

Carson City Freeway Bypass Beautification



Your guide to the historic walking/biking trail, vignettes and green space improvements created along Carson City's Bypass.

The Theme of the Carson City Freeway Enhancement Project is "Carson City's History in Motion." This is your guide to the historic vignettes that are presented at each of the gateways and interchanges of the Carson City Freeway/Bypass.



We hope that you enjoy this brief glimpse into our city's history.

Additional information about each historical vignette can be found on the signs located along the freeway walking/biking path. This information can also be downloaded as a free e-book. Visit blurb.com and search for "Mary Fischer Grow" ... you'll be able to download the ebook (sorry, ebook only available for Apple products). If you'd like to read or purchase the published book, do the same search at the blurb.com bookstore. Information about the history of Carson City is also available at the Nevada State Museum and/or the Nevada State Railroad Museum.

Agenda Item 4D

As of September, 2012, we are waiting on completion of the final phase of the bypass. The beautification work cannot be completed until construction is finished.

We will update this brochure when the final phase is completed. Until then, the following locations in black are completed. Those in red are forthcoming. This Phase II portion is being designed and funded by NDOT.

Ranching @ 5th Street

Ranching has been called "a way of life that is as Nevadan as sagebrush." The first ranch, Eagle Station, was established in 1851. In 1860, the census counted more than eighty ranchers, farmers and their families living in Eagle Valley, a total 980 people.

Explorers @ Fairview Drive

In January, 1844, John Charles Fremont led an expedition into this valley at the base of the Sierra Nevada. A few days later, January 24, 1844, Fremont met his first Washoe.

Basque Sheep Herders @ Koontz Lane

Sheep herding began in the Valley in the mid-1800s. Many Basque came to Nevada for gold, but found that raising sheep to supply wool and meat to the miners was better for them than mining.

California Overland Trail @ Clearview Drive

The pioneers had a choice once leaving the Humboldt Lake area, to either take the Truckee route or the Carson River route. The Carson route was used by most immigrants in 1849 and 1850.

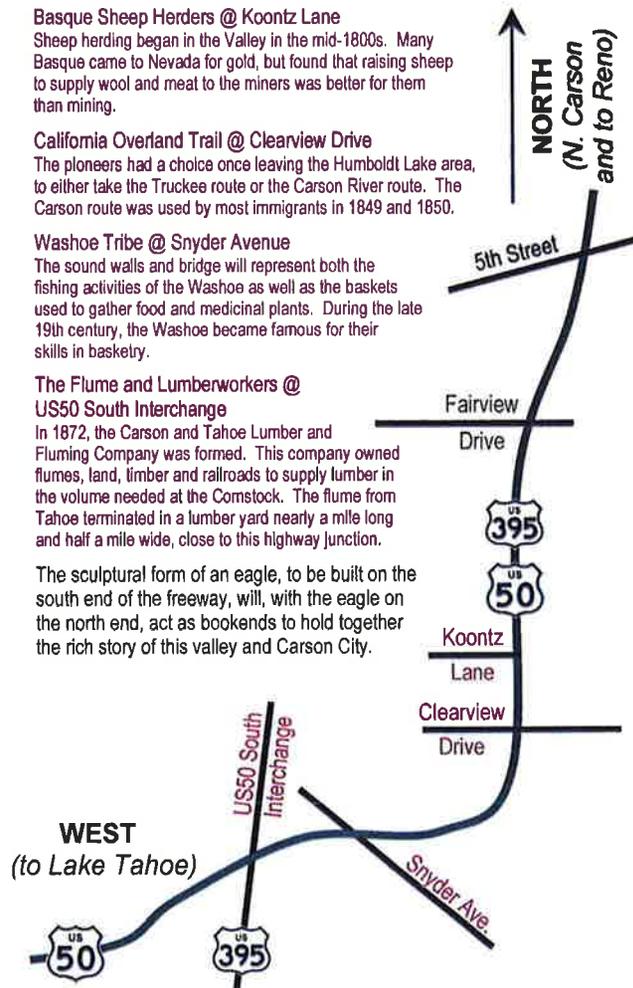
Washoe Tribe @ Snyder Avenue

The sound walls and bridge will represent both the fishing activities of the Washoe as well as the baskets used to gather food and medicinal plants. During the late 19th century, the Washoe became famous for their skills in basketry.

The Flume and Lumberworkers @ US50 South Interchange

In 1872, the Carson and Tahoe Lumber and Fluming Company was formed. This company owned flumes, land, timber and railroads to supply lumber in the volume needed at the Comstock. The flume from Tahoe terminated in a lumber yard nearly a mile long and half a mile wide, close to this highway junction.

The sculptural form of an eagle, to be built on the south end of the freeway, will, with the eagle on the north end, act as bookends to hold together the rich story of this valley and Carson City.



History of GROW (Gardeners Reclaiming Our Waysides)

GROW was a grass roots organization that began as a cooperative effort of Master Gardener volunteers and concerned citizens of the community in 1997. It obtained its non-profit 501(c) 3 status in January, 1999. Membership was open to all individuals who subscribed to its purpose.



GROW's mission was to ensure the establishment of low maintenance, water efficient landscaping on the slopes, interchanges and gateways of the Carson City Freeway using native or naturalized plants.

