



THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION - CALIFORNIA CHAPTER

www.lincolnhwy.org/ca/traveler



EDITOR
Gary Kinst

PUBLISHED QUARTERLY ON THE FIRST OF
JANUARY, APRIL, JULY, OCTOBER



VOL. 14 NO. 3

SUMMER

JULY, AUGUST, 2013



April Chapter Meeting



Members and guests of the California Chapter pose with Henry Joy's 1914 Packard at the John Bertolotti Automobile Collection in Santa Clara



The April Chapter meeting was held at Bearcat Properties in Santa Clara, CA. It was another great turn-out with 36 members and guests attending. Discussion centered on the upcoming 100th anniversary tour and the preparations under way to make it a success. President Paul Gilger and his group of volunteers have out done themselves on this undertaking. After the meeting adjourned we were given the option of a tour by docent Dan Erleg or a self guided tour through the two rooms filled with semi-modern and vintage autos. The collection is owned by John Bertolotti a prominent California businessman. There were Stutz, Pierce Arrow, Ford speedsters, Buick, Austin Healey and Porsche to name a few. The highlight of the collection was Henry Joy's 1914 Packard. Driven by Joy in 1915 from New York to San Francisco, on one of his inspection tours, it was displayed in the San Francisco Packard showroom in the condition it had arrived in. This was a sales pitch to show potential customers that a Packard Car could successfully cross the country on the Lincoln Highway. It was later cleaned and sold.

With the majority of those attending the meeting leaving after the tour, a lucky group of about 8 remained behind talking Lincoln Highway with Dan Erleg. At some point we realized that he had started the Packard and was offering rides around a four block area in the industrial park. Dan made 2 trips and it was quite a ride. He explained the workings of the Packard, its history and demonstrated how the car would have been driven in 1915.

Minutes from the April meeting will be posted on the web site after their approval at the August meeting.



Myron B Gershenson



Myron Bernard Gershenson passed away peacefully from congestive heart failure on May 1, 2013 in San Francisco. Myron was born in San Francisco on October 11, 1936. His parents were Mark and Ann (Newman) Gershenson. Myron lost 80% of his hearing at the age of 5 due to measles. Several years later, the family moved to San Carlos where his brother, Stanley David, was born. Myron married Lois Jeanette Carter in 1961 and they had three children. He and Lois divorced in 1986, and later, he met Marquitta Colleen Price Wilson at a high school reunion. They married in 1989 and they made their home in Pacifica.

Myron graduated from Sequoia High School then went to San Jose State University. In 1972 he went to San Mateo Community College, and majored in geography. He transferred to California State University, Hayward where he earned Bachelor's and Master's Degrees. He devoted several decades to presenting special programs to seniors in convalescent homes, in the over-60 program at San Francisco State University, and other venues around the San Francisco Bay Area. He taught in the Geography Department at Chabot College for over 30 years.

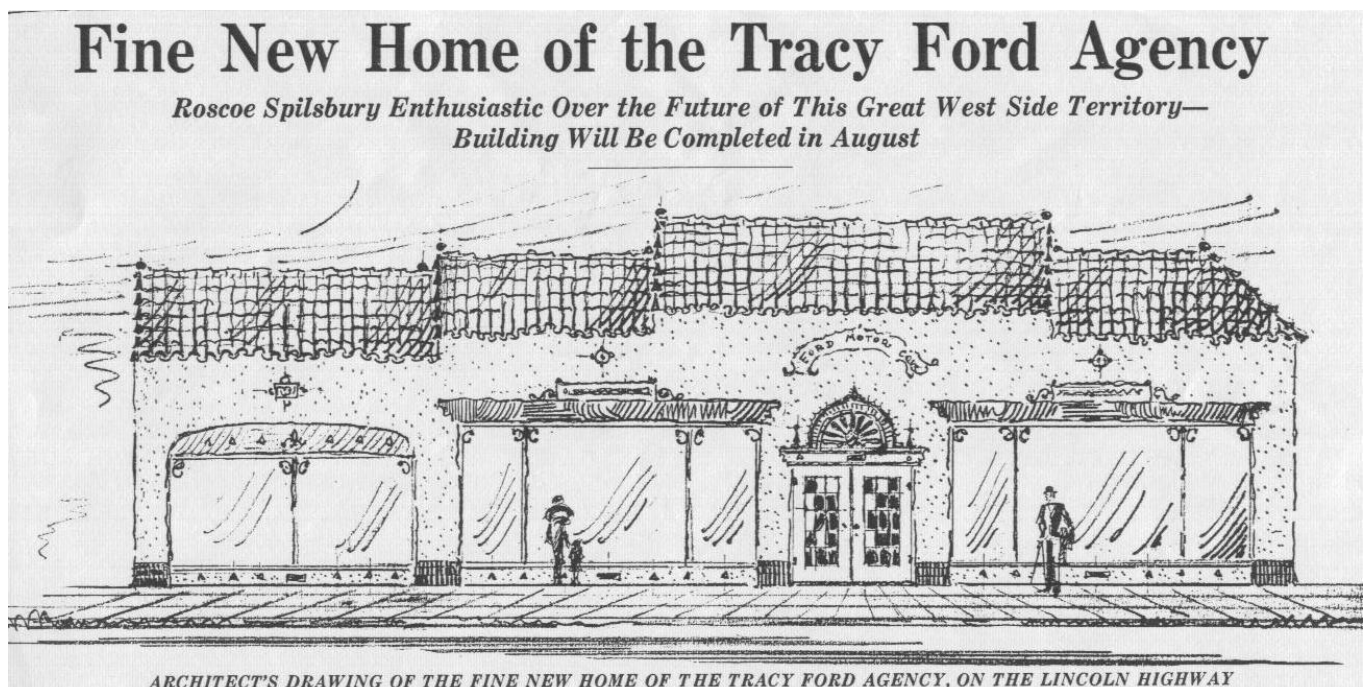
Myron is survived by his wife, Marquitta; his children, Alyce (Mike), Martin (Darlene; grandson Mason), and Stephanie; his brother, Stanley (Beryl); nephews Daniel (Linda), Joshua (Valerie); former wife, Lois Carter; and his fur babies, Bear and Dukie. Interment will be at Skylawn Cemetery. In lieu of flowers, donations are encouraged to the Peninsula Humane Society and Chabot College Geography Department.

