna talk about the tour, and the significance of the area, that's the first session. The second session, we're gonna talk about maybe some options? National monuments, national trails, etc. etc. And the third thing is we're gonna- which is very important- we're gonna talk about resources that are available. So we have a strategy. The strategy is that that is no more- no better than the resources that you have to implement strategy. So the third session is talking about resources. And the fourth session is, we're gonna actually figure out what our next steps, where are we gonna be- or go, here? So...I know, Terry- yeah, go ahead.

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- Terry So, sorry to interrupt John, but I'm Terry [Good?], I'll explain later, but I'm after people talk to the Advisory Council for Historic Preservation, there's a model of a plane, or is it a presidential [inaudible] about six years ago, they flew me here so thank you very much to them, and just to say that everyone in this room is very important to furthering the story of American history. And so, you know, not all stories have been told as broadly as others, and so it's- there's work to be done, there's joy in it, but that's why we're all here today, and I hope to have as many people as possible raise your hands, I think you're gonna have some kind of a notecard system, or writing on the back of these maps, so if you don't get to express things you're thinking about, don't leave the room without at least trying to have a pencil if you like, you can share with the group, look forward to it. So, we actually have a hard stop on this hall at- after about two o'clock, so we're going to try to do, is maybe shorten some of the Q and A's to maybe twenty minutes? Maybe lunch quicker? I don't know, we'll get there. So I am here to help moderate this panel as with John Cassano, who you've met, Bill Sexton, and Margot [inaudible]. You guys can give a quick intros, two or..
- Margot Hi, my name is Margot. I'm a historic preservation associate with 1882 Foundation, and I also work as a GIS technician for the [inaudible] Park and Recreation. And I will be talking about this more in detail in a minute.
- Bill Sexton And I'm Bill Sexton. And I'm currently with California State Parks as a sector superintendent for State Parks and Sacramento, including the state capital, and [Center Port?], and [Leeland-Stanford Mansion?], and the state Indian museum, only one of which has any connection to the railroad. But for nine years, I was the Deputy Director for the California State Railroad [Casino?] in Sacramento. And prior to that I was with the U.S. Viet Corps Service, and I lived and worked about seven miles west of Donner Pass as a cultural historic interpreter, so I guess I know the physical out, like a layout of Towson, and the resources there as well as anybody. For whatever reason, I have become, kind of a B-list celebrity at speaking to a lot of historic groups about the incredible history of this pass, so I am delighted to be here.
- John Kusano And let me just add, Bill was a docent on this tour that I talked about, and Margot was the editor of this wonderful publication, I think there's copies out there about the tour and about the sites, as you can see. So, please, take a look at that.
- Terry So, I'm just going to repeat that the desired outcome of the session is to explore strategies to better define, interpret, preserve Summit Tunnel area, certain sites, and decide on a curriculum that

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steps. So, say that maybe we all just focus on what are those elements about the Summit Tunnel area that the ar- the [inaudible] that were down with you, with your knowledge, [inaudible]. So, why don't we start with Bill's [indistinguishable] on the Summit, and then go...walk up Tunnel Summit, and go down the line, to Margot, so, John, you can start, and I'll g- [inaudible].

John Kusano Did I- I don't know if Ted mentioned it, he said I was at [Stead?] I worked for 35 years with U.S. Forest Service, which is a federal land management agency We managed, oh, we still do, I don't, [laughter] The agency still does, 193 million acres of public lands, and I know 193 million acres doesn't sound like much, but the way I used to describe that, is the- it's twice the area of the state of California, so it's- it's quite a big chunk of land scattered all across the country. I like to start these- so to explain why it is that we are- why the Forest Service is interested in cultural resources. I'd like to start with these two pieces of legislation. I guess, if I do my math right, this is the 55th anniversary of the Civil Rights Act of 1964. Even though many of you know the Civil Rights Act is the- the law that ended segregation, and, you know, did set up, a- the Equal Employment Opportunity Commission, etc. There is a part of the Civil Rights Act called Title Six, that that says that all federal agencies need to ensure that their- their programs, and their services are provided to the public, to all segments of the public, on a equal opportunity basis. So it's kind of like a civil rights for the programs side, not the- in addition to the employment side. So that- that's been on the books for 55 years, and I think the Forest Service is still struggling with getting that, kind of, off the ground, and making sure that the Forest Service programs and, in our case, the public lands, are open to all segments of the population, including Asian-Americans and everyone else. The other piece of legislation is Historic Preservation Act, 1996. So, what is that? That's...53rd anniversary? That compels federal agencies to- to be cogniscent and inventory the cultural resources historic resources on their lands, and to preserve them as appropriate. I see Mike squirming in his chair because that's not- that's not all it says. But, that- that's the main- bottom line. So federal agencies have these these statutes that compel them to- to get involved in this type of work, and I think, to a certain extent, not fully realized yet, but Forest Service has, at least, taken some small steps toward that, and that's what these projects are. So what I'm going to do in the next five minutes is just provide kind of historic background of where this Forest Service-1882 partnership has- how it got established. So, I would say that the godfather of this whole thing is gentlemen by the name of Dale Hom, who is actually sitting right there. Dale, raise your hand.

Audience [indistinguishable comment and laughter]

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John Kusano And in black, too!

Audience [laughter]

John Kusano Dale was working for the Forest Service and, when I met him, his story was, you know, he's worked all around the Forest Service, in many different, remote locations: Alaska Eastern Oregon?, Washington. He's- he's been around, as we used to say. When I first met him, he said, you know, every place I've gone, with the Forest Service, there are some remnants, some historic remnants of Chinese Americans. And the Forest Service really has property in very remote, isolated areas, and it's not- you don't have much presence, you know, on the coast- on the East coast, or the West coast, which is where you know, [in hard times?], when you talk about Asian-Americans, you think they- they are like city-dwelling people, but they- in fact, there is a saying, they were all over the Western United States, at least. And, so, Bill wanted to do something with that idea, and he worked with this other gentleman Ron Chew for [indistinguishable]. Dale was in the Pacific Northwest at the time, I believe, and it started the partnership, which which resulted in 1994 and, I don't know, what is that? 25 years ago? A tour was called the Chinese Heritage Tour of The American West, sponsored by the U.S. Forest Service and the Wing Luke Museum. And this is a- this is a historic site on Hay's cabin who was a- a medicine- Chinese herbal doctor in Oregon. In- what is it? John Day, Oregon, which is really out there in the middle of nowhere. We brought this crew, mainly people from Seattle and some folks from the Bay area. And, you know, they were just absolutely amazed that this is back in the 1800s. This guy had a fairly reputable medical practice at that time. I think I heard that he was the first, one of the first licensed doctors in Oregon when they started doing that. Anyway, that was a tour in 1994: It was went from Seattle, through Eastern Oregon, and up through Boise and- and Warren, Idaho. Warren, Idaho was Polly Beams' cabin. You know, this is- these are areas that you don't really think that, in terms of Chinese-American communities, but there's all kinds of evidence, so. And these happen to be in and around [nash?] ports. There was a second tour in 2017? [inaudible answer] 2010! So a few years later, the second tour, that was expanded. It went all the way- went to some of the same places, but ended up in Nevada City. And, here's a group of the 2010 tour. That's Ron, and this is [indistinguishable] Ng, who is also with the Forest Service and took over the helm with Bill [Tyre?], for all sorts of things. This is Peter [Frampton?], who was a Forest Service ornithologist, I think this is at the China town in Virginia City. And all- Fred also did some Passport in Time, I'm not going to go into that, but it's another program that the Forest Service did and Fred [Frampton?] did these- Passport in Time is, like, archaeological digs on Chinese-American on [some of