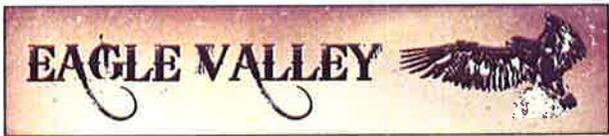
The result of this mission was to help Carson City to:

- Preserve Carson City's aesthetic appeal.
- Provide recreational and educational opportunities for Carson City residents and visitors.
- Mediate smog and improve air quality.
- Control erosion.
- Control noxious weed growth.
- Minimize use of toxic chemicals.
- Enhance the image of our state capital as a scenic city that values the quality of life of its citizens.

Through Federal, State, private grants and donations GROW obtained the money necessary to fund the landscaping of Phase I of the Carson City Freeway/Bypass. Carson City funded the design, acted as steward of the grant money, and will maintain all vignettes as part of their Park Maintenance program. GROW completed their mission, after 15 years, in 2012.

Landscaping and Art on Phase II of the Freeway was and is designed and funded by NDOT with input of GROW and other citizen organizations. It is being installed as the Freeway is completed.

GROW hopes that future generations will enjoy the art and landscaping and perhaps discover an interest in the history of Carson City History and the people who have built this City.



US395 Business Route

The valley in which Carson City nestles was named Eagle Valley in 1851. Eagle Station was the name given to a trading post in the west side of the valley where Frank Hall shot and killed an eagle, stuffed the bird and mounted it over the entrance to his trading post. The valley took its name from that trading post.



Northgate Lane (east)

Sam Davis is credited with bringing the first Holstein cows to Nevada. Sam Davis and his wife Nellie Mighels Davis' ranch, known as the Holstein Ranch, was located close to the sign's site.



Emerson Drive (east) (Ronald Wilson Park)

Two of Carson City's active citizens, Nellie and Sam Davis, their two children, and the Holstein cows they owned are depicted in the art at this site. Their history in Carson City, centering on the Carson Daily Appeal newspaper, is outlined at this site.



E. College Parkway

Virginia City, located about twenty miles to the northeast of Carson City, was the site of one of the world's richest gold and silver discoveries. This Nevada wealth helped fund the Union cause during the American Civil War, grow Carson City and, with the promise of electoral votes for President Lincoln, helped to make Nevada a state in 1861.



Northridge Drive

Travelers to Carson City in the 1860s had choices: walk, ride a horse/wagon or take a stagecoach. Hank Monk became legendary as a stagecoach driver when he told Horace Greeley, "Keep your seat. I'll get you there on time." This remark was retold in one of Mark Twain's stories, "Roughing It." James "Hank" Monk is buried in Carson City's Lone Mountain Cemetery.



Highway 50

The Virginia & Truckee Railroad was a narrow gauge railroad that ran from Carson City to Virginia City and surrounding areas. The southbound engine, #11, the "Reno," is depicted on the slope with Chinese workers constructing walls behind it. Notice the deer antlers on the engine's headlight.



Highway 50

The center of operations for the Virginia & Truckee Railroad in Carson City was the Engine House located near Stewart Street, between Washington and William Streets. It was demolished in 1991. The northbound #5 engine, at this location, is the "Carson."



Northgate Lane & Emerson Drive (west)

The Pony Express was only in operation for 19 months. It began in 1860 and demonstrated that year round transcontinental mail service was feasible. A historical marker is located on the northwest corner of Third and Carson Streets.

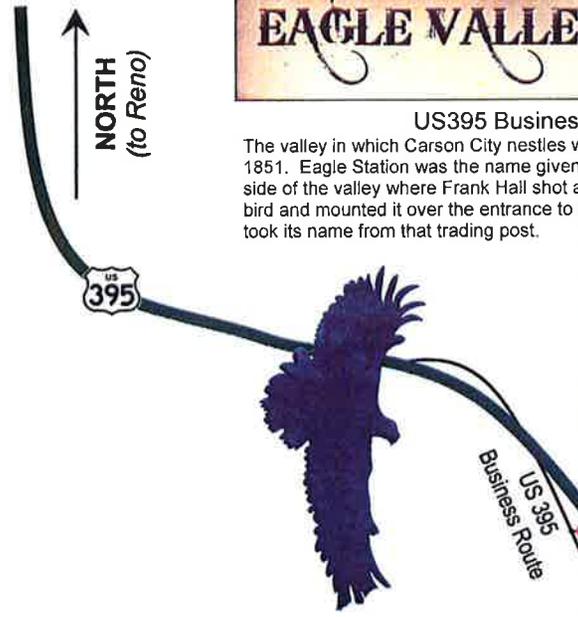


Arrowhead Drive

In July, 1919, a convoy of numerous US Army trucks and support vehicles left Washington, D.C. for San Francisco, California. The goal was to identify highway improvements needed to move traffic across the U.S. Lt. Col. Dwight D. Eisenhower was an observer and later made the Interstate Highway System a keystone of his presidency (1953-1961).

Indicates sign locations.

