

LINCOLN HIGHWAY ASSOCIATION
CALIFORNIA CHAPTER

NEWSLETTER

**THE
TRAVELER**



EDITOR; Gary Kinst
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JANUARY, APRIL, JULY, OCTOBER

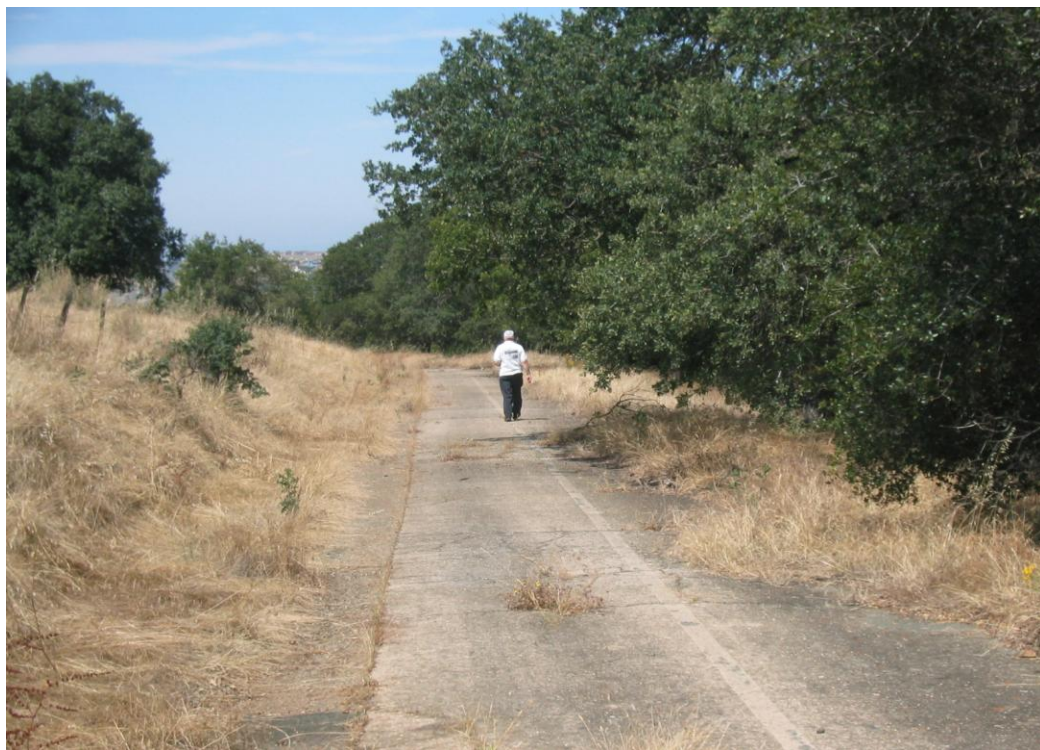


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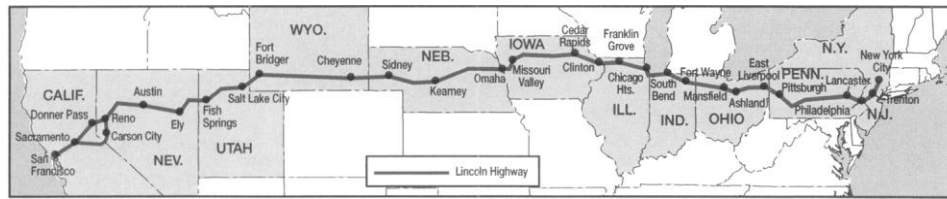
SUMMER

JULY 2005

THE TRAILBLAZER



Norm Root scouting 1915 Lincoln Highway north of Clarksville



A CONTINUOUS CONNECTING IMPROVED HIGHWAY FROM THE ATLANTIC TO THE PACIFIC

Robert Dieterich, President
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Lincoln Highway Association

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June 28, 2005

A Letter from your President to California Chapter Lincoln Highway Association Members:

Next Chapter Meeting August 6, 2005

I've made arrangements for our next chapter meeting to be held at the Valencia Club in Penryn. Penryn is northeast of Sacramento, just west of Newcastle and east of Loomis. It is reached easiest by exiting I-80 at the Penryn Road exit. Go north about ½ mile, then turn right (east) on Taylor Road and drive another ½ mile. The Valencia Club is located on Taylor Road in Penryn at the corner of English Colony Road which comes up from the town of Penryn. It is across the intersection from the Griffith Quarry. Taylor Road is US 40 which replaced the Lincoln Highway which came up English Colony Road, looped around the Valencia Club (which post dates the Lincoln), and continued east on Sisley Road. We will have a separate room and can order lunch from the menu at 12:00 p.m. and our meeting to start at 1:00 p.m. There is a separate door to the restaurant located on the west side of the building.