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these?]. We also I don't remember this much, but...the partnership between the Forest Service and [Main?] Look also won the Chairman's Award for the Advisory Council for Historic Preservation in 2013. I vaguely remember being there, as Mike [Kaisar?] there It was recognized So the next phase of this kind of... exploring Chinese- American heritage, started in 2010 to the present We had a partnership with the Chinese Historic Society of America where we created a website of Chinese heritage sites in California. We were focusing on California. But we also have expanded that website through the [indistinguishable] Pacific Northwest that Dale and [inaudible] look at exploring. So here's the- Just a smattering of it. The website, I forget, has some over 50 sites that get- has write-ups on. And, you know, everything from little areas in gold mining areas, to also has the big museums like Angel Island, and a lot of cemeteries. And then so that brings us up to the present which was the next- kind of Phase 2 of the partnership with Chinese Historic Society of America was this tour, and we have two people here who are going to talk extensively about the tour. So I will, kind of, stop there. Let me just tell you who the partners were that that helped make this tour possible. I mentioned the Forst Service, they provided money, as well as the Bureau of Land Management. There's Chinese Historic Society that helped with some information about the sites, and we also partnered with- Chel is here, APIAHP: Asian-Pacific Islander- Americans in Historic Preservation. That's pretty close. Chel is the director, and she helped partner that, and we- they were having a- the reason why we had it in November is because they had their national conference in November or December in San Francisco, so the tour was kind of, a little walk, and [indistinguishable] ancillary activity, you know, for the tour. So anyway, with that, I am going to turn it over to my esteemed colleague and the docent for this November 2018 tour, Bill Sexton.

Bill Sexton Well, good morning everybody.

Audience [Good morning]

Bill Sexton I'm just- I'm thrilled to be here, but I always- I have to tell you that as a non-Chinese person, it intimidates the heck out of me to talk about Chinese culture and heritage, so please be patient, and I try to listen carefully with what I do, but my... I guess, main connection with this is that I probably know the physicalities of the Donner Pass area as well as anybody. I had the good fortune to live up there for 13 years, and during that time, I ran interpretive programs where I walked all over the Pass, both with groups and on my own. And that's part of the reason I came to the California State Railroad Museum, which valued my knowledge about that and they doubled my salary. [laughter] That helps important consideration in doing that, but, during the time that I was at the

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Railroad Museum, I also regularly got groups of new employees and docents up to the Pass. I developed a partnership with the UC Davis History Project Office, which does teacher education, and one of their key projects, every year, is to do a product of two weeks of training called "Teaching the Transcontinental Railroad", so I had a good place to take educators up there and spend a day, walking the Pass with them, and Sierra Club groups, and and- oh gosh, I don't know what else- that led to connections with the Stanford University Chinese Railroad Workers Project, which got me involved with them and a whole bunch of other things, but part of that is that I somehow made the connection with the 1882 Foundation and Ted and John and others to lead this tour last year, and, like a lot of tours, it didn't exactly quite go according to the plan, but that was actually an advantage for us, because we were scheduled to do a bus trip over the Pass from, basically, Sacramento on over to Reno, and then come back on the train, and the train was six hours late, so we came back on the bus, and stopped and looked at sights that we didn't have time to look at on the way over. It was actually wonderful. But the Donner Pass area is the penultimate achievement of building the Transcontinental Railroad, and it's also easily accessible during the summer, and it is much so because of the physical nature of the resources. But even- even beyond the Chinese experience, any pass is sort of like a funnel: things cross over pass because it concentrates an area where you can cross over. So the history of the Pass actually predates modern humans, going back hundreds of thousands of years, to the place where wildlife and air currents and pollen and all sorts of things crossed the Pass. The earliest human connection there is anywhere from about 2500 to about 4000 years before present, and that's physically an extent there in the presence of, what I call, Martis Era petroglyphs. And, if you look at the photo on the left, that's the group looking at this petroglyph site, which is still there.

When I still worked for the Forest Service, we put an interpretive sign there, and if you have a background in cultural resources with a federal agency, you know that you never point out where petroglyphs are, they are actually hidden on a separate GIS layer, so that even most employees can't see them. But, in this case, the petroglyphs are so well known, and that started during the construction period, because the petroglyph panel is actually in-between the construction site and one of the burial sites, so the Chinese workers were certainly aware of them. And we worked with the Washoe tribe to put up a sign there to try and encourage respectful use and acknowledgement of the petroglyphs to kind of reduce again. But there's this incredible prehistoric history of the Pass, and in the early 19th century, starting at about 1830 you start to have explorers coming over from the then very young country of the United States westward to explore California, kind of as a pretext for seizing it from the Spanish and Mexican

