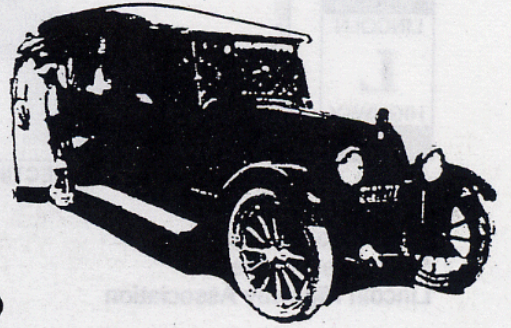


LINCOLN HIGHWAY ASSOCIATION
CALIFORNIA CHAPTER

NEWSLETTER

THE TRAVELER

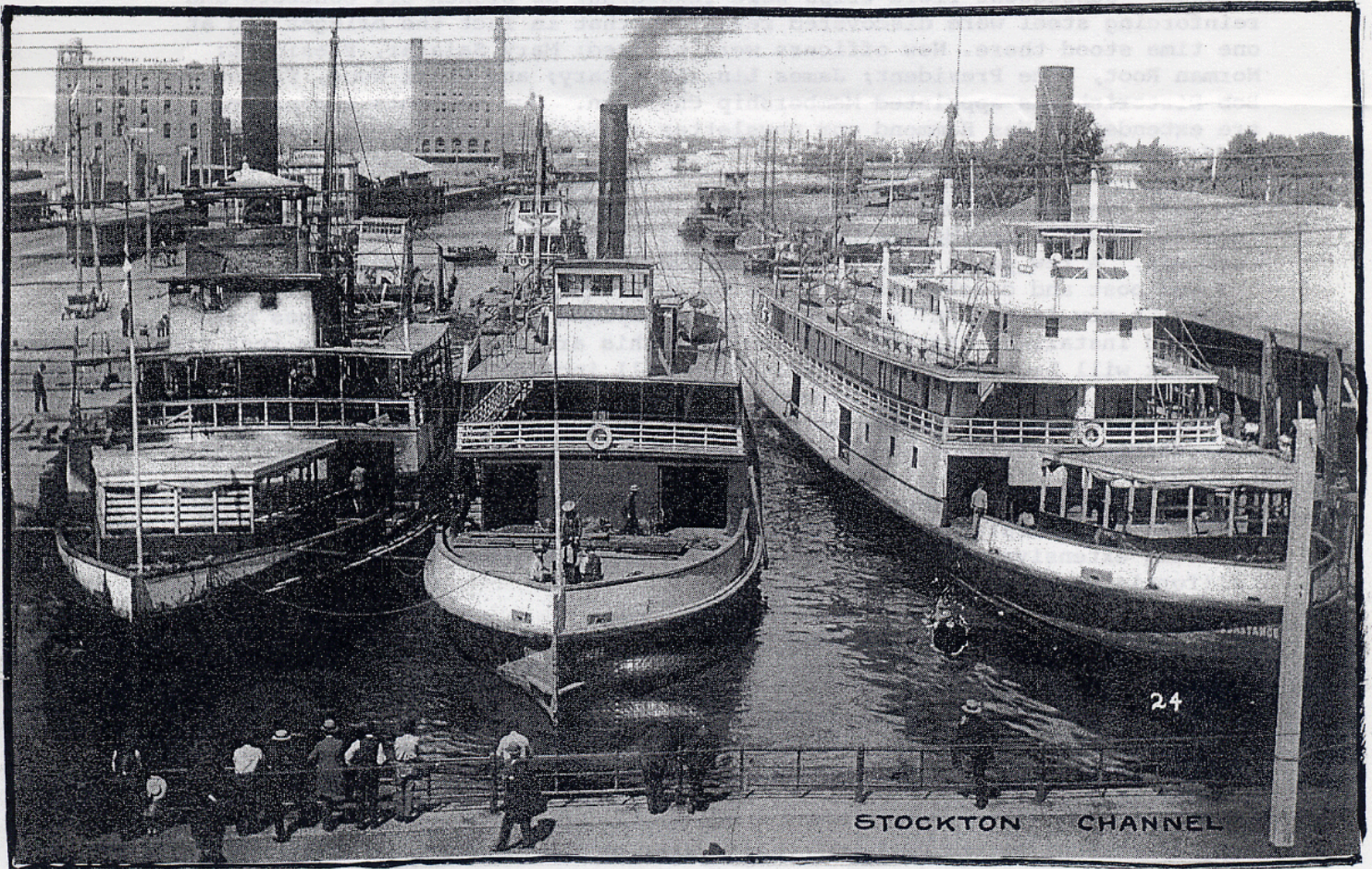


EDITOR: Wes Hammond
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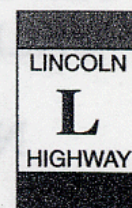
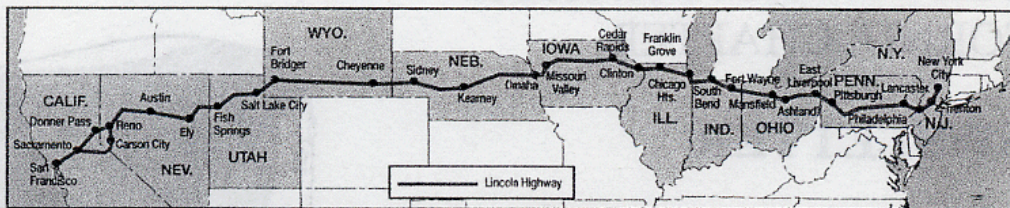
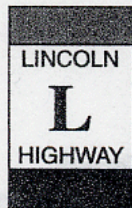
VOL. 4 NO. 2

SUMMER

JULY 2003



Docking Riverboats at the Lincoln Highway - Stockton, California
(Caption Information Within The Newsletter)



A CONTINUOUS CONNECTING IMPROVED HIGHWAY FROM THE ATLANTIC TO THE PACIFIC

Mary Salazar, President
California Chapter
Lincoln Highway Association

P.O. Box 492
Foresthill, CA 95631
(530) 367-2747

California Chapter Lincoln Highway Association Summer 2003

July 12, 2003 California Chapter members and guests

10:30 AM--Meet at McDonalds in Placerville. Hwy 50 east to Broadway off ramp. We will go to Strawberry and hike Slippery Ford grade then lunch at Strawberry Lodge or bring a picnic. After lunch we will hike Silver Ford (remnants of the Lincoln Highway).

The quarterly chapter meeting for April was held at the Duarte Garage and Lincoln Highway Museum, which is operated by the Livermore Heritage Guild. The intent was to explore the Altamont Pass area and to hopefully find two alleged and missing Lincoln Highway bridges. However, it rained so hard that we all stayed inside the museum and were entertained with an alternate program. Subsequent field trips were rewarding, as broken off concrete and reinforcing steel were discovered revealing that in fact the bridges had at one time stood there. New officers were elected: Mary Salazar, President; Norman