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# Pocket News

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## HISTORIC ELECTRIC PLANE FLIGHT

### to Executive Airport canceleded

SEE PAGE 4




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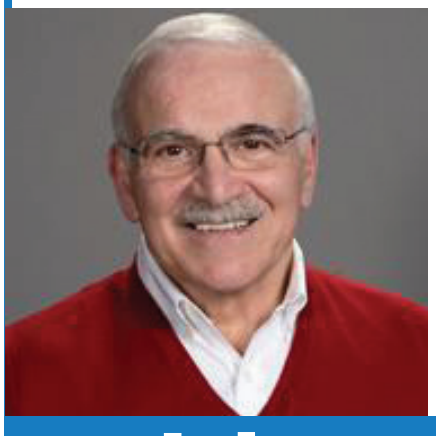

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# Register Now for SCUSD 2021-2022 Parent Participation Preschool Program



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Parents work in the classroom at least one day a week in collaboration and guidance of the preschool teacher to help children develop a variety of skills including social and emotional development, collaborative play, and self-directed learning.

Parents also attend separate parent education classes (usually held in the evening) to learn parenting techniques to use in the classroom and at home.

Sac City Unified currently has three Parent Participation Preschool locations at Edward Kelley Preschool (3340 Bradshaw Road), Tahoe Elementary (3110 60th Street), and Thomas Jefferson Preschool (2635 Chestnut Hill Drive).

There are three types of classes offered: 5 days a week, 4 days a week and a Friday toddler class.

To attend the multi-day programs, children need to be 3 years old and fully potty trained. Children must be 2 years old to attend the Friday toddler class.


**POCKET NEWS**
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**E-mail stories & photos to: editor@valcomnews.com**
**Editorial questions:** (916) 267-8992

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**FRIDAY TODDLER CLASS *(2 YR. OLDS)***

Tahoe Elementary – 8:30 to 11 a.m. (Cost is $86 per month, plus a $50 semester registration fee)

Thomas Jefferson – 9 to 11:30 a.m. (Cost is $86 per month, plus a $50 semester registration fee)

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**Tahoe Elementary – Mon**day through Thursday 8:30 to 11:00 a.m. (Cost is $197 per month, plus a $50 semester registration fee)

Thomas Jefferson – Monday through Thursday 9 to 11:30 a.m. (Cost is $197 per month, plus a $50 semester registration fee)

**5 DAY CLASS *(3-5 YR. OLDS)***

Edward Kelley – Monday through Friday 9 to 11:30 a.m. (Cost is $241 per month, plus a $50 semester registration fee)

Tahoe Elementary – Monday through Friday noon to 2:30 p.m. (Cost is $241 per month, plus a $50 semester registration fee)

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Call (916) 395-5780 or email Maria Alfaro at alfarom@scusd.edu to register.

# Devin's Favorite Dishes, Tomato Edition!

By Devin Lavelle



It was meant as an insult, but living here in the "Sack of Tomatoes" is wonderful this time of year. Bursting with that wonderful sweet, tart, juicy flavor, tomatoes are a core ingredient for so many comfort foods and the best ingredient that summer has to offer.

Here in The Big Tomato, we enjoy the best tomatoes the world has to offer, fresh from local farms to our favorite farmers' markets, grocery stores, and, of course, local restaurants.

One of my favorite dishes featuring Sacramento's favorite fruit is the Tomato Beef Chow Mein with Curry from Chopsticks Express. It's as simple, yet complex as a great spaghetti dish, with a brightly flavored sauce, combining tomatoey goodness with aromatic herbaciousness that feels warming without actual heat. I enjoy the dish year-round, but this time of year, with the farm-fresh tomatoes, the flavor goes to a whole other level.

And few restaurants make better use of seasonal specialties than Cacio – and, true to their Italian roots, they make incredible use of fresh seasonal tomatoes. The Heirloom Tomato Sandwich is a dish worth dreaming about, to keep you going through a long winter of bland tomatoes, shipped from far away. A rare sandwich without meat or cheese, the thick-cut, juicy, super-ripe heirloom tomatoes provide the flavor and heft you'd expect from the meat of the sandwich. Biting into the crusty ciabatta roll squeezes a burst of juice, sprinkled around your mouth, with just the slightest bit of the tangy, almost sharp, basil aioli leaking out the edges and really making the flavors dance. The warm cherry tomatoes in the Bucatini Pomodoro are another great treat. Both dishes pair wonderfully with Device's Pincushion Pilsner.

Of course, a wonderful thing about tomatoes, is they don't take a chef's touch to enjoy. Whether simply popping cherry tomatoes (one after another) in your mouth as an incredibly healthy, flavorful snack, or adding them to virtually any salad, sandwich or dish, your taste buds will thank you for this Sac-ra-mento treat!

My absolute favorite way to enjoy this bounty is on a BLT. And I was thrilled when my oldest son Henry, declared this "the best sandwich ever." With just four simple ingredients (heirloom tomatoes from Nugget Markets; heirloom kurobuta applewood bacon, Grateful Bread French bread and baby arugula) and no cooking skills required (just don't forget to salt your tomatoes and slice them extra thick), you really can't go wrong.