Ely Conference

We were well represented at the Ely conference. This conference had the largest attendance of any conference to date with over 170 members registered. We were certainly out in the middle of nowhere and the desert really preserves old gravel roads well. Those of us who attended will talk about the events at our chapter meeting.

California Awards

We should all be proud with the number of national awards we walked away with from the conference. First, Norm Root accepted a Certificate of Appreciation for his and our chapter's work on the Lincoln Highway bridge railings presently located in a rest stop on I-80 just west of Reno. Then I was pleasantly surprised and honored to accept the "Exemplary Friend of the Highway Award" on behalf of our chapter for our work preserving the Orangevale Bridge in Folsom. Finally, I was called back to accept the "Member of the Year" award. These awards represent a lot of work on the part of our members—too many to recognize here. I want to thank all of you who have helped in your own ways on so many projects. You are a great group to work with.

The Lincoln Highway: California by Greg Franzwa

I was privileged to have Greg Franzwa and his wife Kathy spend two weeks with my wife and I while we researched his sixth book in his state by state series on the Lincoln Highway. We met many interesting people along the way. One was John Hannum who manages the Echo Summit Lodge Trust. He has joined the Lincoln Highway Association which opens the door for us to have a chapter meeting up there. Greg hopes to publish his California book by the end of this year.

Western Nevada Chapter

While in Ely, I discussed with Geno Oliver and Leon Schegg the idea of holding a joint chapter meeting with the Western Nevada chapter. They were enthusiastic about this and suggested the Donner Ski Ranch as an ideal location. The Echo Summit Lodge would also be a great place but we would have to bring our own lunches. We can discuss this further at our next meeting.

Bob Dieterich, President, California Chapter Lincoln Highway Association

FROM THE EDITOR

For those lucky individuals who participated in the Chapters Southern Sierra Tour # 2, a rare opportunity presented itself. With the aid of Bob Dieterich and Paul Gilger, permission was obtained to access a section of the 1915 Lincoln Highway which had previously been locked on private property. This Alignment ran through Clarksville, under present Hwy 50, up and around a hill and back under Hwy 50 to the intersection with Bass Lake Road. With the aid of our trusty Trailblazer (Norm Root) we discovered 4 C-Markers on the old alignment. , Mr. Noah Briel Whose ranch the highway traverses, is hoping to make use of this segment as a bike/hiking path to a near-by church.



KINST PHOTO 2005

Hwy 50 can be seen crossing center of photo as Norm heads to Clarksville. The highway passed to the right of the barn before entering Clarksville, which is directly ahead of Norm. This section of Highway, in El Dorado Co., was paved in 1920 and was constructed 12-foot wide x 4-inch thick using Portland cement concrete. The 3-foot x 4-inch rock borders were added in 1929.



