



# THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION - CALIFORNIA CHAPTER

[www.lincolnhwy.org/ca/traveler](http://www.lincolnhwy.org/ca/traveler)



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Tracy Press photo

Tracy's Westside Garage - Gone but not Forgotten  
1878 - 2012

## COVER

The Westside Garage had been a landmark in Tracy, CA. since 1878. It's life began in the railroad town of Ellis, three miles west of Tracy on the Central Pacific (Transcontinental Railroad) line. It was originally built to serve as a Grainery in Ellis, but in 1878 when the town was jacked-up and wagoned 3 miles east to become the new town of Tracy, the Grainery building was placed on the County road at the intersection with Central Ave. In 1878 this was the only structure on the road which would become the Lincoln Highway in 1913. After being placed on the County road it became the Westside Garage and Machine Shop.

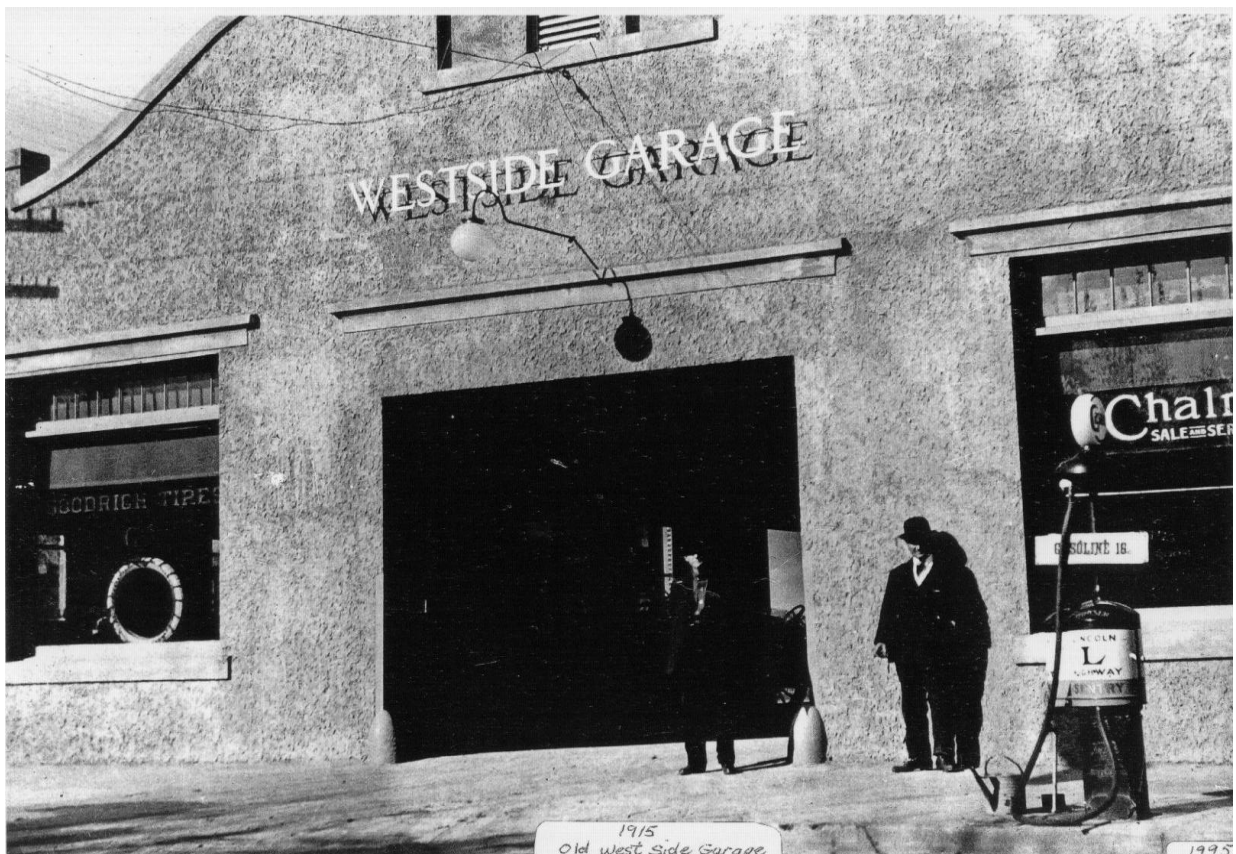


Tracy Historical Museum

The Garage as seen in 1912

The photo above shows the garage as it stood from 1878 until 1914. In 1914 the old grainery was demolished and a new 50' x 100' concrete building was erected as reflected in this issues cover photo. Nelson "Nels" Dwelly and his brother Milton operated the Garage from 1910 until 1919. Two years after Milton's death, Nels sold the Garage to William Henry Pope and his son Frenz W. Pope, who were ranchers in the Tracy area. The Pope family operated the Garage until 1921. Upon William's death in a auto/train accident in Stockton in September of 1921, Williams wife Juliana sold the Garage to Jacob "Jake" Levand. During the Pope's ownership the Garage had 2 road service cars to assist troubled motorists. It's interesting to note that the Dwelly Bros. sold Goodrich Tires during their ownership. Levand was a former Goodrich Rubber salesman. 1922 was a busy year for the new Westside Garage. Most of the original Tracy garages were gone, especially those not on the Lincoln Highway. A Mr. M.B. Mensing was running the Garage and it had become an appointed dealer for Dodge Brothers Motor Cars. Veedol and Monagram Motor oils were being sold.