I hope you enjoy the most flavorful season around and please keep on supporting our local restaurants. As COVID is again surging, please be patient, understanding and kind as they do everything they can to keep us all safe, while keeping our economy moving.

And please, if you have not yet done so, please get vaccinated. Keep our economy safe, keep our community safe, keep our kids who can't yet get vaccinated safe. We're all counting on you.

# A feeling of Christmas...in July: Pocket neighborhood gathered for an outdoor community event

By Devin Lavelle

It was like Christmas in July! Hundreds of neighbors came together at Garcia Bend to celebrate the return of summer concerts, movies and food trucks in the park! Councilmember Rick Jennings pulled together a great, fun event that was enjoyed by so many in the community.

More events are hoped for, though no one knows what COVID will bring in the fall.

What I can tell you for certain, though, is that the Pocket Canal Holiday Lights will be back and better than ever! We're not quite ready to share the details, as logistics are still getting worked out, but I am really excited about what we have planned. Councilmember Jennings has made this a priority, so I have every confidence we will get there and can't wait to share with you everything we have planned.

But we cannot do it alone! Bigger and better means we need a lot more lights, which takes money. It also takes a lot more volunteers!

Any donation, big or small, will make a big difference. You can donate at lights.devinlavelle.com (select "District 7 Canal Holiday Lights") to help make sure we can achieve everything we have planned!

If you are interested in volunteering, please email PocketLightsVolunteers@gmail.com to connect with our volunteer coordinator, Will Cannady.

I had a great time meeting many neighbors and hearing their stories about enjoying the holiday lights in the past while tabling and I can't wait to share this experience with more and more neighbors in our community for years to come!

Thank you for your support and thank you for being a part of it!







# Historic electric plane flight to Executive Airport canceled

## Local pilots speak about e-planes as the wave of the future

By LANCE ARMSTRONG

While a small group gathered inside a hangar at the Sacramento Executive Airport on July 15, they eagerly awaited to witness aviation history. But the plane making that history never arrived.

During the previous morning, pilot and aviation instructor Joseph Oldham, of Fresno, took off from the Fresno Chandler Executive Airport in an electric aircraft bound for multiple cities.

After making stops in Madera, Merced, Modesto and Lodi, the two-seat plane – a Pipistrel Alpha Electro – was scheduled to arrive at the Executive Airport on Freeport Boulevard, during the morning of July 15.

However, Gill Wright, vice president of Region 2 of the California Pilots Association, announced at the hangar that the plane would not be arriving.




Photos by Mark Huntley

This Pipistrel Alpha Electro electric plane was flown by Joseph Oldham during his historic flight last week.

"(The plane) ran into some technical difficulties (causing it to) not be able to do the final leg up here to Sacramento," he said. "It happens in aviation. You know, safety first, because there's a truth in aviation: 'Take offs are optional, landings are mandatory.' We want a landing to be in a controlled environment in the pilot's choice."

Wright, who lives in South Natomas, added that had the plane arrived in Sacramento, the capital city would have played a direct role in the setting of the pioneering aviation record for the longest solar-powered flight in a production, electric aircraft.

"(The plane is) traveling by the sun's energy," he said. "This is like the Wright brothers' first hop at Kitty Hawk on Dec. 17, 1903. These hops that Joseph has done here in California's Central Valley is the first that we know of by solar power. That's huge, absolutely huge."

In Oldham's preflight log, he recorded plans to total 270 miles after returning to Fresno.

Even without his flight to Sacramento, Oldham made history with flights to the other cities. He returned to Modesto, Merced and Madera before landing in Fresno to complete his journey.

Because Oldham was unavailable for an interview for this article, Wright shared some details about this pilot of electric aircraft.

"He has a consortium of people to help buy these aircraft and he's working with the (Federal Aviation Administration) to get them certificated, so that they can do flight training with these birds," he said. "Pipistrel Alpha Electros are being used for flight training in Europe."

He added that an Alpha Electro electric airplane is a production plane, as opposed to an experimental aircraft, which is a one-of-a-kind crafted machine.

"This is something anyone could purchase and use for flight," he said.

Wright mentioned that these electric planes fly for about an hour on a single charge, and depending on the charge rate, it can take from 50 minutes to two hours to charge a battery to full strength.

The electric airplanes that Oldham charges, Wright emphasized, are completely powered by the sun – with no power coming from the electric grid.

Wright stressed that electric airplanes are the wave of the future in aviation.

"A good example is I saw some photos of what was Easter on Park Avenue (in) 1900," he said. "Horse-drawn carriages everywhere in New York. A decade later, it was

see Airport page 5

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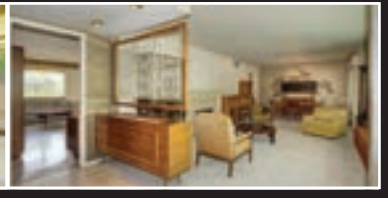




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# Airport:

*continued from page 4*

cars that people were going to Easter Sunday with, and we're at that kind of inflection point right now with the electrification of aviation.

