



THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION - CALIFORNIA CHAPTER

www.lincolnhwy.org/ca/traveler



EDITOR
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FALL

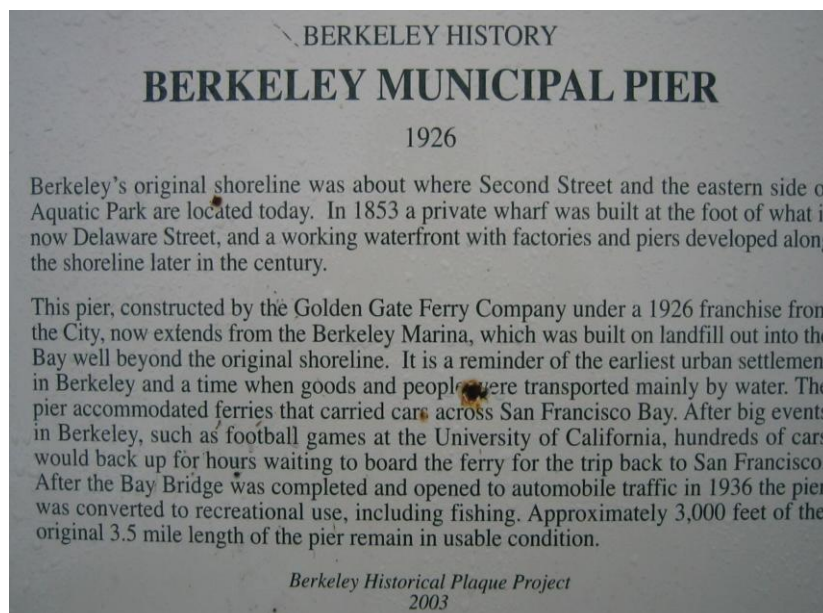
OCTOBER, 2013



An all too typical happenstance along the Lincoln Highway. This scene near Vacaville, along what was to become the Lincoln Highway in 1927, pictures two gentlemen handling the task of repairing the tire, while, I'm assuming, the Missus pays close attention to be sure the job is done correctly the first time.

July / August Chapter Meeting

Due to the 100th Centennial Conference and Highway Tours, it was decided to move the July Chapter meeting to August to allow those who participated to have time to get back in the groove and return to their normal routine. The August 17th meeting was held in Berkeley at Brennan's Restaurant on University Ave. which in 1927-28 was the new alignment of the Lincoln. University Ave. led motorists off of San Pablo Ave. and directed them to the Berkeley Pier where they crossed San Francisco Bay to the Hyde Street Pier in San Francisco. 24 folks attended the meeting, making it another GREAT turnout. Items on the agenda included the restoration and preservation of the Lincoln Highway Markers. Joel Windmiller accepted the position of Chair for this Endeavour. Other members provided suggestions regarding which monuments required repainting or just cleaning. The search is on for paint that will stand the test of time. Neil Rodrigues gave a slide show presentation of the Auto Tour from San Francisco to Kearney and back. President Paul Gilger presented awards to members and Scott and Moon Miner were presented with a life time membership certificate. Jackie Ferreira volunteered for the open position of Chapter Secretary. After the meeting, members and guests walked the remaining section of the pier to view San Francisco and the Bay. Minutes from the August Chapter meeting will be posted on the Chapter's web site.





Lunch in the private room at Brennan's



Paul, Noon and Scott Miner with Lifetime Membership Certificate



Paul presents Jimmy Lin with "The Exemplary Friend of the Highway" Award



Paul showing the "Perseverance" Award that was presented to David Lee and Jackie Ferreira (right photo) at the Centennial Tour Farewell Dinner in Kearney

Although I was unable to attend this meeting I have been informed that the "Friend of the Highway" Award has been bestowed upon me by the National Board of Directors of The Lincoln Highway Association at the Nebraska conference. This award was given for the work that I have done as Editor of the Chapter's newsletter "The Traveler". The newsletter is a definite labor of Love, and it is a Great honor to be recognized for something I truly enjoy doing. I am told that this is the first time a state has been honored for its newsletter, which makes the award even more special.

My thanks go out to the National Board, my fellow Chapter members and those who enjoy reading this publication.