Myron was an avid member of the Lincoln Highway Association, having written numerous articles for the Forum. As a friend of Myron and his family, I can sincerely say he will be missed. Anyone who knew or met Myron, knew he could be somewhat cantankerous at times. He had some very strong opinions as to the history of the Lincoln as well as to the reasons it was created. We bumped noggins more than once, but his arguments were pretty convincing, It's difficult to argue with a college professor. I thoroughly enjoyed assisting him in researching facts for his articles. Many folks are interested in exactly where the highway went. Some to the extent of locating every twist and turn and every exposed piece of old concrete. Myron on the other hand didn't believe the Highway ever left California. What he was most interested in were the people who travelled on the highway. What provisions did they need to accomplish such a feat. Where were they going and why? What hardships did they face along the way. His last article was about "The Building of Fisher's Dream" a well researched and fascinating story. I already miss the e-mails with questions or leads to follow up on. Myron and Greg Fanzwa were at the top of my list for why I publish the Traveler. Miss you Both.

Gary

The Lincoln Makes Way for McDonalds

Yet another historic building along the Lincoln Highway in Tracy, California becomes a victim of progress. As reported in the last issue, the Historic Westside Garage, located a block West, was leveled due to seismic problems. This current demolition was done solely to provide a location for a new McDonalds restaurant to go along with the four it already has in Tracy.





2002



July 12, 2013

The Roscoe Spilsbury Ford Dealership was opened in August of 1930. At the time it was ranked among the finest and most modern Ford dealerships in a city the size of Tracy, anywhere in the entire country. The building would later become Steele Ford and in 1938 James Bell Ford. Tracy Auto Parts would become the next tenant followed by the last tenant, Monument Auto Parts. On Monday April 16, 1934 Roscoe Spilsbury celebrated his 4th anniversary in the new building. Approximately 1,000 people attended the event and they were entertained by a "Talkie" film presented by the Ford Motor Company entitled "These Thirty Years". A special guest was famous race car driver Stubby Stubblefield.

The 2013 Centennial Tour day 1

Being unable to participate in the Tour or the Conference, VP Joel Windmiller and myself thought the least we could do was document and photo the tour from San Francisco to Sacramento. We finally opted to meet the Tour at the Duarte Garage in Livermore. Joel and I arrived at the Duarte around 10:15am on Sunday. The staff at the Garage had everything set up to greet the Tour. The Lincoln Highway display was ready for viewing. Bill Junk and his daughter Susan were outside waiting to greet the participants and visitors. Marie Abbot was making sure everything was in place and as the cars arrived she directed them to the parking area behind the garage. The Garage had its recently restored 1925 Segrave fire truck prominently displayed along with its two other vintage trucks that had faithfully served Livermore in the past. Around 10:30 Chapter President Paul Gilger lead the first of the participants onto N. Livermore Ave. and directed them to their respective parking locations. Shortly there-after the stars of the show arrived. Dan Erleg and his wife driving Henry Joy's 1914 Packard, Ed Archer his wife and their 1915 Model T Speedster. The folks at the Duarte are always going out of their way to help the Lincoln Highway Association. Thanks Guys and Gals.



1925 Segrave





Dan Erleg & Wife 1914 Packard Series 38



1913 Pierce Arrow Model 38



Ed Archer 1915 Model T Speedster



1949 Packard Super 8



Model A's on Pine St.



Later Model cars on Pine St.

During the day, Ed Archer's Model T drew more attention than any other car. After enjoying some cookies and coffee Joel and I left a few minutes early to find a spot in Altamont Pass to photo the cars winding thru the turns. We located a spot just west of the Summit in a little valley. Shortly after arriving, Paul's Mustang appeared from around a corner followed by several newer cars with the drivers waving and honking. Several more cars arrived at broken intervals. Finally 12:00 came and no sign of the Packard, Pierce Arrow or Model T. While we were waiting I looked around and realized this location was in an old photo I have. It shows the road having been realigned, but until now I was unable to find the old road. Looking out over the grassy hillside, lo-and-behold there it was. Right under my nose.



The hidden alignment west of the Altamont Summit

At 12:05 we gave up the wait and headed for the Summit Garage. Shortly after arriving the Packard showed. Apparently it experienced starter problems at the Duarte. It later turned out to be the battery which was replaced and the trip continued. We videoed the cars starting and leaving the Summit Garage which was an exciting experience hearing those vintage vehicles accelerate up thru the straight-cut gears. Following the cars towards Tracy we came upon Ed Archer stalled half on and half off the road in the middle of a hill. We offered assistance, but were told all was well. We watched as Ed wrapped in his huge college fur coat, grabbed the crank and let-her-spin. After 5 cranks the T roared to life. Ed's Model T is as original as a 1915 racing T can be. The engine has what in 1915 would have been the latest hi-performance modifications, including an overhead valve conversion. Ed races his T at Laguna Seca Raceway in Monterey, CA. I only mention this because of what took place next. We began following Ed over hill and dale towards Tracy. As we headed down the first grade we were doing 55mph. Between the Summit and Mountain House there are numerous curves. We blew past Mountain house doing 70mph. If you've ever followed a Model T speedster with no roll bar, no seat belts and 3 1/2 " wide tires doing 70 mph. I can tell you it was breath taking. Joel and I had our fingers crossed all the way to Tracy. As we came off the grade just east of Mountain House, Ed passed several cars from the tour like they were stopped. God surely looks out for the Fearless. As we entered Tracy, 11th street was lined with numerous groups who had turned out to see the cars. Lots of waving and horn honking.