"That is very parallel to what aviation went through in the late 1920s through the mid-1930s, with incredible changes of air frames, power plant systems. Because, prior to (the legendary aviator) Charles Lindbergh, aircraft were basically made of wood or welded tubes covered with fabric."

After that point, sheet aluminum began being used in the construction of aircraft.

Wright mentioned that the Redmond, Washington-based firm, MagniX, is flight testing an electrical-powered Cessna Caravan aircraft with batteries.

He noted that the same company is interested in using hydrogen fuel cells as an energy source to power planes.

Wright also said that in the future, aviation companies will financially benefit from electric aircraft.

"One of the important things to consider is the cost of jet fuel, plus maintenance of these aircraft are quite high," he said. "Electric aircraft are much, much simpler, and operators of these air firms are looking to be able to have these operating costs cut by anywhere from 50% to 75%, and to reduce their maintenance cost by 50%."

The Associated Press reported last week that United Airlines is investing in the Sweden-based Heart Aerospace, which is seeking to build electric-powered aircraft that United believes could potentially carry passengers short distances by the end of this decade.

It is noted in that report that United has "conditionally agreed" to purchase 100 of these 19-seat planes.



Joseph Oldham, left, stands alongside one of his aviation students.

Under that condition, those planes would need to meet certain standards and needs of that airline.

Wright also referred to electric aviation as "profoundly transformational."

"There are a lot of very smart people and a lot of deep pools of capital that are realizing they can make a better product, and to be able to bring it to make transportation and commerce work better for people," he said. "And that's what is really, really amazing to see."

Bill Wheelock, a Mather resident who resides on land formerly occupied by base housing at Mather Air Force Base, was among the people who waited at the Executive Airport for the electric airplane to arrive.

He told the Land Park News that he was disappointed that he did not have the opportunity to witness an electric plane landing in Sacramento.

"I'm disappointed it's not here yet, but that's not unusual for small aircraft," he said. "Not that anything bad happened. Stuff happens and schedules change, and one thing leads to another and here you are."

Wheelock added that he is excited about the technology of electric planes.

"I've been a pilot for over 40 years," he said. "I have an interest in aviation, obviously, and I'm always interested in new technologies. An electric airplane, even though it won't replace getting from here to the East Coast, it will at least get me from small airport to where the big airplanes go.

"I'm really thrilled with the prospect of electric airplanes, which will mean more economical and cleaner ways to generate electricity. That's a great benefit. Right now, I don't see how they're going to do it."

Elk Grove resident Thom Taylor, who owns a hangar at the Executive Airport, also awaited the electric plane that never arrived.

Taylor noted that he is a proponent of the concept of powering an electric airplane through solar-generated electricity.

"If you can get (the energy) from the sun, that's all free; it's cost effective," he said. "The idea of solar power then being transferred into aviation, I think that's going to be a very new industry coming up.

"There's going to be a lot of testing, there's going to be a lot of trials and errors of running an efficient aircraft or even an airline using electric power. It's in its infancy. It's just being born, so it's just going to have to take time to grow, and it will. It's a viable project that I think is going to take over a lot of the old gasoline or diesel propulsion (airplanes)."



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# Broadway Bridge virtual open house answered questions from residents

By Monica Stark

More than 100 residents of Sacramento and West Sacramento participated in a virtual meeting regarding the environmental review of the two-lane Broadway Bridge, which will begin construction around 2035, which is the year the nearby Tower Bridge will turn 100 years old.

Like the Tower Bridge, the Broadway Bridge will be constructed to accommodate large boats, at the behest of the Coast Guard. Therefore, one of the design options now considered is a lift bridge, like the Tower Bridge; the other two are a swing bridge (like the I Street Bridge) and a Bascule Bridge (like the Bridge over the Sacramento River in Freeport . The new Broadway Bridge will include an even distribution of anticipated uses between rail, vehicle, walking and bicycling featuring 12-foot sidewalks and buffered bike lanes.

In his opening remarks, Jason McCoy, supervising transportation planner and project manager for the City of West Sacramento, called the Broadway Bridge "a strategic investment for each of our two cities and our region for West Sacramento."

The bridge will be the centerpiece in transforming the Sacramento Riverfront from the industrial, closed-off landscape developed in the 20th century, into the type of vibrant, mixed-use neighborhood that supports healthy lifestyles and celebrates the Sacramento River.

This project will connect both West Sacramento's Bridge District and Pioneer neighborhoods with the part of the City of Sacramento covered by the West Broadway Specific Plan and the Broadway corridor, and the central city plans. The hope is that the bridge will support economic development within our core while building transportation resiliency through added connections and the potential for increased transit connectivity. The new bridge will also bolster public safety by providing a much-needed additional connection for coordinated emergency response and evacuation due to major disasters, including fires and floods.

"The future of the Sacramento region is not about what side of the river you live on. It's not about what neighborhood you live in or other boundaries either physical or imaginary that separate us. Our future relies upon working together to help solve problems in pursuit of regionally accepted goals for the common good. As the cities work together to make this project happen," McCoy said.