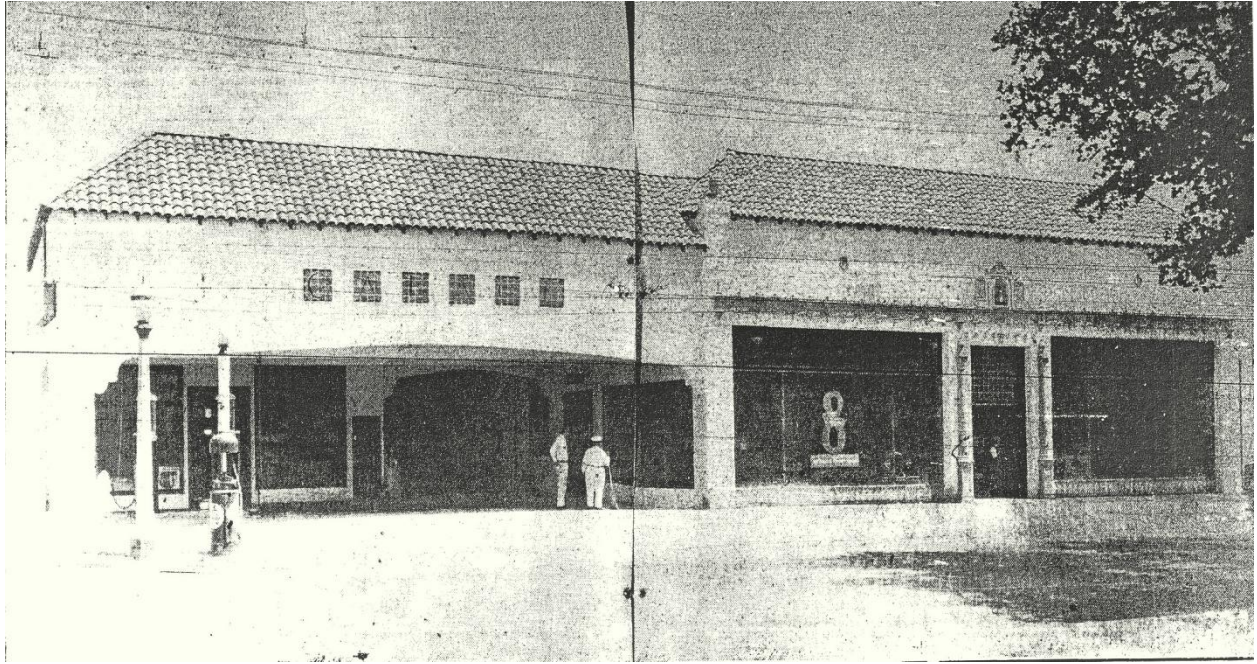
Jake formed a partnership with John Prendegast. In December a new 5 gal visible gasoline pump was installed giving the Garage a total of 2 dispensers. In 1924 Levand applied for a fictitious name as sole proprietor of the Westside Garage. On August 29, 1924 Levand purchased the property which consisted of a parcel 50' x 142' and the 50' x 100' Garage. In 1924 the Garage was selling Red Crown Gasoline. 1925 brought more changes to the Garage. Local contractor William Cohrs built a "L" shaped addition around the present building for use as an auto repair shop. A concrete slab was poured at the rear of the garage for vehicle storage. The Garage also began selling Graham Trucks along with being named an agent for the Studebaker / Reo Speedwagon .The "Tracy Auto Lacquer Shop" was opened to provide a auto painting service using Opey Paint. In July of 1927 M. B. Mensing left the Garage.1929 is another big year for the Garage. A committee representing Tracy Gasoline Dealers is founded on January 29th. The committee includes John Canale, Jack Casselman, Guy Stewart, Neil Hansen and Jake Levand all prominent Tracy automobile businessmen. In March of 1929 the Garage is raised and set back 6' to allow for the widening of 11th Street. If this was not done the State would reroute the Lincoln Highway to Grantline Road. After the relocation the Garage was remodeled into a Super Station and became J. Levand Chevrolet an Exclusive Sales and Service agency. The Garage had been selling Studebaker Erskine cars since 1927. In 1929 the Erskine was dropped and the cars became simply Studebakers. Jake Levand sold Chevrolet and Buick cars from 1930 - 1963.



Tracy Historical Museum

This is the only photo known to exist that shows the Lincoln Highway logo in Tracy.





Tracy Press

The Westside Garage was remodeled and expanded in 1929 as seen in the above photo of opening day. The newly remodeled Garage was considered a monument to one of Tracy's most ardent boosters for the widening of the Lincoln Highway.



Tracy Press

Levand's Westside Garage as seen in 1953





Kinst photo 2002

Demolition of the 99 year old structure began on Monday December 17, 2012



Tracy Press photo



Tracy Press photo





Tracy Press photo



Mike Kaelin photo



## January Chapter Meeting

The California Chapter held its Quarterly meeting on January 5, 2013 at Lorenzo's Mexican Restaurant in Loomis. A large group of 37 attended the meeting. Representatives from the California Auto Museum in Sacramento attended along with Nathan Balaguy, a Boy Scout from Meadow Vista, who presented a proposal to the Chapter for aid in installing a replica marker somewhere in Placer County. The exact location to be determined after a monument is either purchased or re-produced. Nathan's project would go towards becoming an Eagle Scout. California Chapter member Laurretta Powell donated her collection of LH memorabilia to historian Gary Kinst. The collection included photos and original copies of the Traveler. Thanks Laurretta for this gracious contribution to our every growing collection. Minutes of the meeting can be viewed on the Chapters web site.





## Searching for the Highway in Loomis

Prior to the meeting, Michael Kaelin and Myself scouted out several sections of original Lincoln Highway concrete that still exists in Loomis. I had received photos of these sections from a member several years ago but had never seen them in person. They appeared just like my photos, with the exception of the second section where only a partial section of concrete is visible.



alignment passing thru lot of W&W Molding appears as it did several years ago



Michael measuring the second section off of Webb St. The other half of this section is covered in gravel and is to Michael's right in front of white car.



# Lincoln Highway Sign Program Continues

## Pleasanton



Two new signs installed on the .7 mile section of Lincoln Highway December 20, 2012. These signs are located on a section of Dublin Canyon Blvd. which lies on the western edge of Pleasanton's City limit. Mike Kaelin along with Scott Miner of Castro Valley have been instrumental in the signing of Alameda County's Lincoln Highway corridor in anticipation of the 2013 100th anniversary tour. Great job gentlemen.

## Livermore

The Livermore Historical Guild is working with the City of Livermore to install nine signs. The Cities sign code will not allow the signs to be installed without protective graffiti coating. Mike Kaelin is working with the supplier to meet this requirement. The Historic Preservation Committee is planning to approve the signs and their location at their March 7th meeting. The proposed locations are;

- WB First Street near Bellmawr
- EB First Street near 3621
- Gardella Plaza near school sign
- WB Junction Avenue near RR crossing
- WB Junction Avenue near curve
- EB Portola Avenue
- WB Portola Avenue
- WB Airway before curve @ I-580