The Packard at the Summit Garage



1953 Ford Victoria 1964 Mercury Comet



Ed and Wife stalled in Altamont



1946 Ford Woody in the Altamont



Model A at Drive-In 11th St. Tracy



Crowd enjoying cars 11th St. Tracy

On to Banta where the tour was greeted by numerous locals. The Historic Banta Inn was the lunch stop for the Tour. The restaurant's outdoor area was reserved for the occasion and a lunch of finger sandwiches and macaronis salad was awaiting the group. The parking lot and nearby streets were overflowing with cars and folks talking cars and highways.



Packard Pierce Arrow and Ford Speedster arriving in Banta



Folks gathered outside the Banta Inn



1925 Lincoln Model L 7 passenger Sedan
Brichetto Store in back ground



Lunch at the Banta Inn



1925 Model T Coupe Milton Webb



Ed Archer relinquishing parking spot to Joy's Packard

After leaving Banta, we followed the Tour past Mossdale, through French Camp and into Stockton. Along El Dorado St. we passed several groups of well wishers, but when we reached the corner of Maple and Pacific Ave. we were greeted by a large turn-out of folks. From Stockton we drove thru Henderson Village, Lodi, Galt, Woodbridge and eventually arrived at the Elk Grove Historical Museum, where more refreshments awaited. The docents were dressed in period costume and gave tours of the Historic Hotel and State Stop which once stood along the Lincoln.



Arriving at Elk Grove



Cars staged in parking lot

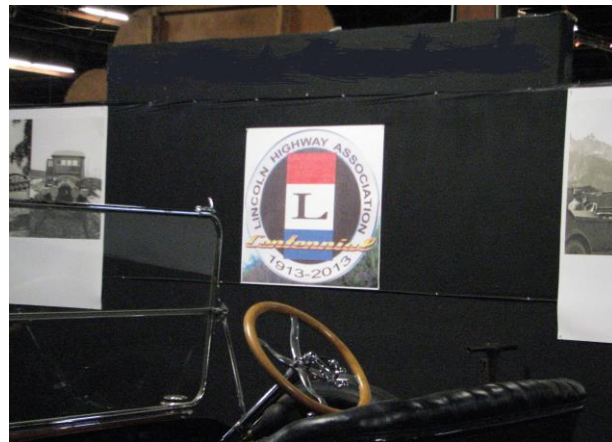


The final leg of our journey took us up Hwy 99 to the California Automobile Museum located near old Sacramento. This is where the Tour had dinner and enjoyed the Lincoln Highway display put together by the California Chapter and the Museum. Before and after dinner the participants toured the Museum's impressive collection. Dinner, arranged by Scott Miner, Sally Hoeprich and Amelia Alff of the California Chapter, was a make your own Taco buffet that was over-the-top. During dinner an 800+ power point photo presentation was projected on the Museum's big screen showing participants vintage photos of what they had seen on their first day and what they could expect to see on day 2. Unfortunately it rained in the Sierras on day 2. The vintage cars from the Bertolotti Collection stopped at Sacramento.

The Display at the California Automobile Museum



Left and Right display banners showing scenes from the Lincoln Highway



Center of display as viewed over Jon Alff's 1914 Buick



Jon Alff and Joel Windmiller examining artifacts in the display area



An original marker post from Sylvan, CA, and the form used by Norm Root to cast replacement Marker Posts



During the April Chapter meeting the idea of constructing a Lincoln Highway display at the California Automobile Museum, to coincide with the Centennial Tour diner, was presented to the membership by Bob Daloia, a docent at the Museum. Member Jon Alff suggested creating banners and possibly a video to show at the display. I was asked to supply photos for the banners. Putting this display together was no simple matter. Problems were encountered in the attempt to enlarge photos to poster size and getting the banners produced. Agreement as to layout and use of floor space was an issue. But in the end it all came together. Several video monitors were used to show Jon's video, a short interview with Bernie Queneau and the 1919 Military Convoy. Jon provided his immaculate 1914 Buick as a center piece for the display. A 1915 Model T and a 1914 Cadillac, provided by the CAM, were also displayed. Joel Windmiller was responsible for overseeing the construction of the display and providing the historical material for the showcases. A display was created to honor the contributions of the Boy Scouts of America in installing the LH Markers in 1928. There was a plan to have the 1928 Boy Scout replica Reo moved from the Hays Truck Museum in Woodland to be the center piece for the display, but that unfortunately did not happen. Thanks to all that helped make this a memorable tribute to the Lincoln Highway, especially all the great folks at the California Automobile Museum

Lincoln Highway Sign Project

Members Michael Kaelin and Scott Miner have been busy fulfilling their quest to have a major portion of the Lincoln signed prior to the 100th anniversary Tour. I was surprised, while at the Duarte Garage, by the number of participants that commented on the signs in Hayward, Castro Valley and Dublin Canyon.



Station of Jerry Bireley on left

Scott Miner (right) is seen presenting a sample sign to Alameda County Supervisor (Dist. 4) Nate Miley. Nate is also the Mayor of unincorporated Castro Valley. The Public Works folks from Castro Valley installed 13 signs along Castro Valley Blvd., Dublin Canyon Road, Grove Way and Foothill Blvd.

Michael, in conjunction with the City of Livermore and the Livermore Heritage Guild, was able to have 6 signs installed in Livermore. Thanks go out to Bill and Susan Junk, of the Duarte Garage, for their help in determining the best location for the signs. Signs were installed on Airway, Portola Ave. (above photo), Junction Ave., Guardella and First St.

Michael is currently working with Kevin Shower of Stockton, who has received a sponsorship from the "Miracle Mile Association" to place 10 signs along the Lincoln, which will hopefully include Center St., El Dorado, Pacific Ave. and Lower French Camp Turnpike. Michael is also working with Bob Glaze of the San Leandro Optimist's for signs in the San Leandro area. Future locations include the Oakland Hotel and Jack London Square.