Root, Vice President; James Lin, Secretary; and Clark Wood, Treasurer. Bob Dieterich was appointed Membership Chairman. Our thoughts and prayers are extended to Wes Hammond our newsletter editor par excellence, who is suffering from set backs.

The 1914 Lincoln Highway Bridge Rails at the mile 6 truck turnout, on Interstate 80 in Nevada are being restored by the Nevada and California Chapters. A few years ago, a truck backed into one of the rails and broke the end post and cracked four of the baluster letters. Work has already begun. A new letter "C" rail baluster to replace the missing one has been cast and installed. By the time you read this article, most of the rest of the work will have been completed. Work will include placing bumper posts off the end of the rails to prevent damage from any future accidental collisions, and an interpretive panel will be installed to help visitors appreciate the heritage on display there.

George Clark our San Francisco anchor is working on two major projects; erecting an interpretive panel for the Western Terminus marker post and he is doing extensive field research on the Victory Highway through Nevada and California.

Paul Gilger's Lincoln Highway map set for California is available now for \$10.

The Chapter received a certificate of thanks from the United States Forest Service for its support in building their new Big Bend Transportation Museum. Mary Salazar and Norman Root received the award at the museum dedication luncheon held at nearby Rainbow Lodge on June 25th.

Congratulations to our member Esther Oyster on her marriage to Bernard Queniau. California's loss is Pennsylvania's gain.