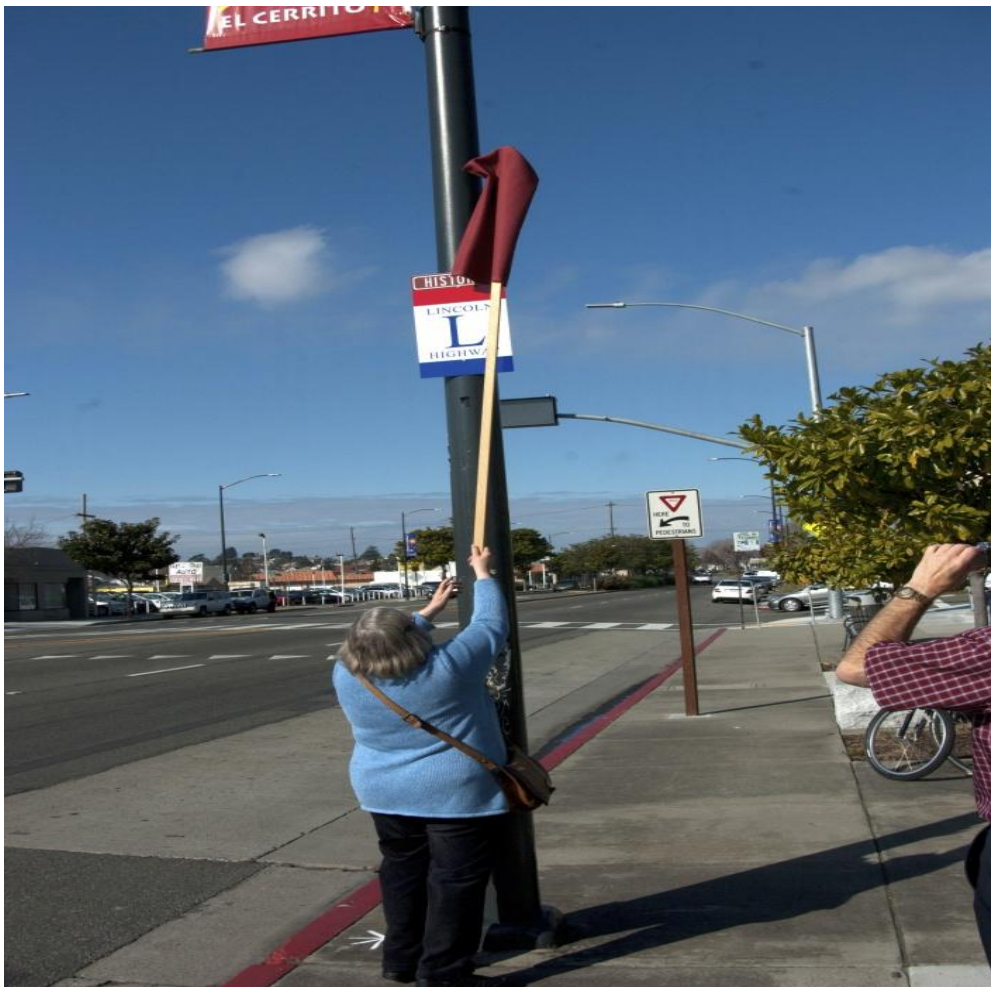
# El Cerrito

Members of the El Cerrito Historical Society, along with Mayor Greg Lyman and LHA representative Michael Kaelin attend the unveiling of one of the four signs installed along San Pablo Avenue in El Cerrito.

The event took place at 1:00pm on January 25th at 10192 San Pablo Ave. Donations from El Cerrito Historical Society members; Richard and May Ritz, Joann Steck-Bayat and Curtis Hall made the installation of these signs possible. Thanks also go to the City of El Cerrito for pushing this project to completion. Location of the four signs are;

San Pablo Avenue	North of Blake	NB
San Pablo Avenue	South of Cutting	SB
San Pablo Avenue	South of El Dorado	SB
San Pablo Avenue	South of Lincoln	NB

Approximately two dozen people attended the ceremony including two Ex Mayors and several LHA chapter members. Speakers were Rich Bartke President of the ECHS, Mayor Greg Lyman and Michael Kaelin representing the California Chapter of the LHA. Barbara Hill performed the unveiling while her husband Rich took photos and video. Barbara is the ECHS LH sign project manager.



Sign unveiling on San Pablo Avenue, El Cerrito





El Cerrito

Hayward



Foothill Blvd south of Grove, Hayward. (2 signs back-to-back)



WB A Street Hayward (Hayward side of San Lorenzo Creek bridge)

Signs on Foothill Blvd. were installed by the City of Hayward in December of 2012. A third sign is located on NB Foothill just north of A Street.

## Historical Tid-Bit

An article from the Sausalito News, Volume 38, Number 9, of March 4, 1922 is headlined "ROUTE CHANGE MADE IN LINCOLN HIGHWAY". "The Lincoln highway has been officially re-routed. Instead of skirting the business districts of San Leandro and Hayward, as heretofore, the official highway signs will guide tourists through the business districts of the two towns. The highway will follow East Fourteenth street and Castro avenue to B street, out the Dublin road to the Sacramento valley. The change was brought about through the efforts of J. W. Wallace of the Lincoln Highway Association, and H. R. Robinson, local consul for the association."

Although this official change was made in 1922, it was not reflected in the 1924 guide book.

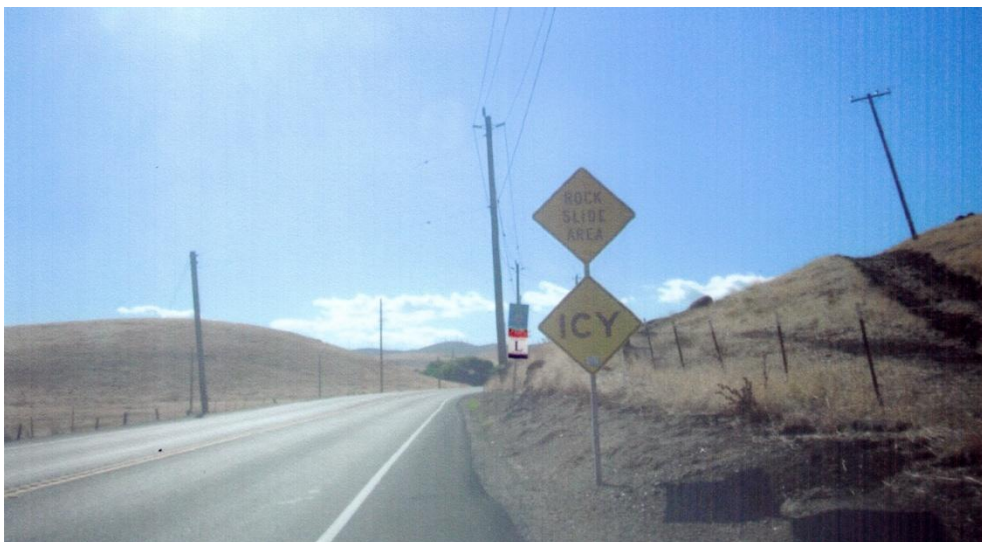




Grantline Road East of Mountain House Road  
EB - @ Mile marker 0.86



Altamont Pass Road East of Greenville Road  
E/B- Near Trestle



Altamont Pass Road West of Grantline Road  
WB - with CHP Sign



## Hwy 40 Billboard

California Chapter member, Richard Holben, of Santa Rosa, approached the Chapter in late December, 2012 inquiring if we knew of anyone that would be interested in a billboard that had once been located at Gold Run on what was then US 40. The billboard, along with several similar ones, were installed along the highway to encourage motorists to write their congressman and request that US 40 be widened. As a coincidence, I had just toured the National Automobile Museum (formerly Harrah's Automobile Collection) in Reno the previous week. I came across a photo which is shown below. The photo did not state a location, but it could quite possibly be the same sign. V.P. Joel Windmiller responded that he had a photo of the billboard taken from a video shown in an Auburn Museum. That billboard was given to Richard and his father in 1984 to be used as barn siding. Several possible homes for the billboard were suggested and those locations will be approached.



In January correspondence was sent to both Mr Holben and the California Automobile Museum in Sacramento to see if there was an interest. The CAM was interested and had a place available to display the sign and was willing to accept the sign as a donation, but apparently Mr. Holben wanted to sell the sign. The fate of the sign is now in limbo.