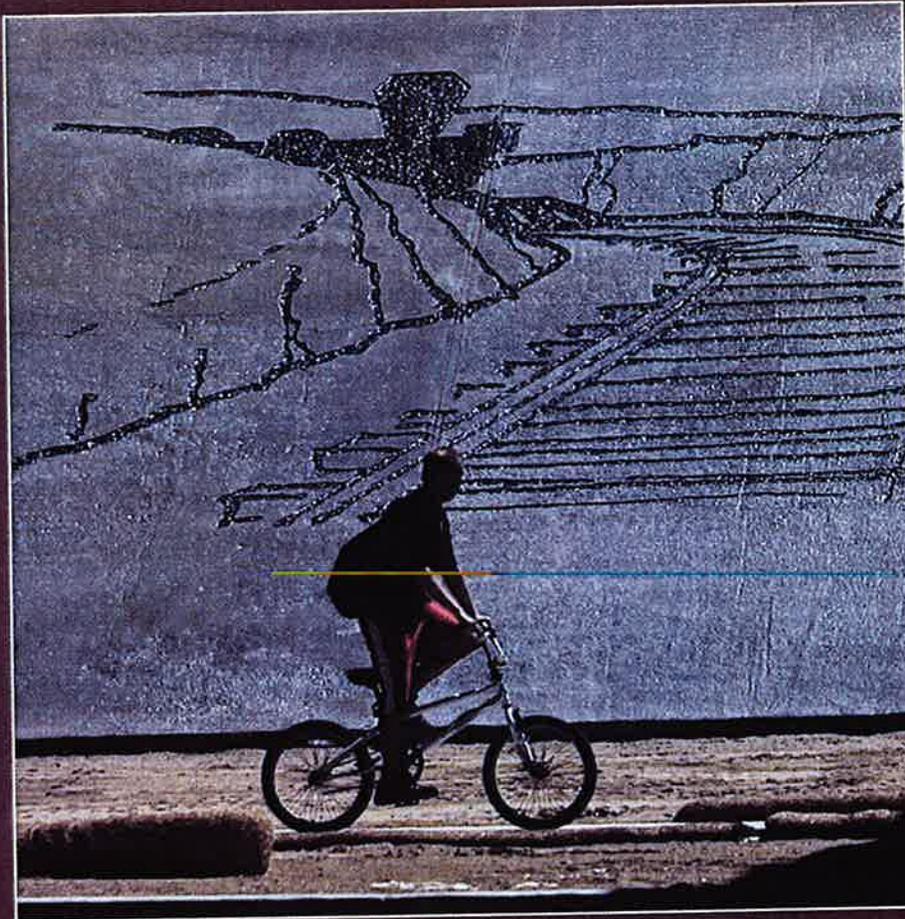
The GROW, Inc. project is thankful to a very long list of people for their help in making the beautification project a reality. It couldn't have happened without all the volunteers or the communities support. Thank you. Photography by Mary Fischer.



*GROW - Carson City Freeway Enhancement
Phase I*

Mary Fischer





*GROW- Carson City Freeway Enhancement
Phase I*

This book is dedicated to Carson City and the many residents who supported GROW (Gardeners Reclaiming Our Waysides) for the last fifteen years. You attended meetings, raised money, wrote letters, educated, advised and consulted with us, corrected grant applications, designed and worked on the project and (most of all) kept us from discouragement.

You kept GROW on track.

GROW began as a Master Gardener Project but soon had its own identity as a 501(c)3 non-profit. Once non-profit status was achieved, GROW quickly became a grass roots organization comprised not only of Master Gardeners but of people from many walks of life that lived throughout Carson City.

These were the citizens who made it possible for GROW to realize this dream.

I particularly want to thank Jan and Marie who volunteered at the very beginning and stuck by my side through "thick and thin" during the entire 15 years. Also, Jim and Peter who served with Jan and Marie on our final Board of Directors. They discovered that once you were on the Board it was difficult to resign. David was on GROW's first Board and managed to avoid attending meetings, but he continued to work in the shadows doing fund raising that encouraged us and kept us in the public eye. There are so many more helpers, advisors, and workers that it is impossible to name everyone. Just know that I appreciate everything YOU have done.

To each and everyone one that has ever in any way supported GROW, to our spouses and families I give my heartfelt THANKS!

mary

GROW, inc. - The vision

A landscape design which was water effective using rocks, boulders and native or naturalized plants.

A landscape plan that would demonstrate visual mediation of progress on a small community.

A landscape plan that would enhance the gateways to the Capital City of Nevada and which would maximizes Nevada's appeal as a tourist destination.

A landscape plan to show that landscaping the freeway benefits the community environmentally, visually and aesthetically.

A landscape plan that demonstrates appreciation for quality of life

GROW worked with other citizen groups and organizations to have landscaping and a multi-use path included along the freeway corridor. The goal was to develop an eye-pleasing corridor for walking, biking and other recreational activities and an attractive roadway for vehicular traffic.

*Congratulations to all,
I feel our mission has been accomplished!*

mary



EAGLE VALLEY



The sight of an eagle and its shadow gliding over herds of deer emerging from the mountains and into the valley, as depicted at this site, is awe-inspiring. The valley in which Carson City nestles was named Eagle Valley in 1851 after an unlucky forebearer of this majestic raptor. Eagle Station was the name given to a trading post in the west side of the valley where Frank Hall shot and killed an eagle, stuffed the bird, and mounted it over the entrance to his trading post. The valley took its name from that trading post.

Hall sold the property in 1853. The property changed ownership a number of times before John B. Mankins purchased it in 1857. Mankins in turn sold it in 1858 to Abraham Curry, Frank Proctor and John Musser. The selling price was \$1,000 with \$300 down and the balance due in 30 days. After the deal was completed, Proctor gave his father-in-law, Benjamin F. Green, half of his share of the ranch.

Attorneys Musser and Proctor were active in trying to create the new territory of Nevada from the territory of Utah. Musser was elected to the Constitutional Convention for this endeavor in July, 1859, and later was the provisional territory's delegate to Congress. Proctor was elected vice president of the convention. Curry served in the Territorial Legislature and was active in promoting and developing Carson City. He is often regarded as the father of Carson City.