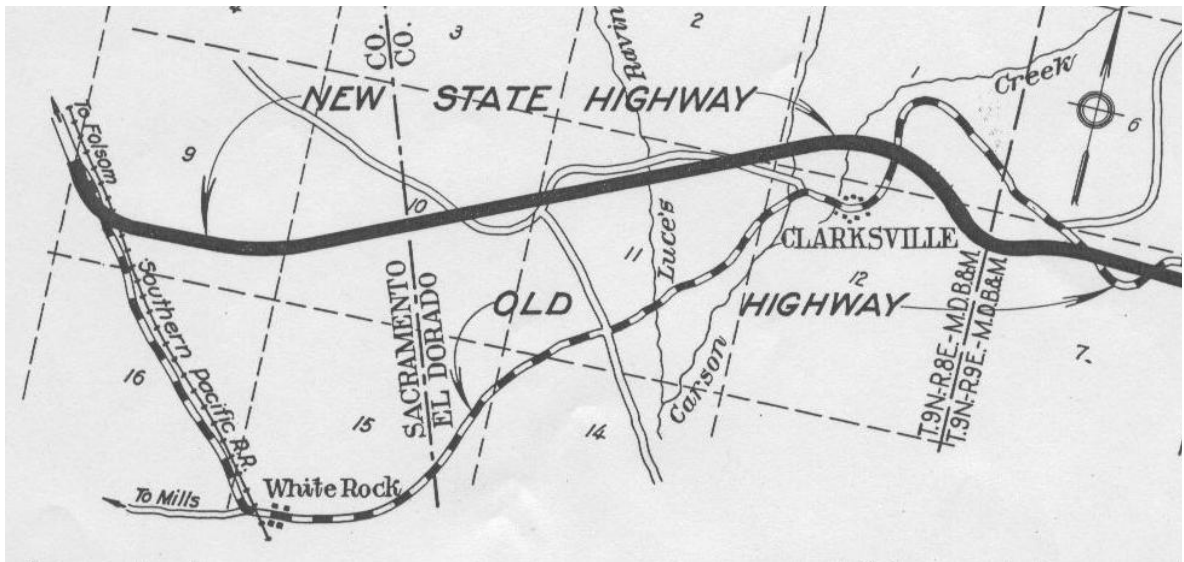
PHOTO COURTESY OF CALTRANS

This photo dated 1914 shows grading in progress on Bass Lake Road. Grading was accomplished from 1914-1915. The paving contract was let in 1917 with the project being completed in 1920. All work on the highway was performed by convict labor. The new, and current, Hwy 50 route, which replaced this section of Lincoln Highway, was built in 1940.



PHOTO COURTESY OF CALTRANS

Paving in progress 1917-1918 on the Sacramento Co. section



California Highways and Public Works April 1940

The section of highway from White Rock to the Sacramento Co. line was completed in 1915, while the section in El Dorado Co. was completed in 1920. The bridge over Carson Creek is dated 1918. The portion of highway we were fortunate enough to walk, runs from section line T.9N-R.8E around the bend to the NEW STATE HIGHWAY.

The publisher has just raised the jacket price for this new book to \$39.95. The California Chapter of the Lincoln Highway Association has a limited supply available purchased at the introductory price. While this supply lasts we are offering copies for **\$30.00**. No tax and no shipping charges. Just \$30.00. Order from: Norman Root, 3922 Aberdeen Way, Sacramento, CA. 95821. Make checks payable to Caltrans History Preservation Committee.

The trip you've been waiting for . . .

GREETINGS FROM THE LINCOLN HIGHWAY
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 by BRIAN BUTKO

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My Impressions of the 13th National Conference in Ely, Nevada

By Norman Root

It was a bright clear day across the “Loneliest Highway in America”. The sky was blue with a few wispy white clouds. The desert floor was a lush green. The unusual winter and spring rains have transformed the western desert into a gardenscape. The hillsides around Austin were covered with an array of colorful wildflowers. It had been 95 degrees when I left Sacramento, so I packed only short-sleeved polo shirts. Who would have suspected that by the time I got to Ely, at 6500 feet above sea level with the snowfields still resting on the surrounding mountains, that the high temperatures during the day were going to be just over 60 degrees?

The center of activities was Ely’s new Bristlecone Conference Center. As usual, the Board of Directors met a day early. We listened to reports from numerous committees and task groups. There was a break to attend the welcoming banquet and be entertained by a gifted Will Rogers impersonator. The Board meeting resumed around 8:00pm. It was after 11:00pm by the time that any policy setting business made it to the floor. So as usual, we deferred important decisions to the Executive Committee, bemoaned the fact that we never have enough time to complete our business, resolved to better keep State Chapter members in the loop with conference calls, and adjourned at 11:21pm.

In the mean time, regular conference goers were enjoying the fellowship in the “book room”. There were artifact displays, including a significant display by **Joe Schlechter** of California, Karl Teller with old road signs, Russell Rein with books, maps and post cards; and aerial photographs by the Bureau of Land Management of the Nevada Desert showing the old roads and trails across the state. Many State Chapters were selling memorabilia, as well as four commercial enterprises, “American Roads Magazine”, the Lincoln Highway Trading Post, the Patrice Press and Stan Paher, a local author and book dealer. Twenty-seven Californians attended the conference. This was the largest State delegation and the most outstanding California turnout ever. That makes me proud.