LHA Captions

Docking Riverboats at the Lincoln Highway - Stockton, California

(Front Page Caption)

Three large riverboats of the San Joaquin/Sacramento River routes are tied at the head of the Stockton Channel. Their bows almost touch the concrete abutment that forms the end of the channel, which amazingly is the same abutment that supports El Dorado Street part of the original 1913 Lincoln Highway! To the far left, Weber Street can be seen which was also the Lincoln Highway. The Hotel Stockton was located directly behind the photographer. Early tourists on the Lincoln Highway traveled many miles of the flat Central Valley farmlands without seeing any signs of navigable water. They must have been quite surprised, as they traveled El Dorado Street, to suddenly find huge riverboats looming over their diminutive automobiles. See the "Highway Nostalgia" column for more information about steamboats on the waters of the San Joaquin/Sacramento River Delta. (Photo courtesy of The Haggin Museum, Stockton, California.)

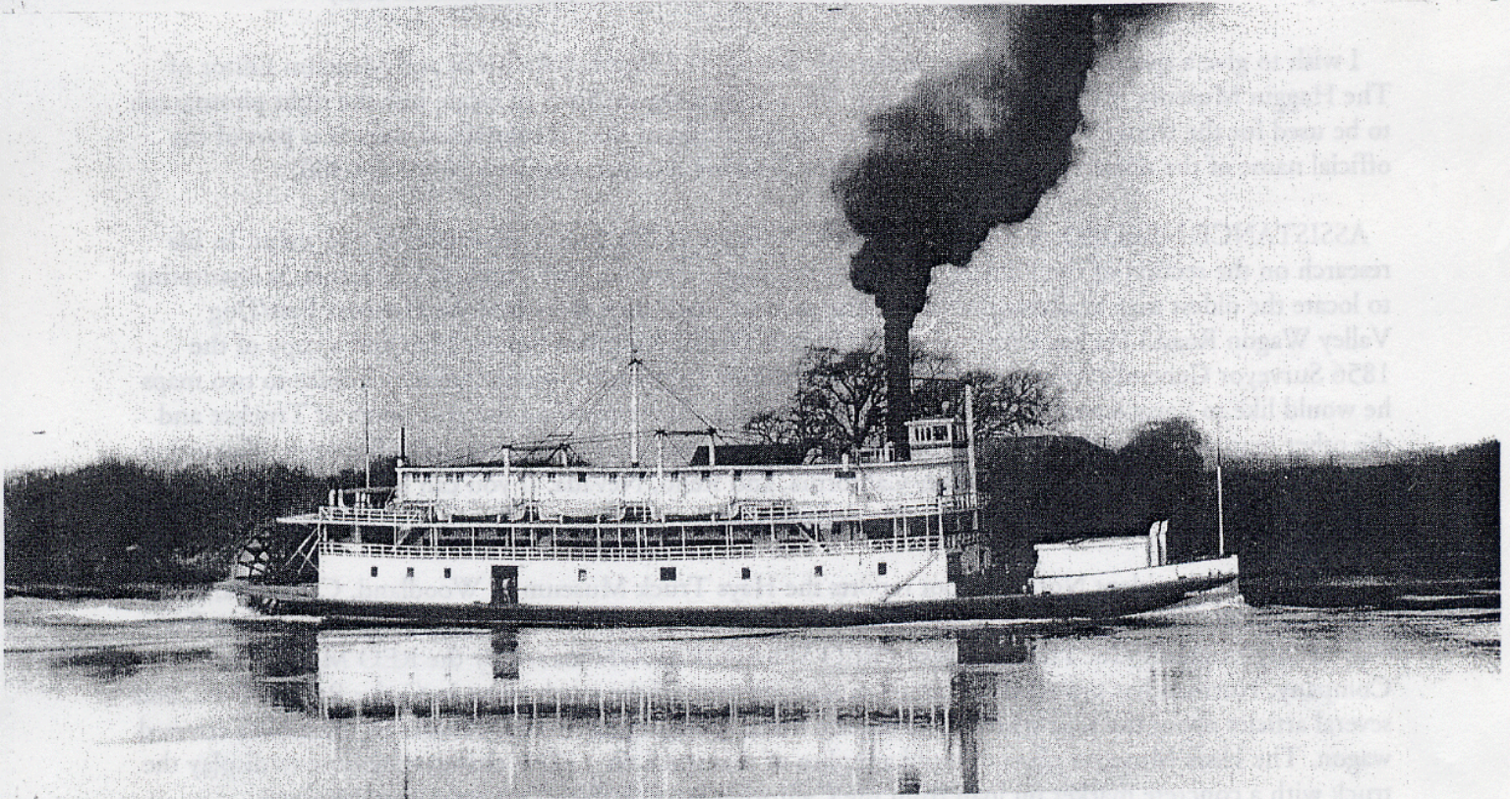
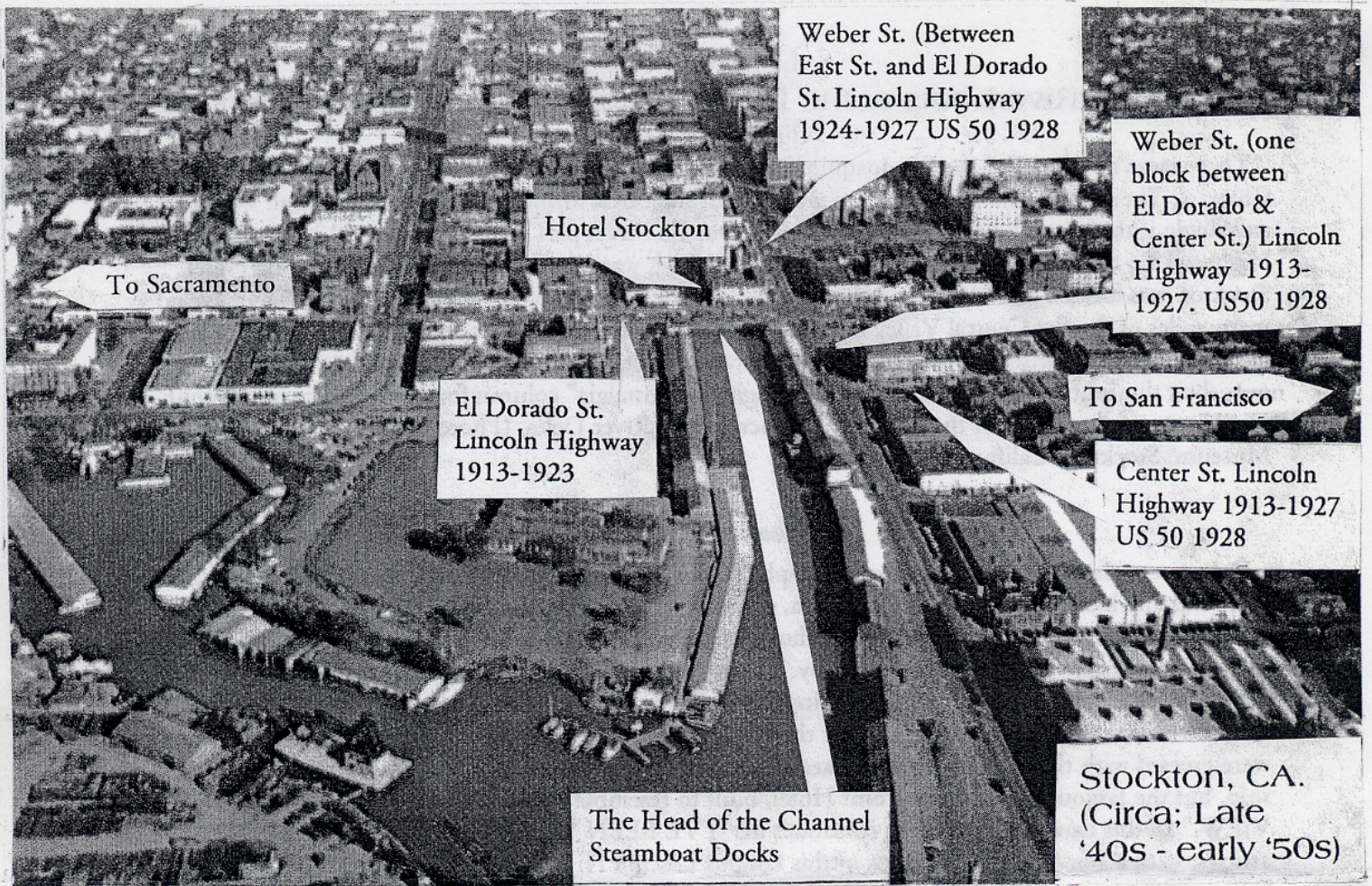
From the Editor