Thank You; Gary Kinst



12 members who stayed for the 1 mile walking tour on the Berkeley Pier included from left; Kell Brigan, Joel Windmiller, Paul Hoeprich, Sally Hoeprich, Moon Miner, Paul Gilger, Jimmy Lin, Neil Rodriques, Jackie Ferreira, Nora Elderton, Chuck Elderton. Photo taken by Scott Miner

Livermore Presentation

On Saturday August 31, the Livermore Heritage Guild presented a program to celebrate the 100th anniversary of the Lincoln Highway. Janet Robbins, President, of the Valley Heritage Questers presented the Guild with an original 1928 LH Marker head to be displayed at the Duarte Garage. A flag ceremony by Livermore Boy Scout Troup 939 added to the celebration. I was asked to give a short presentation on the roll the Boy Scouts played in installing the original markers. The ceremonies were followed with a concert by Cecelia Otto, who is travelling the Lincoln from NYC to San Francisco, giving concerts in the cities she visits. Ms. Otto was accompanied by pianist David Foster of Stockton. The concert consisted of 21 songs that one would have heard in concert halls along the Lincoln Highway between 1913-35, and included "Along the Way" and "God's Country"



[left] Janet Robbins of the Valley Quester's and Jeff Kaskey of the Livermore Heritage Guild
[right] When the ceremony began there was standing room only



Joel Windmiller VP., Gary Kinst and Scott Miner
with marker head from Crockett



Cecelia "Cece" Otto

Lincoln Highway Cruise

The 2013 Lincoln Highway Cruise was held Saturday August 24th with its destination being Lake Tahoe. Chapter President Paul Gilger and co-pilot Vice President Joel Windmiller, travelling in the Presidential Prius, led a group totaling 7 vehicles from Sacramento over the Sierras.



Jackie Ferreira Lee, David Lee, Katherine Wiemelt, Roy Lyon, Lonnie Lyon, Joel Windmiller, Paul Gilger, Noon Miner, Sally Hoeprich. not pictured Scott Miner and Paul Hoeprich



Bass Lake Road with Clarksville and US 50 behind camera



Dry Creek Bridge



Stage Robbery Marker above Placerville

Replica Markers

On September 15th, Eagle Scout Nathan Baluguy, along with Scout Troup # 6 , Scott Miner and Joel Windmiller, met in Meadow Vista to cast the first of several new Lincoln Highway markers. The original mold, constructed by Norm Root and used to create 6 reproduction markers, was showing considerable wear and was missing several key pieces. The pieces have since been located and will be reunited with Norm's mold to serve as a display piece for the Chapter. Scott fabricated a new more sturdy mold to be used for casting future markers . I was able to provide mechanical drawings and measurements retrieved from a marker in Vacaville to aid in the construction. Once completed and painted the markers will be installed in several key locations in Placer County. The undertaking is part of Nathan's Eagle Scout project.



More photos and follow-up story will appear in January Traveler

How Many Routes Can One Highway Have ???

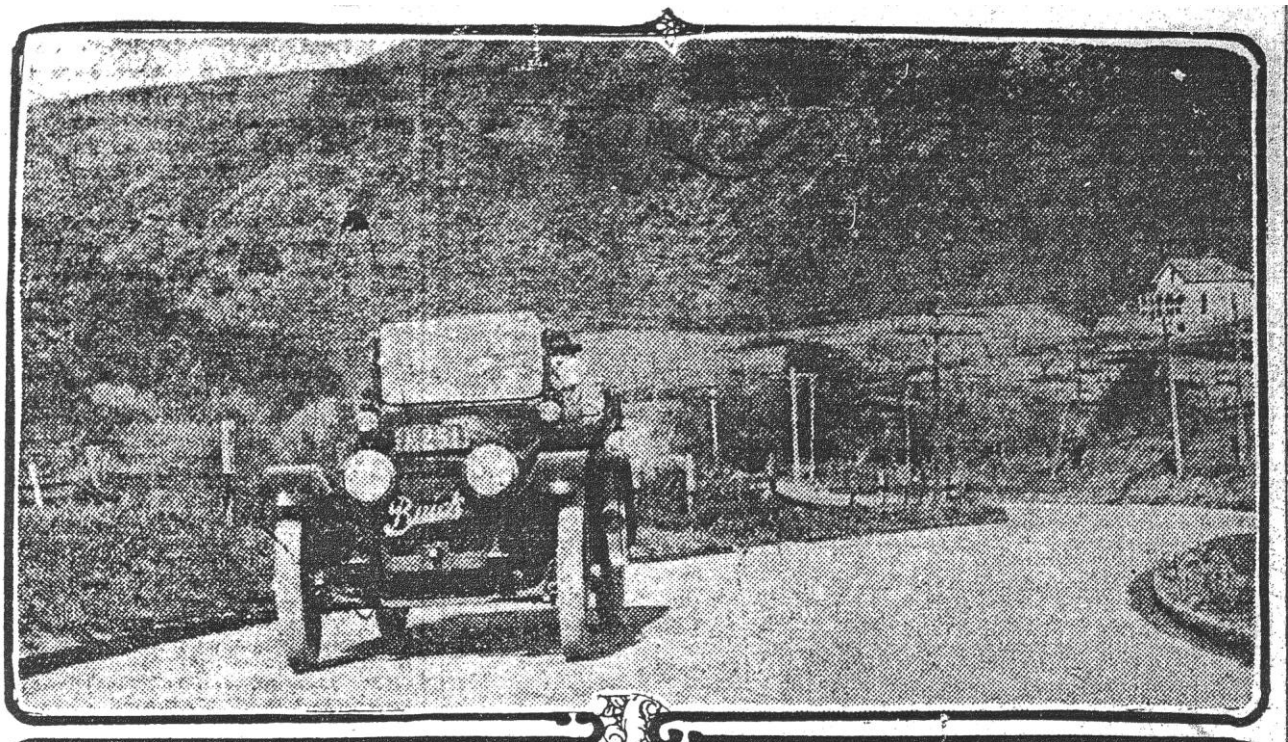
Just when I thought I had all the loose ends tied up and the route of the Lincoln between Hayward's and Oakland pretty much resolved, up pops another newspaper article. This one came into my possession with the passing of our Chapter member Myron Gershenson. The article was part of Myron's research collection and was bestowed upon me by his wife Markie.