The real conference got underway Wednesday morning with a day tour of east Ely. I was anxious to explore this territory since we had almost gotten this far last October on the Utah Chapter’s bus tour across Dugway Proving Grounds. Just like on the Utah side, the old road connected the sparse ranch houses listed in the old guidebooks. There were stops at Magnusen Ranch, and at Gold Hill, Utah. We linked up with where the Utah tour had come out of Dugway and then stopped at the Goodyear Cutoff view spot. Lunch was a barbeque at Six Mile Ranch, complete with a cowboy poet for entertainment. The tour continued after lunch traveling for miles over “two-track” roads. The tour guide often pointed out other “two-tracks” with explanations like; “There goes the Pony Express Trail” or “That’s the 1913 route” or “That’s the 1919 route” or “That’s the 1924 route” or “There goes the 1930 route” or “Here comes the old stage road”. These old roads often seemed to be crossing at right angles to each other. I’m more confused now than when I started out. How can there be so many different roads all supposedly going to the same place, but heading off in different directions? Later, I studied the aerial photographs in the book room trying to understand where I had been and what I had seen.

Thursday was seminar day. We had presentations about the Lincoln Highway, the Victory Highway and the Midland trail. At lunchtime Indian Tacos were served by the Smoke Signals Trading Post located across the street. Then local Boy Scouts set a

replica marker post on the main street. That evening at the awards banquet, California was given awards for our restoration of the Nevada Bridge rails in 2003, and our efforts towards saving the Orangevale Bridge. **Wendall Jacob**, of Davis, won the Lincoln Highway quilt that was auctioned off.

Friday's bus tour took us to the open pit copper mine at Ruth, Hamilton ghost town, and Eureka. The Duck Water Indian Dancers entertaining us at lunch in the Eureka Opera House was reminiscent of the years I spent teaching Indian dancing to young people.

A Lincoln Highway marker post and the Lincoln Highway General Motors monument have been repositioned in front of the Eureka courthouse. The best museum in town is the former "Sentinal" newspaper building.

