

BACKCOUNTRY DISCOVERY TRAIL

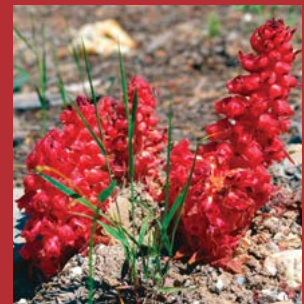


Have you ever wanted to get into the backcountry of a National Forest? Have you wondered if you have what it takes?

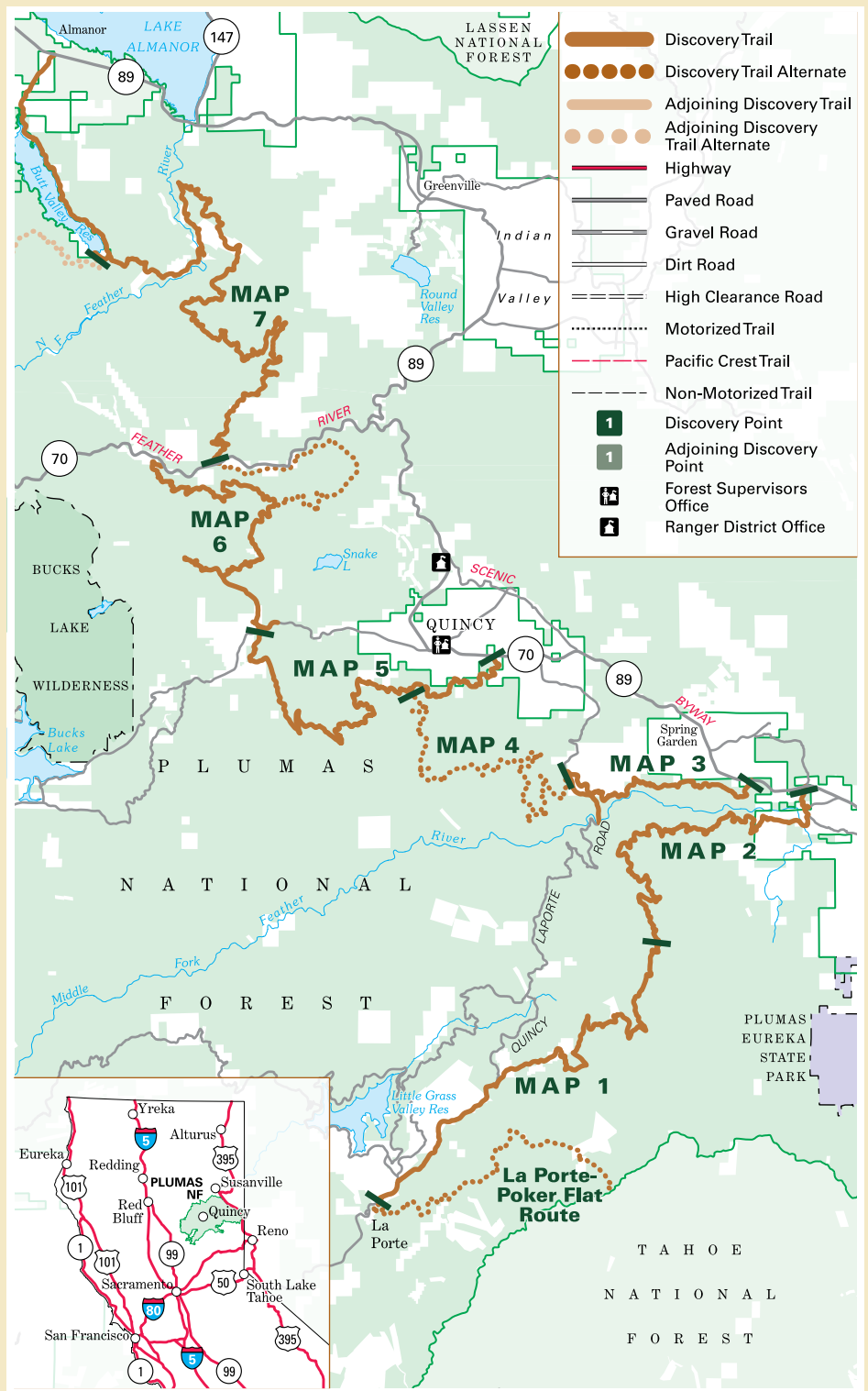
Rest assured: exploring the backcountry doesn't necessarily require an ATV or a dirt bike. You can do it in a high clearance vehicle or a 4WD sport utility vehicle.

This guide gives directions for the route from point to point, gives tips on what to bring and how to prepare, provides background information on history and general topics, and directs travelers to points of interest along the way.

This 150-mile-long discovery trail is a perfect place to begin your explorations of the Plumas National Forest!



PLUMAS NATIONAL FOREST



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BACKCOUNTRY DISCOVERY TRAIL

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Where are the Valleys?



WELCOME TO THE PLUMAS BACKCOUNTRY DISCOVERY TRAIL

The Plumas Backcountry Discovery Trail (BDT) invites exploration of the remote areas of the Plumas National Forest. You can expect rough road conditions on gravel and dirt roads and a slow pace of travel, maybe only 30-50 miles a day. Be prepared for downed trees or rocks on the road, rough and rocky surfaces, and brush encroaching on the roadway. Much of the route is under snow in the winter and early spring. There are no restaurants, grocery stores, or gas stations along the main route and cell phone coverage is intermittent. The non-paved roads are currently maintained for travel by sport utility vehicles (SUVs) and high-clearance vehicles. This guidebook describes the various routes and makes some recommendations on what types of vehicles can use them. **Alternate routes**, which are best traveled in a 4-wheel-drive vehicle, are highlighted as well.

Know Road Conditions

Off-road motor vehicle travel is prohibited in the Plumas National Forest; please stay on designated routes. Be sure to pick up a Motor Vehicle Use Map (MVUM), which explains all travel regulations (available free of charge at any Forest Service office; see list on the inside back cover).



Call any Plumas National Forest Service office for updated road conditions and other current information, such as work projects or wildland fires that may affect your travel plans.

Your Planning Checklist

- Plumas National Forest Visitor Map (available at any Forest Service office) and Plumas National Forest Atlas (available at any Forest Service office or online at www.nationalforeststore.com)
- MVUM containing travel regulations at www.fs.usda.gov/main/plumas/maps-pubs
- Adequate food, water and fuel
- Friends to share the fun and assist in an emergency
- GPS unit, binoculars and camera
- Campfire permit. If you plan to use a fire, barbecue or camp stove, pick up a free campfire permit at any Forest Service office. Be sure to check for fire restrictions.
- Before you leave, inform others where you are going. Leave a copy of a detailed itinerary.
- For more safety information, go to www.cal4wheel.com



Traveling on the Plumas BDT

The route described in this book travels from south to north and encompasses 146 miles of the main route, including 38 paved miles (71 miles of alternate routes are available for short-wheelbase, 4-wheel-drive vehicles).



The route begins in the town of La Porte and ends at the intersection of County 305 with State 89, by Lake Almanor. For a longer adventure, the BDT also continues through the Lassen National Forest. You can download a copy of the Lassen Backcountry Trail Guide from the Lassen National Forest website: www.fs.usda.gov/lassen

Traveling the entire 150 miles can take a few days. There are seven sections; each begins at mile 0.0, and subsequent mileages are noted at key intersections and Discovery Points. If you have a GPS unit, you can also enter the coordinates along the way.

Estimated driving times do not include stops to explore the 30 Discovery Points, which feature scenic overlooks, historic mines, ghost towns, geologic formations, and more.

The route through the Plumas National Forest is located on existing roads, which are marked with Backcountry Discovery Trail signs. The non-paved roads are currently maintained for travel by sport utility vehicles (SUVs) and high-clearance vehicles. Standard passenger cars are allowed but are not recommended. Watch for other travelers on ATVs, motorcycles and horses.

Some sections are more challenging than others. Read the Section Description at the beginning of each segment to get a sense of the difficulty level. Routes that are suitable only for 4-wheel-drive are referred to as **Alternate Routes**. Some Discovery Points are off the main route.

The Plumas National Forest

- The Plumas National Forest is 1,146,000 acres of scenic mountain lands in the northern Sierra Nevada. It is known for its land features, lack of crowds and pleasant climate.
- Outdoor enthusiasts are attracted year 'round to its many streams and lakes, beautiful deep canyons, rich mountain valleys, meadows and lofty peaks.
- Managing this land to provide diverse products—such as sustainable timber supplies, wildlife habitat and recreation—remains central to the Forest Service's multiple-use mission.

Responsible Travel Principles

Leave No Trace

- Plan ahead and prepare
- Travel and camp on durable surfaces
- Dispose of waste properly
- Leave what you find
- Respect wildlife
- Be considerate of other visitors



TREAD Lightly

- Travel only where permitted
- Respect the rights of others
- Educate yourself
- Avoid streams, meadows, and wildlife
- Drive and travel responsibly



Stay Out; Stay Alive

The Plumas Backcountry Discovery Trail passes by a number of abandoned mines. Be alert for mine openings that might be obscured by vegetation or topography.



Help Preserve Our Past

You may come across archaeological or historical sites. Remnants from Native American cultures and early settlers' sites and artifacts fit together like a jigsaw puzzle, telling the story of history and heritage. Cultural resources on Federal Lands are protected by law. Do not disturb cultural resource sites or features, or remove artifacts for any reason. Contact the Plumas National Forest if you have any questions regarding Cultural Resource Management.



Medical Services

Plumas District Hospital

1065 Bucks Lake Road

Quincy, CA 95971

(530) 283-2121

Seneca Healthcare District

130 Brentwood Drive

Chester, CA 96020

(530) 258-2151

In an emergency, contact 911

Plumas County Sheriff

(530) 283-6375



Services

La Porte: gas, food, lodging, camping (Forest Service)

Cromberg: food, camping (private)

Quincy: gas, food, lodging, camping (Forest Service and private)

Twain: convenience store, camping (Forest Service and private)

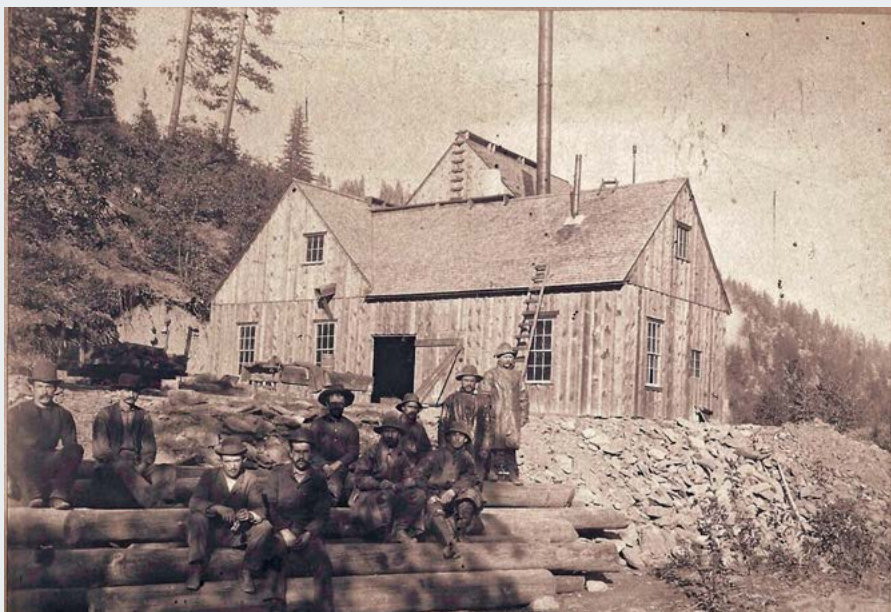
Butt Valley Reservoir: camping (Pacific Gas & Electric)

Almanor: gas, food, lodging, camping (Forest Service, private, and Pacific Gas & Electric)

Chester: gas, food, lodging, camping (Forest Service, private, and Pacific Gas & Electric)

Campground Reservations

You may reserve a campsite for select National Forest campgrounds through the National Recreation Reservation Service. Call (877) 444-6777 or go to www.recreation.gov



The Mills Shaft in Quincy, California.