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governments. So people like John C. Fremont explored the Pass, early trappers in the 1830s were known to cross the Pass, but nobody really left a trace, and then in 1844, two years before the Donner Party, the first group of immigrants crosses this pass with covered wagons, and they become the very first people. That was called the Stephens-Townsend- Murphy Party, and I have a little bit of a personal connection with them, so they've always resonated very closely with me, but that leads to the very first immigrant trail from California over them for covered wagons. Donner Pass was the first, and people who really pay attention to the history understand that the significance of the Stephens story tried in the 1970s to rename Donner Pass Stephens Pass, and if you think about that, it actually makes a lot of sense, and there's even a little small plaque hidden up there at the Pass that names it Stephens Pass, put up in the middle of the night by [indistinguishable]. It is kind of a misnomer to call it Donner Pass, because the Donner Party never successfully crossed it. [laughter] It would be like studying football, and concentrating on O.J. Simpson, it's just not quite right [laughter] in a sense. But it became the first pass to California. It was not the most heavily used pass, though, actually the Echo Summit Crossing that goes from Nevada into the Placerville area, south of Lake Tahoe, was the most popular, heavily-used crossing. But it got 40,000 people, that we believe used Donner Pass during the Gold Rush period, and there is still a little bit of evidence, not quite at the Pass, but close by of this. There's also a more heavily used Pass within sight of that called Bull's Creek Pass. It was all connected to this history. This- I mention this, because this led to Theodore Judah finding the Pass and deciding that this was the one for the railroad. He would talk about building a railroad to California since railroads came to the United States in the mid-1830s, and, starting in the mid- 1840s, you start to hear talk about this in Washington, and the need to do this. Of course, the Gold Rush really put this into high gears. California's gold is literally what financed the Union army during the Civil War, and so California was a big prize for the Union. And, in fact, when President Lincoln was first elected, he won California by about 635 or 638 votes, so, in the midst of this great triumph, in the midst of this great trial of Lincoln, is where there were literally Confederate troops within sight of the White House, he signs the Pacific Railroad Act. It's that important for him. In the middle of trying to save the country, he signs this Act to do this major construction project, partly his political pay-back to California, partly because, prior to the Civil War, the Congress could not agree on a route for the Pacific Railroad because Southern Congressmen did not want a Northern route that would help increase the power of free states, that was the Northern legislatures that did not want a Southern route that might help spread slavery to the West. So, you actually have the attack on Fort Sumter to thank for the Pacific Railroad. Odd how history

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works, isn't it? But the railroad is a bit- the overt trail is very important. Just ahead of building the railroad, Charlie Proctor, one of the owners of the Central Pacific Railroad put in a toll road, that went from the Western slopes to Virginia City and the Comstock Lode area, called the Dutch Flat- Donner Lake Wagon Road. And that served two purposes. One is it captured traffic from the Comstock Lode. The Comstock Lode hit in 1859. It was the world's largest silver strike. All of that silver had to come west to San Francisco to either be minted at the San Francisco Mint, or to be put on ships and be sailed around to the U.S. Treasury, here on the East coast. And, prior to the existence of the Dutch Flat Road, there was a long, circuitous route called the Henness Pass Road, that went to place a little bit east of Truckee, called Henness Pass, and then Northwesterly to the headwaters of the North Yuba River, and then down towards Yuba, and down to a point near Nevada City, and crossing a wooden bridge, and then on and on and on. So the Dutch Flat Road, actually, was a hypotenuse of a triangle, and it cut the travel time by over a day, and it was very efficient and very profitable for Charlie Proctor, who is [indistinguishable]. But this also allowed the railroad, as it was being built, to supply men and materials ahead of the end of trap, so this all ties in. The railroad gets completed, of course, but Donner Pass is important still continues because the former Dutch Flat- Dutch the former Donner- Dutch Flat-Donner Lake Wagon Route becomes the first route of the Lincoln Highway. The Lincoln Highway was the first route for automobiles to cross the United States. This is really important for my family history, because it was my grandparents who came from Iowa to California on the Lincoln Highway in 1923 with my mother as a four year old. That, of course, led to the creation of Inters- U.S. 40, which is called the Old Road today, and it shows a little bit in the left-hand photo there in the background behind the petroglyphs, that's what makes the area- one of the things that makes the area so interesting is that you can easily access it and get to it on foot from that road. But let me get back to the Lincoln Highway for a second, because in 1917 Lt. Dwight D. Eisenhower was a truck driver on the first military convoy across the United States as proof-of-concept to see if the military could actually use trucks and roads to move themselves. He hated that trip. It was an awful trip, and it was Eisenhower in the 1950s who signed the Interstate-Highway Act, and I think that there's a connection there. He doesn't write about that, and a lot of historians say that the Interstate-Highway Act signed by Eisenhower was based on his observations of the autobahns in Germany, but I think it was a combination of the two. Interstate 80 today does not go over Donner Pass. It goes two miles North of that to a place called Brewer Saddle, but it's easily accessible to there. So today you have this place that is really crucial to the Americanization of California, it's the place where the first immigrants came across, it's the place where thousands of gold

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seekers entered the state, hoping to make their fortunes, it's a place that still connects California with the rest of the United States, even if Interstate 80 is just a little bit off, it's close there, and through this pass also today in addition to the Old Road, and the railroad path, there is a major oil path line that serves northern Nevada, there is an internet backbone, and buried in the trenches of Donner Pass, somewhere, is a single line of Alfred Telephone line that we learned a few years ago was President Roosevelt's secret, direct telephone line to the Presidio build during World War Two. And so this is an incredible resource, not just for the Chinese history, but for this whole history of how important this Pass is that connects this island of California, which is what it was when there were no other states west of the Mississippi River, to the rest of the United States, and I'm just real pleased to have spent many years up there, and I hope to spend many years up there walking around and showing people the great resources we have. Was that covered, John?

John Kusano [indistinguishable]

Bill Sexton The railroad? They sold the railroad? [laughter] The railroad- The railroad was, of course, built there in the 1860s, and the work in the Donner Pass area from about 1865, 1867. One of the reasons that this is so significant for the history of the railroad and the history of the Chinese is that- is that as the railroad moved forward, they built- they put up tents, they built, and then they moved the tents, and then they moved the tents but here, they didn't move things for about two years, so they actually built structures and went through some of the most horrendous winters on record, you read accounts- there are some of hyperbole, but you read accounts of 60-foot deep snow drifts, and I can see that. I've lived up here for a long time, so I remember snow drifts or snow- where snow crowds up, it's not where it falls. So if you have 6 feet of snow, you can easily have 20 to 30 foot snow drifts. This past winter, by the way, according to the people that track snow is the fifth heaviest winter since 1870, when official records became kept, and it's wonderful, but I don't know what's going to happen at the end of June when I have tours scheduled with UC Davis. But the railroad challenge of doing this was that the people who built the railroad, who we refer to as the Big Forte, were not railroad builders. The experienced people who built railroads said that this was impossible, and thank goodness that Stanford and Huntington and Crocker and Hopkins didn't know it was impossible, so they did it anyway. The reason the Chinese were involved was there was a huge labor shortage in California when the project started in 1863 in the midst of the Civil War. Two reasons: One was that a lot of California men went back to fight as part of the California Regiment in the Civil War, but the other one was that there was the silver strike in Nevada at Comstock Lode, and that was much