Joel Windmiller is also working with Sacramento City and County representatives to place signs in the Sacramento area. Response has been positive

The Lincoln Highway in Oakland



L
HIGHWAY

Lincoln Highway

SAN FRANCISCO, CALIFORNIA
TO ELY, NEVADA
632.9 MILES

Compiled 1915 by G. S. Hoag,
Nevada State Consul of the
Lincoln Highway, Ely, Nevada

SAN FRANCISCO TO RENO

San Francisco—take ferry to
Oakland.

0.0 Oakland corner 12th and Broad-
way. Go east on 12th St.

0.5 Cross road thru Lake Merritt.
At end of lake road keep
straight ahead, leaving street
car line

1.6 Turn L and go one block and
turn R onto 14th St. and fol-
low street car tracks

3.1 Fruitvale
3.8 Turn L onto High St.

4.1 Turn R onto boulevard
11.8 Pass county infirmary on L
14.9 Turn L onto Avenue A Hay-
wards

15.3 X bridge
15.6 Take R fork
15.7 Take R fork
16.7 X bridge and up hill. At top
of hill take L fork and go
down hill

17.8 Foot of grade
18.2 Bridge
19.0 School house on R
23.6 Bridge
4.4 X-roads. Straight ahead X 3
bridges

26.7 X R. R.
27.8 Santa Rita
30.8 Pass school on L
33.3 Over cement bridge
33.6 Take L fork
33.8 X-roads. Turn R
34.4 Livermore. Leaving Livermore
at

34.6 Turn L onto Main St.
40.6 Turn L along tracks up hill
41.7 R fork up hill
42.2 Altamont station on L
42.6 X R. R.
42.7 Under trestle
47.7 Take R fork up a little grade
52.3 Turn R

across valley
22.2 Pancake summit
32.7 Six-mile house, water, Elev.
7,000 ft. Telephone to Ely.
Turn to L.

33.7 R fork signboard
35.6 L fork
38.3 Swing L near cemetery (R to
Hamilton, 1/2 mile distant,
Shields Hotel at Hamilton is
famed for its meals and lodg-
ings)

43.0 White Pine summit. Elev 8115
feet
45.0 Spring, water
46.8 L fork
47.0 Bridge
49.0 Rosewear's ranch
51.4 Moorhat's ranch; meals, tele-
phone to Ely

52.1 R fork
56.5 Bridge
65.3 "Jake's Summit"
70.7 Turn L at signboard and go
up canyon

71.3 Keep L
73.0 Summit; L fork
73.7 X R. R.
74.4 Straight thru Riepeitown
74.7 Keep L
75.5 Turn R
75.9 Keep L and climb hill
76.3 X R. R. and bear R.
76.5 L fork and X R. R.
76.9 Edge of pit, big sign. After
viewing pit turn around and
return to first fork

77.0 R fork
77.4 L fork (R goes to Tomopah)
77.5 X R. R. and immediately take
R fork
78.6 L fork
79.0 X R. R. and follow near R. R.
on main traveled road down
canyon to

84.5 Ely Garage on R (A. A. of-
ficial) holds 50 cars; tires
and fuel supplies
84.6 Northern Hotel (official) ELY,
NEVADA; rooms \$1.00 and
up; with bath \$2.00 and up.
Good meals at right prices.
Ely has good hotels, pub-
lic garage, gasoline and
oil, railroad machine shops
with laundry and gear
cutting machines. Any sort
of repairs can be made.
Inquire for G. S. Hoag, Lincoln
Highway Consul, for further di-
rections.

13.5 Take R fork
13.9 R fork
15.2 L fork
18.1 Pass ruined cabin
31.3 Look out for rocks to
33.2 New Pass
34.7 Look out for bad wash
43.0 Stone ruins on L
53.4 X bridge
54.9 House
55.8 X R. R.
60.7 Go between two cemeteries and
take L fork

60.9 Ascend grade to
61.5 Austin. (International Hotel,
and garage, A. A. A. offi-
cial) "Bowler" pump, oils,
etc. Wm. Easton, Prop'r. is
Lincoln Highway consul for
Austin

AUSTIN TO EUREKA
Five hours, signboards all the way.
Set speedometer at 0.0 in front of
International Hotel facing uphill on
Main St. Continue up Main Street
to end.

0.4 Turn L and proceed up capyon
2.1 Summit
2.8 Water
3.4 R fork, signboard
6.3 Ranch
7.2 R fork
8.2 Ranch, water
9.1 Water
9.6 L fork, signboard, leave tele-
phone

9.9 L fork, signboard
13.8 X-roads
16.1 R fork, signboard
21.5 Summit
26.6 Summit
34.8 L fork
34.9 Summit, water
41.4 Water
49.1 Signboard
55.5 Ranch
60.5 Take L fork
64.8 X R. R. R fork up canyon
69.0 Zadow hotel on R, Eureka;
free garage, gas, oil and sup-
plies; meals at all hours.
Hot and cold water in ev-
ery room. Rudolph Zadow is
local consul. Set speedo-
meter at 0.0

EUREKA TO ELY
Signboards all the way, 84.6 miles,
5 hours.
0.0 Zadow Hotel on R; go straight
ahead
1.6 Take L fork
7.0 Photo house
9.5 L fork, signboard
9.6 L fork, signboard
11.0 R fork
11.3 R fork
15.0 Fourteen mile house, water,
signboard. Turn R around
corral and head straight east

35.6 Turn R and X bridge over
Truckee River
37.8 X 2 R. R.
38.1 Long distance phone
38.7 Postoffice Fenley
39.5 House
40.8 County road sign
46.3 Ranch, R. R. parallels on R.
Take either fork from ranch
to

49.7 Sign post, Take L fork. Go
straight ahead over X-roads
into Hazen
51.3 Hazen, hotel, gas
51.8 X S. P. main line; R fork
52.7 Straight ahead over X-roads
56.2 X R. R.
58.8 X white bridge over canal.
58.9 Take L fork. Road parallels
R. R. along here

59.6 Road from Carson, comes in
on R
59.7 Leeville
60.0 X bridge
61.0 X bridge
64.1 Farm
65.2 X R. R.
66.4 X bridge
67.0 X R. R.
67.3 X-roads straight ahead. Turn
L

68.6 Turn R at courthouse onto
Main St. Fallon
68.7 Turn L onto Center St.
68.8 Fallon Garage (official) G. C.
Coverson, prop., opp. Over-
land Hotel; gasoline, fuel
supplies and repairs
I. H. Kent is local consul
0.0 At Kent Merc. Co. facing east
on Center St.