GOLD RUSH

When gold was discovered in California in 1848, word spread quickly. Expectations were high and the thought of instant wealth attracted thousands of people to California from all over the United States and the world. Between 1848 and 1852, the population of California grew from 14,000 to 223,000.

During that time, what is now Plumas County was largely an unexplored area. That was about to change. In 1849, immigrant Thomas Stoddard arrived at a mining camp injured, exhausted and starving, but he caught everybody's attention when he showed the men what he had. He had gold! After telling his tale of finding gold nuggets along the shores of a lake, the rush was on.

Thousands of anxious prospectors searched the mountains looking for the rumored Gold Lake. Although they never found it, they did find other gold deposits that were quite productive.

Mining techniques started out very simply, using picks, shovels and gold pans. Once the obvious gold deposits were recovered, techniques became increasingly complex. Below are some of the methods used.

Did you know?
The first gold rush in the area was at Bidwell's Bar, covered by what is now Lake Oroville.



Photos, from top:

- A woman and man tend sluice boxes.
- Hydraulic miner in the 1930s.
- Interior view of the Jamison Mine's 20-stamp mill in 1922.



See the following gold-mining Discovery Points:

A-B. St. Louis

C. Howland Flat

D. Poker Flat

1. Gibsonville

5. Nelson Creek

15. Spanish Creek Mines

18. Bean Hill Mine

24. Seneca Historic Site

25. Swiss Mine



LA PORTE-POKER FLAT ROUTE

4-WHEEL-DRIVE ALTERNATE ROUTE

Discovery Points along this route



- A** St. Louis Bridge and Eureka Tunnel
- B** St. Louis Town, Cemetery and Hydraulic Pit
- C** Howland Flat Town and Cemeteries
- D** Poker Flat

About this section

HIGHLIGHTS: This alternate route features rugged driving and historic sites.

DISTANCE: 16 miles, one way

TIME REQUIRED: 4 hours, not including stops

TYPE OF ROAD: Rough two-track roads. A high-clearance, short-wheelbase 4-wheel-drive vehicle is recommended. The last 4 miles are very steep and extremely rough.



The Keenan family, at home in Howland Flat, circa 1900.





Eureka Tunnel.

A St. Louis Bridge and Eureka Tunnel ♦ Mile 4.6

39° 41' 30.42" 120° 56' 19.42"

St. Louis Bridge

The St. Louis Bridge, which spans Slate Creek, was built in 1913. It is thought to be one of the first reinforced concrete bridges in Plumas County. It replaced a suspension bridge built in 1865.

Eureka Tunnel

Hydraulic gold mining in the tributaries of Slate Creek left 40 to 50 feet of sediment and tailings in the creek. In 1868, the Eureka Tunnel was built to sluice mine those tailings.

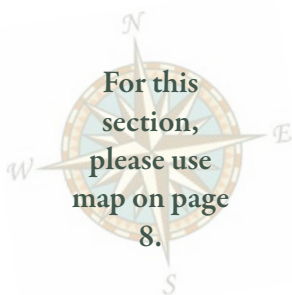
The tunnel is now high above the creek, indicating the height of the river at the time. The buildup caused waterways to rise and change course, causing floods each year during spring runoff.

It's A Fact!
In 1884, legal fights in the California courts stopped hydraulic mining, although it resumed after 1893 under new regulations.

B St. Louis Town, Cemetery and Hydraulic Pit ♦ Mile 6.1

39° 41' 52.17" 120° 55' 41.10"

In 1852, several Missourians laid out a town on a mining claim and named it St. Louis. Within two years, there were 900 miners living there. They built tunnels to follow gold-bearing gravel, or used water to cut through gravel deposits, creating large pits. Today, all that remains of the town is the cemetery, which includes people from Wales, Portugal, and England.



C Howland Flat Town and Cemeteries ❖ Mile 12.0

39° 42' 53.34" 120° 53' 13.27"

Howland Flat started out as a small mining camp in 1850. With gold mining booming, by 1862 the population grew to about 1200 people. This full-service community had a mix of hotels, restaurants, stores, livery stables and even a bank. A theatre troupe, saloons and two breweries provided entertainment and relaxation for the locals.

D Poker Flat ❖ Mile 16.0

39° 36' 0" 120° 50' 41.999"

The town of Poker Flat grew out of a mining claim established in 1850. During that decade, the town included saloons, hotels, over twelve general stores and a concert hall. By 1862, the population was about 350. Poker Flat was remote and isolated until a wagon road was built between Howland Flat and Poker Flat in the 1890s. The town's last full-time resident stopped living there in 1950.



La Porte to Poker Flat

Begin at the La Porte OHV staging area, head right, or north, on La Porte-Quincy road. Right on County Road 512 at the sign to Howland Flat.

0.0 Howland Flat road, sign: Howland Flat 12 miles.

1.3 Road 21N58 to the right, stay on CR 512 by bearing left.

Continue on main road.

4.6 Arrive at...

❖ **DP A: St. Louis Bridge and Eureka Tunnel.** You can see the tunnel across the creek if you park before crossing the bridge.

5.5 County Road 690 to the right, stay on main road by bearing left.

6.1 Arrive at...

❖ **DP B: St. Louis Town and Cemetery**

7.0 Don't take 21N10Y to Table Mt. trailhead to right. Bear left to stay on main road.

12.0 Arrive at...

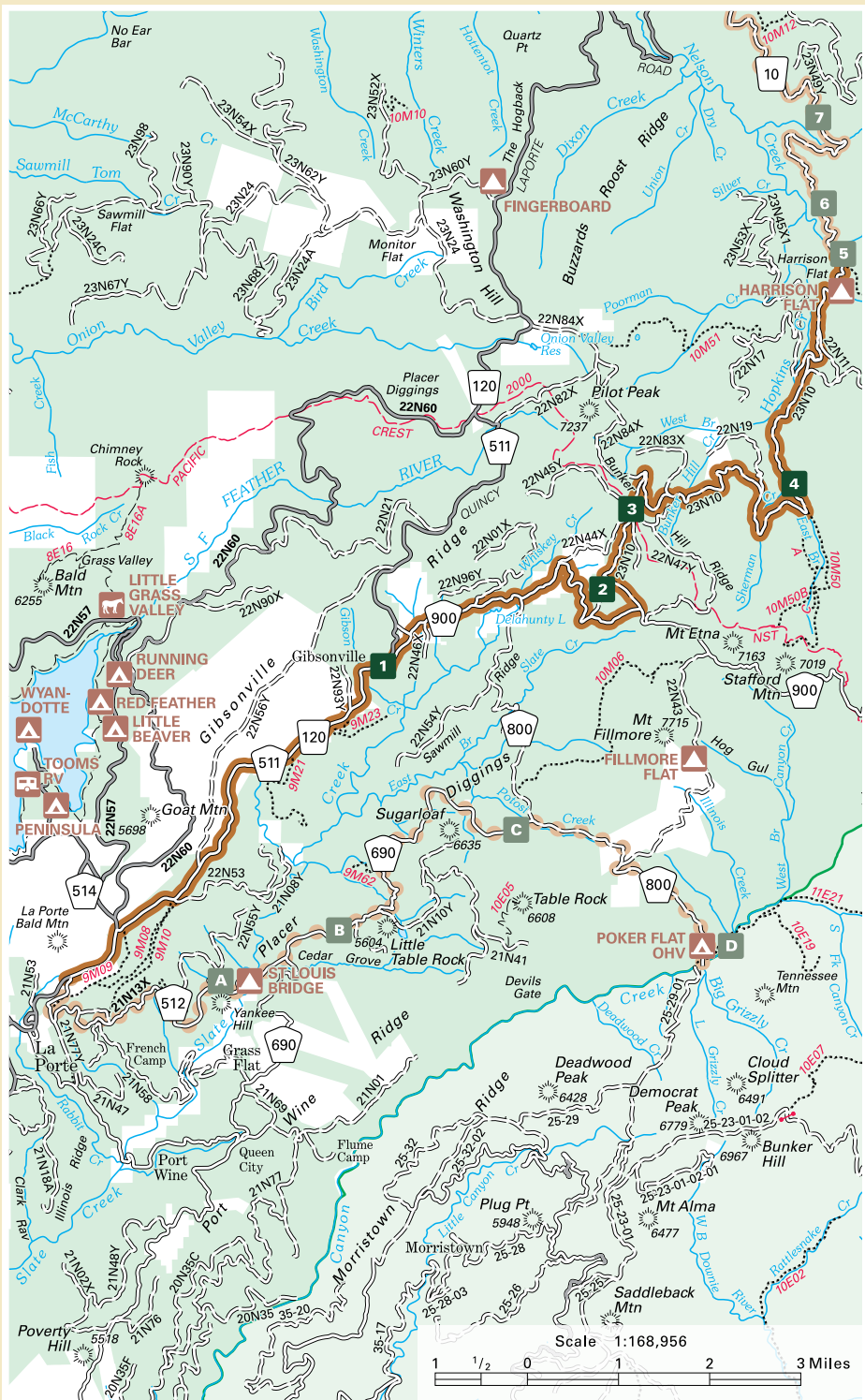
❖ **DP C: Howland Flat**

12.2 County Road 800 is immediately after the bridge on Potosi Creek. Bear right to Poker Flat.

CAUTION: The road down to Canyon Creek is very steep and extremely rough.

16.0 Arrive at...

❖ **DP D: Poker Flat**



1. LA PORTE—HARRISON FLAT



Discovery Points along this route:



La Porte, the starting point.

- 1 Gibsonville Town/Cemetery
- 2 Sawmill Ridge Warming Hut
- 3 Pacific Crest Trail Crossing
- 4 Columnar Jointing

About this section

NOTE: Sections 1 and 2 are meant to be driven consecutively on the same day.

HIGHLIGHTS: This section features granite outcroppings, historic abandoned mines, mountain views and road-side waterfalls.

DISTANCE: 19.1 miles

TIME REQUIRED: 2 hours, not including stops

TYPE OF ROAD: Graded and ungraded gravel roads. 6.5 miles of paved road.



For this
section,
please use
map on page
12.