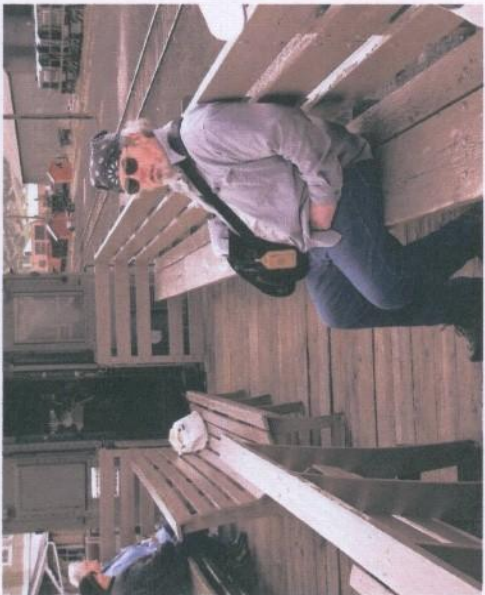
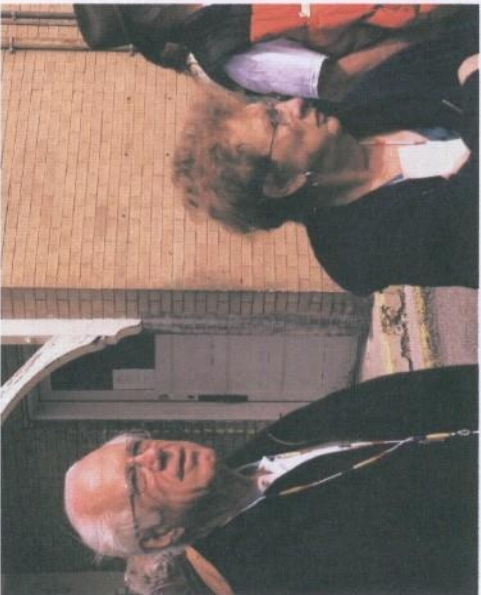
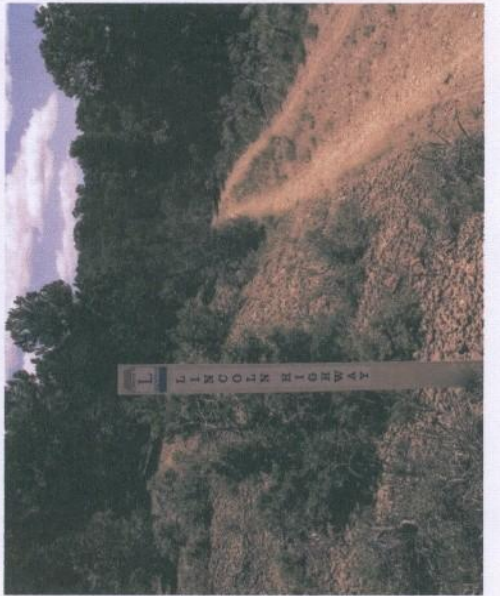
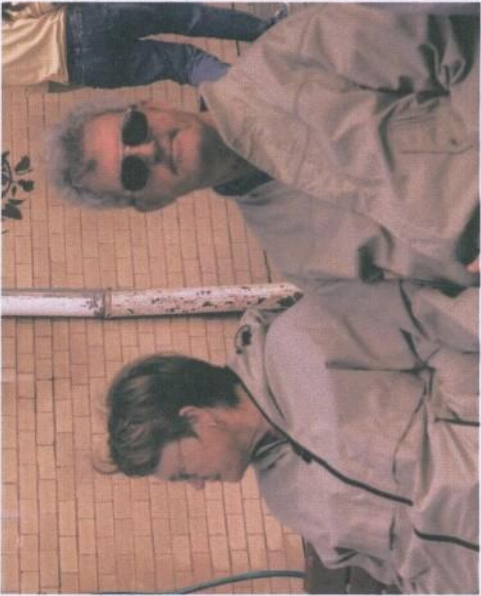
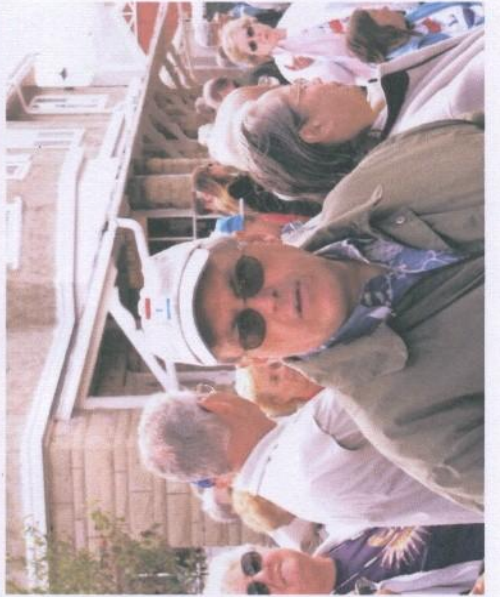
Early Saturday morning, we were shuttled to McGill, where the local drug store is a time capsule of American drug stores of the 1940's and 50's. The shelves are stocked with familiar items and some brand names you remember, but haven't seen for fifty years. You can't buy anything here, but you can get an ice cream treat at the soda fountain. An original Lincoln Highway marker post was brought in and displayed in McGill, by one of the scouts who knew it was in the hills above McGill. He hadn't known what it was until participating in the reproduction ceremony with the scouts.

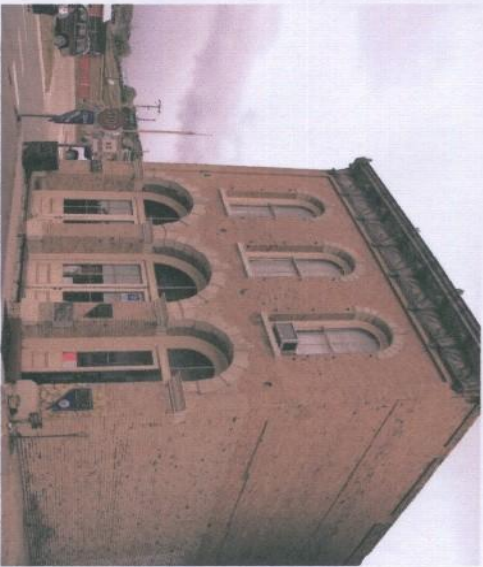
Later in the morning, the annual membership meeting was held. It's more of an information session than a business meeting.

That afternoon there was a steam train excursion on the "Ghost Train of Ely". It was hailing when we arrived at the depot. The band kept playing on the platform as all of crammed into the small waiting room for protection. The vintage auto display outside was also pelted by hail. I noticed that there was only one open car on the train so I was first to jump aboard when the conductor called out "All Aboard". I rushed straight for the open car in order to secure a place. However, nearly everyone else took a seat inside. Less than a handful opted for the open car. The excursion took us out to Keystone Junction, near the Ruth Mine dump. Some interesting details of the old highway could be observed from the train. An elaborate train robbery was enacted at the turn around point.