0.1 Pass church out of Fallon
0.9 Turn R, following along big
canal, keeping L hand road
4.7 Turn R
6.2 X bridge
X two bridges
9.9 Sign board, take R fork
12.3 Sign board, take L fork
15.5 Salt Wells ranch
28.1 Sand Springs
29.8 Signboard, ascend grade to
30.8 Descend; at bottom of grade
take either fork around mud
flat to

35.4 Frenchman's Station, H. Bet-
mond, prop., meals
40.4 Take R fork, Fairview on R
40.6 Under wires. Descend grade to
43.1 Signboard
47.4 Westgate, water, telephone
47.9 Signboard, "Austin 76 mi."
Take L fork

50.7 Middlegate
32.7 Take L fork
54.1 Take R fork
54.8 Take L fork
57.5 Eastgate, gas. Set speedometer
at 0.0; turn north
13.2 Alpine ranch; gas



LINCOLN HIGHWAY

Lincoln Highway

SAN FRANCISCO, CALIFORNIA
TO ELY, NEVADA
632.9 MILES

Compiled 1915 by G. S. Hoag,
Nevada State Consul of the
Lincoln Highway, Ely, Nevada

SAN FRANCISCO TO RENO

- 0.0 Oakland: cor. 13th and Broadway: go east on 13th
- 0.2 Oakland hotel on L. - *Conty/ Sea*
- 0.6 bear R. and cross Lake Merritt, with Municipal Auditorium on R.
- 0.8 turn L onto Lake Shore Blvd.
- 1.1 Turn R. onto East 16th st
- 2.0 turn R. and take L fork onto 15th ave.
- 2.1 Turn L onto 16th st and follow car tracks onto Pothill Blvd.
- 2.7 Pass Garfield School on L
- 4.2 Cross 42nd ave - straight ahead leaving tracks
- 6.5 Swing R with Blvd #444
- 9.8 Oakland city limits.

- 4.4 X-roads. Straight ahead X 3 bridges
- 26.7 X R. R.
- 27.8 Santa Rita
- 30.8 Pass school on L
- 33.3 Over cement bridge
- 33.6 Take L fork
- 33.8 X-roads. Turn R
- 34.4 Livermore. Leaving Livermore at
- 34.6 Turn L onto Main St.
- 40.6 Turn L along tracks up hill
- 41.7 R fork up hill
- 42.2 Altamont station on L
- 42.6 X R. R.
- 42.7 Under trestle
- 47.7 Take R fork up a little grade
- 52.3 Turn R

- 22.2 Pancake summit
- 32.7 Six-mile house, water, Elev. 7,000 ft. Telephone to Ely. Turn to L
- 33.7 R fork, signboard
- 35.6 L fork
- 38.3 Swing L near cemetery (R to Hamilton, 1/2 mile distant, Shields Hotel at Hamilton is famed for its meals and lodgings)
- 43.0 White Pine summit. Elev 8115 feet
- 45.0 Spring, water
- 46.8 L fork
- 47.0 Bridge
- 49.0 Rosewear's ranch
- 51.4 Moorman's ranch; meals, telephone to Ely
- 52.1 R fork
- 56.5 Bridge
- 65.5 "Lake's Summit"
- 70.7 Turn L at signboard and go up canyon
- 71.3 Keep L
- 73.0 Summit; L fork
- 73.7 X R. R.
- 73.8 L fork (R to Kimberly)
- 74.4 Straight thru Ripstoun
- 74.7 Keep L
- 75.5 Turn R
- 75.9 Keep L and climb hill
- 76.3 X R. R. and bear R
- 76.5 L fork and X R. R.
- 76.9 Edge of pit, big sign. After viewing pit turn around and return to first fork
- 77.0 R fork
- 77.4 L fork (R goes to Tonopah)
- 77.5 X R. R. and immediately take R fork
- 78.6 L fork
- 79.0 X R. R. and follow near R. R. on main traveled road down canyon
- 84.5 Garage on R (A. A. A. official) holds 30 cars; tires and fuel supplies
- 84.6 Northern Hotel (official) ELY, NEVADA; rooms \$1.00 and up; with bath \$2.00 and up. *Good food at night - process Ely has good hotels - pub-lic, railroad, machine shops with foundry and gear cutting machines. Any sort of repairs can be made.*

Special recommendations for ladies.

Lincoln Highway

- 13.5 Take R fork
- 13.9 R fork
- 13.2 L fork
- 13.1 Pass ruined cabin
- 31.3 Look out for rocks to New Pass
- 33.2 New Pass
- 34.7 Look out for bad wash
- 43.0 Stone ruins on L
- 53.4 X bridge
- 54.9 House
- 55.3 X R. R.
- 60.7 Go between two cemeteries and take L fork
- 60.9 Ascend grade to Austin. (International Hotel, and garage, A. A. A. official) "Boyse" pump, oils, etc. Wm. Easton, Prop'r, is Lincoln Highway consul for Austin

AUSTIN TO EUREKA

- Five hours, signboards all the way. Set speedometer at 0.0 in front of International Hotel facing uphill on Main St. Continue up Main Street to end.
- 0.4 Turn L and proceed up canyon
- 2.1 Summit
- 2.3 Water
- 3.4 R fork, signboard
- 6.3 Ranch
- 7.2 R fork

68.7 FALLON: cor. Main and Center sts. gas and supplies at I.H. Kent Co on this corner: Mr. Kent is local Consul. Engrive #

Let's about bit Yoad to Westgate.