The Gibsonville Hotel on the 4th of July, 1893.

1 Gibsonville Town & Cemetery ❖ Mile 6.5

39° 44' 30.95" 120° 54' 38.98"

Gibsonville was one of the many small settlements that sprung up in the Sierra Nevada Mountains during the gold rush. Established in 1850, and with a population of 700, Gibsonville had all of the amenities, including a bowling alley.

Gibsonville's international population is reflected in its cemetery, with representation from Italy, Ireland and Scotland. It is located on the west side of the Quincy-La Porte Road about a quarter mile from the town site.

A card game at
Dad Gould's
Saloon, c. 1892.



2 Sawmill Ridge Warming Hut

❖ Mile 10

39° 45' 14.399" 120° 51' 53.994"

In the winter snowmobiles and skiers use this warming hut, which includes a wood stove. See the La Porte Snowmobile Club on Facebook for more information.

3 Pacific Crest National Scenic Trail Crossing

❖ Mile 11.5

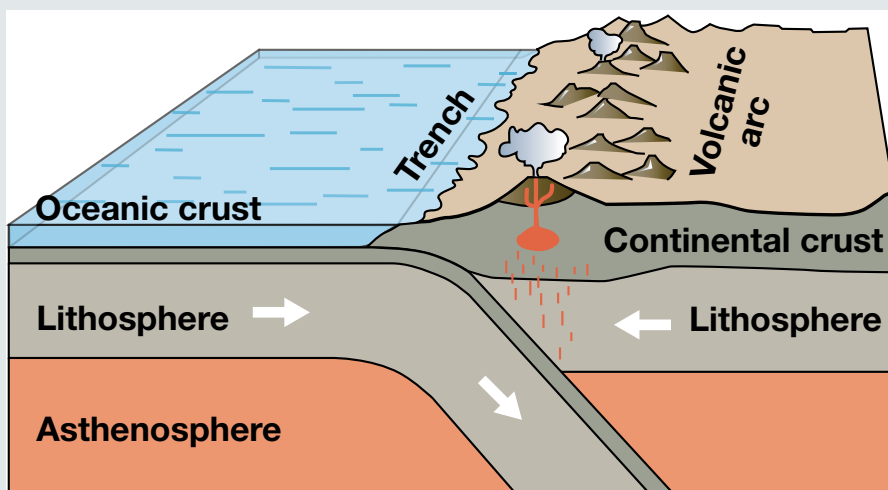
39° 46' 01.2" 120° 51' 32.394"

The Pacific Crest Trail is a long-distance hiking and equestrian trail stretching from Mexico to Canada. Seventy-five miles of the Pacific Crest Trail cross the Plumas National Forest, passing through two major canyons: the Middle and North forks of the Feather River.



La Porte to Harrison Flat

- 0.0 Head northeast from La Porte (road turns left)
- 0.1 Bear right on Quincy–La Porte Road
- 0.2 OHV staging area
- 1.7 Turn right on Quincy–La Porte turnoff
- 6.5 Turn right to Gibsonville (FS 900). The pavement ends here.
- ❖ **DP 1:** Gibsonville Town and Cemetery. On your right is an interpretive plaque for Gibsonville and a scattering of foundations.
- 7.4 Remains of hydraulic mining site
- 7.7 Bear left at sign to Pilot Lake Camp
- 7.8 Stay right
- 8.1 Pullout overlooking Delahunty Lake to the right.
- 8.3 Bear left
- 8.4 Bear left (dispersed camping on the right).
- 8.8 Bear left
- 8.9 Bear right
- 9.0 Bear right
- 9.1 Bear right
- 9.9 Bear left
- 10.0 Turn left
- ❖ **DP 2:** Sawmill Ridge Warming Hut is on your right.
- 11.4 Bear left
- 11.5 Bear right
- ❖ **DP 3:** PCT trail (on left) Follow a long, winding downhill.



This illustration shows the process of subduction of the oceanic plate.

Did you
know?

Those large,
solitary boulders
left by glaciers
are called
“erratics.”

See the following
geology Discovery
Points:

4. Columnar
Jointing
9. Little Volcano
13. Serpentine
Rock Outcrop

GEOLOGY

Millions of years ago, an ocean covered the area now known as the Sierra Nevada. Beneath the sea floor, geological processes were at work that would lead to the formation of the Sierra Nevada mountain range. Natural forces, like plate tectonics, volcanic activity, erosion and weather played a role in shaping the material underlying the Plumas National Forest.

Once the mountains were in place, glaciers shaped the landscape. The weight of the glaciers and the power of the streams of melted ice carved out canyons, stream channels and valleys. The Sierra Nevada is considered to be relatively young and active, which means that they are still being altered by the shifting of the earth’s tectonic plates.

4 Columnar Jointing ❖ Mile 15.1

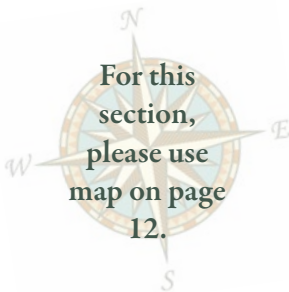
39° 46' 15.6" 120° 49' 33.599"

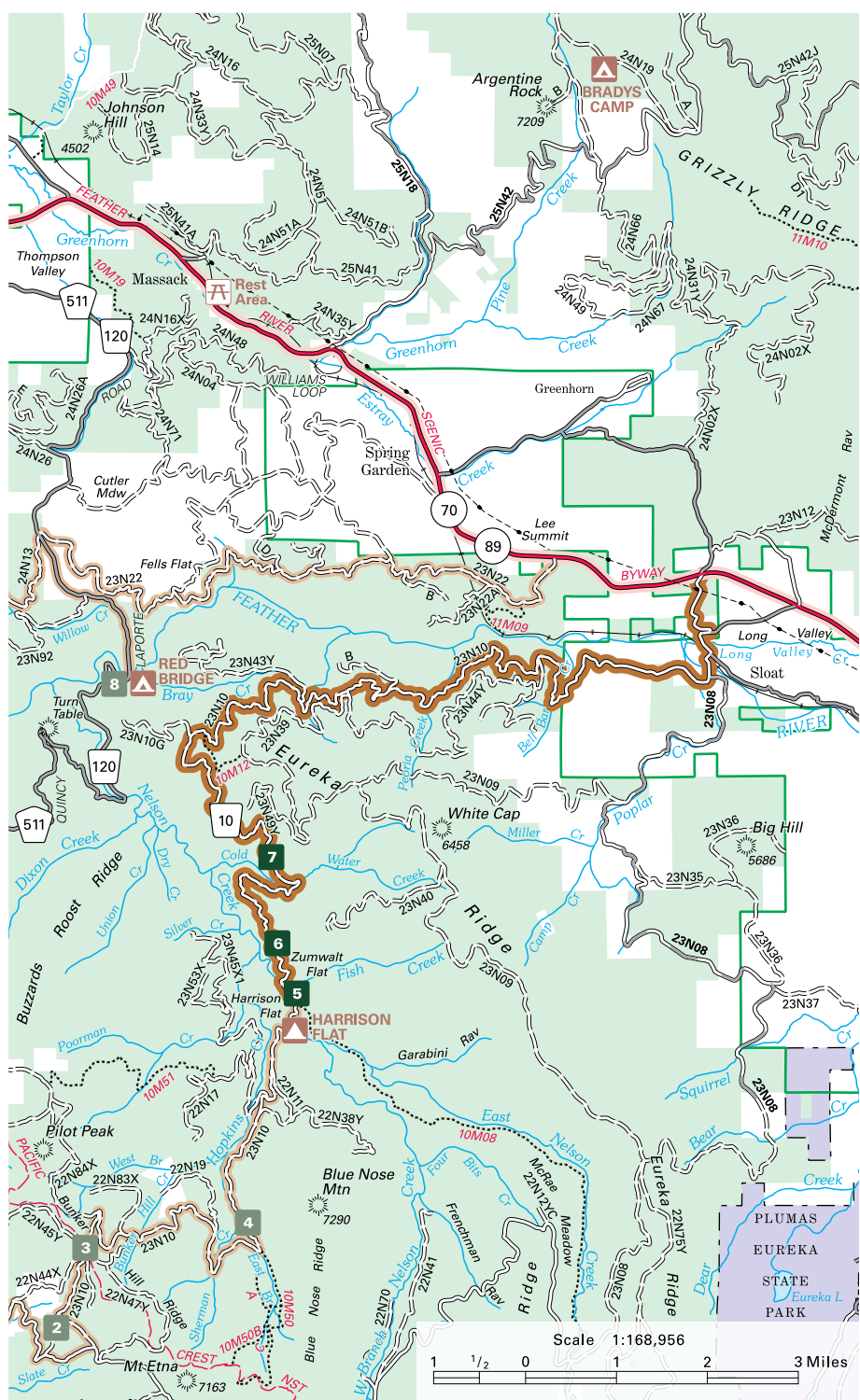
On the hillside is an example of columnar jointing (see photo below), similar to what you would find at the Devil's Postpile near Mammoth Mountain. Joints or cracks form in basalt when magma cools unevenly, dividing the rock into hexagonal posts or columns.



Look for this waterfall at mile 14.6.

- 12.7 Bear left
- 12.9 Sherman Creek
- 13.0 Bunker Hill Creek
- 13.1 As you round the corner,
look for a twisted pine
growing out of the rocks.
- 14.6 Waterfall to the right
- 14.7 Stay left
- 14.8 Cross East Branch Hop-
kins Creek
- 15.1 Arrive at...
- ❖ **DP 4: Columnar Joint-
ing** (on right)
- 16.7 Huge boulder
- 17.4 Bear left at intersection
with 22N38Y
- 18.2 Stay straight (don't go
left or right)
- 18.7 Bear right. You'll be in a
red fir forest
- 18.9 Bear left
- 19.0 Bear right
- 19.1 Harrison Flat undevel-
oped campground (on
left)





2. HARRISON FLAT—HWY 70



Discovery Points along this route



5

Nelson Creek

6

Vista Point

7

Cold Fire

About this section

NOTE: Sections 1 and 2 are meant to be driven consecutively on the same day.

HIGHLIGHTS: This section features alpine scenery, post-fire ecosystems, and habitat for sensitive species, like spotted owls and goshawks.

DISTANCE: 18.5 miles

TIME REQUIRED: 1.5 hours, not including stops

TYPE OF ROAD: Graded and ungraded gravel roads. 1.9 miles of paved road.





5 Nelson Creek ❖ Mile 19.5

39° 48' 28.799" 120° 48' 57.6"

Placer gold, worth millions of dollars, was discovered along the creek in the 1850s. Mining camps sprang up along its banks with names like Henpeck City, Fiddler's Flat, Graveyard Flat and Deadman's Bar. It continues to produce a little gold to this day, as the entire creek is still claimed by hopeful miners. The creek is also prized by anglers and is managed as a wild trout fishery.

6 Vista Point ❖ Mile 21.0

39° 48' 57.6" 120° 49' 11.9994"

From here you can see Nelson Creek drainage, Middle Fork Feather River drainage, Pilot Peak lookout and Claremont Peak. The view below is of Blue Nose Mountain.