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more profitable than working for the railroad, and although it was a horrible working condition, you were in mines that were on thermal areas, and they heated up as you dug into the ground, you were still guaranteed a good wage, and it was actually safer than working for the railroad. So in the early days a lot of white men would sign on to work on the railroad, they would be taken to the end of track, they would work a couple days and say "hey, thanks for the ride! See ya!" and off they would go to Nevada. And when they reached the town of Auburn which is where I live now there was a critical labor shortage. The railroad was stopped, almost dead in its tracks, and Mr. Crawford came up with the idea for hiring Chinese. He went to Mr. Huntington and said "I want to hire Chinese" "No you don't. No no, they're too small. They can't do anything." "We want to hire Chinese." "No, no you don't." and the apocryphal story I take, because I don't know anybody recorded this is: "Well, they built the Great Wall. They could do this." But this was an easy call for the railroad because Chinese at the time of the 1882 Act was, of course, had not been signed, but Chinese at the time, because of the prejudice of the day, could not own businesses, they could not have mining planes, they could not have any substantial assets. They could work as launderers, they could work as cooks, they could work as merchants for herbalists and things in their own community, but there was a huge unemployment rate among Chinese. They couldn't find things to do, and so they hired on eagerly. First, eight Chinese workers had [indistinguishable]. And the crew was so successful, that by the end of that year, in 1864- 1865, the- over 1700 Chinese were employed by the Central Pacific Railroad. This grew and grew and grew with attracting Chinese from the Sacramento area, then into the Bay area, and then hiring labor contractors to go to the Pearl River country, and bring back Chinese to work for the railroad. But getting to Donner Pass, they get up here in 1865, and they have a horrendous job ahead of them because the end of track stops at a place called Cisco, about 8 or 9 miles west of Donner Pass. There were 9 tunnels to complete before you can get to, what is today, the town of Truckee. And until those tunnels are complete, the railroad is not getting paid by the federal government for completing the track because they don't have completed track. So the Chinese are eagerly put to work, and, by this time, they had acquired skills such as masons, and carpenters, and expert blasters and all of the really skilled work, not just the unskilled work of grading a laid track. So they are eagerly put to work. There are thousands of Chinese to work on these nine tunnels, and they are working on them simultaneously. That they- when you read newspaper accounts, and some of the journals talk about the thousands of workers swarming like ants over the mountains. They are not talking about just the Summit Tunnel, they are talking about this stretch of about 15 miles, because people were working simultaneously. And they are blasting tunnels, and, before

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the dust even clears, they are shoveling out the rock and putting it in carts to dump over the hillside to make fills in-between the tunnels to fill in the low spots. They are building this magnificent dry-laid, 75-foot tall wall, that is today called "China Wall", and if you go up there, and I hope you can come up there and I hope I can show you this, the wall is dry-laid there is no- there is no masonry, there is no mortar in it. It is interlocked like a jigsaw puzzle, and for- from 1868 to 1993, it supported the weight of every locomotive, every car, and every passenger that crossed it. It was hill support that- that load today, but in 1993, Southern Pacific was going broke and they needed a practice section, and they put all the traffic in another, more modern tunnel. This gives us the opportunity to explore these areas safely, and, I think, at least the opportunity to consider this as a monument or some sort of display or designation. But the railroad is completed, and during that time that their tunnels are being built, because the railroad is so eager to make progress, they also use Chinese workers to, in the winter-time, sled an entire locomotive, 40 flat cars, and 40 miles of rail to where the town of Truckee is today and begin laying track eastward down the Truckee River Canyon towards Nevada. So that when those tunnels are completed, when they lay in that track, they will have about 35 miles of completed track, and that's a giant cash-infusion from the Federal Treasury. From then on, it's relatively easy as a mechanical project. It's not nearly as difficult as anything over Donner Pass was, but you have to cope with the Nevada heat, and the isolation, and the fact that you're way far away from- from any kind of good resources, so water has to be carried in on flat cars, the food has to be carried in, there are no cities, really, east of Dutch Flat, and the farther you get out into the desert, the more isolated this is. But Donner-crossing Donner Pass suddenly made it possible, in people's minds, that this railroad would be completed. It also opened up California's agriculture for the rest of the United States and those who live in the east. I've always been in California, and I've always been spoiled by having fresh vegetables year-round, but in the 19th century, to suddenly have fruit hauled into a very cold place and be able to eat a fresh orange or a fresh apple or something, had to be a remarkable thing, that this was not possible. But the belt end spurred the development of agriculture all over the west, which also provided further employment opportunities for Chinese. There also began the exploitation of, what today is a national forest land, but because of proximity to the railroad, you could cut timber, you could set up mills, you could haul lumber to many many places. In 1906, this became incredibly important after most of San Francisco burned down after the Great San Francisco earthquake, but it spurred development all over the place and led to a whole bunch of resource extraction and utilization really begins the modernization of California, all through [indistinguishable], anyways.

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- John Kusano Uhm, Ted Gong and I, and Bill, prior to the tour, and we wanted to do a little recon, so we drove up to the Donner Summit area and, I say this with with all the affection possible, but I told people afterwards, "Bill can literally talk for 8 hours straight", and every single tour is heinous, ask a neighbor, it's just- he just knows so much about the area. So uh he really made the tour, as you can- you kinda got a piece of it, actually being out beyond with him is a tremendous experience, so thank you.
- Terry I also went- I was on the tour with them, and I just want to thank Bill for taking the time and the effort to come and join us in D.C. As you can tell, I don't think this will be the same, exciting session if- because it was past null, so thank you very much. So now we are going to have Margot, please...
- Margot Morning.
- Audience [scattered good mornings]
- Margot So before I start talking about tour, I want to talk a little bit more about my background. I was born and raised in southeast part of China, so I always call myself Chinese-Chinese when people ask where I am from. I came to the States around three years ago for grad school. I went to PAN to study Historic Preservation, and during my time there, I became interested in Chine- Asian-American heritage. I realized that the history and stories of Chinese-American, or even Asian-American in general, are very-pretty much underrepresented in society, and, even in our class, we talk about counter-heritage, we talk about social justice. Most of the time we are talking about African American heritage, we may have talked about, like, LGBTQ heritage, we could even talk about women's history, and not along Chinese-American, or Asian-American, heritage. So, after I graduated, I joined 1882 Foundation and started working on some projects related to AP heritage. I was really happy to join the tour. It was really a great opportunity for me to go to the hillsides, and learn more about those stories behind them. So, in order to give you a better understanding of the tour we went on, I made this interactive story map. I'm just going to show you some pictures and videos and share some of my experience during the tour. So, the tours began November 2018, there were 50 [indistinguishable] we visited 7 sites. Here is a map. It was pretty much a road-trip along Interstate 80. The bus took a small group of us from San Fransisco, and drove to Sacramento, and our first stop was Bloomers Cut in the city of Auburn. Here is a closer map. So our bus parked here, and we walked to the rail, trail...track. to see the site, and the picture on the left is a historic mark of the Boomers Cut. In fact, most of the sites we visited has a historic marker and what surprised me most in a good way is that it all, like,