- 16.1 R fork, signboard
- 21.5 Summit
- 26.6 Summit
- 34.8 L fork
- 34.9 Summit, water
- 41.1 Water
- 43.4 Signboard
- 55.5 Ranch
- 60.5 Take L fork
- 64.8 X R. R. R fork up canyon
- 69.0 Zadow hotel on R, Eureka; free garage, gas, oil and supplies; meals at all hours. Hot and cold water in every room. Rudolph Zadow is local consul. Set speedometer at 0.0

EUREKA TO ELY

- Signboards all the way, 84.6 miles, 5 hours.
- 0.0 Zadow Hotel on R; go straight ahead
- 1.6 Take L fork
- 7.9 Pinto house
- 9.5 L fork, signboard
- 9.6 L fork, signboard
- 11.0 R fork
- 11.5 R fork
- 15.0 Fourteen mile house, water, signboard, Turn R around corral and head straight east

- 35.6 Turn R and X bridge over Truckee River
- 37.3 X 2 R. R.
- 38.1 Long distance phone
- 38.7 Postoffice Fernley
- 39.5 House
- 40.8 County road sign
- 46.3 Ranch. R. R. parallels on R. Take either fork from ranch to
- 49.7 Sign post. Take L fork. Go straight ahead over X-roads into Hazen
- 51.3 Hazen, hotel, gas
- 51.8 X S. P. main line; R fork
- 52.7 Straight ahead over X-roads
- 56.2 X R. R.
- 58.8 X white bridge over canal
- 58.9 Take L fork. Road parallels R. R. along here
- 59.6 Road from Carson comes in on R
- 59.7 Leetville
- 60.0 X bridge
- 61.0 X bridge
- 64.1 Farm
- 85.2 X R. R.
- 86.4 X bridge
- 87.0 X R. R.
- 87.3 X-roads straight ahead. Turn L
- 88.6 Turn R at courthouse onto Main St. Fallon

68.7 FALLON: cor. Main and Center sts. gas and supplies at I.H. Kent Co on this corner: Mr. Kent is local Consul. Engrive #

Let's about bit Yoad to Westgate.

- 0.0 At Kent Merc. Co. facing east on Center St.
- 0.1 Pass church out of Fallon
- 0.9 Turn R
- 2.8 Turn L following along big canal, keeping L hand road
- 4.7 Turn R
- 6.2 X bridge
- X two bridges
- 9.9 Sign board, take R fork
- 12.3 Sign board, take L fork
- 15.5 Salt Wells ranch
- 28.1 Sand Springs
- 29.8 Signboard, ascend grade to
- 30.3 Descend; at bottom of grade take either fork around mud flat to
- 35.4 Frenchman's Station, H. Dermond, prop., meals
- 40.4 Take R fork, Fairview on R
- 40.6 Under wires. Descend grade to
- 42.1 Signboard
- 47.4 Westgate, water, telephone
- 47.9 Signboard, "Austin 76 mi."
- Take L fork
- 50.7 Middlegate
- 52.7 Take L fork
- 54.1 Take R fork
- 55.8 Take L fork
- 57.5 Westgate; gas. Set speedometer at 0.0; turn north
- 13.2 Alpha ranch, gas

The chart below is a comparison of the two direction pages ;

Original 1915 Directions

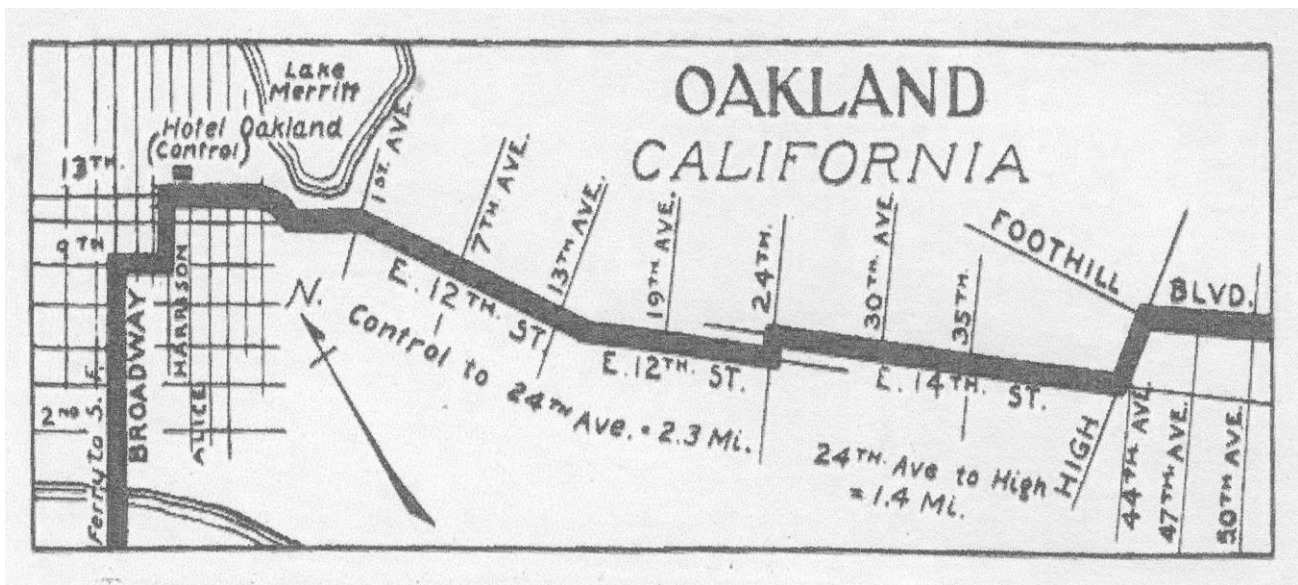
San Francisco - take ferry to Oakland

- 0.0 Oakland corner 12th and Broadway
go east on 12th St.
- 0.6 Cross road thru Lake Merritt. At end
of lake road keep straight ahead,
leaving street car line.
- 1.6 Turn left and go one block and turn
right onto 14th St. and follow street
car tracks.
- 3.1 Fruitvale
- 3.8 Turn left onto High St.
- 4.1 Turn right onto Blvd.
- 11.8 Pass County Infirmary on left
- 14.9 Turn left onto Avenue A, Hayward's