7 Cold Fire ❖ Mile 21.5

39° 49' 49.15" 120° 49' 15.00"

The Cold Fire was started by lightning in 2008. In 15 days, more than 5,500 acres burned. Amid the dead tree trunks, the post-fire regrowth has begun with grasses and shrubs.



The Cold Fire burned over 5,500 acres.



Harrison Flat to Highway 70

19.1 From Harrison Flat, continue downhill

19.5 At bridge. Arrive at...

❖ **DP 5: Nelson Creek**

20 Stay straight

20.4 View of Nelson Creek Drainage

Here the terrain opens up. You'll be driving along the hillside on a smooth dirt/sand road surface.

21.0 Arrive at...

❖ **DP 6: Vista Point**

21.5 Arrive at...

❖ **DP 7: Cold Fire**

22.5 The road doubles back and takes you along Cold Water Creek

See silvery giant snags (dead trees) and scrub oak growing

25.4 Stay right

26.1 Cedars and rock outcroppings



Regrowth will change this view in time.

WILDFIRE

**It's A
Fact!**

**Pinecones of
some species will
not open and release
their seeds until
exposed to the high
temperatures of
a wildfire.**

It's difficult to see the rebirth of a forest after a devastating wildfire. The landscape looks very different than it did before. Where green trees once grew, dead trees with some bare branches remain. Even the vegetation on the ground is often burned up to a great extent. The physical environment of a burn area is altered dramatically.

Nature has equipped many plants to recover quickly after a fire. Grasses and a few hardy plants begin to grow right after the fire. Once these plants have time to enrich the soil with their nutrients, larger plants, bushes and small trees begin to grow. In the near future, when soil conditions become more favorable, a new generation of trees will begin to thrive here.



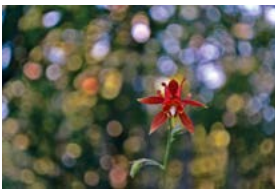
Wildflowers in bloom.



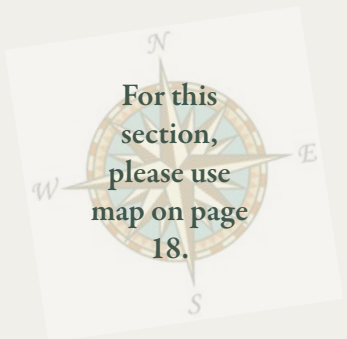
Middle Fork of the Feather River.

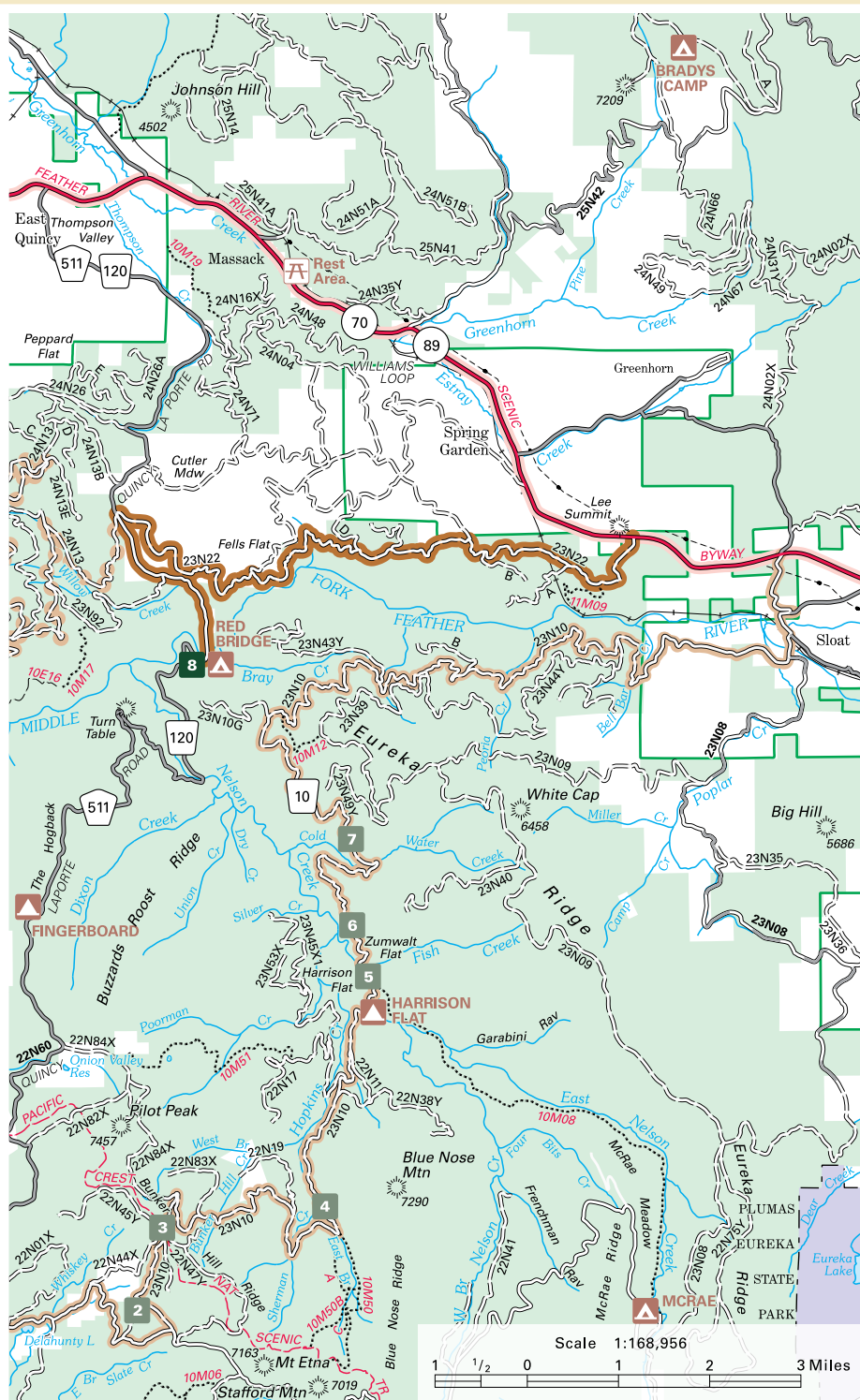


From top:
Washington
lilies, western
columbine and
big leaf maple
near mile 30.



- 26.3 Look across drainage and see clearcuts
- 26.5 Enter cedar forest
- 27.0 Great view
- 27.1 Continue descent
- 28.7 Stay straight. Don't turn right on 23N39. Quick view to the right of White Cap, elevation 6458
- 29.6 Stay straight
- 29.8 Washington lilies, western columbine and big leaf maple
- 30.1 Washington lilies
- 30.7 View opens up
- 32.5 Follow signs to Sloat
- 33 The road is smoother here
- 34 Stay on main road; don't turn right
- 34.2 Bear left
- 34.9 National Forest boundary
- 35.4 Stay straight; don't take private drive
- 35.6 Stay straight; don't take right
- 35.7 Bridge over Middle Fork of the Feather River
Now on a paved surface
Cross RR tracks
- 36.2 Turn left on County 509
- 37.6 Arrive at State Highway 70**





3. HIGHWAY 70—RED BRIDGE



Discovery Point along this route



View near mile 5.9

8

Middle Fork Feather River

About this section

HIGHLIGHTS: This section travels through mixed coniferous forests and features peek-a-boo glimpses of mountains and waterways.

DISTANCE: 12.8 miles

TIME REQUIRED: 2 hours, not including stops

TYPE OF ROAD: Graded and ungraded gravel roads. 3.9 miles of paved road. This is the most easily traveled segment of the Plumas Backcountry Discovery Trail.



Did You Know?
 Less than 1/4 of
 1% of our rivers are
 protected under the
 National Wild &
 Scenic Rivers
 System.



Looking downstream on the Middle Fork Feather River.



A dogwood in bloom near mile 3.1.

8 Middle Fork Feather River ❖ Mile 12.8

39° 51' 34.69" 120° 51' 59.24"

In 1968, the entire Middle Fork Feather River became one of the first nationally designated Wild and Scenic Rivers. The river, which is over 77 miles long, runs east to west from the Sierra Valley to Lake Oroville.

MIDDLE FORK DESIGNATIONS

- Wild: 32.9 miles
- Scenic: 9.7 miles
- Recreational: 35 miles



For this section,
 please use
 map on page
 24.

Highway 70 to Red Bridge

- 0.0 From the intersection of County 509 with State 70, drive west on 70.
- 1.8 At top of hill (Lee Summit), turn left on 23N22 (large maintenance building on the right). End of pavement
- 2.3 At the T, turn right, then stay straight (don't turn right onto 23N61). Travel through the dappled light of a mixed conifer forest (fir, cedar and pine).
- 2.6 Bear right. Here you can see sugar pines, which feature large droopy pine cones at the ends of their branches toward the top.
- 2.7 Old railroad grade to the left. Temporary rails were often installed to haul out logs.
- 3.0 Stay straight. Don't turn left on 23N22A.
- 3.1 The road climbs along a hillside heading west. Watch for dog-woods, which are in bloom in July. Estray Creek drainage is to the right
- 3.6 View of ridge across drainage
- 4.1 Here, the forest becomes more pine, less mixed.
- 4.2 Stay right. Don't turn left on 23N22B
- 4.6 Turn left. Start heading downhill.
- 5.6 Stay straight. The road surface becomes graded.
- 5.8 Open conifer forest
- 5.9 View
- 6.0 To the left is a view of the Middle Fork Feather River
- 6.1 Stay left
- 6.4 Gravel deposit on the bank of the Feather River.
- 6.7 View of Feather River