When Carson City was surveyed, major subdivisions and streets in the central core were named for Musser, Proctor, Curry and Green.

As for the eagle, these formerly endangered raptors can still be seen gliding over pastures, especially during calving season in February and March. Deer still venture into the valley and neighborhoods of Carson City.

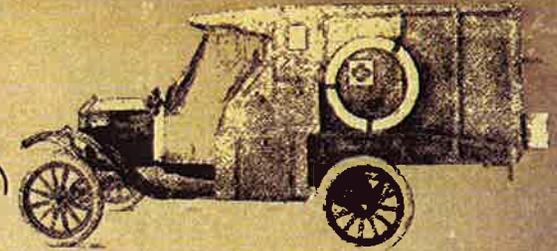
A plaque commemorating the location of Eagle Station is located at the northeast corner of Thompson and Fifth Streets in Carson City.





1919 SAN FRANCISCO OF RUST

TRANSCONTINENTAL CONVOY



On July 7, 1919, a convoy of eighty-one U.S. Army trucks and support vehicles left Washington, D.C., for San Francisco, California. Included were trucks, cars, motorcycles, a machine shop truck, kitchen trailers, tank trucks, a medical unit, a blacksmith shop, a wrecking truck, and a spare equipment hauler. Accompanying this convoy were twenty-four expeditionary officers, fifteen War Department observation officers (including Lt. Col. Dwight D. Eisenhower), and two hundred fifty-seven enlisted men. The convoy arrived in San Francisco with fewer pieces of equipment and personnel on September 6, 1919, leaving broken vehicles along the route. The trip took sixty-two days.

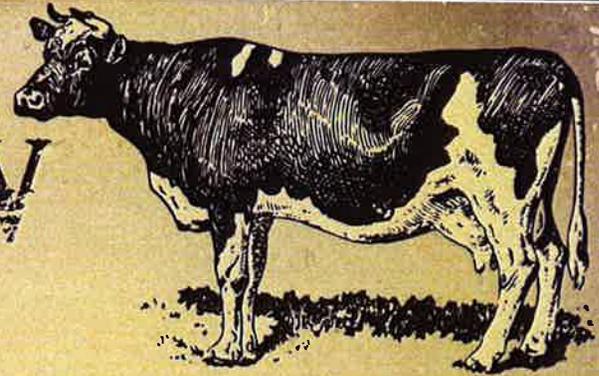
The goal was to identify improvements needed to support motorized traffic across the U.S. There were few paved roads west of Illinois. Vehicles encountered a nightmare of dirt, mud, potholes, weak culverts and bridges, as well as roads too narrow for trucks.

The convoy was well publicized. It followed the Lincoln Highway (now Highway 50). Nevada Governor Emmet Derby Boyle met the caravan just outside Carson City and escorted the convoy members to a heroes' reception. Banners and thousands of electric lights decorated the town. Ladies of the local American Red Cross served dinner on tables set on the north lawn of the Capitol. After repairs, the convoy traveled west up Kings Canyon to Glenbrook on September 1, 1919, then to Placerville and San Francisco.

The convoy expedition paved the way for passage of many bond issues for highway construction, and brought new prosperity to hundreds of communities. Eisenhower's observations, combined with his experiences on the German Autobahn during WWII, may have influenced him to make the Interstate Highway System a keystone of his presidency (1953-1961).



FIRST HOLSTEIN COW IN NEVADA



Journalist and author Sam Davis is credited with bringing the first Holstein cows to Nevada. Sam Davis and his wife Nellie Mighels Davis lived with her four children from her previous marriage and their two daughters on a ranch near this site, called the Holstein Ranch. The Davis family cleared sagebrush on the 640-acre ranch and grew alfalfa to feed the Holsteins, using water rights from Marlette Lake.

Holstein cows, depicted in this art, originated in the Netherlands where they were highly prized for their meat and superior milk production. Holsteins are large black and white cattle. A mature cow can weigh almost 1,300 pounds and produce 23,000 pounds of milk, 840 pounds of butterfat, totaling 709 pounds of protein per year. The highest producer in the U.S. gave 72,170 pounds (more than 9,000 gallons) of milk in one year.

The first commercial imports of Holsteins to the U.S. began in 1825 and lasted until about 1861. After 8,800 Holsteins had been imported, a cattle disease broke out in Europe and imports ceased.

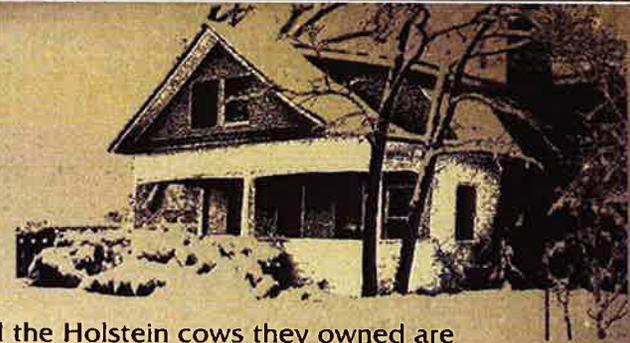
The most famous Holstein in the U.S. was named Pauline Wayne; from 1910 - 1913 she served as the official pet of President William Howard Taft. Pauline lived and grazed on the White House lawn and produced milk for the first family. She was the only "first cow."