Amended Directions (Date Unknown)

San Francisco - take ferry to Oakland

- 0.0 Oakland corner 13th and Broadway
go east on 13th St.
- 0.2 Oakland Hotel on left. Control Station
- 0.6 Bear right and cross Lake Merritt, with
Municipal Auditorium on right.
- 0.8 Turn left onto Lake Shore Blvd.
- 1.1 Turn right onto East 18th St.
- 2.0 Turn right and take left fork onto
15th Ave.
- 2.1 Turn left onto 16th St. and follow
car tracks onto Foothill Blvd.
- 2.7 Pass Garfield School on left
- 4.2 Cross 42nd Ave. - straight ahead
leaving tracks
- 6.5 Swing right with Blvd.
- 9.8 Oakland City limits
- 11.9 Pass County Infirmary on left
- 14.9 Turn left onto Avenue A, hayward's

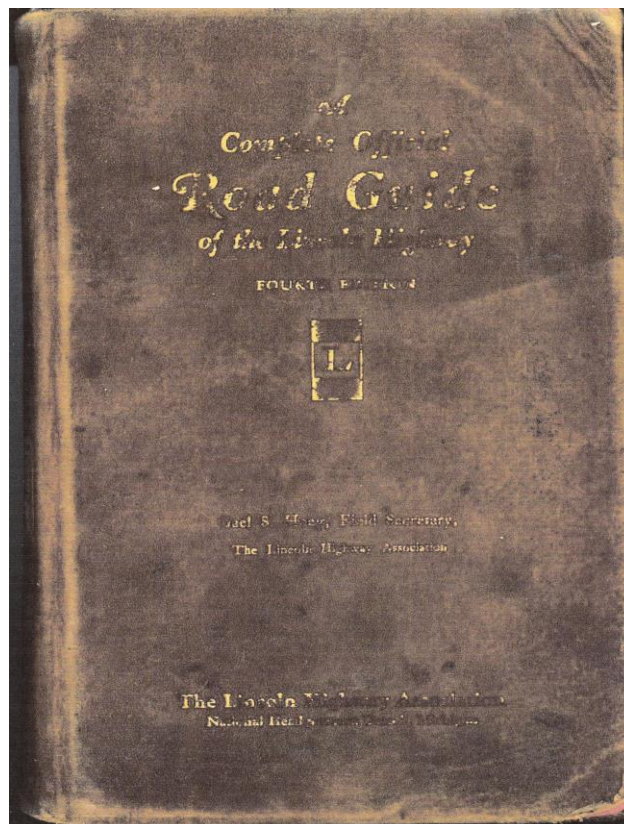


This is the map that appears in Gael Hoag's personal Road Guide

In the last issue of the Traveler I attempted to determine the original alignment of the Lincoln between Oakland and Hayward. As you saw, the Highway took several paths through the years. The idea came to me that if anyone would know, it should be the gentlemen who laid out the route in the beginning. I went on line to the University of Michigan Library Special Collections site and checked just what info they might have. I located a list of material contained in the LHA archives and noted that box 3 contained routing correspondence and penciled routes. I contacted the Library and was put in contact with Kathleen Dow, LHA Records Curator. After obtaining a friend of the library account, the search was on. I explained what I was in search of, and was told that the info I was seeking was currently being used in a display and there was no idea when the display would end. Instant Disappointment. Kathleen called several weeks latter and said she had the info in hand. Instant Jubilation. She went on to explain that when researching the records from the LHA, often times, trying to figure out the sequence of events and the routing of the Lincoln highway is similar to working on a jigsaw puzzle.

Both pages of driving instructions were found in box #3. As to when the changes were made is uncertain. We feel strongly that they were made by Gael Hoag, as he compiled the mileages in the original Guide Book.

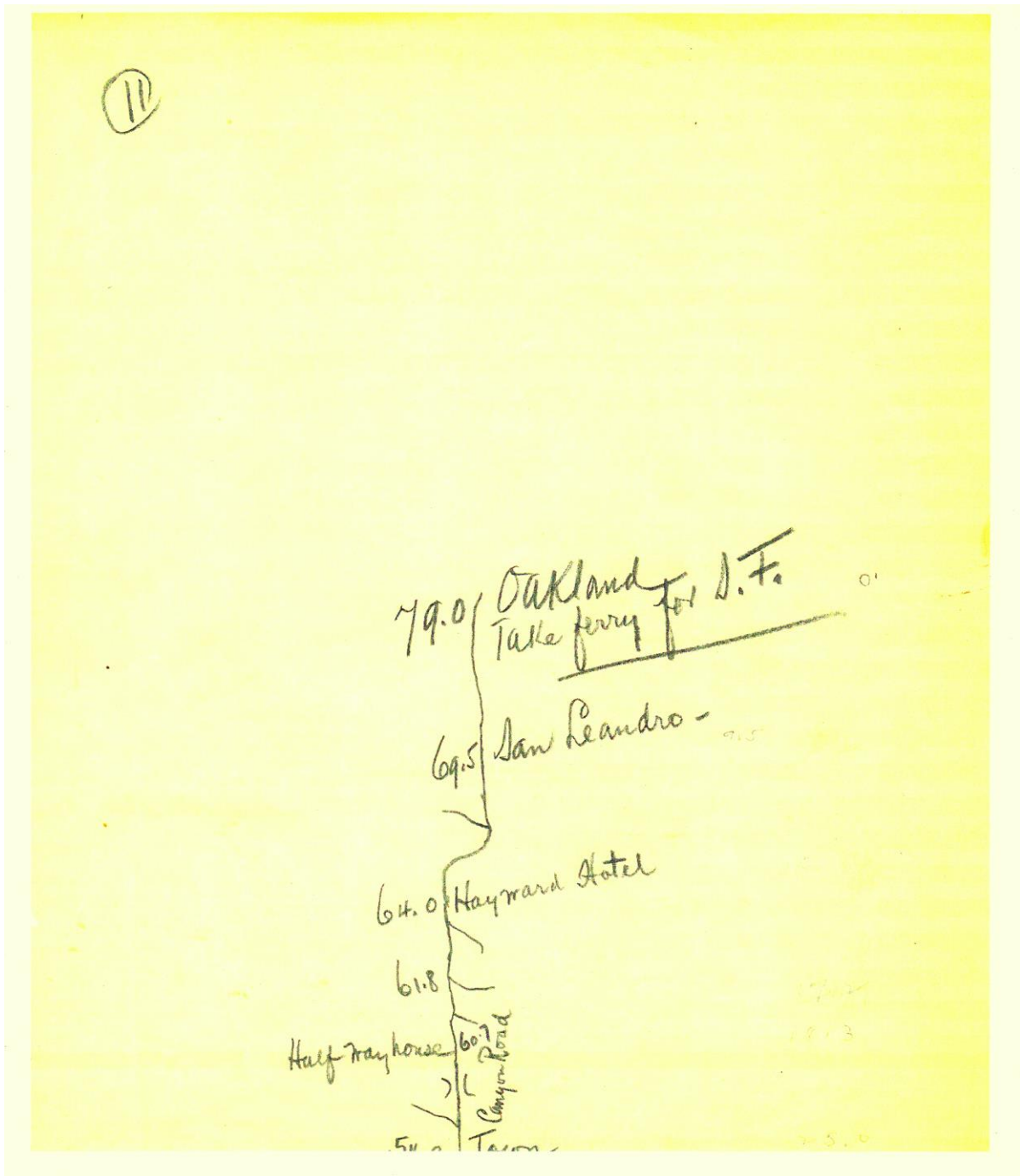
I had hoped to include scans from Gael Hoag's personal Fourth Edition Lincoln Highway Road Guide. His guide book had lined pages adjoining each page to allow for notes. Most of these notes were contact information for people or businesses in the area. These pages are so old that even with enhancement they are faint.