I do not profess to know the entire geography of the Lincoln Highway, but I doubt very much that there was any location as unique as Stockton, where riverboats virtually tied their bows to the Lincoln Highway. As mentioned in the caption of the front page, tourists traveled for miles without any idea that there was navigable waters anywhere nearby. Tourist on the Lincoln Highway in the Allegheny Mountains of Pennsylvania had a similar experience. Instead of flat terrain, they were traveling on a road of many grades with one curve after another. Near the town of Shellsburg, Pennsylvania, tourists rounding a curve were greeted with the sight of a ship docked at the side of the mountain! Of course this was not an actual ship, but the famous Grand View Point Hotel, built to resemble a ship and named "S. S. GRAND VIEW." In this issue, George Clark continues his "I'VE BEEN WORKIN' ON THE HIGHWAY" articles, with a story and three photos of this famous Lincoln Highway landmark. (See Vol. 3., No. 1, January 2002, issue of *The Traveler* for a story of the fire that destroyed this famous site.)

I wish to give a special thank you to Susan N. Benedetti, Librarian-Archivist and Museum Editor of The Haggin Museum in Stockton, California. She searched the archives to locate just the right photograph to be used for the front cover. (The word "The" in the museum title is capitalized since it is part of the official name of the museum, located at 1201 No. Pershing Avenue, phone is 209-940-6300)

ASSISTANCE NEEDED: Chapter member Ed Hodges of San Jose needs copies of two maps. In his research on the section of the Pioneer Trail between Reno, Nevada, and Truckee, California, is attempting to locate the oldest map available that shows the pioneer road (then known as the Henness Pass/Dog Valley Wagon Road.) He has a copy of the GLO/Mt. Diablo Meridian Survey Map and a copy of the 1856 Surveyor General's Annual Report to the California Legislature, which makes reference to two maps he would like to have; a road map created in 1855 by D.B. Scott covering the area north of Truckee and the other map was created in 1856 by the then Surveyor General of California, John Brewster, illustrating a new wagon road between Downieville, California, and Reno, Nevada. If you can be of assistance please contact Ed Hodges by e-mail at ehodges@ix.netcom.com

Chapter Vice President Norman Root reports the Hays Truck Museum in Woodland, California, is interested in the 1928 Boy Scout Marker Project - specifically the truck used by the advance party safety tour of July-August 1928. The truck was a REO SPEED WAGON loaned by the REO Motor Car Company. Norman has provided the museum with pictures of the truck taken in Cedar Rapids, Iowa, and several articles about the tour which mention the truck. The original truck was built to resemble a covered wagon. The Hays Museum plans to build a replica of this truck on a REO chassis they have to display the truck with a concrete marker on loan from the California State Surface Transportation Museum.



The paddlewheel riverboat *Pride of the River*, 175 foot long and built in 1878. This boat is typical of the many that operated on the waterways of the Sacramento and San Joaquin River. It was abandoned in 1942.

Highway *Nostalgia*

Docking Riverboats at the Lincoln Highway - Stockton, California

By Wes Hammond

The vast area of the San Joaquin/Sacramento River Delta is said to contain over 1000 miles of navigable waterways. In between the various rivers and sloughs are hundreds of islands that contain some of the finest farm lands in California. This delta area has been referred to many times as the "Holland of America." I have in my collection a map/brochure, published in the late 1920's by the America Toll Bridge Company, owners of the Carquinez Bridge and Antioch Bridge. This publication encouraged travelers to use the Carquinez Bridge or the Antioch Bridge to reach their destinations. The caption for the use of the Antioch Bridge reads "Gateway to the Netherlands of America on the Victory Highway."

The island farms of the delta consist of a peat type soil that grows a wide variety of some of the best produce in the state. This soil is especially well suited to grow asparagus, but other crops are grown such as corn, tomatoes, beans etc. Closer to Sacramento there are many acres of orchards growing pears. Until better highways such as the Lincoln Highway and the Victory Highway were built, a large fleet of riverboats using the Sacramento River and San Joaquin River brought this produce to docks in Stockton. These boats also carried small farm animals such as pigs and sheep. Horse and wagons brought large loads of grain, from the vast farm lands surrounding Stockton, into the city to be shipped to other areas. The grain in burlap sacks was loaded aboard riverboats and shipped to Bay Area ports.