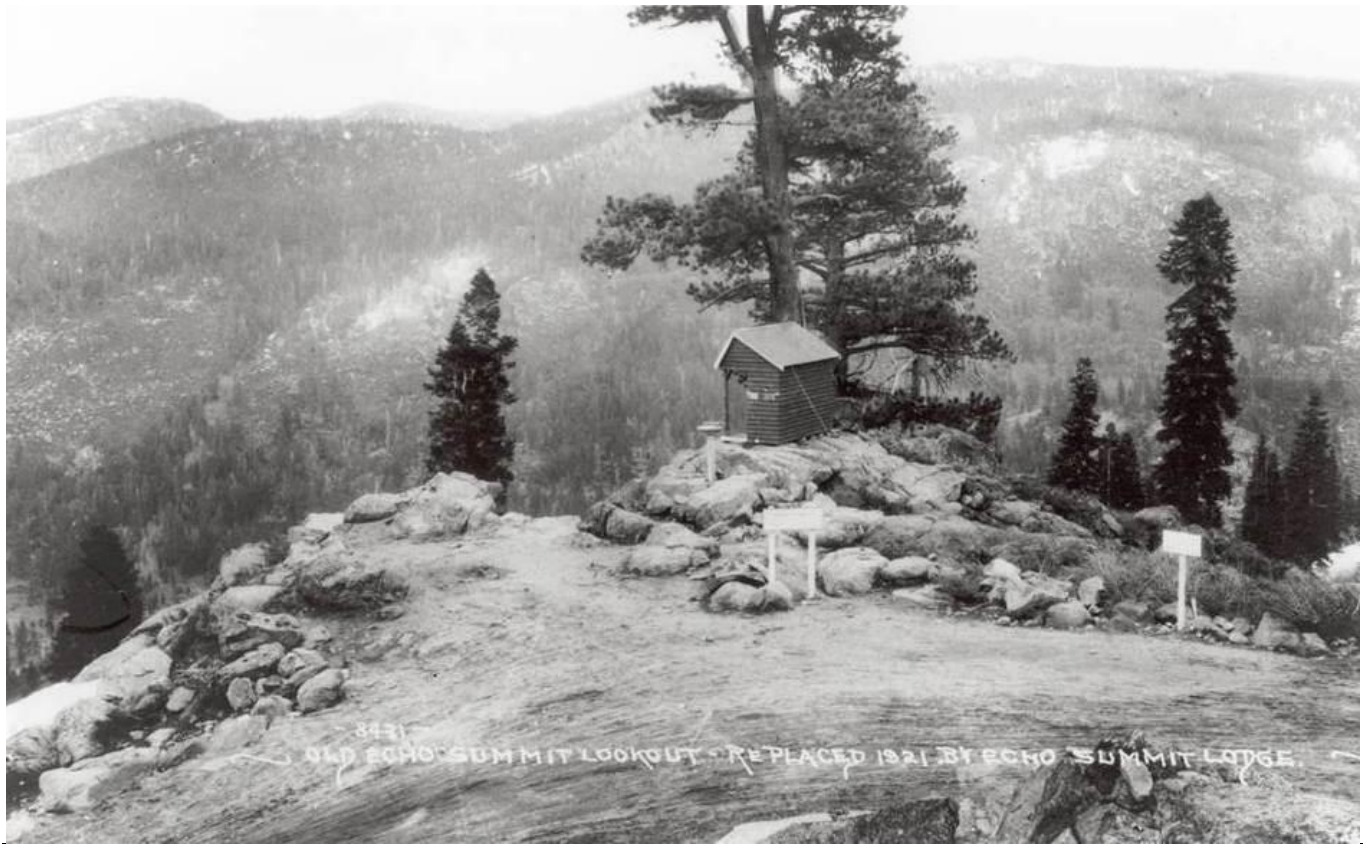
## More Historical Tid-Bits

An article in the San Francisco Call of December 2, 1909 states "TREES TO SHADE ROADS LEADING TO SACRAMENTO" . The Sacramento County forestry board decided to plant trees along roads leading from the city to provide shade and decoration. Palm trees are to be planted along J street, native oaks along M street road, elms on the upper Stockton and black walnut on the lower Stockton. The article doesn't state the size of these trees at time of planting, so it is unknown how tall they would have been when the Lincoln passed by four years later in 1913.

"Here's New Winkle In Patching Tubes" appeared in the Oakland Tribune of May 14, 1922. "To hasten the work of patching a tube, place the tube on which the patch is applied between two small blocks of wood. Then place the jack on the upper block, slip the whole under the axle or frame of the machine, and raise it up an inch or so. This brings several hundred pounds of pressure on the patch and completes the repair."



## Echo Summit Lodge



[ fig. 1 ]

The accompanying photos are from the collection of John Hannum of the California Alpine Club which was founded, coincidentally, in 1913. It too will be celebrating its 100th anniversary this year. The lodge at Echo Summit was acquired by the CAC in 1952.



[ fig. 2 ]



[ fig. 3 ]





[ fig. 4 ]



[ fig.5 ]



[ fig.6 ]

Figure 1 shows the original fire lookout point as it looked in 1920. The road in foreground dates from the 1860's to the present. Behind the white sign board is a swale through which passed the Johnson Trail. Other names for the Summit were Nevett's Pass, Mickey Free Point and Bill Hill Summit. The lookout building was replaced by the Lodge in 1921.

Figure 2 shows the Lodge circa 1922. It was then known as "Wohlbruck's Canteen Service Station C". At that time the access door was via the deck. The double post sign remains the same as in 1920. The new lodge is built directly over the Johnson Trail. The lodge has a single multi-pane window. There is no sign of a back kitchen shed. Note location of boulder by stairs.

Figure 3 shows what is referred to as "version 2". The deck has been extended around end of building. There are now three multi-pane windows overlooking deck.

Figure 4 has sign above door which reads " Echo Summit Lodge". Windows on end of lodge have been replaced with double doors. A kitchen shed has been added to rear of building. Boulder has been moved to end of stairs.

Figure 5 is an artist's rendering with the date unknown.

Figure 6 is current configuration as seen in 2008.



# Yolo Causeway

## **YOLO TURNPIKE ROAD.**

**T**HE YOLO PLANK AND TURNPIKE ROAD COMPANY have finished their Road across the Tules, near the old Summer Road. It is the nearest and best road to Cache Creek, Clear Lake, Colusa, or any point west of Sacramento.

It is also the nearest and best road to Putah Creek, Solano, Sonoma, Benicia, Suisun and Napa Valleys, the Bodega country, Russian River, or any point southwest of the Sacramento river.

The facilities for crossing the Tules are now greater and better than ever before. When the water in the Tules is low, the Turnpike Road offers ample accommodation; and when it is over the river banks, this company have several large launches, with which they can supply the demand of the traveling public.

As I have been engaged on this Ferry since the Fall of 1851, I have gained much experience in the business, and know the best passages during very high water. Having been elected by the company to attend to the Ferry, the traveling public will always find me on hand to meet their wants.

JACOB L. LEWIS.

### **NOTICE TO TRAVELERS.**

The Rates of Toll on the road in Yolo county, between Putah and Cache Creek, above referred to, will be as follows—

1 Wagon, with six horses, mules or oxen.....	\$2 00
1 Wagon, with four " " " .....	1 50
1 Wagon, with two " " " .....	1 00
1 Wagon or Buggy, one horse.....	75
1 Man on horseback.....	50
1 Horse, Mule or Ox, or loose stock, each.....	25
1 Footman.....	25
Sheep or Hogs, each.....	5

a23-1m

This notice appeared in the Sacramento Daily Union, Volume 13, Number 1905, May 5, 1857.