Residents had asked why the bridge needs to conform to one of the three designs, and it was determined that if the bridge was "fixed" like Highway 50 over the river, the bridge would not only need to be the same height but the approach ramps would need to extend more than a half-mile down Broadway and the same distance west into West Sacramento. Therefore a fixed bridge could not fit within the context of the

*see Bridge page 14*

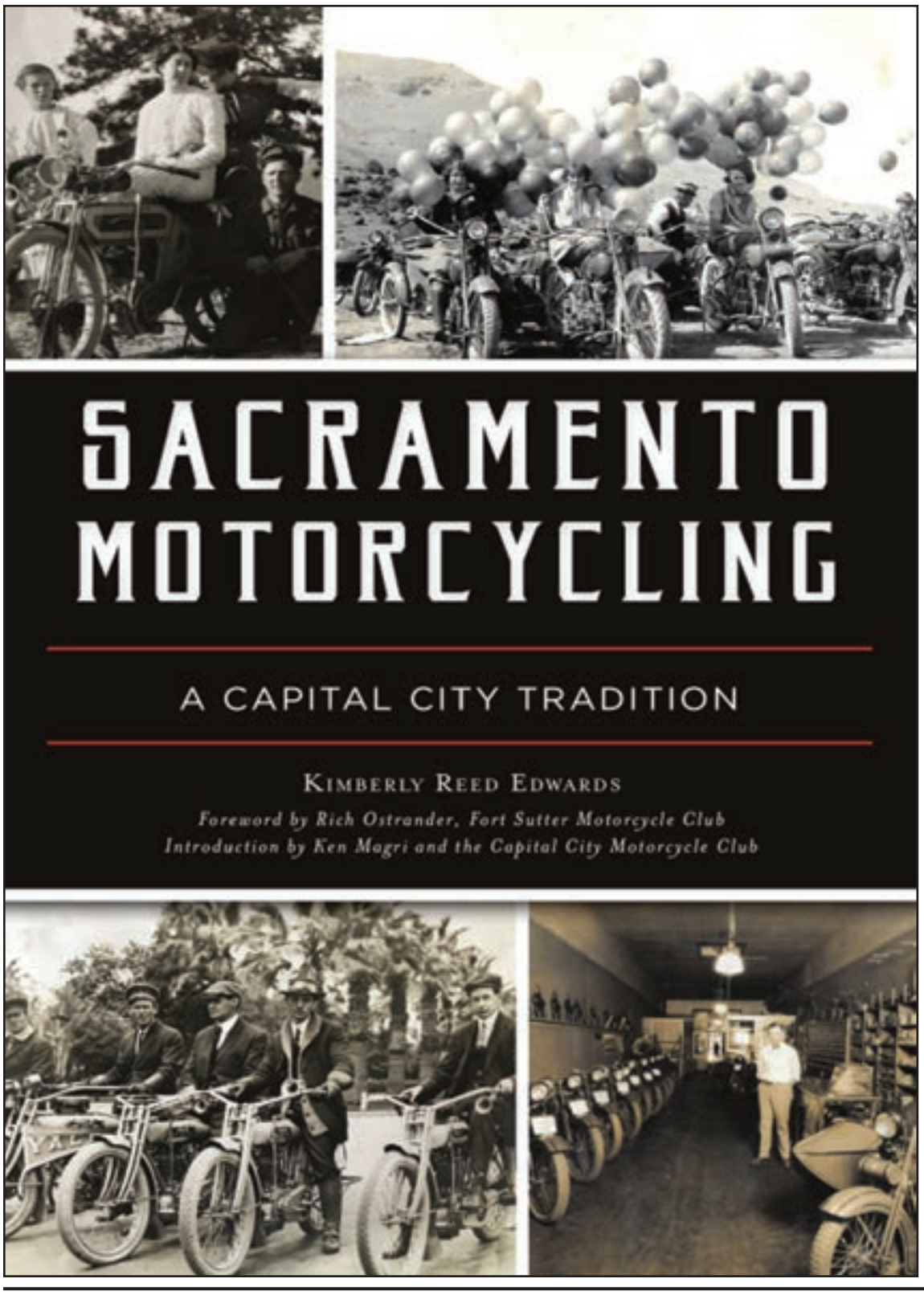
# Local author released book about motorcycling in Sacramento

In 1913, the merger of the Sacramento Motorcycle Club with the Capital City Wheelmen catapulted Sacramento into becoming one of the biggest motorcycle hubs in the state.

Cycles roared into town from all corners of California to participate in championship races, hill climbs, endurance runs and field meets. Races teemed with motorcycles of every make and model, including Indian, Thor, Yale, Excelsior and Jefferson, piquing the interest of prominent merchants, city leaders and superior court judges. Discover the stories of a transcontinental motorcycle relay, a perilous ride through a blizzard to deliver a film to network TV, and the women who formed a trailblazing motorcycle club.

Author Kimberly Reed Edwards brings to life the exciting early days of the "Greatest Sport in the World" in California's capital with her new book: "Sacramento Motorcycling: A Capital City Tradition", available through Arcadia Publishing.