Sometime in the mid 1840's riverboats were using Stockton as a port. There were no permanent type docks so these boats tied to earth levees to unload their commodities. Prior to the railroads being built and improved roads developed, many of these boats also carried passengers. Some had formal passenger cabins, but many individuals simply sat and slept on top of what ever type load the boat was carrying. There were also many riverboats built expressly to carry passengers with a variety cabin facilities with varying price ranges. The ultimate in passenger riverboat travel was the introduction of the *Delta King* and *Delta Queen* in May 1927 for service between San Francisco and Sacramento. Costing over one million dollars each they never operated at a profit due to highway competition. Passenger service by riverboat into Stockton ended in July 1931. All riverboats boats entering Stockton used a waterway known as the Stockton Channel. This was an extension of the San Joaquin River located several miles west of Stockton. (The San Joaquin River flows north through the Central Valley, and turns to the west, west of Stockton. It then connects with the Sacramento River to empty into San Francisco Bay.)

The first attempt to change the Stockton Channel into a port with permanent facilities commenced in the 1850's. During this time period four sloughs, Fremont, Miners, Branch and Asylum with water flowing from the east, met the Stockton Channel near the present location of Eldorado Street and Weber Street. These sloughs were filled in with soil to create more usable land and to concentrate the head of the channel at one location (eventually Eldorado Street). On thing that was not taken into consideration was the fact there no longer was any areas for excess rain water and snow melt from the Sierra Nevada Mountains, to reach the original Stockton Channel. The city was subjected to many years of heavy flooding. This was eliminated by building a canal to divert water from Mormon Slough to the Calaveras River. At the time the construction was proceeding with filling in the sloughs, the north section Eldorado Street dead-ended about five blocks north of the Stockton Channel. The south section of this street dead-ended at Weber Street. In 1855 a wood bridge was built at the head of the Stockton Channel to extend Eldorado Street north for several blocks, although at this time there was still a gap in the street that was eventually to become part of the Lincoln Highway. This gap was finally completed, but the date is not known. In 1893 a dirt dike was built at the location of the Eldorado Street Bridge to finally contain the waters of Stockton Channel and create the "head of the channel." Eldorado Street was transferred to the

top of this dike. Eventually a concrete barrier was built to replace the dirt dike and again Eldorado Street was transferred to the concrete abutment. (See cover photo)

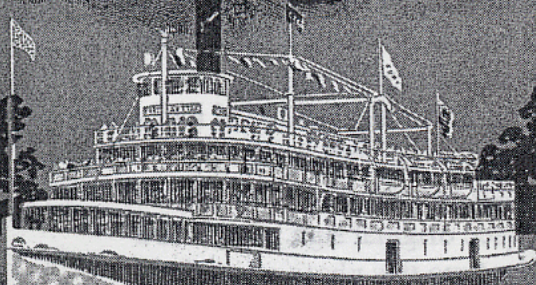
With the Stockton Channel project completed riverboat traffic increased tremendously. The city was a natural distribution port as three transcontinental railroads passed through the city. First was the Central Pacific in 1869 (This was an extension of the original 1869 transcontinental railroad from Sacramento) and later the Santa Fe Railroad and the Western Pacific Railroad. The west end of Weber Street had ended at Eldorado Street and it now was extended west for several blocks. Storage warehouses were built on both sides of the channel and a large Sperry Flour Mill was built on the south side of the channel approximately one half mile west of Eldorado Street. Processed flour products were shipped to the Bay Area by riverboat. A rail line was built on Weber Street, from the east, to reach the warehouses. The first railroad was the Stockton and Copperopolis Railroad, which eventually was taken over by the Southern Pacific Railroad. Other railroads using these tracks included Stockton Electric Railroad and California Central Traction Company

In the early 1900's the area around Eldorado Street and Weber Street soon began to emerge as the city center. A large Masonic Hall was built on Eldorado Street one block north of Weber Street, the Hotel Stockton was built on Weber Street at the corner of Eldorado Street, and the San Joaquin County Courthouse was built on Weber Street opposite of the Hotel Stockton. Of course many commercial business soon located in this area. All of these businesses benefited by the large number of individuals that either arrived or departed by riverboat. In the early 1930's as many as ten boats operated between the Bay Area and Stockton.