The Sacramento Daily Union of February 5, 1884 had this to say under its BRIEF NOTES column. "The recent rains have caused the accumulation of a great quantity of water in the tule land back of Washington, and the tule road and "Jakes grade" are impassable, the latter from the fact that someone last year burned one of the bridges. Travel goes now by the way of "Colonel Hall's grade".

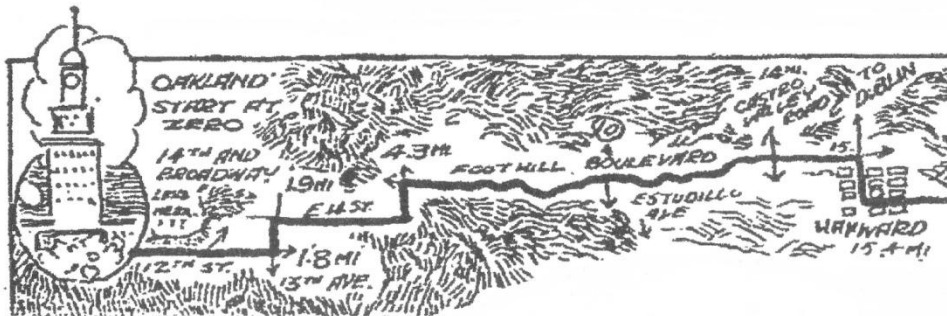
Do any of our members or readers know the full name of Tule Jake ? Has anyone ever heard of "Colonel Hall's grade" ?

# IN SEARCH OF THE LINCOLN HAYWARD TO OAKLAND

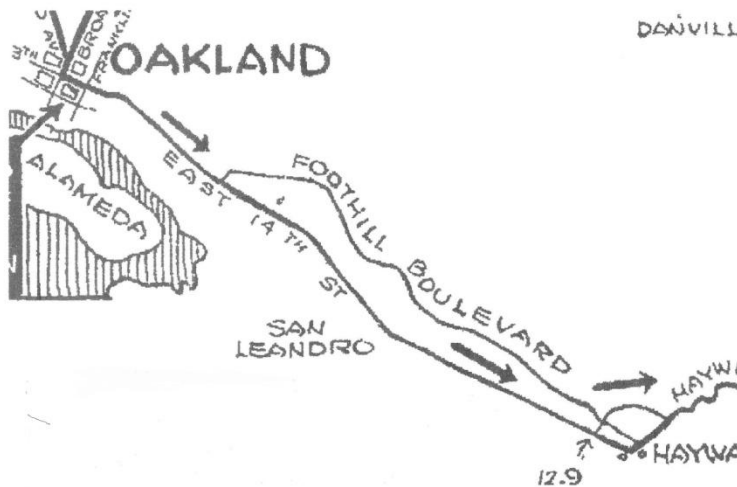
The search continues for the original routing and subsequent re-alignments of the Lincoln in various parts of California. As with any historical research, information that has been hidden from view for ages, is eventually discovered and sheds new light on what we have long considered fact. In most cases the Lincoln Highway followed the route originally laid out in 1913. Over time the road was improved, but usually did not deviate very far from its early path. This was due largely to the improvements that were made along the highway making it cost effective to stay where it was. Acquisition of land was also a key factor. Many land owners simply did not want the Highway to dissect their property. In many cases geography played a role in determining the route. In its infancy, the Lincoln was constructed mainly by hand. Earth moving equipment and paving equipment were primitive at best, thus making major re-alignments costly.

In past issues of the Traveler we have covered the alignments thru Livermore, Dublin Canyon, Sacramento, and the Yolo Causeway. Future issues will concentrate on the Dog Valley - Truckee River alignments and the Galt-Arno area. Numerous photos and information discovered at Caltrans will confirm the exact routing in those areas.

The alignments between Oakland and Hayward have been under the magnifying glass for some time. In researching this section of Lincoln Highway it appears that the actual route has been changed numerous times. The two major arteries between the cities have pretty much stayed the same with the Lincoln swapping back and forth several times. Inter-connecting streets is where the confusion lies. Newspaper articles and maps from the period were helpful in answering most of the questions.

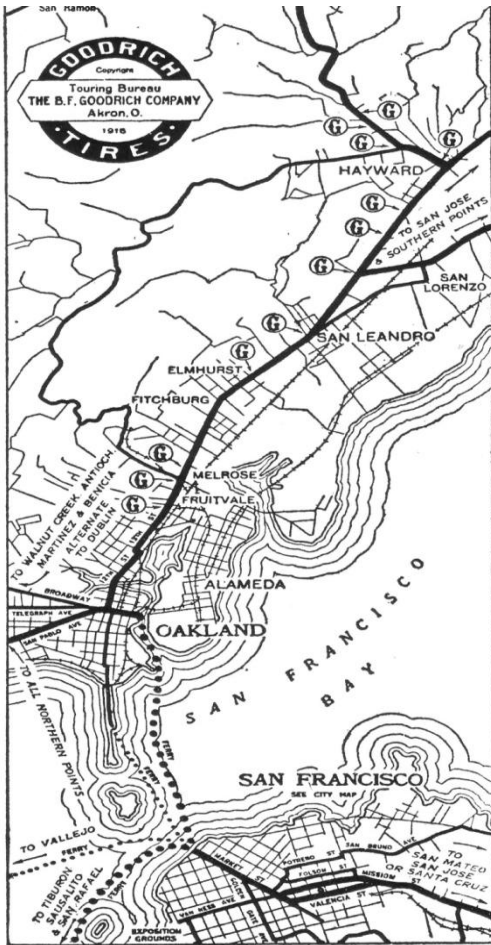


Oakland Tribune December 12, 1915 [fig. 1]



Oakland Tribune October 30, 1921 [fig. 2]





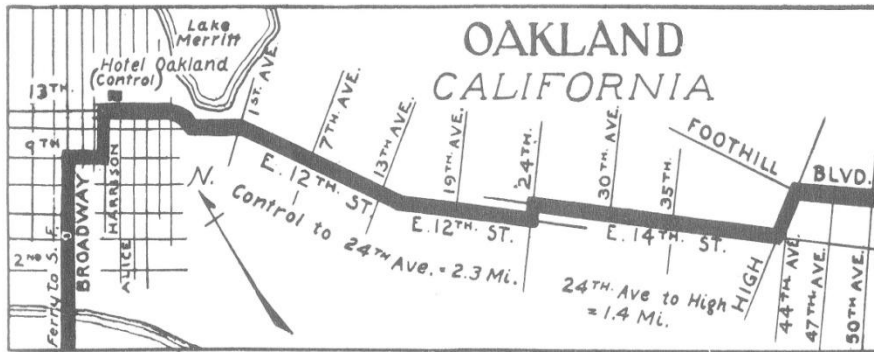
### Route 47

**SAN FRANCISCO TO LIVERMORE**

Miles

- 0.0 **SAN FRANCISCO.** East on Market St. to Ferry Bldg. At south end of Ferry Bldg. go on Creek Route Ferry. (Ferries leave every half hour during the day. The regular ferries do not carry cars except in the early morning and late evening.)
- 0.0 **OAKLAND.** Foot of Broadway. Go up Broadway to 12th St.
- 0.5 Turn right on 12th St.
- 0.6 Straight out 12th St., passing Lake Merritt on left.
- 1.4 Take right fork. Still on 12th St.
- 2.2 Turn left on 13th Ave., go one block, then turn right.
- 3.2 End of pavement.
- 3.7 Straight. (Turn right for Alameda.)
- 3.8 Ⓞ Straight through Fruitvale.
- 4.4 Straight. (Turn left for Foothill Blvd. at ostrich farm Ⓞ.)
- 4.7 Ⓞ Pass **MELROSE**, cross trolley, then straight.
- 7.4 Ⓞ Thru **ELMHURST**.
- 9.2 Ⓞ Take left fork along car tracks. **SAN LEANDEO**.
- 11.1 Ⓞ Take left fork.
- 11.2 Straight with trolley.
- 12.9 Ⓞ Straight. (Road on left for Castro Valley.)
- 14.2 Turn left on pavement at **Haywards**.