The article is from the San Francisco Examiner of February 8, 1914, and is captioned " Maps Lincoln Highway Here". The article recounts the arrival of H. E. Frederickson, Consul at large of the Lincoln Highway Association, in San Francisco to assume active charge of the Western end of the Highway. Frederickson was busy mapping the roads over which the highway would travel in California. The main details having been worked out, he was adopting minor changes to the route as local conditions warranted. The following is a quote from the article.

"The route from San Francisco to Stockton was driven over Wednesday afternoon, and in accordance with the policy of the Lincoln Highway promoters to take advantage of all the practical shortcuts, the following departures were made from the regular Stockton road:

One mile before the town of Hayward is reached the Foothill boulevard is left and a sharp turn to the left takes the motorist through Castro valley and on to the Dublin boulevard about two miles east of Hayward. This shortens the route about a mile and a half. The next cutoff is at the town of Livermore. Instead of turning to the right at the west edge of town, the route will be direct and will again encounter the present highway at the east edge of Livermore. It is proposed to use the Grant road which runs direct to Banta and leaves the town of Tracy one mile to the right."

As history tells us, not all of those changes came to be. Tracy , for example fought a hard battle with the County and State to have the Highway remain on 11th Street, at the edge of town, with direct access to the business district. There is no official confirmation that the Highway changed routing away from A Street in Hayward. Livermore seems to be the exception as the description of the proposed shortcut takes the Lincoln off of Junction Avenue onto the proposed Highland Avenue alignment which was built in 1915 (currently Portola Ave.).