There were a variety of actions that brought an end to the riverboats and this "romantic" period of travel. The first was the completion of the Lincoln Highway through Stockton in 1913 using Eldorado Street for part of the highway, and the completion of the Victory Highway along the Sacramento River in 1925. With highways being improved and better trucks and cars being constructed, freight and passenger travel soon began to leave the riverboats and move to the highways. The canneries along the Sacramento River could now load directly to trucks and produce farmers loaded directly to trucks for highway travel. This eliminated transferring produce loads from wagons or trucks to wharves for transfer to riverboats. In 1928 the Lincoln Highway was renumbered into the U.S. Highways System (The original Sacramento to San Francisco route, via Stockton, became US 50 and the north route, Sacramento to San Francisco via Vallejo became US 40. The Victory Highway between Sacramento and San Francisco, via Antioch, became part of the State Highway numbering system) The change to the U.S. Highway System allowed more Federal money to be spent in developing the Lincoln Highway. This meant even more improvement to the highways and this was followed with better automobiles and trucks. More and more freight was being hauled by trucks and individuals were traveling in their new automobiles. Some freight service continued on riverboats until the early 1940s, but the date this traffic ended is not known. Riverboats by the dozens were tied to the piers and stored out of service at Stockton.

For brief period in 1940 and early 1941 the *Delta King* and *Delta Queen* were taken over by the U.S. Navy. With many reservist being called to duty, there was a shortage of living quarters. They were used as "barracks boats" at several location around the San Francisco Bay. In mid 1941 they were again put into storage and sold to an eastern shipping company. With the bombing of Pearl Harbor, this all changed, and they were again taken over by the Navy. They were used at many locations on San Francisco Bay moving servicemen between bases and ships for overseas assignments. They were considered in Navy service, but never were actually commissioned vessels. In 1944 the Navy belatedly recognized the transport duties of these two vessels and reclassified them as Yard Ferry Boats. The *Delta King* became YFB-55 and the *Delta Queen* YFB-56. The King, now a hotel/restaurant, is tied to the dock at "Old Town" Sacramento. The Queen is now the Mississippi Queen and serves as a tour boat on the Mississippi River.