B. F. Goodrich strip map 1916 [ fig 3 ]



Map from 1921 and 1924 Lincoln Highway Official Road Guide [ fig. 4 ]

The road running from Mission San Jose to Oakland (San Antonio) was originally part of "El Camino Viejo". This road would later become Mission Blvd. Mission San Jose was founded in June of 1797 on the trail which ran north along the Bay of San Francisco. Haywards was one of the first towns to spring up along this thoroughfare in 1841. As more sections of the original Mexican land grants were sold, other towns began to appear on the road. Castro Valley appeared in 1852. San Leandro in 1855. From San Leandro to Oakland the road would be named 14th Street. Elmhurst, originally called "Jones" was renamed in 1869. This was the site of the Chevrolet factory opened in 1915. Other small communities such as Fitchburg, Melrose and Fruitvale were annexed into Oakland between 1906-09 following the San Francisco earthquake. The road through these towns was referred to as the Oakland-San Leandro road.

An article in the San Francisco Call of March 18, 1901, recalls a drive taken by chauffeurs (motorists) from Oakland to Haywards. Arriving from San Francisco on the Creek Route ferry, the three horseless carriages met with nine other motorists at the Locomobile Company on Telegraph Ave. The caravan left Oakland following 12th Street, crossing Lake Merritt, and made good time on the well bituminized road. They followed East 15th Street onto the San Leandro road. Stopping at the Hotel Estudillo, in San Leandro, the autos took on water and the motorists ginger-ale. The trip ended at the Haywards Hotel where dinner was taken. Frequent stops along the way were made to photograph the motorists among the green fields and orchards. No details were given regarding inter-connecting streets or avenues. It is interesting to note that 15th Street rather than 14th was the chosen route.

East 14th Street was the principal thoroughfare between Hayward and Oakland until the completion of Foothill Blvd. in 1908. Beginning at High Street in Oakland and terminating at A Street in Hayward, a distance of 12 miles, it was declared to be the finest roadway in California.

Realizing that the new thoroughfare did not extend into Oakland, Prescott Street (Old County Rd.) was widened from High Street to Redwood Ave. and incorporated as part of Foothill Blvd. Work was begun on this extension in 1907, but due to limited funds in the Alameda County road fund, the work would have to be done in sections as monies became available.

The map shown in figure 1 is from the Oakland Tribune of December, 1915. Directions given for travelling from Oakland to Hayward require setting your odometer to naught (0) at 14th and Broadway.

Follow Broadway south to 12th Street, turn east and follow 12th St. to 13th Avenue.

- 1.8 turn left on 13th Avenue
- 1.9 turn right on East 14th Street
- 4.1 turn left on High Street
- 4.3 turn right on Foothill Blvd.
- 10.0 pass Estudillo Ave. and continue straight on Foothill Blvd.
- 14.0 continue straight. passing Castro Valley Rd.
- 15.1 arrive at Hayward

This is the route that the Lincoln Highway would follow from 1913 -1922. Figure 2 shows the proposed re-routing of the highway which would be officially made in 1922. An article from the Sausalito News of March 4, 1922 declared;

**"ROUTE CHANGES MADE IN LINCOLN HIGHWAY".**

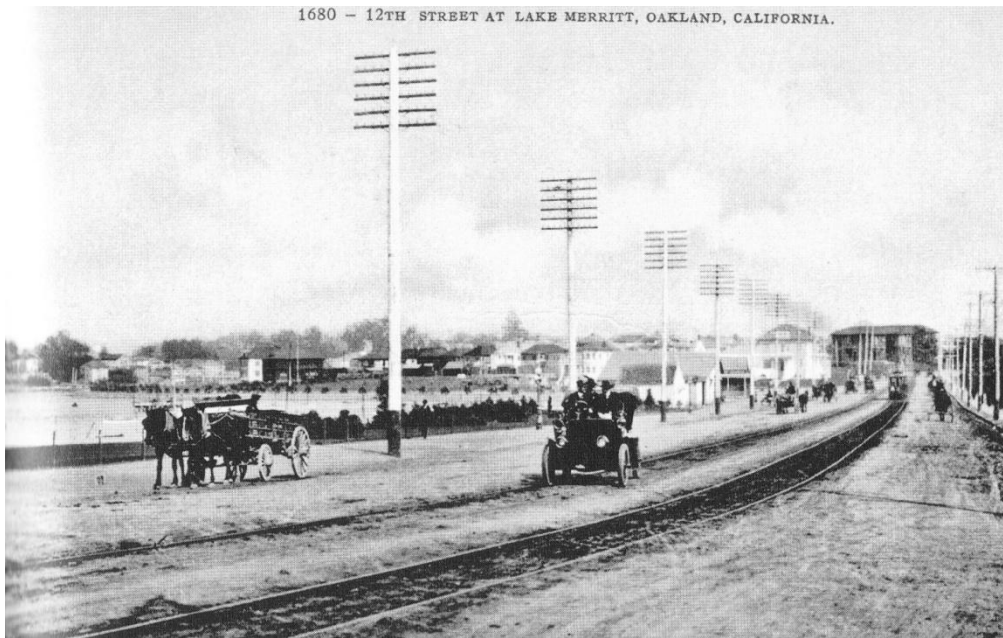
"Hayward. — The Lincoln Highway has been officially re-routed. instead of skirting the business districts of San Leandro and Hayward, as heretofore the official highway signs will guide tourists through the business districts of the two towns. The highway will follow East Fourteenth street and Castro avenue to B street, out the Dublin road to the Sacramento valley. The change was brought about through the efforts of J. W. Wallace of the Lincoln Highway Association, and H. R. Robinson, local consul for the association."

A close look at the map in figure 2 shows the highway jogging below Lake Merritt and becoming 13th Street as it enters downtown. Although not mentioned directly in the article this appears to be a subtle change in alignment entering Oakland. A change mentioned in the article was the highway extending to "B Street" in Hayward and turning onto the Dublin Road, thus eliminating the "A Street" alignment.

Castro street runs from the northern limit of Hayward south becoming the Hayward-Niles road.

Figure 3 is a 1916 B.F. Goodrich strip map. The driving directions are similar to those in figure 1 with the exception of the turn onto High Street. This map is directing you to turn left on 13th Avenue. Another guide book suggests turning left on 23rd Avenue. A Tidewater Oil Company map from the 1940's indicates that there is no 13th Street south of Lake Merritt.