Edwards knew the sounds and scents of motorcycles before she could walk. Her father owned a small shop in downtown Sacramento. For four decades, she has written articles, stories and essays on lifestyle, culture and travel. She serves as president of the California Writers Club Sacramento. With an MA in education, she retired from the California Department of Education. She has three children, three grandchildren, and cats Nacho and Tofu.

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# Shasta Ice Cream chain was a Sacramento favorite

With the heat of the summer firmly here, it is not easy to forget about ice cream. And for many longtime residents of East Sacramento and Land Park, it is also not easy to forget about one of Sacramento's all-time favorite ice cream shop chains of the past: Shasta Ice Cream.

The Shasta Ice Cream Co. opened a factory and store at 2814 Y St. (today's Broadway) and a branch store and sandwich shop at 1013 Alhambra Blvd. on March 3, 1928. The original owners were Wert Irwin and Fred Harms.

A variety of flavors of ice cream could be purchased at this business at that time for 40 cents per quart.

Among the longtime favorite ice cream made by the Shasta Ice Cream Co. was fruit salad ice cream, which was made with vanilla ice cream, fresh fruit and nuts.

Research for this article included the discovery that Fred was working in the ice cream industry in Sacramento as early as 1922. The city directory for that year recognizes him as an ice cream maker for the Peerless Ice Cream Co. at 1115 G St.




Photos by Lance Armstrong

Shasta Ice Cream was located in this building at 21st Street and 3rd Avenue, a short distance northeast of C.K. McClatchy High School, from 1950 to about 1977.

That wholesale and retail company opened its original location, at 921 K St., on Aug. 31, 1910.

Fred continued to work for the Peerless Ice Cream Co. until at least 1925, and by about 1927, he was working as an ice cream maker for the Grand-Royal Ice Cream Co. at 823 D St. That business made its debut in Sacramento in 1913, and during its first year of operation had two locations: 1015 9th St. and 1116 7th St.

As for Wert Irwin, the 1922 city directory is the first such directory to recognize him as living in Sacramento. That listing notes that he was then residing at 1317 27th St. and was a co-owner of the California Transit Co., which had its motor carrier terminals at 5th and I streets.

Information in the Dec. 19, 1923 edition of The Sacramento Bee provides a strong possibility for the inspiration behind the name, Shasta Ice Cream Co.

Wert, William M. Sanford and J.M. Maurer are recognized in that edition as co-owners of the Shasta Transit Co., "an automobile stage line between Red Bluff and Redding, in conjunction with a line operated between Sacramento and Redding." The company's headquarters were also located on 5th and I streets.

Wert, who was a native of Ohio, remained with the Shasta Transit Co. until at least 1925.

By 1927, he was serving as the vice president of the Sierra Nevada Stages Corp., which formed in 1926 as a consolidation of the Sacramento-Reno line of the California-Nevada Stages and the Sierra Transit Co. Sierra Nevada Stages had its headquarters at the aforementioned 5th and I streets.

The Harms and Irwin connection predates the establishment of the Shasta Ice Cream Co.

Fay L. Irwin and Madeline Harms, the wives of that company's owners, operated a restaurant at 1011 Alhambra Blvd. from about 1927 to 1932. Charles Woods ran his own eatery at the same location for about a year, beginning in about 1933.

As previously noted, the Shasta Ice Cream Co. factory and store at 2814 Y St. and a branch store and sandwich shop at 1013 Alhambra Blvd. both opened on March 3, 1928.

The then-new, single-story factory building was built with bricks and measured 20 feet by 63 feet. The construction of the building and the addition of its ice cream manufacturing equipment had a total cost of about $10,000.

During the grand openings of both stores, people visiting those stores received free sample dishes of ice cream.

By August 1928, the business was producing 100 gallons of ice cream per day.

Shasta closed its 1013 Alhambra Blvd. store in 1932 and moved to 1107 Alhambra Blvd. in the Alhambra Market, adjacent to the Alhambra Theatre.

The latter Alhambra Boulevard store, which had its grand opening on Feb. 27, 1932, is highlighted in the March 1, 1932 edition of The Bee, with the following words: "Visit our new store in the Alhambra Market – Alhambra Blvd., between K and L (streets). Complete fountain service. Daily plate lunch-

see Shasta page 10




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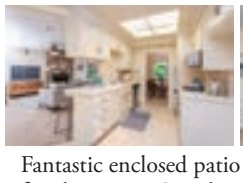

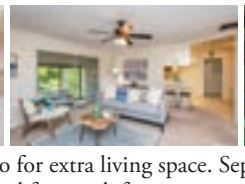

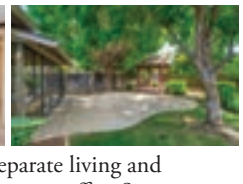

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# UC Davis Health fixes baby's heart defect using echocardiography-only strategy

Cedric Taylor was born at 25 weeks. Like many premature babies, he was born with a heart defect called patent ductus arteriosus (PDA).

PDA is a condition in which the ductus arteriosus, a blood vessel in the heart that is open before birth to divert blood from the lungs to the body, does not close spontaneously after birth.

Of the four million annual births in the U.S., about 1.5% (60,000) of babies are born severely premature with very low birth weight (less than 3.3 pounds). Twenty percent (12,000) of these have a significant PDA.