For additional information about the Davis family visit the Ronald D. Wilson Memorial Park, nearby at Mark Way and James Drive.





SAM AND NELLIE DAVIS HOLSTEIN RANCH



Two of Carson City's active citizens, Nellie and Sam Davis, their two children, and the Holstein cows they owned are depicted in the art at this site.

Nellie Verrill Mighels Davis (1844 - 1945), at the age of twenty, traveled by ship and stagecoach from her home in Maine to Carson City to marry Henry Rust Mighels in 1864. Mighels, one of the founders of the Carson Daily Appeal newspaper, relied on Nellie to report the news, including the 1877 and 1879 sessions of the State Legislature. Henry died in 1879 and Nellie became the owner of the newspaper. She hired journalist Samuel Post Davis as editor. Nellie and Sam married in 1880.

Samuel Post Davis' (1850-1918) journalism career took him from Connecticut to Wisconsin, Nebraska, San Francisco and Virginia City. He was editor of the Appeal, served two terms as Nevada State Controller (1899-1907), and was known for his sense of humor. His two-volume History of Nevada was published in 1913. He also released collections of poetry and short stories.

Nellie was an equally talented journalist and was delegated by Sam to report on the famous Corbett-Fitzsimmons boxing match held in Carson City on March 17, 1897, an event attended by only a handful of other women. She did so under protest and, too embarrassed to sign her own name, she used the alias "Eleanor V."

Sam and Nellie bought a 640-acre ranch on the north end of Carson City in 1885 where they raised Nellie's four children from her first marriage and their own two daughters. Sam is credited with bringing the first Holstein cows to Nevada. After Sam's death Nellie gradually sold off most of the ranch but remained active in the community, living to see her 101st birthday.

Henry Rust Mighels, Nellie Mighels Davis and Samuel Post Davis
are buried in the Lone Mountain Cemetery in Carson City.



SHORT LIVED
PONY EXPRESS
ONLY 19 MONTHS



A variety of advertisements appeared in newspapers seeking men to work the Pony Express, but this advertisement appears to be the earliest. It was published in 1860.

MEN WANTED!
THE UNDERSIGNED WISHES TO
hire ten or a dozen men familiar with the management
of horses as hostlers or riders on the Overland Express
Route via Salt Lake City. Wages \$50 per month. I may
be found at the George Hotel during Sunday, Monday
and Tuesday. WILLIAM W. FINNEY

This bold commercial venture was launched on April 3, 1860 by William H. Russell, Alexander Majors and William B. Waddell. The Pony Express advertised that a letter sent from New York would arrive in San Francisco in just ten days. The letter, costing \$5.00 per 1/2 ounce (\$100 in 2010 values), went into a pouch called a "mochila." It was slung over the saddle and weighted down by a rider.

Riders were young, average age 22, and small. They took an oath not to swear, become intoxicated, gamble, or treat animals cruelly. This elite group of 120 riders rode from station to station, 24 hours a day, in staged relays from St. Joseph, Missouri to San Francisco, California. The trail in Nevada followed roughly what is now Highway 50, passing through Dayton, Carson City and Genoa. Riders carried revolvers and were paid \$50 per month.

At its peak, the Pony Express company used 154 way stations, 400 horses and mules, and approximately 200 support personnel. Way stations, where riders changed horses, averaged 12-22 miles apart.

The Pony Express demonstrated that year-round transcontinental mail service was feasible. Despite this success, the Pony Express was not awarded the U.S. Mail contract and went out of business on November 20, 1861, less than a month after the first transcontinental telegraph line was completed.

The horses above Northgate Lane and Emerson Drive reflect 19th century photographer Eadweard Muybridge's study illustrating how all four hooves of a horse can be off the ground at the same time.

Today visitors can see ruins of the Pony Express stations east of Fallon along Highway 50, witness yearly re-enactments of the ride or visit the historical marker on the northwest corner of Third and Carson Street.

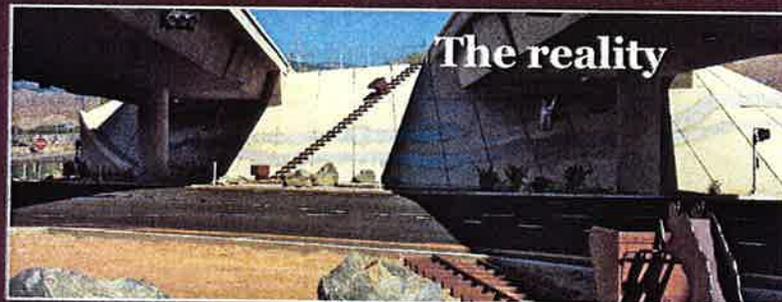


These horses reflect nineteenth century photographer Eadweard Muybridge's study illustrating how all four hooves of a horse are off the ground at the same time





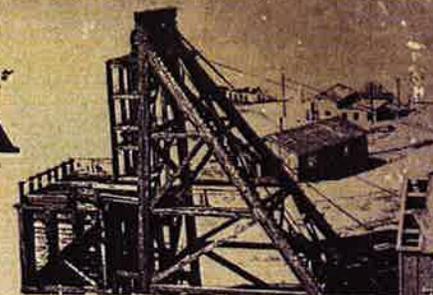
The dream



The reality

MINING the COMSTOCK

STEP BACK IN TIME



Located about 20 miles to the northeast of Carson City, Virginia City was the site of one of the world's richest gold and silver discoveries. Miners, who'd had no luck in California, worked their way east of the Sierra Nevada mountains. These early prospectors were discouraged while panning for gold to find a strange "blue muck" in their pans, not the gold flecks they were seeking. However, once assayed, it was determined that the "blue muck" was actually silver. Then the rush was on.