I stayed over Sunday morning to participate in the optional four-wheel drive tour. The tour was over the 1913 route west of Ely, which has been largely wiped out as the open pit mine expanded. Much of the tour was bypassing around mining operations to catch fragments of the old route. The four-wheel tour guide and the BLM Archaeologist along often disagreed as to exactly which road trace was actually the former Lincoln Highway. The route was truly four-wheel drive. I now have scratches along both sides of my vehicle, honorably earned. We crossed over Jake's Summit, which was a campsite along the old road. From here, the present owner of Moorman's Ranch led us down through the ranch on the Lincoln Highway, which is ordinarily closed.

On the way back home I took State Route 722 from Austin over Railroad Pass and Carroll Summit. **George Clark** told me that was a former route of the Lincoln Highway. The current alignment of US 50 over New Pass is actually along the earliest 1913 Lincoln Highway. He was right. This route is even lonelier than US 50. I didn't see a single other car for 69 miles. Time wise, this route must be the same as on US 50. The same block long motor home towing a car that had been playing leapfrog with me east of Austin came along just as I was pulling back onto US 50 at the shoetree.





California Driving Tours and Driving Maps

Paul Gilger

RESERVATIONS NOW BEING TAKEN FOR CALIFORNIA TOURS #3 AND #4

The California Chapter is now taking reservations for the upcoming California Lincoln Highway Tours #3 and #4. Tour #3, on Saturday August 27, will travel the Northern Sierra Nevada Route from Sacramento to Verdi, Nevada, via Donner Pass and Dog Valley. Tour #4, on Saturday October 29, will travel the 1928 Central Valley Route from Sacramento to San Francisco, via the Carquinez Bridge. Both tours leave at 9am sharp from the Holiday Inn Sacramento Northeast located at the Madison Avenue exit off of Interstate 80. Price is \$40 per person. The California Tours have been very successful from the beginning, with each tour averaging 10 to 12 participants. We have had many guests who have now taken all four tours, and we also have had repeat guests. Each time we hit the road we find new discoveries about the Lincoln Highway, which is always a treat. As an example, on our recent Tour #2, the Southern Sierra Nevada Route, we were able to access a former "off-limits" section of the Lincoln Highway. We drove and then walked a one-mile section of Old Bass Lake Road that cuts across private property. The land-owners have become new friends of the LHA. This section of road has original Lincoln Highway paving from the early 1900's and is in perfect unadulterated condition. Please join us on our upcoming tours and enjoy some good camaraderie and great scenery. A tour order form is included in this edition of the Traveler and also at the Chapters web site.

LINCOLN HIGHWAY DRIVING MAPS FOR CALIFORNIA PROVE WILDLY SUCCESSFUL

The Driving Maps for California have exceeded all expectations. More than 150 sets have been sold in the past two years, with current sales averaging 10 sets a month. We have received map orders from all over the United States, and the maps have generated a great-renewed interest in the highway. The newest maps include 50 updates and refinements over the original maps, and are now bound with plastic covers and sturdy comb bindings. Price is still only \$9.00 each, excluding shipping and handling. If you would like to order maps, an order form is included in this edition of the Traveler and also at the Chapters web site.

MARK YOUR CALENDAR

Saturday AUGUST 6 12:00 noon	State Chapter Meeting Valencia Club Taylor Road, Penryn
Saturday AUGUST 27 9:00 am	SIERRA NEVADA NORTHERN TOUR Holiday Inn Sacramento Northeast Madison @ I 80
Saturday OCTOBER 8 12:00 noon	State Chapter Meeting Location to be announced
Saturday OCTOBER 29 9:00 am	1927-1928 CENTRAL VALLEY TOUR Holiday Inn Sacramento Northeast Madison @ I 80

Key to ELY photographs

(Top rows left to right)

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1. Jacob Wendell & Phyllis Brown
2. Mary Lou & Ron Tribbett
3. Rodney Angrove & Leah Smith
4. Clark Wood
5. Joe Schlechter
6. Reproduction Marker Dedication
7. Charles Huesser
8. Jake's Summit
9. Paul Gilger

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1. Ely's Ghost Train
2. The Loneliest Highway
3. Tippett's Ranch
4. Ed Freudenburg
5. Optional 4 WD Tour (Sunday)
6. Sentinel Office, Eureka
7. Jake's Summit
8. Gold Hill
9. McGill Drug Store