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recognized Chinese rural workers contribution to the railroad. So, this is a short [indistinguishable] of Boomers Cut. So it's basically a very narrow passage through a tall, long ridge at [indistinguishable]. Chinese workers used black powder to penetrate 800 feet across ridge. It was very dangerous considering how narrow this is. If something exploded, it was not good chance to run out, but they did it. The- The trail was finished at 1865, and we were talking about it, and referred to it as "the eighth wonder of the world". Here's a picture of the side and then now. This is a photo taken when we were there. So our second visit or our second stop was at Cape Horn Passage. We did not actually visit this side I mean, technically, you can, you can follow this yellow arrow here. But we sort of stopped at our way, and [indistinguishable] on the side. So what is challenging about this side is that Chinese workers had to lay tracks around a steep mountainside. It is said that Chinese workers were lowered by rope down to the level of the planned track and do work, but it is still and do work, but it is still about that. And here we are at the our last stop of Day 1 was at Donner Summit. It's the highlight of our Day 1. So here's a closer map. From the left to right, are Tunnel 6, which is Summit Tunnel, uh 7 and 8. We also visited [Center Shop?], which is at the top of Summit Tunnel, and Summit Camp, and also China Wall. So what is interesting about this side is that Chinese rail workers spent a lot of time here. They started building a tract in 1865. It took about, like, two years or so, and after that, because of those heavy snow storms, Central Pacific Railroad Company decided to build snow sheds, so they spent another two years here. So that is the reason why we can still find evidence of Chinese rail workers living there. The picture on the left shows some artifacts that have been discovered from the site, and this is a historic picture of the Summit Camp. We actually visited the site, and nowadays we can still find pieces of artifacts here. Here is our interpreter, she found a piece of porcelain there. And because Summit Tunnel is so long and they were taking forever to build the railroad, so the Central Pacific decided to open an extension shaft on the top of the tunnel. So, as you can see from this picture, they kind of make a [word?] for directions, which, made it a lot faster. And this is a historic picture, and, I don't know if you can see, but there is a building here, and the central shaft was inside of the building at the time. And here is a picture of- this is the central shaft. It's a lot bigger than I imagined, and this photo was taken beside Summit Tunnel. You can kind of see it here. And here is a picture from- so we were looking at Tunnel 7 and 8 from- this is Summit Tunnel, and you can kind of see China Wall here. I'm going to talk about it in a little bit, This is a picture of the Summit Tunnel. It is really huge. And as you can see from those pictures, a lot of [indistinguishable] right here is kind of a big issue, since the site is currently not preserved, protected. So a lot of [indistinguishable] are destroying

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the site. Here are some pictures of the snow sheds, next to a picture- This picture kind of shows how bad the storms are- snow storms were. This is a storm- snow sheds. In China Wall, a lot of [indistinguishable] said this is [their] site. So this is actually a stone wall that was built to hold up railroad tracks. This is Tunnel 8. So it's- it has two parts. This is the upper part of- that lead to the Summ- the Tunnel 8, and this is the lower part This was built to fill in the ravine between Tunnels 6 and 8. Here is the [indistinguishable]. You can see the China Wall in the background. So I have a little, small video here. So imagine all these things were built hand without mortar. It's very [indistinguishable]. You can hear the wind. It was really windy, and I was, like, gripping both my phone and camera tight. So we can kind of imagine how hard, for them, to, like, be there for so many years to build the railroad. And so we stayed at Reno at the end of Day 1. And our original plan was to take the tram back to Sacramento, but the train got- kept getting delayed, so we decided to take the bus all the way back, and we got a chance to visit some of the sites we didn't get to visit the first day, because we were trying to manage some time so that we don't get to Donner Summit too late, since it would be super freezing. Yeah, so we stopped at Emigrant Gap. This is not technically a railroad site, but it was a significant site during the Rush. You can see: It's windy. We also visited Secret Town Fill. So, at that time- this is a historic feature and is a site now- Chinese railroad workers were hired to fill in Secret Town trestles with dirt since there was some fire issue with the trestle. Just imagine how they built all this from- from this to that. And our last stop was at California State Railroad Museum. I've been to some railroad museums, but this is the only one that really tells the stories of Chinese railroad workers. Yeah, a group picture. And this is the famous Golden Spike. Some of a great, many mile tour. So, this is it. I'm really happy to see so many people here, and I really hope that you can contribute to our discussion about, like, how to preserve all these sites, since there are- they really need to get preserved right now. Thank you.

Audience [applause]

Terry Thank you, Margot, and thank you all panelists. So, checking for time here, we are actually right on time [indistinguishable]. So we have thirty minutes. and, you know, going by the script here, it says "explore strategies to better define and interpret Summit Tunnel Historic Sites; decide critical next steps for moving forward". I think all this section of this discussion, we'll talk about next steps. So why don't we focus on having our panelists, here, we've heard what some of the ideas we can offer. We- think for a moment, I'd like to see if we can have a special [indistinguishable] to elicit questions from you all about what do you believe are the key historic resources either based upon your knowledge of the

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area, your own work experience, or the things we've presented. Do we have anyone in the room that would like to put a hand up, and ask a question? Michelle!

Michelle Hi! I have a question. Having attended previous symposiums here, 1882- I remember from previous discussions about cultural tourism as a strategy, and wanted to see- this is 2018- [indistinguishable] was that- mentioned that 50 people per 8 of us would attend, which as a partner, you know, and helping- even logistically- and in terms of outreach and, to that point, to get to the tour, which was something that- you know, many groups try to do these tours especially since it's so remote, in that sense, of how do you bring people in? And- in this day and age, you can't get people to do a tour that's more than half a day, or an hour, right? But to really engage them to go the distance and really devote the time, and then add in the money. So I would love to just have that discussion about how- what are the strategies and challenges of logistically and financially to get 50 people to come, commit, and not get them lost along the way.