Gael Hoag's Fourth edition Road Guide

Pencil Sketches from the LHA Archives

These original 1915 pencil sketches could have been made by either Gael Hoag or Henry Joy, is not known for certain who gets credit. They show the route, principal locations, bridges and railroad crossings. The maps I received from the LHA Archives began at Lakeview Tavern north of Reno, NV and ended at the Creek Route Ferry slip at the foot of Broadway in Oakland. The three maps shown are the route from Sacramento to San Francisco. The other maps were too faded to reproduce.



10

~~50.6~~ Santa Rita jet. 28.4

~~43.9~~ ~~44.4~~ 35.1

Livermore ~~43.8~~ 35.2

~~43.6~~ 35.4

~~43.4~~ 35.6

Granville Point 39.0 40.0

~~38.8~~ 40.2

~~37.4~~ 41.6

35.8 altamont 43.2

35.5 43.5

30.2

25.5

~~25.0~~ 51.1

~~18.7~~ 60.2

~~17.5~~

~~11.8~~

~~6.9~~ 72.1

French Camp 6.7 72.2

~~1.1~~

Jackson St 77.9

(9)

South on Center to Jackson
Stockton 97.0

70.5
76.4
79.0 - 0.0

89.8
82.5

7.2

85.6
83.6
82.5

11.4
13.4

82.3
82.0
81.6

15.0

76.9
74.3

12.1

East 73.9
73.1

22.1
23.9

71.3
70.7 Sign board

26.3

M. Primm
84.5.6

31.4

61.6
56.0
50.0
P. St

35.4
46.0
47.0

South out R St from Capitol Hotel
Sacramento Capital 48.0

47.9

47.5
47.6
Pavement

49.0
49.0 - 47.4

46.3
45.2

50.7
51.8

100th. Centennial Tour Photos

The photos below are from the 100th Anniversary West Coast Tour taken by Chapter member Neil Rodriques. Neil drove his 1961 Rambler Classic, successfully completing the entire Tour. The full collection can be viewed at www.groups.yahoo.com/group/LHA_Cal_Chapter/photos/album.



Western Terminus Sunday day 1



Echo Summit Meyers Grade



Original bridge railings near Verdi, NV.



West of Ely, NV.



Group photo Willow Springs, UT



Pony Express Station Willow Springs

MARK YOUR 2013 CALENDAR

Saturday **AUGUST 17, 2013**
12:00 Noon

State Chapter Meeting
Brennan's Restaurant
4th & University Ave,
Berkeley, CA 94710
510 841 0960

Note: Located across University from Spenger's Fish Grotto near US 80

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

State Chapter Meeting
Location to be announced

MARK YOUR 2014 CALENDAR

Saturday **JANUARY 4, 2014**
12:00 Noon

State Chapter Meeting
Location to be announced

Saturday **APRIL 5, 2014**
12:00 Noon

State Chapter Meeting
Location to be announced

JUNE 17 - 22

Annual LHA Conference
Toole, Utah

Saturday **JULY 12, 2014**
12:00 Noon

State Chapter Meeting
Location to be announced

Saturday **October 4, 2014**
12:00 Noon

State Chapter Meeting
Location to be announced

Saturday **October 26, 2014**

Coach Tour ;
Sacramento to San Francisco.
lunch at Cliff House

Note: Details and cost of the tour will be available at the Sports Leisure Travel website in July.

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.



P.O. Box 2554
Fair Oaks, CA 95626

Paul Gilger
Chapter President
Mapping & Tours
707-528-7787
paulgilger@att.net

Joel Windmiller
Vice President
Tour and Membership Chairman
916-208-9790
joelwindmiller@att.net

James Lin
National & State Webmaster
lincolnhwy@jameslin.name

Gary Kinst
Newsletter Editor
Chapter Historian
707-374-2568
gary_kinst@yahoo.com

Bob Dieterich
CA State Director
916-962-1357
BobD@iname.com

Grant Gassman
Treasurer
530-756-5507
grant.gassman@att.net

Mike Kaelin
Field Rep/ Signage
209-835-1143
mkaelinpl8s@yahoo.com

Recording Secretary
(open)

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