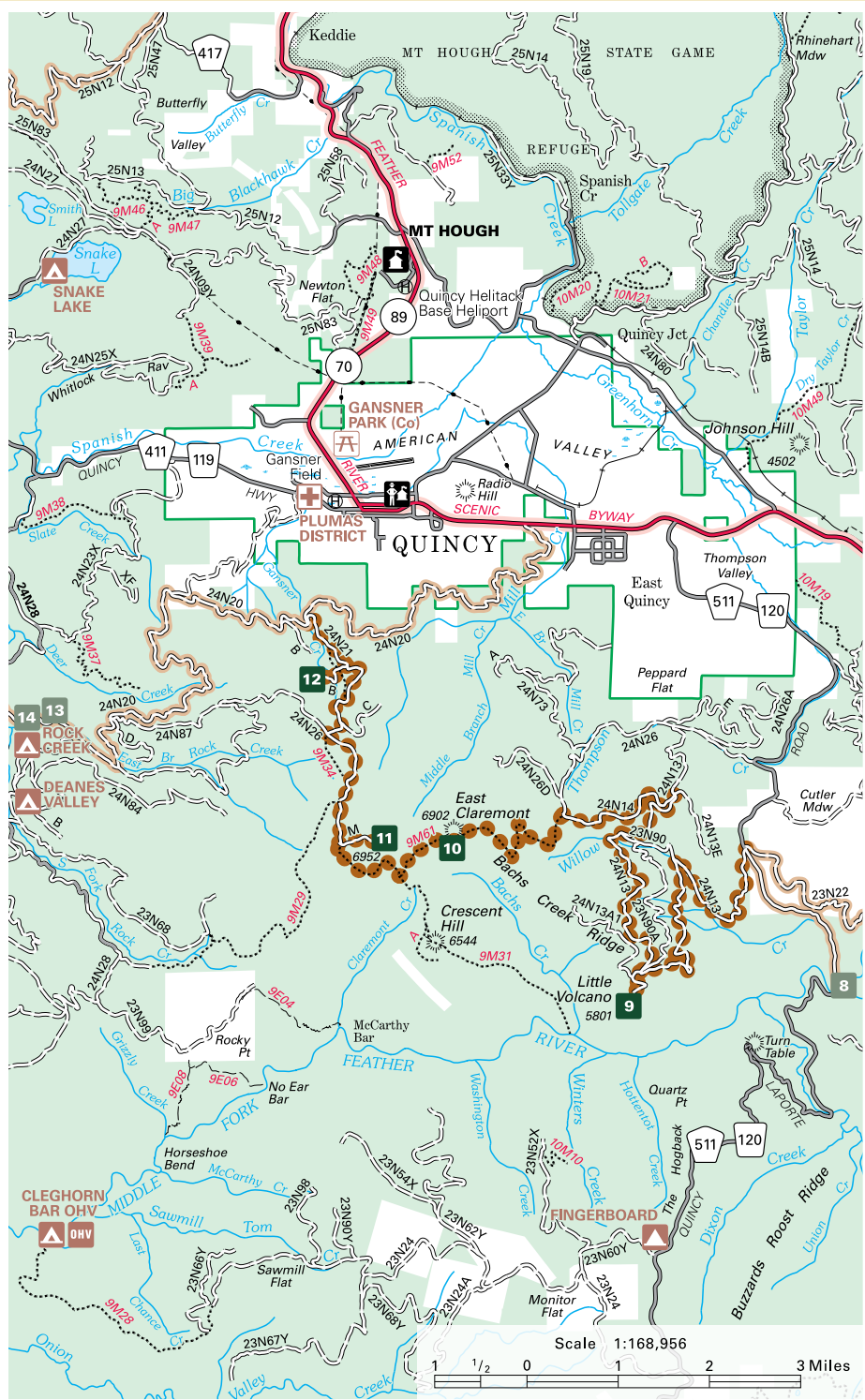
A narrow and overgrown portion of the trail near mile 7.4.

- 6.8 Hillside rock outcropping. Begin climbing.
- 7.1 Rough, rocky surface
- 7.4 Narrow and overgrown
- 7.6 Stay straight; sandy surface
- 7.7 Stay straight. Start climbing again. Look left and see the river.
- 8.5 To the left is a view of the rapids.
- 8.6 Volcanic rock to left.
- 8.8 Rutted road in downhill
- 9 Stay left; head downhill
- 9.5 Meadow on left; mixed conifer forest on right.
- 9.7 Stay straight
- 10.1 This seed tree unit in a clearcut allows large trees to reseed.
- 10.3 Private road on right
- 10.5 Crossing private land. Stay straight
- 10.7 Arrive at junction with County 511/Forest 120. Turn left. Travel 2.1 miles to bridge.
- 12.8 Arrive at...



DP 8: Middle Fork Feather

River. Undeveloped camping on both sides of the bridge (no water, but facilities include picnic tables, fire rings and vault toilets).



4. RED BRIDGE—EAST QUINCY

4-WHEEL-DRIVE ALTERNATE ROUTE

Discovery Points along this route



9

Little Volcano

10

Foundation Viewpoint

11

Claremont Peak

12

Sugar Pine Stand

About this section

HIGHLIGHTS: This section features gorgeous scenery, off-highway vehicle (OHV) trails, and high elevation vegetation.

DISTANCE: 29.4 miles, including out-and-back Discovery Points

TIME REQUIRED: 4 hours, not including stops

TYPE OF ROAD: Much of this extremely challenging route is narrow, steep and overgrown. It requires a 4-wheel-drive vehicle and a short-wheelbase is recommended. One portion features a 20% grade along a knife-edge ridge. 2.1 miles of paved road.





The view from the top of Little Volcano, elevation 5801'.

9 Little Volcano ❖ Mile 5

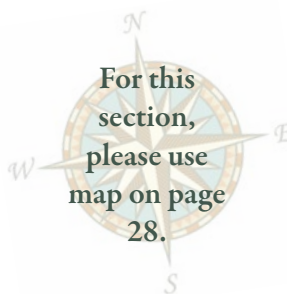
39° 51' 25.199" 120° 53' 38.4"

Little Volcano (also known as Limestone Point) is not a volcano at all, but rather a dolomite outcropping. The approach road is narrow and overgrown. Once you park, a short, steep hike to the top will yield panoramic views of the Middle Fork Feather River and surrounding ridges.

10 Foundation Viewpoint ❖ Mile 12.3

39° 53' 02.95" 120° 55' 57.16"

This old foundation offers terrific views of Quincy.



Red Bridge to East Quincy

To begin, drive 2.1 miles from Red Bridge to County 511/FS 120 (Quincy – La Porte Road). Turn left onto 24N13.

- 0.0 Reset odometer to 0. Travel through a mixed conifer forest on an improved gravel road. Watch for monarch butterflies.
- 0.5 Bear right. Begin to head uphill
- 0.9 On the left, see old tailings. Road turns right
- 1.1 Gravel surface ends; begin heading downhill
- 1.4 Bear left
- 2.1 Turn left on 24N13.
- 2.9 Stay right. Manzanita shrubs.
- 3.5 View opens up to see the Middle Fork watershed
- 3.5 Stay right
- 3.7 Clearcuts on left
- 4.4 Take a left on 24N13A (you will follow this road back out)
- 4.5 Bear left
- 4.7 Road turns to the right. Views to the left
- 4.9 Road heads downhill
- 5.0 Arrive at pullout. Park here

❖ DP 9: Little Volcano

It's a short, steep hike to the top of Little Volcano. Follow 24N13A back to 24N13.

- 5.6 Turn left on 24N13
- 6.0 Open view of the Feather River drainage
- 6.8 Begin heading down
- 7.1 More great views
- 7.8 Pass quarry on left
- 7.9 Bear left
- 8.5 Douglas fir forest; road turns to gravel

- 8.9 Turn left onto 24N14. Immediately after, take a left at the T.
- 10.2 Stay straight on the middle fork. This road is more challenging.
- 10.6 Turn left. Very rocky section that requires 4WD low
- 11.1 Rocky, steep section for .3 miles
- 11.7 Great views. Conifer with huckleberry oak, and manzanita.
- 11.9 Stay left. View of hillside to the left
- 12.3 Arrive at...
- ❖ **DP 10: Foundation Viewpoint**
- 12.7 Outcropping on left
- 12.9 Challenging section with .3 miles of steep (20% grade) gravel road on ridge. 4WD low required.
- 13.6 Turn right
- 14.2 View of Feather River drainage
- 14.4 Lupine
- 14.5 Mixed conifer forest. Trees are dwarfed



View from DP 10 towards the next part of the BDT. The steepest section (mile 12.9) is obscured.

TREES

California Black Oak

Quercus Kelloggii

- Height: 60 to 80 feet, making it the largest mountain oak
- Bark: blackish gray
- Leaves: 4 to 10 inches long, bright green and lobed

Douglas Fir

Pseudotsuga menziesii

- Height: 150 to 250 feet
- Bark: brown to red
- Needles: yellow green
- Cones: 2 to 4 ½ inches long with small winged seeds.

Incense Cedar

Calocedrus decurrens

- Height: 100 to 140 feet
- Bark: deeply furrowed orange-brown to cinnamon
- Leaves: bright green, scale-like
- Cones: splayed and urn-shaped.

Ponderosa Pine

Pinus ponderosa

- Height: 60 to 200 feet
- Bark: yellow to light brown
- Needles: yellow to green, 5 to 10 inches long, and grow in bundles of three
- Cones: 2 to 5 inches long



A trifecta of young conifers: pine, cedar, and fir.

Red Fir

Abies magnifica

- Height: 60 to 80 feet
- Bark: dark reddish brown
- Needles: blue-green, ¾ to 1 ½ inches long and straight.
- Branches: sweep downwards, curving upwards at the ends.
- Cones: erect, 4 to 8 inches long

Sugar Pine

Pinus lambertiana

- Height: 100 to 200 feet
- Needles: Needles are bluish-green, 3 to 4 inches long and grow in bundles of five.
- Cones: 13 to 18 inches long

White Fir

Abies concolor

- Height: 60 to 120 feet
- Bark: dark grey and deeply furrowed as it matures; whitish in younger trees and new growth
- Needles: blue-green, 1 to 2 inches long, grow directly from the branch, twisted at the base.
- Cones: barrel shaped, light green, 2 to 5 inches long, and upright on the upper branches.



11 Claremont Peak (6,994') ❖ Mile 14.6

39° 53' 02.4" 120° 56' 45.599"

There are excellent views from the top, which is now a communications tower site. Claremont Peak was the site of one the very first Forest Service lookouts in California when it was completed in June of 1908. By the 1930s, it was no longer used, and no sign of it can be seen today.

12 Sugar Pine Stand ❖ Mile 17.6

39° 54' 35.999" 120° 57' 32.4"

This open stand of old growth sugar pines is awash in a variety of different shades of green, giving it an enchanted quality, especially in late afternoon. Sugar pine are the tallest of the pines, reaching heights up to 200 feet.

14.6 Arrive at turnoff for...

❖ DP 11: Claremont Peak

Note: the last mile can easily take 1 hour to drive.

14.8 Forest with staghorn moss (on right)

15.0 Mini lupine on left

15.1 Great views to right.
Turn right, then turn right again.

15.3 Bear right

15.6 Stay straight

15.8 At Y, take right

16.1 Bear right

16.5 Turn left

17.1 Turn left onto 24N21B for **DP 12: Sugar Pine Stand**

Road is very narrow and overgrown

17.6 Bear left and head uphill.
Arrive at...

❖ **DP 12: Sugar Pine Stand.** Return the same way as you came in.