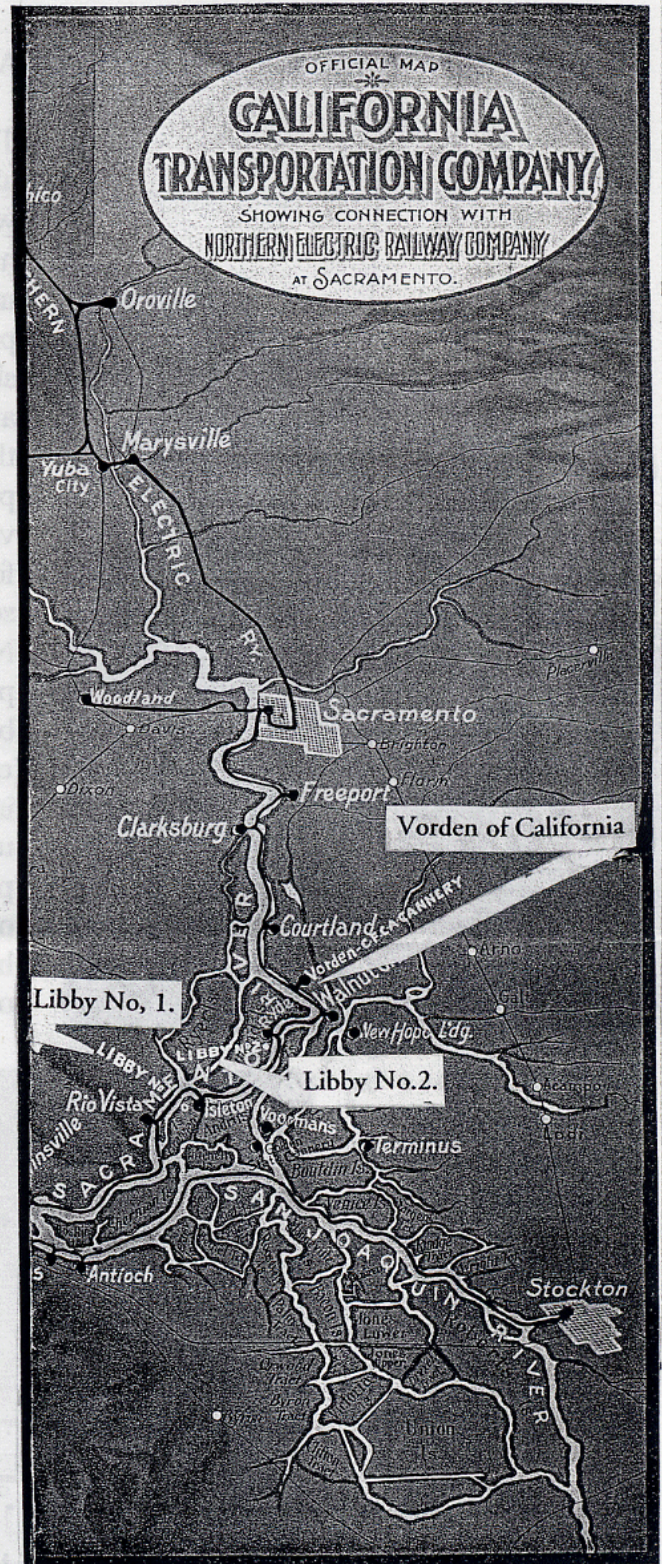
TRAVEL BY WATER



Through
the Heart of
California

**SAN FRANCISCO
SACRAMENTO
STOCKTON**

CALIFORNIA TRANSPORTATION COMPANY



Note: On the above map of the California Transportation Company, the names of three canneries have been enlarged to better show their locations. In addition to the many small towns along the Sacramento River that were regular stops for the riverboats, these canneries were also regular port calls, receiving empty tin cans, cardboard box shipping material, sugar, and many items needed in the canning process. During the canning season they loaded canned food products to be delivered to the railroads at cities such as Sacramento and Stockton. They also delivered to the ports in San Francisco and Oakland for overseas shipments. In addition to the locations indicated on the map, there were dozens upon dozens of private wharves, where boxes of fresh fruit and produce were taken aboard the boats.

I'VE BEEN WORKIN' ON THE HIGHWAYGeorge Clark

These photographs of the once-stately steamer along the Lincoln Highway in Pennsylvania were taken by Mr. William Marriott some 18 months before it was destroyed by fire. You may recall reading about that event in a previous issue of The Traveler. When ownership of the hotel changed, the new owner attempted to revive the landmark. He covered the white metal sides of the ship with wooden planking and named it "Noah's Ark". This venture was not successful and the Ark foundered. The ship was abandoned and soon settled into a state of disrepair. Note the Noah's Ark sign appears to be the original painted over (see original sign in postcard below). By the time this photo was taken (circa April 1999) the Grand View Ship Hotel in the Allegheny Mountains was a hulk, never to get underway again. There were more photos and postcards depicting this roadside oddity than any other LH scene; undoubtedly, hundreds more exist in attics and photo albums of descendants of Lincoln Highway travelers.



Above photo
courtesy William
Marriott, Altoona,
PA



From the postcard collection of George Clark, San Francisco, CA



Photo courtesy William Marriott, Altoona, PA

About the time the above photo was taken, the Lincoln Highway Heritage Corridor organization was attempting to negotiate the purchase of this property with plans to restore the Grand View Ship Hotel. The owner was asking \$900,000 for the property and the cost of restoration was estimated to be \$2.6 million. The LHHC moved on to other reasonable and worthwhile projects. The postcard below, probably taken in the early thirties, depicts the grand old ship in her prime.



S. S. GRAND VIEW

A Steamer in the Allegheny Mountain Seventeen Miles West of Bedford, Pa., U. S. 30

From the postcard collection of George Clark, San Francisco, CA

LINCOLN HIGHWAY ASSOCIATION CALIFORNIA CHAPTER

P.O. Box 492
Foresthill, CA 95631

Norman Root
State Director
916-227-8208
norman_root@dot.ca.gov

Mary Salazar
Chapter President
530-367-2747
gmni@foothill.net

Norman Root
Vice President
916-227-8208
norman_root@dot.ca.gov

Robert Dieterich
Membership Secretary
916-967-7680
BOBD@iname.com

Wes Hammond
Newsletter Editor
209-522-5302
westrucksrail@aol.com

California Chapter LHA Web Site Maintained by James Lin
Log in at: <http://www.lincolnhighwayassoc.org/ca>

Wesley Hammond
2032 Mendocino Way
Modesto CA 95350-0353

LINCOLN HIGHWAY ASSOCIATION
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NEWSLETTER



THE
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