The Comstock Lode was buried deep underground and called for hard rock mining techniques and large investments of capital. Miners working in hot, dangerous conditions loosened the raw ore, which was then hauled to the surface using a combination of lifts, cages, and carts.

The incredible riches of the lode produced gold and silver worth hundreds of millions of dollars during the peak from 1859 to 1878. Tens of thousands of people rushed to Virginia City, Gold Hill, Silver City, Chinatown (Dayton), Washoe City and Carson City, all hoping to get rich quick. The Comstock Lode drew entrepreneurs as well as miners. Carson City businessmen grew rich selling supplies and services. These mineral discoveries were also important to Washington, D.C., where Nevada wealth helped fund the Union cause during the American Civil War, 1861-1865, and gave rise to the future state's nickname, "Battle Born."

The increased population and promise of mineral wealth provided the incentive for the creation of the Nevada Territory. In 1861, the first Nevada Territorial Legislature chose Carson City over Virginia City as the Capital. With money from the Comstock, an abundance of land, and water from the Carson River, Carson City grew. The promise of electoral votes for President Lincoln and a pro-civil rights Congressional delegation brought Nevada into the Union as a state in just four short years on October 31, 1864!

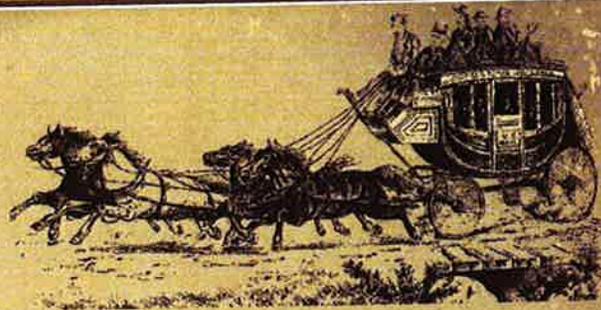
Explore the replica of a mine at the Nevada State Museum.



HANG ONTO YOUR HAT

STAGECOACH

MONK IS DRIVING



A traveler to Carson City in the 1860s had three choices: Walk, ride a horse or wagon, or take a stagecoach. Travelers from the East choosing the stagecoach journeyed from St. Joseph, Missouri to Placerville, California via Carson City. The journey took about 23 days, and cost \$200.

Wells Fargo coaches were made in Concord, New Hampshire. The coaches, pulled by six horses, weighed 2,500 pounds and cost \$1,100. Passengers rode 3-abreast with baggage on their laps and mail sacks at their feet. Stops were brief, the food was poor, and sometimes everyone got out to save fatigued teams or to push the coach uphill.

Passengers were required to follow rules: "Abstinence from liquor is required. When ladies are present, gentlemen are urged to forego smoking cigars and pipes. Forbidden topics of conversation are stagecoach robberies and Indian uprisings."

The legendary stagecoach driver on the Placerville - Carson City route was Hank Monk. He became famous nationally for the 1859 wild ride to Placerville, as the painted coach under the freeway illustrates, during which Monk called out to New York editor Horace Greeley: "Keep your seat, Horace, I'll get you there on time." Author Samuel Clemens, who took the name "Mark Twain" while working in Nevada, later commented in "Roughing It" that "he couldn't recall if he heard the tale [of Monk and Greeley] 481 or 482 times." Other noted Monk passengers included British explorer Richard Burton, former President Ulysses S. Grant and President Rutherford B. Hayes.

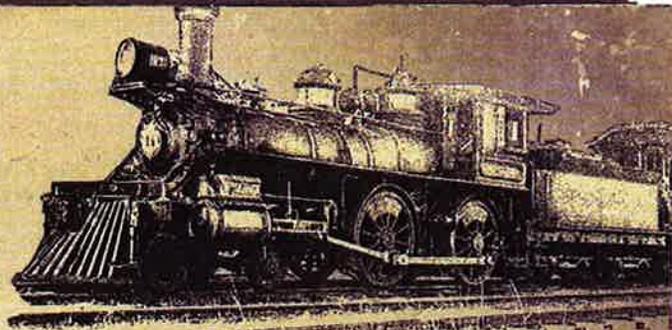
The great era of stagecoach transportation faded after the transcontinental railroad was completed in 1869, but Wells Fargo still owns and displays ten original coaches and thirteen authentic reproductions in their history museums.

Carson City's Lone Mountain Cemetery is the final resting place for Henry James "Hank" Monk (1826-1883).



THE V&T RAILROAD

ALL ABOARD



The "Queen of the Shortlines" the Virginia and Truckee Railroad was a narrow gauge railroad that ran from Carson City to Virginia City, Reno and Minden. Beginning in 1869, for 80 years the V&T hauled passengers, freight, wood, and precious ores.

The reconstructed V&T steam engine "Reno" #11 is depicted here on its southbound route while behind it Chinese workers are constructing walls in Brunswick Canyon. In 1869 Chinese workers were employed by the hundreds to cut wood for fuel, establish a grade to Gold Hill and build retaining walls, but in October, 1869, they were chased off the job by miners.