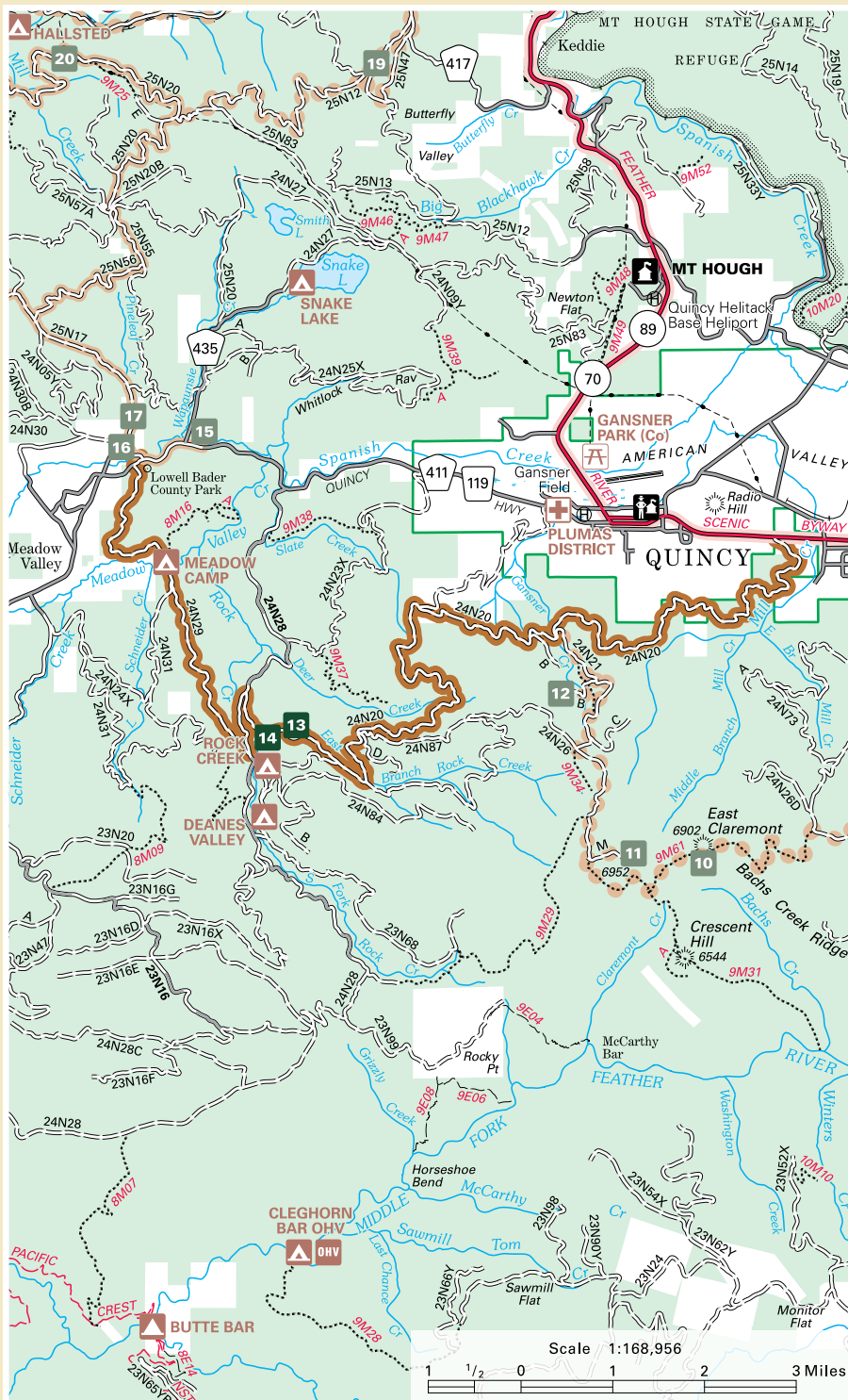
18.5 Stay left. Descend through an open pine/manzanita grove

19.1 Turn right on 24N20 to travel 5.7 miles to Quincy.

Or continue on to Segment 5.



Sugar pine have the longest cone of any conifer.



5. EAST QUINCY— SPANISH RANCH

Discovery Points along this route



13 Serpentine Rock Outcrop

14 Record Ponderosa Pine

About this section

NOTE: You can start this section on the tail end of Segment 4 and skip going in and out of East Quincy.

HIGHLIGHTS: This section features views into American Valley; exceptional blooms in spring and foliage in fall.

DISTANCE: 19.8 miles

TIME REQUIRED: 2 1/2 hours,
not including stops

TYPE OF ROAD: Graded and
ungraded gravel roads.



Did you
know?
The remains of
the Silver Creek
community burned
to the ground in
1929.



The Chinese Joss House outside Spanish Ranch served as a social and spiritual center.

CHINESE

Chinese immigrants came to Plumas County in the early 1850s, finding work as miners, laborers and domestic help. They searched for gold in the abandoned mines, but if it happened to be a rich area, they were usually driven out. By 1855, Chinese had settled in the Silver Creek area west of Spanish Ranch, but by 1929, most of the residents left. The site was erased by dredging and logging in the 1930s and 40s and today, there are no signs of the Silver Creek community.



13 Serpentine Rock Outcrop ♦ Mile 7.5

39° 54' 14.4" 121° 01' 01.199"

Serpentine, California's state rock, runs north-south throughout the entire length of California. It contains heavy metals, so there is often less vegetation around it. Areas of serpentine soil are also home to many rare or endangered wildflowers.

14 Record Ponderosa Pine ♦ Mile 9.2

39° 54' 7.2" 121° 01' 26.4"

Located near the campsites at Rock Creek



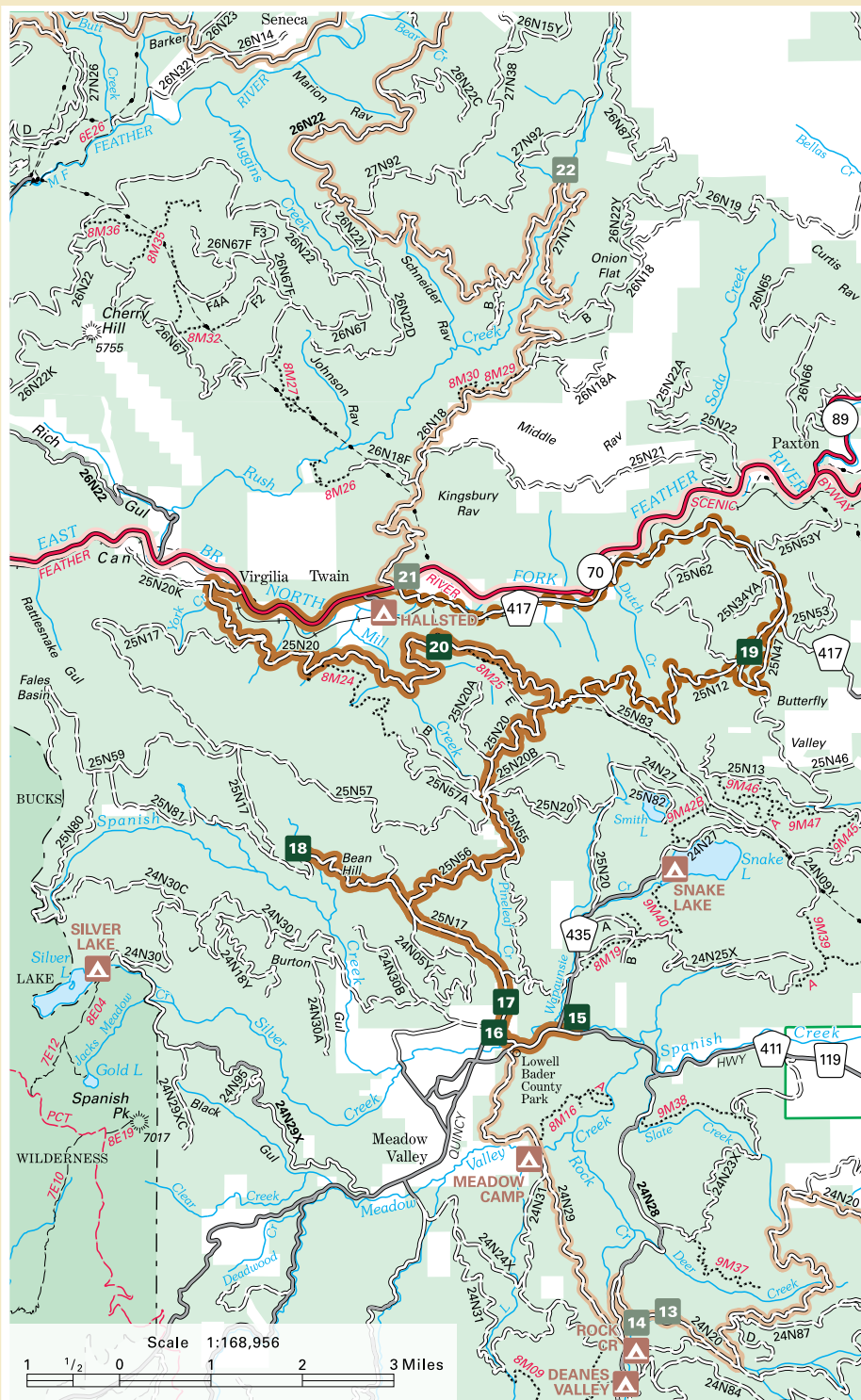
Campground, this tree has a diameter of about six feet, the largest of any tree in the Plumas National Forest. Although it is no longer living, it still serves a purpose—as a designated wildlife tree.

DRIVING DIRECTIONS

East Quincy to Spanish Ranch

To begin, follow Peppard Flat Rd. (24N20) 5.6 miles to the intersection with 24N21.

- 0.0 Reset odometer to 0.
At the intersection with 24N21, bear right, crossing Gansner Creek.
- 0.3 View of Mt. Pleasant
- 0.6 View of Feather River College. Watch for displays of blooming dogwood all along this road.
- 6.5 Cross East Branch Rock Creek. At intersection with 24N26, bear right to stay on 24N20.
- 7.5 Arrive at...
♦ **DP 13: Serpentine Rock Outcrop**
- 8.6 At intersection with 24N28 (end of 24N20), turn left.
- 9.0 Cross Rock Creek
- 9.2 Arrive at...
♦ **DP 14: Record Ponderosa Pine**
- 9.4 At the intersection with 24N29, turn right to Meadow Valley.
- 11.8 Large meadow
- 12.0 Cross Meadow Valley Creek
- 12.1 Meadow Camp (primitive campground)
- 14.0 Turn right on the Oroville-Quincy Highway (411/119).
- 14.1 Take Spanish Ranch Road on left (the beginning of Segment 6) or continue in to Quincy.



6. SPANISH RANCH—TWAIN

Discovery Points along this route



15 Spanish Creek Mines

18 Bean Hill Mine

16 Spanish Ranch

19 Butterfly Valley

17 Spanish Peak-Meadow
Valley Lumber Company

20 Meadow Valley Lumber
Company Aerial Tram

About this section

HIGHLIGHTS: This section features historic sites, carnivorous plants, and scenic drainages. Those seeking a more challenging drive may take an alternate route (County 417) from Butterfly Valley to Twain.

DISTANCE: 32.9 miles, including an 11.1-mile lollipop route to Butterfly Valley. The alternate route is shorter, but more difficult—about 25.3 miles total.

TIME REQUIRED: 4 hours, not including stops

TYPE OF ROAD: Graded and ungraded gravel roads. The alternate route is on rough two-track roads and may include water crossings. A 4-wheel-drive vehicle or ATV is recommended.



15 Spanish Creek Mines ❖ Mile 0

39° 56' 56.399" 121° 02' 05.999"

The historic marker on the roadside describes a group of mines from the 1850s. The big Gopher Hill hydraulic mine, including mining tailings and cut hillside, is easy to see from the marker. Millions of dollars worth of gold was taken from the mines in here. This area became a landfill in the 1970s, but has since been closed and capped.