Without treatment for PDA, excessive blood flow to the lungs can increase pressure in the pulmonary arteries. It can lead to significant medical problems, including acute kidney injury, brain bleeds, ischemic injury of the intestines, pulmonary vascular disease and heart failure. With excessive blood to the lungs, the respiratory system deteriorates and babies experience a decreased tolerance to feeding, resulting in poor weight gain.

For more than three years, UC Davis Health has been successfully performing PDA closures in the cardiac catheterization lab on babies as small as 600 grams or 1.3 pounds.

By implanting an Amplatzer Piccolo Occluder medical device, the world's smallest FDA-approved PDA device, through a catheter in the groin, doctors can close the ductus arteriosus without surgery. Patients can see dramatic improvements in lung function immediately as shown on their chest X-rays.

In Taylor's case, the procedure posed challenges. Taylor weighed 930 grams (2.05 lbs.) at the time of the procedure. His kidneys weren't functioning well, caused by poor blood flow due to the large PDA. The use of contrast (dye) needed to take pictures (angiograms) during the procedure was risky.

"In order to close the PDA, we have to give him contrast to be able to take X-ray pictures before and after the occlusion and see the anatomy clearly. We need the angiograms to make sure we are placing the Piccolo medical device into the proper position. But the contrast used can potentially cause further harm to the kidneys that are already not working well. It was a difficult catch-22 situation," said interventional cardiologist and chief of pediatric cardiology Frank Ing, who would perform the PDA closure.

It was too risky. So, the team came up with a new strategy: a PDA closure guided only by heart ultrasound, better known as echocardiography (echo) without contrast or angiograms.

## A new way to PDA

Is it possible to solely use echo to help guide the placement of the Amplatzer Piccolo Occluder device without traditional angiography? Could echo replace angiography, which uses contrast and X-rays to show the anatomy of the PDA?

*see Health page 14*


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## Shasta:

*continued from page 8*

es, 25 (cents), 35 (cents), 45 (cents). None better in Sacramento. Famous Shasta ice cream. Wholesome and delicious. All flavors. Shasta Ice Cream Co. 'Where Quality Reigns.'"

On the occasion of its fifth anniversary, on March 18, 1933, Shasta Ice Cream sold double-scoop ice cream cones for children for 5 cents each.

The business opened a third store at 1600 L St. during the evening of Sept. 20, 1935.

Nine other businesses were opened that evening in the same building, which was collectively known as 20th Century Market. The anchor tenant was the 12th Sacramento district unit in the Cardinal Grocery Stores chain.

Shasta Ice Cream offered ice cream, fountain service and breakfast, lunch and dinner at all three of its locations.

In his column in the June 21, 1978 edition of The Bee, critic William C. Glackin shared his memories of the famous clarinetist and bandleader Benny Goodman (1909-1986).

He recalled admiring performances of Goodman in person and also listening to his records and radio programs.

Glackin also wrote: "Many's the midnight I mopped the floor of the old Shasta Ice Cream parlor to the tune of the 'King Porter Stomp.'"

During the years of 1936 to about 1942, Wert and Fay L. Irwin's son, Raymond William Irwin (1916-1983), worked for Shasta Ice Cream at separate times as a clerk, ice cream maker and driver.

After serving in the U.S. Army during World War II, Raymond returned to work for the company. During the following decade, at separate times, he served as a manager, factory superintendent, and secretary-treasurer.

Although the 1956 city directory recognizes him as an owner of the company, by 1960, he had begun a new career working for the Sacramento County assessor's office.

The 1942 city directory is the last city directory to recognize Fred Harm's association with Shasta Ice Cream.

Nine years early, the annual city directory began referring to Fred as Shasta's president and Wert as the company's vice president.

Fay, who had been serving as the company's secretary since about 1934, became Shasta's vice president by at least 1936.

With the elimination of its Alhambra Boulevard and L Street and 16th and L streets stores in about 1942, the company became a single-site operation.

That location – 2814 Broadway – closed in about late 1949 and was replaced by a store at 2794 21st St., at 3rd Ave., in 1950. A Shasta Ice Cream advertisement in the Friday, Sept. 1, 1950 edition of The Bee refers to the company's "new location, 2794 21st St."

Another portion of that advertisement reads: "That's right. Free ice cream cones Saturday, 1 p.m. to 6 p.m., to all kiddies accompanied by parents. So, ask Mom or Dad to come with you for a cone of the most delicious ice cream ever!"

East Sacramento native and current Land Park resident Gloria (DaPrato) Tomei recalled visiting Shasta Ice Cream in the late 1950s.

"Carl (Tomei, her then-future husband, who graduated from C.K. McClatchy High School in 1942) used to take me there for an ice cream cone when we were going together," said Gloria, who graduated from Sacramento High School in 1948. "(It was) wonderful ice cream."

Among the employees who worked for Wert Irwin at the 21st Street parlor was Rick Klopp, a 1965 C.K. McClatchy High School graduate and current co-owner of Gunther's Ice Cream.

Wert continued the operation of Shasta Ice Cream until about 1977 and died at the age of 97 on May 29, 1986.