Engine #11 was manufactured by the Baldwin Locomotive Works of Philadelphia in 1872. It cost \$12,500 and weighed 65,000 pounds, empty. Engine #11 hauled trains for the V&T from 1872 until 1937. The "Reno" was a glorious sight: Imagine gleaming brass and billowing smoke against the bright blue Nevada sky. It was reserved for carrying passengers between Carson City and Reno. The "Reno" was also known as "Brass Betsy" and "Brass Bound Baldwin Bantam."

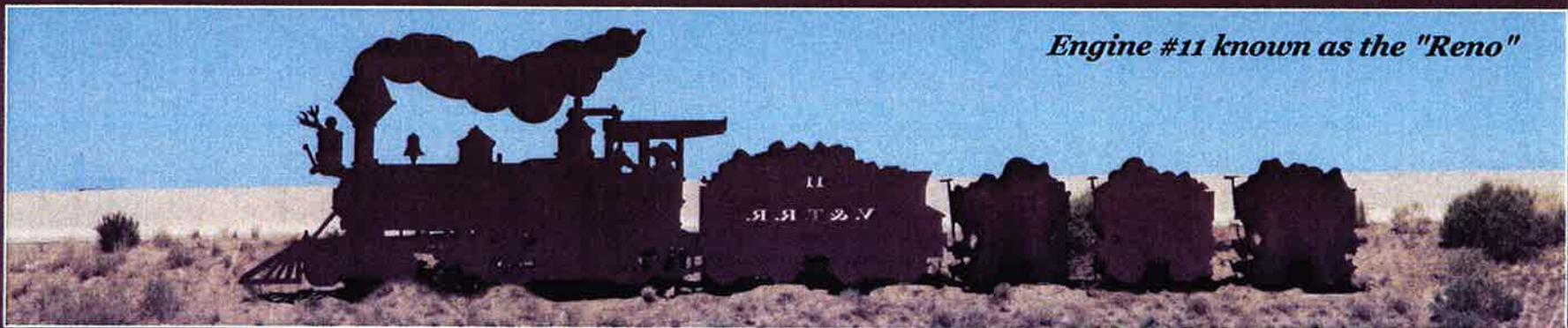
One December day in 1877, the "Reno" acquired a unique addition to its headlight. Passing near Steamboat, Engineer Tom Clark shot a deer from the train. The head was stuffed and mounted on the headlight of the "Reno."

The V&T retired the "Reno" in July 1937: It was subsequently owned by a succession of motion picture studios. They made the "Reno" a star in dozens of films and television shows, including "Union Pacific" and "Little House on the Prairie."

Find additional information at the Nevada State Railroad Museum.



Engine #11 known as the "Reno"

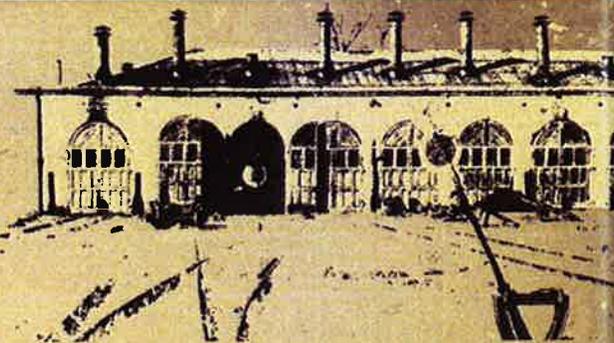




Engine #5 known as the "Carson"

ENGINE HOUSE

LOST HISTORY



The northbound train shown on the east side of this interchange is the "Carson" Engine #5, hauling lumber for the mines. Many of the lumberjacks, depicted near Engine #5 on the slope, were French Canadian.

The initial 21 miles of track from Carson City to Virginia City were completed in 1870 and the 31-mile line from Carson City to Reno in 1872. A line from Carson City to Minden was constructed in 1905-1906 to serve the agricultural area of the Carson Valley. The V&T was part of a complex of dozens of interrelated companies, mines, mills and freight operations stretching from Reno to Owens Lake and Virginia City to Lake Tahoe. During the nineteenth century, the V&T was a major political and economic factor in the development of western Nevada.

The center of operations was an enormous complex of shops in Carson City used to repair the cars, engines and related equipment. The engine house was located near what is now Stewart Street, between Washington and William Streets. It was demolished in 1991.

Increasing competition from motor trucks led to the decline of the V&T by the 1920s. The last run of the train took place on May 31, 1950.

Now the V&T lives on at the Nevada State Railroad Museum and as an excursion line to and from Virginia City.



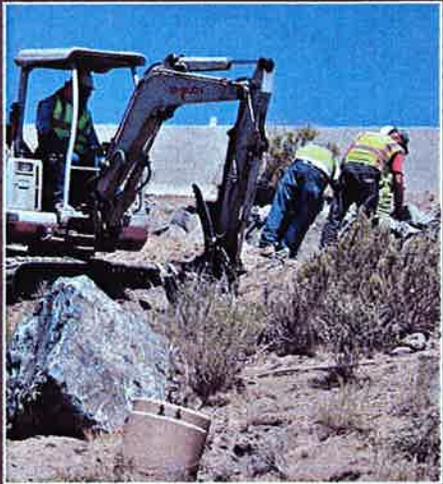
The community of Carson City was very diverse during the 1800's





The summer of 2012 was busy with the slopes and overhead bridges at Emerson, Northgate, Carmine, Arrowhead, College, and Highway 50 being sandblasted. At the same time, dirt and rock mulch was imported, irrigation lines were laid, foundations were poured for all the steel artwork, and sandblasted areas were painted. Excitement was generated with the planting of the first tree of the project at Northgate - A Bristlecone Pine.