16 Beckwourth Emigrant Trail & Spanish Ranch ❖ Mile 0.3

39° 56' 56.399" 121° 03' 03.6"

The Beckwourth Trail was opened in 1851 as an emigrant route from Truckee Meadows, Nevada to Bidwell's Bar (now beneath Lake Oroville) and beyond to Marysville.

Along the route, near Meadow Valley, two Mexicans started a horse ranch which was later named for them. Over the years, Spanish Ranch grew and the small community served as the center for pack trains that carried supplies to the outlying mines.



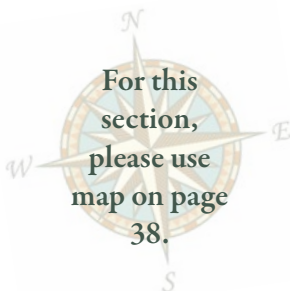
17 Spanish Peak-Meadow Valley Lumber Company ♦ Mile 0.5

39° 57' 10.8" 121° 02' 56.4"

The Spanish Peak Lumber Company, which later became the Meadow Valley Lumber Company, opened in 1916 and operated until 1964. A five-mile aerial tramway was built to transport rough-cut green lumber to a planing mill at Gray's Flat in the Feather River Canyon. Some of the company houses are still occupied today. The ruins of the old lumber company sawmill can be observed in this location.



The remains of the Spanish Peak-Meadow Valley Lumber Company.



Spanish Ranch to Twain

To begin, take County 411 from Quincy, passing **DP 15, Spanish Creek Mines**, on your right. Continue on County 411, then turn right on Spanish Ranch Road, crossing Spanish Creek. Reset your odometer to 0.

0.3 Arrive at...

♦ **DP 16: Spanish Ranch**

0.3 Turn right on dirt road 25N17 and stay straight.

0.5 Arrive at...

♦ **DP 17: Spanish Peak-Meadow Valley Lumber Mill** on the right

1.0 Pass 25N25X on right; stay on 25N17 to Bean Hill DP

2.3 Pass 25N56 on right; stay left. (Take note of this intersection, though; upon your return, you will turn onto 25N56.)





Above: Examples of Maidu baskets, made by Lily Baker. Left: Lily Baker makes a burden basket.

AMERICAN INDIANS

The majority of present-day Plumas National Forest is the homeland of the Mountain Maidu. They lived in small villages scattered throughout the region. Before the Gold Rush, the Mountain Maidu had a population of about 3,000. Skilled in their ability to live off the land, they were excellent hunters, fishermen and gatherers.

The Mountain Maidu are perhaps best known for their detailed basket making. Their beautiful geometric designs were made from willow, maple, pine needles, grasses and redbud fibers. Many of the intricate designs have deep symbolic meaning.

**It's
A Fact!**
Beargrass is still
gathered by the
Mountain Maidu
for basket
making.



The effects of hydraulic mining are quite visible at this Discovery Point.

18 **Bean Hill Mine** ❖ Mile 3.5

39° 58' 31.68" 121° 05' 04.33"

Bean Hill is an example of the results of hydraulic mining that occurred in the late 1800s. About half of the total area of the mine was washed away by the hydraulic mining process. Note the various colors in the remaining gravels.



Look for beargrass all along the route between Butterfly Valley and Virgilia.

DRIVING DIRECTIONS

3.5 Arrive at...

❖ **DP 18: Bean Hill Mine**
on both sides of the road, but most of the site is downhill from road. Drive about 0.2 of a mile through the site.

3.7 Turn around and head back to 25N56

5.1 Take left onto 25N56

7.0 At T, turn left onto 25N55

11.5 Open logging landing on the left

11.8 7-way intersection. Go straight across to get to 25N20, which heads NE. Don't take the road marked "25N20" to the right or 25N20B.

12.2 Clearing to the right. Bear right

12.7 Road opens up and starts heading downhill

13.0 View to the left of Mill Creek Drainage

13.6 At intersection, turn right to stay on 25N20. You'll begin seeing beargrass (see photo) between here and Butterfly Valley. Beargrass was important to Maidu Indians.

13.7 At Y, turn right on 25N12





DP 26 Butt Valley Reservoir.

WATER

Throughout the modern history of the region, water has played many important roles, including:

- helping in the gold-mining process
- supplying irrigation water to central California
- providing a source for hydroelectric power
- sustaining habitat for fish and birds

Major rivers in the Plumas National Forest include the North Fork Feather River, the East Branch of the North Fork Feather River, the Middle Fork Feather River, Indian Creek, Spanish Creek and the North Yuba River.

See the following water-related Discovery Points:

- 5. Nelson Creek
- 8. Middle Fork
- 22. Rush Creek
- 23. North Fork Bridge
- 26. Butt Valley Reservoir

Did you know?
PG&E runs six hydroelectric power plants on the North Fork of the Feather River.



The carnivorous California pitcher plant.

19 Butterfly Valley Botanical Area

❖ Mile 3.5

40° 00' 35.994" 120° 59' 52.8"

This protected Botanical Area features over 500 plant species, with the best viewing from May to July.

Butterfly Valley's boggy, cool environment is home to the California pitcher plant. This rare and unusual insect-eating plant only grows in marshy areas from southern Oregon to northern California.

The California Pitcher Plant

Insects are drawn to this plant by its intoxicating scent and vibrant color. Once inside the plant's tubular leaves, tiny hairs that point downward trap the insects, making it almost impossible to escape. At the end of its fall, the insect finds itself in a pool of digestive juices where it decomposes, providing nutrients for the plant.

It's A Fact!
The plant's flower and trap are on different stalks, ensuring that the pollinating insect doesn't get eaten before it does its job.

DRIVING DIRECTIONS

To skip Butterfly Valley, reset odometer to "0", turn left on 25N20 and come out at Virgilia (follow directions on page 47).

Directions to DP 19: Butterfly Valley Botanical Area

This describes a lollipop route (an out-and-back with a loop at the end) through Butterfly Valley and back to 25N12. Total time, with no stops: 45 minutes.

Reset your odometer to "0". Stay on 25N12

4.7 At intersection, take a sharp left onto 25N47 (Bog Rd).

For the next mile, use pullouts to explore meadows of California pitcher plants and sundews.

5.8 Turn left on County Road 417.

At this point you can take the Alternate Route for 4WD. Follow 417 all the way to Twain (see directions on page 46).

To continue on the regular route:

6.0 Turn sharp left onto 25N34Y

6.8 Turn right on 25N12

11.1 Intersection of 25N12 and 25N20

Reset your odometer to "0".

4-WHEEL-DRIVE ALTERNATE ROUTE

This alternate route to Twain is recommended for short wheelbase 4WD only. Time varies, depending on road conditions. Allow at least an hour.

If you are coming from Butterfly Valley:

- 0.0 At the intersection with County 417, turn right (west)
- 0.3 Take middle fork to stay on County 417
- 1.4 Rough road surface. View to the right



- 2.0 Very narrow and windy with steep drop-offs. May be wet
- 2.3 Nice view of the highway and river
- 2.9 Go through narrow railroad tunnel, with steep exit
- 3.1 Possible standing water
- 3.2 Very narrow with water seasonally running down the road



Be prepared for flat tires.

- 3.5 Road opens up
- 3.9 Bear left; road climbs away from river



- 4.5 Cross railroad tracks
- 5.0 Cross railroad tracks again
- 5.2 On pavement; bear left. Pass old orchard on private property
- 5.6 Arrive in Twain
- 5.8 Turn left on 70



The North Fork Feather River, near mile 5.4.



20 Meadow Valley Lumber Company

Mile 2.0 ❖ Aerial Tramway

40° 00' 45.7" 121° 03' 47.95"

The Spanish Peak Lumber Company began cutting timber in 1916. The company constructed a five-mile aerial tramway to send the rough-cut lumber directly to its planing mill at Gray's Flat on the East Branch of the Feather River.

Before the tramway was completed, trucks hauled the lumber to the Quincy Railroad, where it was loaded on rail cars bound for Gray's Flat.

Notice the towers that once supported the tram. This tramway was successfully used until 1939.



DRIVING DIRECTIONS

To Twain

- 0.0 At the intersection, bear right on 25N20. There are downhill, filtered views of Feather River Canyon. Watch for dogwoods
- 2.0 Pull out on right overlooking powerline opening to old Twain Mill Site
- 2.0 Arrive at...

- ❖ **DP 20: Meadow Valley Lumber Company Aerial Tramway.** Look up to the left by the powerline for the old Meadow Valley Tramway. See the remains of several towers.
- 2.0 Look for manzanita
- 3.0 Pass Hambly Ravine
- 3.5 Pass Mill Creek
- 3.8 Serpentine Rock outcrop
- 5.5 Good views of Feather River Canyon to right
- 6.0 Pass Berry Creek
- 7.4 Pass York Creek
- 8.0 Railroad and Virgilia Bridge over Feather River
- 8.1 East Branch North Fork Feather River
- 8.1 Turn right on Highway 70 and travel 2 miles to Twain.





Mooretown Ridge Sawmill, 1907.

AGRICULTURE & LOGGING

Agriculture

While mining brought the people into the area, supporting industries are what allowed them to remain. Agriculture and logging were necessary to support the expanding mining industry. Dairy farms, beef cattle, haying operations and grain crops were all important contributors to the region's agrarian economy.

Did you
know?

Loggers hauled
Plumas lumber to
Virginia City, several
days away by horse
and wagon.

See the following agricultural Discovery Point:

16. Spanish Ranch

Logging

Timber harvesting also played an important role in the mining industry during the Gold Rush. Sawmills provided lumber to build mineshafts, stamp mills, bridges, flues and even the mining towns.

Local timber was also used in the construction of the Western Pacific Railroad. When completed in 1909, the railroad through the Feather River Canyon allowed lumber to be shipped nationwide. Rail spur lines connected sawmills to the forest. This made timber more accessible and gave a boost to the timber industry, allowing it to emerge as the main economic force in the county. Since the 1980s, however, logging has been on the decline.