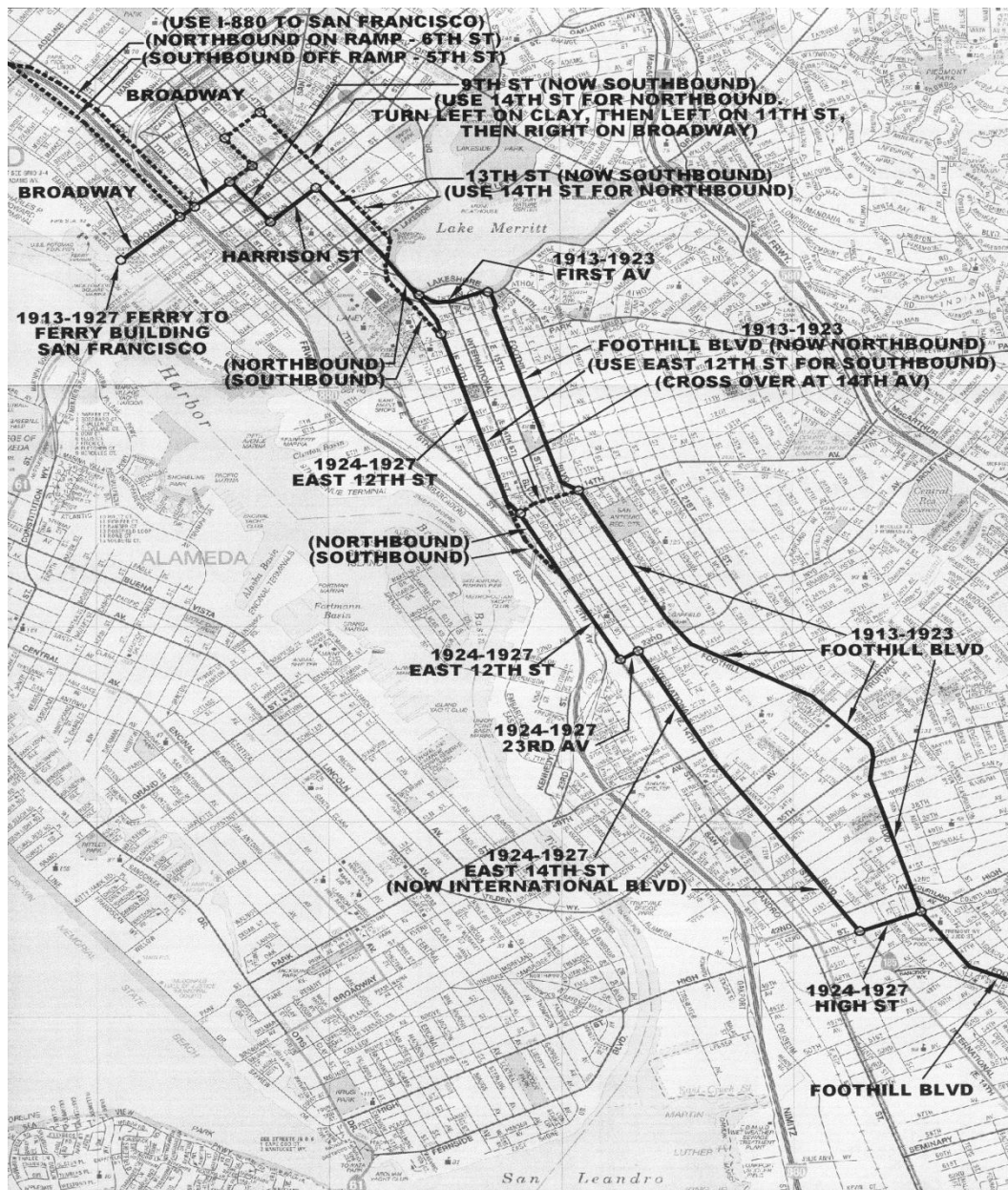
12th Street at Lake Merritt early 1900's



East 14th Street at Fruitvale 1913

This brings me to the point where I have to question the routing shown on the California Driving map provided by the California Chapter. [ fig. 5 ]

At what time did the alignment shift from 12th Street to 13th Street? When did 9th Street and Harrison Streets become the route. Did these changes take place when the highway switched back to East 14th Street ? Nowhere in the early mapping or newspaper clippings are these changes mentioned with the exception of figure 2. To add to the confusion a 1911 Thorpe's Roadmap and Tour Book of California shows the main road into Oakland turning from Boulevard Ave. (Foothill) onto 23rd Ave. then turning right onto 13th Street and heading past Lake Merritt to Broadway. As mentioned earlier there was no 13th street east of Lake Merritt.



[ fig. 5 ]

The routes shown in figure 5 were taken directly from the 1921 and 1924 Lincoln Highway Guide Books. The question still remains , why the jog from 13th Street onto Harrison and then to 9th? Was this move made to alleviate traffic congestion at 13th and Broadway? Or was it to draw motorists to the Hotel Oakland. It goes against everything the Lincoln set out to do , I.E. find the shortest and most expedient route. Another question is why the highway was diverted in 1922 from a seventy foot wide thoroughfare to a much narrower business street? If nothing else it seems to smack of politics.

I currently have a request in at the University of Michigan Library Special Collections Department. I'm hoping that the penciled routes and road log books of the LHA will shed some light on exactly what route was chosen and any realignments that may have taken place.

If any members or readers of this article can enlighten this author, please forward your information and I will publish it in the next Traveler.



# OFFICIAL TOUR REGISTRATION FORM

Please photocopy this registration form so as to not lose information on reverse side.

## PERSONAL INFORMATION

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_  
Telephone Home \_\_\_\_\_ Cell Phone \_\_\_\_\_  
Email: \_\_\_\_\_

## VEHICLE INFORMATION

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_  
Special Features \_\_\_\_\_  
You will be provided with two door decals. Do you prefer:  Magnetic  Low Tack Sticker

**Shirts:** Mark quantity of each size desired. (One free shirt per person registered)

Sizes and Quantities: Child T-Shirts \_\_\_\_\_ SM \_\_\_\_\_ MED \_\_\_\_\_ LG \_\_\_\_\_  
Adult Golf Shirts \_\_\_\_\_ SM \_\_\_\_\_ MED \_\_\_\_\_ LG \_\_\_\_\_ XL \_\_\_\_\_ XXL

## Indicate additional shirts you are ordering;

Sizes and Quantities: Child T-Shirts \_\_\_\_\_ SM \_\_\_\_\_ MED \_\_\_\_\_ LG \_\_\_\_\_ \$15.95 = \$ \_\_\_\_\_  
Adult Golf Shirts \_\_\_\_\_ SM \_\_\_\_\_ MED \_\_\_\_\_ LG \_\_\_\_\_ XL \_\_\_\_\_ XXL \$26.95 = \$ \_\_\_\_\_