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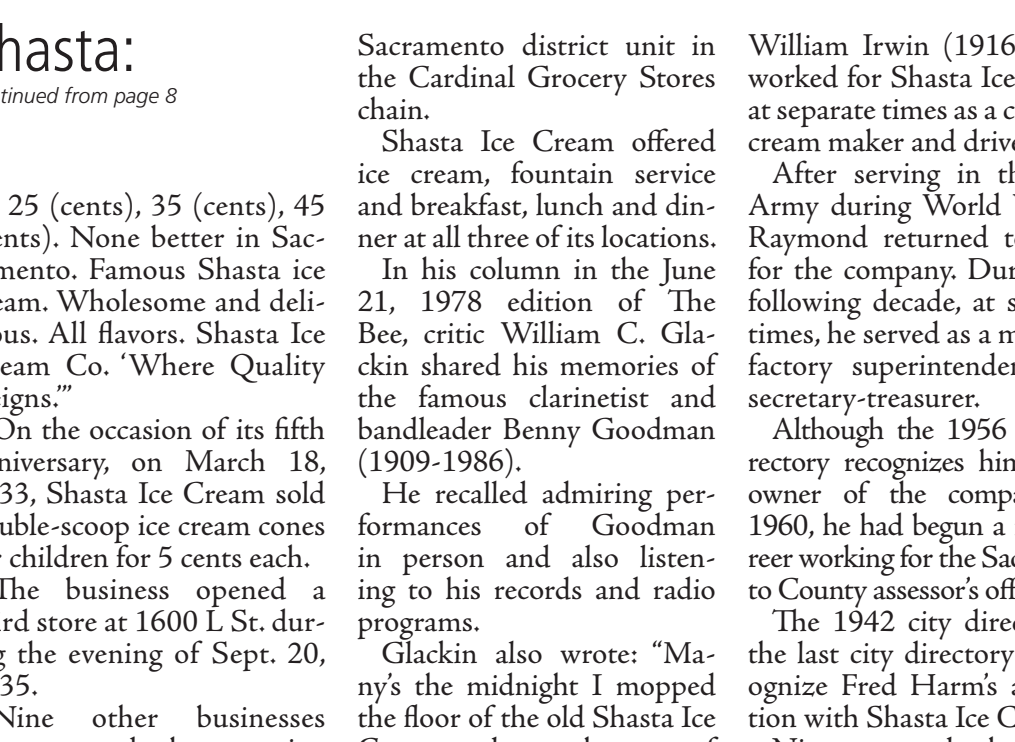

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Sponsored by Dreyer, Babich, Buccola, Wood, Campora LLP, RTFTH will be hosted on a charming course running through East Sacramento Thanksgiving morning - Thursday, November 25, 2021. The race launches from the J Street entrance of Sacramento State University, culminating in a post-race celebration at Scottish Rite Masonic Center on H Street. Registration is online at www.runtofeedthehungry.com.

Out of town or have big plans with the family on Turkey Day? In charge of preparing the holiday meal? You can still register as a virtual participant.

Early Bird Registration is offered now through Nov. 18 with adults priced at $35, youth 17 and younger at $20. Team adult: $50 (team registration closes Nov. 11.) Team Youth: $35 (team registration closes Nov. 11). Regular registration is from Nov. 19 – 24. Adult: $40; youth (under age 17): $20. Thanksgiving Day Registration: Adult: $45; Youth (under age 17): $20. Participants may select to add chip timing and access to the timed runner corral for an additional $5. Registration remains open until Nov. 25, 2021.

You choose 5K or 10K on Thanksgiving morning. No need to select a distance when registering.

Free parking is available on Sacramento State's campus. Arrive early to avoid running to the start line. To help with traffic flow, police will open west bound lanes on J Street after the 5K start.

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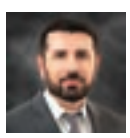
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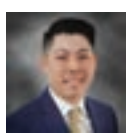
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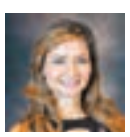
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# Bridge:

*continued from page 6*

area and was determined to be infeasible.

The trails would interface with the bridge not unlike how the Jedediah Smith Trail interfaces with the Howe and J Street crossings over the American River, offering trail users the chance to use the bridge or cross under it.

According to a press release from CalTrans, the build alternatives under consideration are two alignments for the new bridge and approach roadways. A No Build (No-Project) Alternative also is considered.

Alternative B would realign 15th Street to connect to Jefferson Boulevard in West Sacramento and connect to Broadway at 5th Street in Sacramento.

Alternative C (a modified Alignment C from the Broadway Bridge Feasibility Study) would connect as a "T" intersection to South River Road in West Sacramento and connect to Broadway at 5th Street in Sacramento.

The cities of West Sacramento and Sacramento have identified Alternative B as the locally preferred alternative, subject to public review. Alternative B satisfies the purpose and objectives of the project better than Alternative C because it would require fewer changes to the approved mobility network in West Sacramento, would result in greater congestion relief, and would cause a lesser amount of permanent and temporary impacts on sensitive terrestrial and aquatic habitats.