John Kusano So, this was not intended, but I think what this 2018 tour turned out to be was somewhat like a pilgrimage. Many other people that attended were related to each other, so it was a big component of word-of-mouth, and you know, "I'm gonna go on this tour, don't you want to go?", or- and there were a lot of community groups that were kind of working that, so that made for, kind of, a very nice cohesive group, even though the tour, in my opinion- these two will also comment- it was pretty harsh. We had a pretty- absolutely full bus so, it was like a 54-seat bus, and there were 54 passengers maybe there was [Bill: you forgot a seat for me, if you remember.] [laughter] and so I checked, several times, does the bus have a bathroom? Because we were going to a remote place, you know? It's not like we can just pull over. 54 people, and uh- we needed facilities and I wasn't sure- yes, it does have a bathroom, but we actually got on the bus, that the bathroom was broken. So I- don't mean to get gory, there. [laughter] My point is- it was a pretty- pretty rough traveling. It wasn't a luxury tour, by any stretch of the imagination. But people, I think the content, and, of course, Bill's narrative, and the discussion on the route kind of made it, just, all over, a very positive experience, but we did- we thought it was going to be a challenge getting there. We did hear- we did do some outreach to Asian American Studies Programs in the Bay area, we heard from the students that cost was- the cost was \$250, including an over-night hotel- Students said, you know, we can't afford that. So the cost was a challenge. But we only advertised for six weeks prior to, and we got full- full bus, and it was not- it was during a weekday, because, I feel that it was a Wednesday and Thursday? or Thursday and Friday, which also, I think, there was a lot of people working couldn't do that.

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content is such that people are willing to So, yeah, it was- was not without it's challenges, but I think that make a sacrifice. That's my opinion.

Mike

Yeah [indistinguishable]. Uhm, Mike [redacted] here with American Heritage Consulting, used to be with the USDA, with the Forest Service as an area program manager, and fellow preservation officer. So one of the things that, to address your question, is- with the start, one of the things we can start thinking about is the easy, like, car tours, where people use their own vehicles, and it reminded me, because of the remoteness, and you can give questions with that, the Custer Trail up in North Dakota, I was working on the Yellow Corn Ranch acquisition- it was the Theodore Roosevelt Ranch- it was work to get personnel up there, and the Custer Trail is one that- where they produce, basically, CDs that you can put into a car, and, basically, with some interpretive signs, kind of give a more robust interpretive load. It was a big- connected it with the National Park Service Center that was there. They were selling CDs plus they work with the state of North Dakota to produce, basically, some booklets, as well, so that there was an advertisement or, say, branding of that, and it was really good, because it also enhanced some of the education materials for teachers and things like that, so it had a lot of ancillary usages that are there, but that's one way of being able to connect up with something where you have the challenge of a remote location, having to educate people, say, appreciate what they're actually seeing.

Terry

Mike, can you also talk about Arthur Pike? Like, opportunities that come out?

Mike

Oh, okay. Well, the other thing I think that you're looking at here, is that- first of all, let me just say, since I've got the microphone, I didn't go on this tour, but I want to go on it. It, you know, Phil's description of the area and everything, it's like- this is now going to be a must-see. It's on my bucket list. So I'm definitely interested in learning a lot more about it. The thing that strikes me, though, is that you have some real challenges with this area, okay? It's got that sort of remote features, but as, Phil, you were describing the area and everything, you've got a lot of natural resource. To me, it seems like recreation would be a good usage, because you have to remember, if you're giving the population at large something to really do or sink into, the heritage and history of that becomes an integral part but you also need to feature some other things, and where I'm going with this is in Montana, the Forest Service has Savenac nursery buildings. It's a historic compound, and I forget the name of the little town that it's in. But they also had a long railroad tunnel in there that was built. In fact, it's- the unique aspect of this tunnel is that if you're standing at

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one entrance, you see this little dink hole, which is the exterior, or the other- the exit to the tunnel, and it's spooky, in a way, but it also exits out on to a trestle that is, like, so high, that it'll make you queasy. What they did was, basically, the town looked at what they could do to decommission railroad spur like this, and they decided- they hired a- it was a company that came in and basically started renting bikes, and now that place has become a destination for bikers. Just people that like to really bicycle and everything? It's now become the place to go if you're going to do some bicycling because of the unique aspect of the tunnel usage, you know, with bikes going through there, unique ride, in fact that they go out on the trestle and things like that, so I I guess to take this a little further, in terms of conversation, these are the kind of things I think that need to be thought about, you know, in terms of moving forward about what are the potential usages of this as a historic area.

Terry So, Ted, do you want to speak [indistinguishable]

Bill Sexton Yeah, a little bit, cause I think these are all really good ideas, and there is an emerging segment in the tourism market called "experiential tourism". That's not going out just to go out, but to go out to have a purpose, to learn something, and I have been told by several groups to take different groups out there, and it's interesting to hear this from outside, 'cause for me it was home for 13 years so, it is out in the woods, but it's not that remote to me because there's also the town of Truckee nearby. But one of the things that worked with the U.C. Davis group, which I take up there about twice a year, is that very close by to the Summit Tunnel area is the Sierra Club lodge called...Clair Tuppen, thank you. I blanked on that for a second. Clair Tuppen is a wonderful destination on a tunnel that was built in the 1930s. It was the mothership of the Sierra Club for many years, so you go into the Great Hall there, and you can feel the ghosts of Ansel Adams and Galen Brown and David Brower and all the people who came up with things like the Wilderness Act and things like this. But it's close enough to this area that it's actually walkable from the Pass, demonstrated by the U.C. Davis group whose bus broke down and they couldn't drive it. Because it accesses the railroad tracks pretty close by, right where the track begins to [indistinguishable]. But there is linkages also with the Turkey Hill ski area, we were talking about that as we were driving in this morning. There happens to be a building that may actually be a real nice candidate for [indistinguishable] out of all of this. And the town of Truckee is nearby, and the town of Truckee's Chamber of Commerce, every fall does a weekend-long, kind of, tourism magnet called the Donner Summit Pass, and they slice and dice this in every possible way and have all sorts of [indistinguishable] for that. So there's a lot of opportunities in that, and, if I

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remember the Tahoe's Land Use Management Plan, this is a recreation designation for this area, there's no exploitable reason in there. So it's purely recreation designated. And the Pacific Crest Trail bisects it at a right angle to the railroad tracks, so it's really a magnificent site.