It took many people to complete this project. Everyone was a part of making Carson City better for the future.



*It is easy to think that one person -
one voice - means nothing in today's
complex society. A prevalent belief is that
an individual cannot make a difference.*

*One voice may make
a small impact, but a voice combined with
many other voices can change policy and
procedures. With the voices of the
community and your voice, GROW was
stronger. Together we asked the city and
state to landscape the Freeway and
to retain the multi-purpose transportation
path.*

*We succeeded and these two elements will
enhance and connect the community of
Carson City along the Freeway route
for years to come.*

*Thank you Carson City for being
a part of GROW's efforts.*

mary

Acknowledgements

**2004 GROW Brochure and Logo - Paige Galeoto*

**Phase I - Carson City Freeway Enhancements*

**Funding - Phase I - Carson City Freeway
Enhancements*

*2005-2006 Transportation Equity Act, Bill H.R.3
secured by Senator Harry Reid
Additional funding of Phase I Enhancements
NDOT Community Match Grant
Carson City RTC*

**Project Design - Winston Associates - Paul Kahn
Freeway artist - Mario Miguel Echevarria
General contractor - Rapid construction
Project manager - Tom Grundy*

**Interpretive signs - no grant funding
Generous donations from interested citizens
and Coldwell Banker Best Sellers*

Sign text - Susan Searcy

Sign graphics - Alpine Sign - Todde Wolfe

Sign frames - Carson Valley Welding

Porcelain signs - KVO

Historical accuracy checked by

Guy Rocha, Ron James

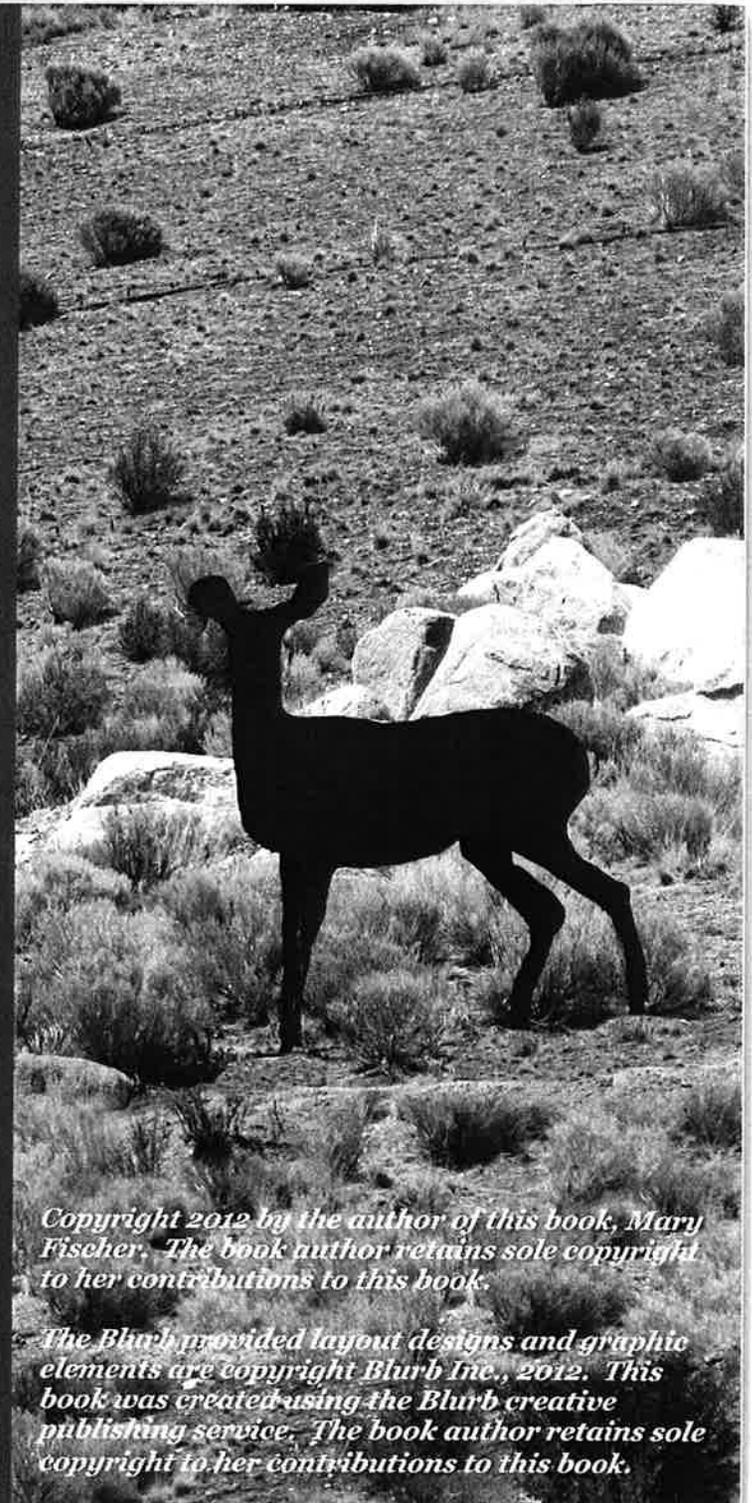
Jeff Kintop, Joe Nardone

Interpretive sign brochure - Sierra Printing

e-book brochure of interpretive sign text

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**Photography by Mary Fischer*



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