The issues discussed within the Draft EIR/EA include those that have been identified as potentially significant impacts related to the following: aesthetics, air quality, biology, cultural resources, geology, hazardous materials, noise, and traffic operations. The proposed work may have an effect on historic properties eligible for the National Register of Historic Places. Caltrans is evaluating alternatives to determine if the project can avoid adversely affecting the properties or, if not, if adequate mitigation measures can be incorporated into the project plans, according to the press release. Mitigation is included in the Draft EIR/EA to reduce most impacts to less-than-significant levels; however, significant and unavoidable impacts have been identified for temporary construction noise.

The next stages of design and construction depend on funding. Construction of the bridge is estimated to be around $270 million and is expected to receive funding from multiple sources, including state and federal grants and possibly sales tax measures. So this is something envisioned as a 2030-2035 construction timeframe because it is such a costly piece of infrastructure, and securing that amount of money is going to take some time.

Currently, the project is under final approval for the environmental impact report, with the goal of wrapping it up by this fall.

If you would like to make formal comments regarding the environmental impact report, you can write to Jason McCoy at his attention at 1110 West Capitol Ave., second floor, West Sacramento, California, 95691, or you can email him at mccoyj@cityofwestsacramento.org. The deadline to submit any written comments is no later than 4 p.m. on Aug. 23.

# Health:

*con tinued from page 9*

Ing discussed the novel strategy with fellow pediatric cardiologist and medical director of the pediatric echocardiography lab, Jay Yeh.

"It's not always easy to see blood vessels by echo," Yeh said. "But Taylor had an echo a couple of days prior. I felt pretty confident that I could see the position of the device in the PDA and ensure that the device would not cause flow obstruction to nearby blood vessels. I felt that I could guide Dr. Ing to the proper position for the device implant, based on what I was seeing in the echo."

They agreed to try it.

During the cardiac catheterization procedure, Ing passed a thin catheter into a blood vessel in Taylor's groin and moved it up into the heart, only guided by echo images provided by Yeh, to locate the PDA. Inserting the Amplatzer Piccolo Occluder medical device into the catheter and into the PDA, Dr. Ing was able to successfully release the device to block the abnormal blood flow of the PDA.

In less than two hours, the procedure was complete.

Taylor's kidney function significantly improved the next morning. A post-PDA echo revealed that no residual PDA remained. The procedure was an overwhelming success.

"I am aware of only a few interventional cardiologists in the country who have done this," Ing said. "I am proud that we were able to help this baby using a team approach."

Cedric Taylor's mom Candra is just thankful that this procedure has made a big difference to her son's health overnight.

"I appreciate Dr. Ing for taking the risk and making the best decision for Cedric, due to certain circumstances. Dr. Ing did great with reassuring that he only had confidence that the procedure would be successful," said Taylor.

Cedric will not require any additional PDA procedures. The device will remain in place for Cedric's lifetime.

"Baby Cedric clinically is doing much better. We are happy and growing. Only ups and gains from here!" Taylor said.


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There's more to stir frying than meets the eye. Award-winning chef David SooHoo will show you the open flame wok techniques he's used for more than 50 years. Streaming live on YouTube and Facebook.



**Zero-Emission Vehicles, Wednesday, September 1, 11:00 am - 12:00 pm**
Automotive reviewer Keith Turner will be at ACC to take you on a tour of the latest electric vehicles on the market today. Our cameras will follow him inside the BMW i3, the Tesla Model 3, the Nissan Leaf, and a hydrogen fuel cell vehicle from Hyundai. Streaming live on YouTube and Facebook.

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# CruiseFest on Fulton Avenue-Back On The Road








On Saturday, October 2, 2021, from 3 to 7 pm, to the delight of thousands of spectators, hundreds of eye-popping custom and classic cars will be cruising up and down Fulton Avenue, from El Camino to Marconi.

Covid roadblocked the event last year due to Covid, but organizers are back and making plans for a spectacular 10th Anniversary celebration of CruiseFest on Fulton Avenue, Northern California's premier car cruise.

In terms of special featured vehicles, here's a quick sample, with more announcements to follow.

Save Mart's 12-foot tall mega-motorized shopping cart—Powered by a 454 Chevy engine, it can accommodate a handful of passengers and a few bags of groceries.

And new to CruiseFest, answering the Bat Signal …

The 7th replica Batmobile ever built. Owned by Bob Goldsand of Meadow View. These are the Batmobiles that were fully licensed and authorized by DC Comics and Warner Brothers. There are only 14 of the licensed replicas in the world and Bob's is the lucky #7 car.

CruiseFest on Fulton Avenue is a benefit for the California Automobile Museum.

Due to the growth in popularity, the last cruise was a sell-out….CRO. (cruising room only). So early registration is advised.

Cruisers are being asked to register at calautomuseum.org - Museum members - $40 / Non-members - $50 / Day of - $75 Free to the attending spectators. The California Automobile Museum is a 501c3 organization.


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*Carmel Rustic* 38"x78" w/1-18" butterfly leaf
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Trestle Table $549 reg $629
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*Plymouth* 50" round counter height
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*Parota* 40"x 79"
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