Ted Gong

So I wanted to add something. Michelle has a very good larger question about how API sites. So we talked about it extensively at the November San Francisco meeting, and so we have these API sites identified, and they tended to be in these isolated places. So for example, the internment camps for the Japanese experience. So very important historically, hallowed ground for a lot of people, very good for [indistinguishable], but how do you track people to come there? Or how do you go to, say, the [indistinguishable] temple, the only thing there between that and the other site, maybe even lock or something in this part where you have stretches of bus trails and so forth. I think if you have a chance to bus rides and to talk with Dale, who is here, be sure to talk to him about the original heritage tour between [indistinguishable] almost 20 years ago? 20 years ago. And you had a bus ride of five, six days going from site to site. Now, so that's one question that is a major question for us, APA, historians, and curators. That's something to think about: how do you bring people out there who would go there because it's historically significant, but there's vast distances between them, and you're not sure as you're there, explaining to your kids in the back of your car saying, "We're almost there, we're almost there." and then you have to figure out how to do that. So a lot of Mike was saying and other people have said, you have to figure out something that, I think, there are other attractions. So that is a general question that remains for us, APA, curators, and historians. With this particular place here, it is not inaccessible. It is just- Highway 40 is just off Highway 80. So many people go from Sacramento to Las Vegas, to Lake Tahoe, and everything. Just turn off, you can go to Sugar Bowl, there's ski trails and so forth. You look at some of the maps we have, part of the idea- the focus in some of these things, there are hiking trails, lot of hiking trails. It's used quite a lot. There's the Sugar Bowl Academy, it's [indistinguishable]. They have a building there, which I hope you can use. There's a parking lot over there. The point of this is- and it is still such a historically significant space, you know, 1200 Chinese died building the railroad, and this place symbolized the lock of what they were doing, and the construction is amazing, and the engineering is amazing, and so forth like this. And it's not gonna cesspool. So we- actually there's a bit of walking if you want to go down from the shaft, down to the China Wall, down to the next parking, and that actually is an established hiking trail, though. It's marked, and it's done that way. But what we did, you remember John, you were part of that group, I was part of the group where we had people on that bus with us, and a

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lot of people did not want to walk. In fact, it was difficult because the parking lot where the shaft tunnel is, and the walks down to the camp and down on eventually to China Wall, Tunnel 6, but there's maybe 15-20 people who said, for whatever reason, said that I don't want to do that walk, and so Carrie and other people said, "Okay, let's get back on the bus." Two things: Margot and some other guys were able to live stream your talk that was not only- it was recently thought that we would- the guys on the bus would still get the experience of the lecture and the feeling as it is coming across on to the buses monitor, right? So they didn't feel like they were left out. You could figure out things to do that, but [indistinguishable] we got- as you guys were walking down, we got back on the bus, and drove to the front part of Tunnel 6, so the Tunnel 6 is really long. It's like five football fields long, and the other side is where Sugar Bowl is and all this so there's another parking lot, and that you can actually get off right on the parking lot and walk straight through the tunnel and see you guys on the other side and you could see us right through there. The point is that on this particular site, you could figure out ways to do things that allow for the accessibility- and this place is accessible- that makes this particular site very important for us, because we can say, "Come. Come and see this place, and it's not that far off," and some of the things which we did over the two or three years before that, I don't know if John and I were- other people were even conscientious of it, but we started almost three years before the trip that John was explaining, and we started with the southern the Chinese American Museum in Los Angeles that is southern- historical group down there, and they started marking trails, and we're trying to imitate something from the Wing Luke. We found that that was not very good, and we went up to CHSA, The San Francisco Museum, and they developed that website, which was a sort of thing which we could see that you're driving your car, you could access that, and you could go in, at the same time that this is happening, the Department of the Interior and the Parks Service are working with things like a tourist history and places, so you can actually go to the Department of Interiors site, and Kathy Ord will be leading one of the sessions tomorrow, designed the program where you can download things and move forward. So all these are, back then, that led to the actual tour. So actually we were learning the mining elements, and certainly the things that we talked about before in terms of Montana Road Show pack item, there's another alternative. There are many ways to deal with this, but this Summit Tunnel has all those elements that we're talking about. That recommends it very strongly as a space for historical/national designation.

Michelle

But I wanted- to go back to my question, and respond to, even, what has been said, was I found it interesting that we had [Brandon?] help with this project, and he is someone who does a

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lot of genealogical work and he's with a lot of- and so he has his network, and so worked with people part of the Angel Island Immigration [indistinguishable] Foundation who- he was a consultant on tours, and one of the things I saw 'cause he was like "I don't know", also about 50 people, I'm like "how did you guys get 50 people, and he was like, "Well, I sent it to my listservs of people who are really interested in trying to find their Chinese-American historical roots, right, through archaeology and genealogy. So I, you know, saying that everyone was really related somehow, these are people who are really interested in tracing their history, and even to kind of further that, I just went to the Manzanar 50th Anniversary Pilgrimage, just outside of southern- Los Angeles, and I did something similar, where I actually camped outside of Manzanar for three nights leading up to the pilgrimage as an individual, but to me I was then struck with the thought of, like, people who are not necessarily historic preservationists or historians would maybe- people who are just interested in the outdoors in general get to then experience what it was like to be interned at Manzanar, right? And to really experience it, I mean, you are camping, you know, so there's that luxury element to it, but it's something that maybe draws folks in, who are coming in for a Manzanar pilgrimage to consider \$8 a night, you can camp nearby and truly experience that and do the trails and understand what are the daily experiences, lived experiences of that historical place and time, and so I think that's something that we could, like, I know we're having in the working group discussions, how do we make it so we draw more people in? Those who may be looking for their histories, but also those who have no connection, but, you know, they love the outdoors, and I think in another layered element to their experience and so on, how do we draw that- those intersectionalities?

Terry

I reached for the microphone because I wanted to thank Michelle for bringing that up. I think that I'm a landscape architect by profession, and I also wear the advisory council, it's really about our divisive history, so while the APIA history needs to be elevated, I don't want to have bus loads, pardon me, only Asian people going to this site. I would rather have everyone in our next generation from the rainbow, you know, any persuasion deciding that they want to take the Pacific Trail, and knowing where to respectfully put their tents, and create this as a destination over the next hundred years as a tourist [indistinguishable]. You gotta get on a bus, and you can't even know,

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and I'm sure that that is not what anyone is intending here. I think we're really looking at broadening access and including everyone into the story, so if some of you randomly walks in and goes in the Summit Tunnel and then finds out who built the Summit Tunnel, that would be, you know, cool. But not because of it only being associated with certain people, non-Asian people. I just want to point out that [Soon-jin] is actually in the back of the room, and we had spoken [indistinguishable] from Smithsonian Folklife, so if you could just, like, stand up and raise your hand?