## Lincoln Highway Association Membership\*

**\$40.00 = \$ \_\_\_\_\_**

## INDICATE WHICH TOUR YOU ARE PARTICIPATING IN:

West to East from California  East to West from NYC.  
Full tour (includes driver and car) ..... \$350.00 = \$ \_\_\_\_\_  
Additional passengers for full tour ..... @ \$225.00 per person \$ \_\_\_\_\_  
Ala Carte per day, per person (two day min) ... @ \$120 1<sup>st</sup> 2 days per person \$ \_\_\_\_\_  
Additional Days ..... @ \$ 60 per day per person \$ \_\_\_\_\_  
**TOTAL** \$ \_\_\_\_\_

## CREDIT CARD INFORMATION VISA MASTER CARD

Card Number \_\_\_\_\_ Expire Date \_\_\_\_\_  
Name on Card (please print) \_\_\_\_\_  
Cardholder Signature \_\_\_\_\_  
Check or money orders welcome also payable to Lincoln Highway Centennial Tour

## Mail entry and payment to:

Jesse Petersen, LHA Treasurer  
Lincoln Highway Association  
56 Bench Mark Village  
Tooele, UT 84074-2480

## For additional information about tours contact tour co-chairs:

Rosemary Rubin 330-418-3980 or Bob Lichty 330-704-5271  
Email: [tour@lincolnhighwayassoc.org](mailto:tour@lincolnhighwayassoc.org)

**WAIVER OF LIABILITY** (must be signed by all registrants) The undersigned hereby agrees that the Lincoln Highway Association and/or its officers and directors shall have no responsibility or liability, in whole or in part, for any loss, damage, or injury to person or property, or any act or omission resulting from, arising out of, or occurring during any activity, program, tour, meeting, meal, or other service and facility furnished or supplied in conjunction with the Annual Lincoln Highway Association Conference and special events. (Guardian's signature is required for those under 18. Every attendee must sign the waiver.)

Signed \_\_\_\_\_ Date \_\_\_\_\_ Signed \_\_\_\_\_ Date \_\_\_\_\_  
Signed \_\_\_\_\_ Date \_\_\_\_\_ Signed \_\_\_\_\_ Date \_\_\_\_\_

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# TOUR ROUTE

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## Official West Coast Tour

Saturday	June 22	San Francisco, California, pre-tour gathering
Sunday	June 23	San Francisco, California to Sacramento, California
Monday	June 24	Sacramento, California to Fallon, Nevada
Tuesday	June 25	Fallon, Nevada to Ely, Nevada
Wednesday	June 26	Ely, Nevada to Tooele, Utah
Thursday	June 27	Tooele, Utah to Rock Springs, Wyoming
Friday	June 28	Rock Springs, Wyoming to Cheyenne, Wyoming
Saturday	June 29	Cheyenne, Wyoming to Lexington, Nebraska
Sunday	June 30	Lexington, Nebraska to Kearney Nebraska

## Official East Coast Tour

Friday	June 21	Secaucus, New Jersey, Pre-tour gathering
Saturday	June 22	New York City (Times Square), New York to Malvern, Pennsylvania
Sunday	June 23	Malvern, Pennsylvania to Chambersburg, Pennsylvania
Monday	June 24	Chambersburg, Pennsylvania to Pittsburgh, Pennsylvania
Tuesday	June 25	Pittsburgh, Pennsylvania to Mansfield, Ohio
Wednesday	June 26	Mansfield, Ohio to South Bend, Indiana
Thursday	June 27	South Bend, Indiana to Rochelle, Illinois
Friday	June 28	Rochelle, Illinois, to Ames, Iowa
Saturday	June 29	Ames, Iowa to Grand Island, Nebraska
Sunday	June 30	Grand Island, Nebraska to Kearney, Nebraska

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# TOUR RATES

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**Full East or West tour (includes driver, vehicle and all tour amenities) .....\$350.00**

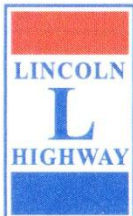
**Additional Passengers per vehicle .....\$225 .00**

*Tour amenities include maps, Lincoln highway Centennial book, festival event shirts, tote bag, Car decals, some meals, discount hotel rates, other discounts on journey.*

**Ala Carte per person per day (minimum two days) .....\$120.00**

**Additional days ala carte per person ..... \$ 60.00**

NOTE: Each vehicle must be represented by a Lincoln Highway Association member, . If you are currently not a member please add your dues payment with order. Your membership will be sent to national membership committee and you will also receive full LHA member benefits including The Forum magazine. Any profits from this event go to the national Lincoln Highway Association a 501c3 non-profit organization.



**Make your reservations now!**  
**Space is limited, early reservations recommended.**  
**Reservation deadline is: May 9, 2013**



# MARK YOUR 2013 CALENDAR

Saturday **APRIL 6, 2013**  
State Chapter Meeting  
12:00 Noon

Bearcat Properties  
505 Laurelwood Rd.  
corner of Laurelwood Rd.and Woodward Ave.  
Santa Clara, CA

## NOTICE:

We will be eating our lunch at Bearcat Properties prior to a short Chapter meeting and the viewing of Henry Joy's official 1914 LH Packard.

The Last Chance Restaurant & Deli has been suggested for purchasing Deli sandwiches, salads or pizza for your lunch. Other suggestions are stopping at a local fast food restaurant between home and Santa Clara IE; McDonalds, Subway etc.or pack your own favorite. Don't forget a drink. Tables will be provided along with a limited number of chairs. The Last Chance is located at 3400 De La Cruz Blvd.which is one block East and 1 1/2 blocks North of Bearcat Properties. The Last Chance opens at 11:00am.

Entry to the Bearcat Properties warehouse is at rear of building. As seating is limited, please bring a collapsible chair. The warehouse contains the private collection of John Bertolotti and includes Henry Joy's 1914 Packard. This is a must - not - miss - event !!!!!!!

DIRECTIONS: Find your way to the **Nimitz Freeway (I-880 S)** at Hayward. Go south toward San Jose approx 6.0 miles. Take exit **#7/Montague Expwy** following right ramp. Follow right ramp onto **Montague Expwy (CR-G4 S)** for .9 miles. Turn left on **E Trimble Rd.** Turn right on De La Cruz Blvd. Turn left onto **Laurelwood Rd.** In .2 miles 505 Laurelwood is on right.

## CHECK THE CALIFORNIA CHAPTER WEB SITE FOR GOOGLE MAP

**APRIL 27**  
10:00am weather permitting

Donner Summit Bridge Plaque  
remounting party

**NOTE: Contact Leon Schegg or Norm Saylor for further info if you plan to attend.**

**JUNE 21 - 30**

100th Anniversary Tour

**JUNE 30 - JULY 5**

21st Annual LHA Conference  
**Lincoln Highway Centennial**  
Kearney, Nebraska

Saturday **JULY 13, 2013**  
12:00 Noon

State Chapter Meeting  
Location to be announced

Saturday **OCTOBER 5, 2013**  
12:00 Noon

State Chapter Meeting  
Location to be announced

**NOTE:** Announcement of Chapter Meeting locations are mailed via postcard to all current members approximately 2 weeks prior to the actual date. They are also posted on the California Chapter web site. Contact Joel Windmiller regarding mailing of postcards.

The dates and particulars for the 2013 Bus Tour and Cruise will be printed in a future Traveler.



LINCOLN HIGHWAY ASSOCIATION  
**CALIFORNIA CHAPTER**

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