**See the following logging
Discovery Points:**

**17. Spanish Peak-Meadow Valley
Lumber Company**

19. Butterfly Valley Botanical Area

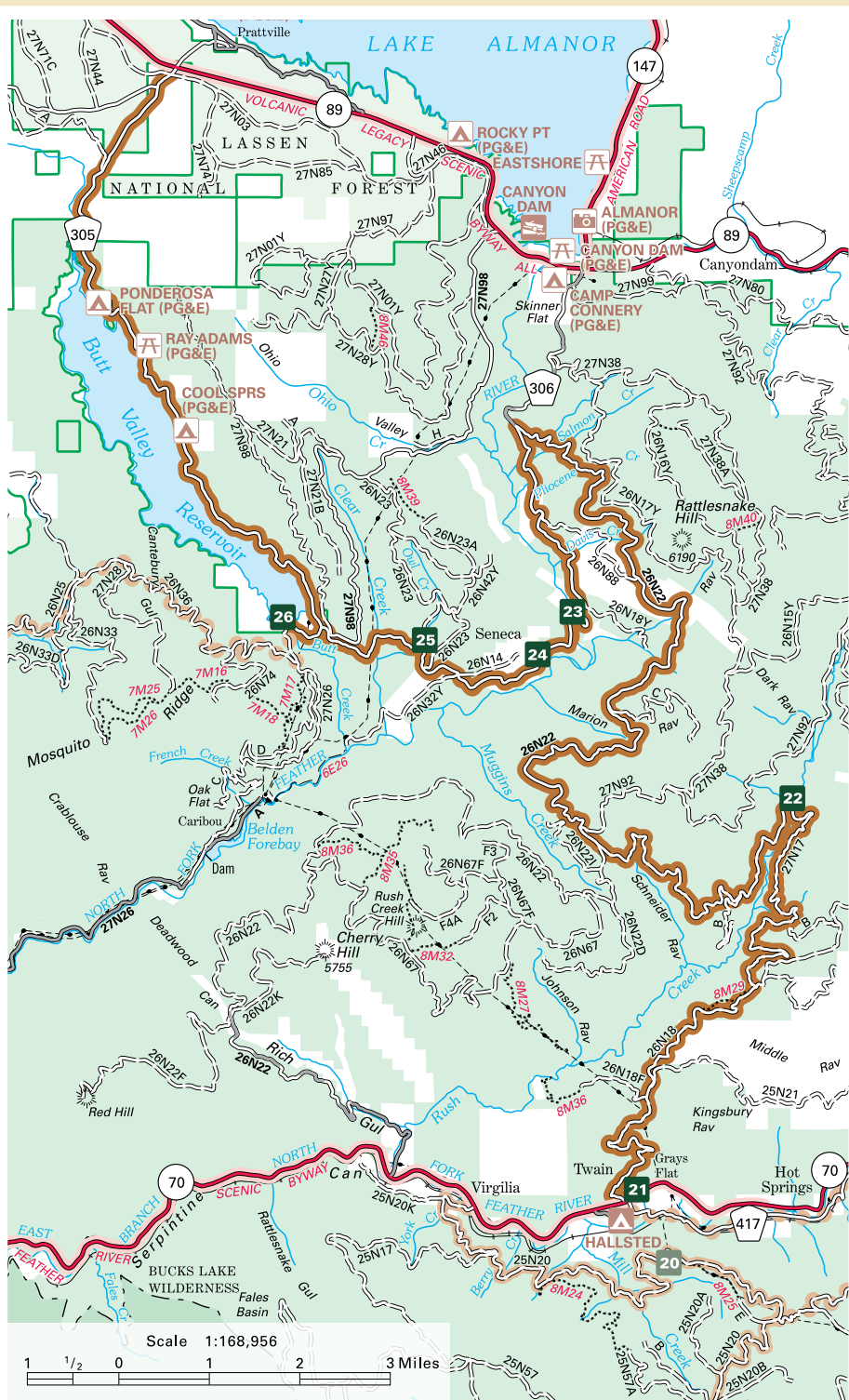
**20. Meadow Valley Lumber Company
Aerial Tramway**

LUMBER TRANSPORTATION

- In the late 19th century, loggers, mill owners and capitalists developed some remarkable ways of transporting lumber.
- DP 20: Meadow Valley Lumber Company Aerial Tramway was a creative and cost-effective example of moving lumber.
- Log chutes were used extensively to bring logs to a log landing or into a sawmill (see photo below).
- Finished lumber was primarily distributed by wagon, truck or railcar.
- From the 1920s to 1940s, logging trucks and tractors greatly increased timber production in Plumas County. Some 200 million board feet a year were cut, harvesting 60-70 percent of the trees in the county.



Quincy Lumber Company
log chute.



7. TWAIN—HIGHWAY 89

Discovery Points along this route



21 Feather River Byway

22 Rush Creek

23 North Fork Feather River

24 Seneca Historical Site

25 Swiss Mine

26 Butt Valley Reservoir

About this section

HIGHLIGHTS: This section features alpine scenery, hydroelectric power systems, historic mines and birds.



DISTANCE: 42.6 miles

TIME REQUIRED: 4 hours, not including stops

TYPE OF ROAD: Graded and ungraded gravel roads. About 9.5 miles of paved road.





Feather River National Scenic Byway. Photo by Scott Lawson, courtesy of National Scenic Byways Online www.byways.org.



21 Feather River National Scenic Byway

40° 01' 15.6" 121° 04' 19.2"

No matter what time of year you travel, this scenic route will never disappoint. Few California highways offer such spectacular natural beauty and diverse terrain. This 130-mile route will also give you a glimpse into this region's history, including mining, logging and outdoor activities.



Signs of current mining activity in the Rush Creek area.

22 Rush Creek Mile 9.6

40° 05' 08.31" 121° 02' 13.41"

Rush Creek drains southwest into the East Branch North Fork Feather River. Gold-bearing quartz was discovered there in 1880, and the Elizabeth Consolidated Gold Mine extracted \$9 million worth of gold. Rush Creek still supports mining claims.



23 North Fork Feather River ❖ Mile 28.4

40° 07' 00.58" 121° 05' 01.86"

Before the 1920s, the North Fork Feather River was famous for its trophy-sized rainbow trout, thanks to its cool-water springs, ideal for trout and spring-run Chinook salmon.

By 1965, most of the North Fork Feather River had been incorporated into the hydroelectric project known as the "Stairway of Power". The project changed the dynamics of the fishery in the area. Today, the Department of Fish & Game stocks the river occasionally and anglers are still attracted to the area.

DRIVING DIRECTIONS

Twain to Hwy 89

Travel to Twain on Hwy 70, **DP 21: Feather River National Scenic Byway**. Reset odometer to 0.

- 0.0 Take Forest Road 26N18 north from Twain
- 2.7 Evidence of an old fire and a ponderosa pine plantation. Stay on main road
- 4.0 Intersection with several logging spurs; stay on main road
- 4.7 Look east to Grizzly Ridge and Mt. Hough
- 5.0 At intersection, bear left onto 26N17
- 6.8 Rush Creek drainage on left
- 9.2 Bullfrog Ravine
- 9.6 Arrive at...
- ❖ **DP 22: Rush Creek**
- 14.8 Go straight on 26N22.
- 15.2 Arrive at summit. Stay on 26N22
- 25.3 Turn left onto County Road 306
- 26.5 Stay right at intersection with 26N88
- 26.7 View across North Fork Feather River
- 27.3 Sharp turn to the right
- 27.4 Stay right at Y
- 27.7 Stay right at Y
- 28.1 Turn right at T
- 28.2 Stay straight
- 28.4 Arrive at...

❖ **DP 23: North Fork Feather River**



24 Seneca Historic Site ❖ Mile 28.7

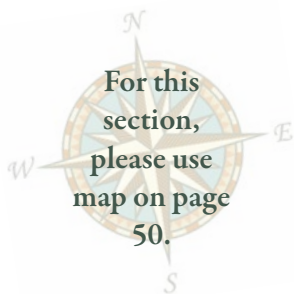
40° 06' 43.2" 121° 04' 58.799"

Seneca was originally known as "North Fork" because it sits on the North Fork Feather River, but the name Seneca was given to the mining district in the 1800s. Besides very rich placer mines in the area, quartz gold veins were also uncovered, leading to a great deal of mining development.

25 Swiss Mine ❖ Mile 31.3

40° 06' 35.999" 121° 06' 57.599"

The Swiss Mine was owned by the Piazzoni family, Swiss immigrants who took up mining on Owl Creek. The family married into a local Maidu Indian family and maintained the mine and cabin for more than 100 years. Look for the remains of a wagon nearby. The Forest Service continues to preserve the structure for future interpretive opportunities.





The 1,600-acre Butt Valley Reservoir.

26 Butt Valley Reservoir

❖ Mile 32.8

40° 06' 54" 121° 08' 41.999"

The Great Western Power Company began construction of a dam on Butt Creek in 1919. It was completed in 1924. The reservoir provides water storage for the Caribou Powerhouse. A steam dinky engine used in the original construction of the dam was discovered in 1997 when the reservoir was drained for repairs. The restored dinky engine is now displayed in Chester.



DRIVING DIRECTIONS

28.7 Arrive at...

❖ **DP 24: Seneca Historic Site** (on the right)

28.8 Bear right to stay on 306

29 Stay right

29.1 Volcanic rock on the right

29.2 View to left of North Fork drainage and Marion Ravine

29.8 Bear right

30.4 Bear right

30.5 Stay straight, leaving ridgeside and climbing through mixed forest

31.0 Stay straight, don't turn right on 26N23

31.3 Cross Owl Creek

31.3 Arrive at...

❖ **DP 25: Swiss Mine**

31.4 Head downhill

32.0 Pass under power lines.

32.7 Stay straight. Don't turn right to Hwy 89 on 27N98

32.8 Turn right on 305

❖ To get to **DP 26: Butt Valley Reservoir**, turn left on 26N25. In 0.5 miles, arrive. To continue to the Lassen Backcountry Discovery Route, stay on 26N25.

To return to the end of the Plumas Discovery Trail, return to the intersection of 26N25 and 306. Head north on 305, along Butt Valley Reservoir. Reset odometer to "0".

.2 View of the lake

.9 View of dam

5.9 Begin paved surface

8.4 Mixed conifer forest

8.8 Arrive at the intersection with 89. Congratulations!

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Derek Lerch

Feather Publishing

Mona Hill

Forest Path Graphics

Judy Abrams

Amy Russian Design

Amy Russian

Additional Contributors

Charlie Brown
Larry Gustafson
Peggy Gustafson
Dick Tatman

*Historic photos (on pages 6, 7, 9, 11, 14, 33, 36, 42, 48 and 49)
are courtesy of the Plumas County Museum, Quincy, California.*

For More Information

For more information on Plumas County history, visit the Plumas County Museum (500 Jackson Street, Quincy, CA 95971; (530) 283-6320; www.plumasmuseum.org) or see *Plumas County: History of the Feather River Region*, by Jim Young.

For more information about the Plumas National Forest, go to www.fs.usda.gov/plumas or visit any of the Forest Service offices listed to the right.

Forest Service Offices

Plumas National Forest

Supervisor's Office

159 Lawrence Street

P.O. Box 11500

Quincy, CA 95971

(530) 283-2050

www.fs.usda.gov/plumas

Beckwourth Ranger Station

23 Mohawk Highway Road

Blairsden, CA 96103

(530) 836-2575

Mount Hough Ranger Station

39696 Highway 70

Quincy, CA 95971

(530) 283-0555

Feather River Ranger Station

875 Mitchell Avenue

Oroville, CA 95965-4699

(530) 534-6500

Challenge Work Center

1805 Mulock Road

Challenge, CA 95925

(530) 675-1146

(Open Spring through Fall)

Greenville Work Center

28 Hot Springs Road

Greenville, CA 95947

(530) 284-7126



WHERE ARE THE VALLEYS?

The Plumas area has frequent references to valleys. Most of them are not in the National Forest, but this will help orient you. Here's a list of their locations:

- American Valley: Quincy
- Humbug Valley: west of Lake Almanor
- Indian Valley: Greenville and Taylorsville
- Mohawk Valley: Beckworth
- Onion Valley: near La Porte
- Sierra Valley: in eastern Plumas County, east of Portola



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