Soon-Jin

Hi.

Terry

Everybody here comes to you after, asking for, you know, coffee with you, it's because of what Ted said, it wasn't me. [laughter] But I think we have time for one or two more comments, and if anyone- oh, here we go.

Questioner

I just had a quick question which is would the task of trying to seek historical preservation, is part of that demonstrating that there is a certain amount of interest, or people are- there's going to be a certain amount of traffic to that site? Or is it just demonstrating that it's historically important?

John Kusano

Can you ask the question again? I don't quite understand.

Questioner

When looking at trying to get the site historically protected, is part of that demonstrating that it's going to be popular, and that there's going to be a certain amount of traffic to the site? Or do we just really have to demonstrate that it's important?

Terry

I think many of us in this room could answer that. I think it's known that the site's important. It has not been recognized specifically as its own, and that's what we're all here to talk about, I think. What is [indistinguishable] vision as to how is it just one thing, is it a large thing? And part of the point of the discussion is because we need to create a sort of poll-ish end, or [indistinguishable] of people who in their many facets and the time we have or don't have, we will all collaborate towards continuing this thing forward. So without people, you know, we could never get this designated. We don't have to ensure any kind of after-programming, or advocacy, so that's why we're all brought in the room at the ground floor, so that we can all try to get a similar mindset and know how we can help through all of our individual actions.

Questioner

I guess my question is more what are, you know, how do we reach- how do we successfully have the site protected? Is it that we have to show that there's a certain amount of interest, or just that it's historically important?

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- Terry It's the topic of the next section. [indistinguishable]
- Bill Sexton The site itself is actually very popular already, and I think that one of the reasons to look at doing a little higher level of recognition and first protection to it, it's popular for a whole bunch of reasons, one that I didn't mention earlier is that as you come East over Donner Pass, and cross through the narrow notch that the road is carved through, this incredible vista of Donner Lake opens up before you. It is the stuff literally of postcards and posters, and there are many that do that. It is one of the scenic wonders of the West. And the railroad was so [indistinguishable] that they built that over the pass. There's even a bridge there that's called "Rainbow Bridge" colloquially, but it's actually called "Pioneer Bridge", because it was designed by the son of immigrants who crossed that pass. And there is a plaque there that talks about that. There's also a plaque at the local parking lot for China Wall that recognizes the Chinese contribution to the railroad. But one reason that when I was with the Forest Service we did the petroglyph sign was we were aware of increasing use that was actually damaging the 'glyphs. People are aware of these things and don't understand how fragile glyph systems are, these in particular, they're very old, and very worn, but it's kind of- in some cases, it's kind of consumptive tourism, there's a lot of mountain biking that goes on up there, on the railroad that itself until Union-Pacific finally put in a decent gate three years ago, Jeeps and motorcycles and everybody under the sun was driving the railroad bed, sometimes at very high speed, and that damages parts of the cultural resources up there. The archaeological sites I am aware of are- I'm aware of mainly because they are so well known and I sometimes take groups to them, they have been heavily polluted over time, so not considered protected anymore but even so there are still artifacts that remain on the site, so I think that looking at some sort of special designation can help increase the protection for that and focus the use in more respectful and honorable ways, I think. Because with knowledge comes appreciation, and what we lack for casual visitors right now is really knowledge of how significant and important these resources are.
- Mike Thank you. I was going to say, think of it as the historical significance basically establishes the stewardship of the area to which all other means of development or use- recreational use and these other things, have to be in that context, and that way you really preserve [them].
- Unidentified Question over here.
- Terry We have one more question, and then we're going to do a five-minute break to let everyone you know. And then come back into

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the room. So Johnathan? You-

Johnathan Yes, my name is Johnathan, I'm a private tutor. I was a public educator for four and a half years, really honored to be here. Thank you so much. I know a lot of people traveled very far. My question is pretty simple, just given the importance of preserving different parts of these historical monuments, where does the funding come from? Is there somebody who is lobbying on behalf of Congress, or working with people who actually can establish funds to preserve a lot of these sites, and in some cases made the hire part- and full-time staff to enlargen some of these projects, because you need to have staff, who know how to preserve these stories.

Ted Gong So, you know, maybe to answer that really quickly, that is actually part of the major topic for the afternoon session. So I would suggest that we reserve that response to that, and to that time and that gives you guys sort of like a reason to come back and talk a little more with us, but also it's a very, very important, critical thing, and we have some people that have been working with Congress on a lot of old issues for a long time in Park Services, how do you advocate how to use the Antiquities Act, how do you use that? And also want to remind you that part of the reason for doing the [3 to 5?], is the sort of like getting a dialogue going among people who attend there and hope there's a number of Congresspeople, Congresswoman Judy Chu will be sponsoring that. She will be there, and we would like- and the head of the Appropriations in the House, Grace Meng, will be there. Not the head, but she's part of the Appropriations Committee. And so we're hopeful with that you guys can all attend there, and remind people of the importance of these types of things and of low-level, non-lobbying way, but we do that. But also remind your own congress people that these sites and preservation of things with humanities- National Endowment for the Humanities and the Arts are still very important things, that's where we derive a lot of funds for these things, and we want to make sure that that continues as well as, in some ways, designated for APA heritage stuff, whether it's the Summit Tunnel or the other things that was mentioned in the theme study that was just completed last year. Maybe it's a time for a break, you think?

Mike Yes, before the break, just to address that in a real basic way. Think of it this way: on a normal agency budget, you're gonna get minimal kinds of protections. The more that- an area that has got historical, national significance, the higher it's elevated, the higher the air maintenance or the focus becomes, so, it enables you to go after better or more funding.

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- Johnathan What's the classification? How do you go from this classification to national-level, federal-level disability...
- Terry This is what we're going to talk about in our next session. So if you can return-
- Ted Gong We want to- in fact, [indistinguishable] quickly but the excitement is there That's what we want to do. This year is where we'll build excitement to people who need to realize that there are historical sites for APA communities that need to be identified and protected, and preserved, and it needs to come grassroots. And so that's a fundamental thing were you all have a place to play. So we'll talk about that next session, you think?
- Terry First, I'd like to thank our panelists. Thank you very much.
- Audience [applause]
- END