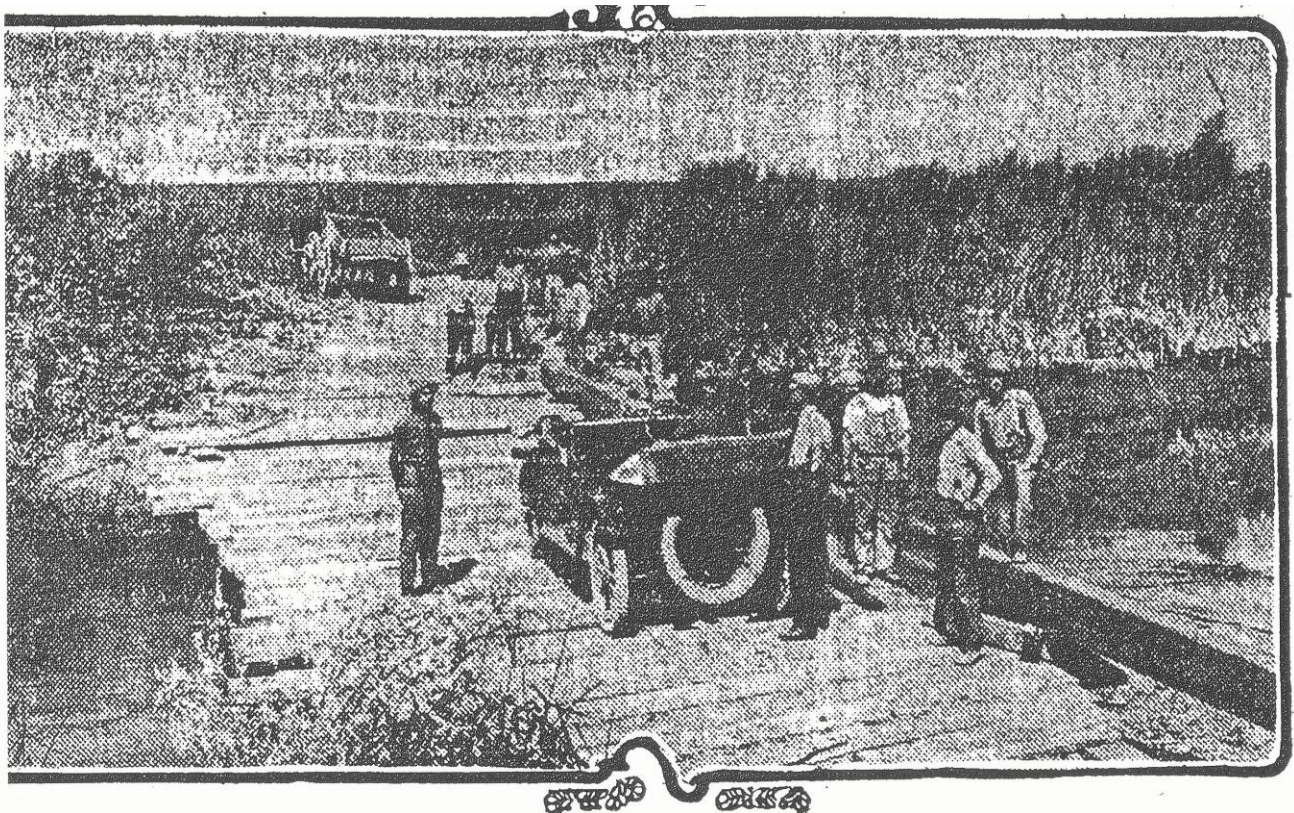


H. E. Frederickson driving his new 1914 model six-cylinder Buick touring car in Dublin Canyon

More Facts Uncovered

An article which appeared in the Sunday May 3, 1914 San Francisco Examiner, reported on the opening of bids ,on June 8, 1914, for the Yolo Basin Causeway. The article states that practically all of the 16,000 foot Trestle will be made of concrete and it will give an approach to Sacramento which will connect at Davis with the highway along the western side of the Sacramento valley and into Benicia. The road will ultimately form a main artery across the central portion of the State, connecting Lake Tahoe with San Francisco and materially shortening the distance to Sacramento from a large portion of the coast and the west side of the Sacramento valley. As to date the Yolo Basin is only passable for several months out of the year.

A follow-up article appeared in the Sunday July 19, 1914 San Francisco Examiner, stating that the road between Sacramento and Davisville will be open that day. From Sacramento the new direct road to the Bay cities will leave Sacramento and head to Riverbank, thence down the levee to a point where a cut across the tule lands is made after crossing the railroad track and taking the road maked toward Woodland. The road, though rough in places at present, offers no inconvenience to motor travel, and after it has been used a short time will be in pretty fair condition. After passing the big galvanized hop warehouse the road leads southwest a short distance when a slough is encountered over which a temporary bridge has been built. This stream has been the cause of great trouble each season, as the bridges here are almost invariably washed away and the whole country around flooded every winter. When the 16,000 foot trestle is completed, the road will become a permanent concrete State highway linking Sacramento to the State metropolis. The new highway will shorten the current distance , of one hundred and twenty miles, between Sacramento and San Francisco, following the detour to Stockton, to seventy-five miles. It will also shorten the present route, using the Davisville road, to one hundred and four miles.



Temporary bridge of new road between Sacramento and Davisville. Hupmobile tourists on bridge.

Signage for Stockton

Several years ago chapter member Michael Kaelin and I met with Mr. Wes Rhea, Director of the Stockton Conference & Visitors Bureau, to pursue the feasibility of installing signs along the Lincoln through Stockton. The idea was welcomed with much enthusiasm, but due to the financial state of the City, the undertaking was deemed impossible at the time. Funding from other sources was pursued, but that too proved fruitless. At that time we were preparing to install a replica Control Station sign on the Tracy Inn at 11th St and Central in downtown Tracy. Hoping to have the Stockton sign project become a reality, we had two Control signs produced. The second sign anxiously awaits its place on the historic Hotel Stockton.

And then along came Kevin. I was contacted by Mr. Kevin Shawver in late 2012 regarding the Traveler. Kevin sent two photos of Stockton businesses that were on the Lincoln Highway along with a brief history of both. These pictures were included in Vol. 13 No. 4 for the October 2012 issue and were provided by his friend Ron Chapman of Face Book's Stockton History Group. Kevin has a love for local history and a strong desire to promote and preserve historic Stockton. Several years ago he parented the "Stockton Historical Lincoln Highway Signage Project". The project has been gathering support, but still faces approval from the City of Stockton and other entities. In August, Stockton City Councilman, Moses Zaplen provided Kevin with the necessary application forms to get the first ten signs installed. At that point the process of involving the City, making sure the signs meet standards and choosing locations began. On September 12th Kevin along with David Stuart of the San Joaquin Historical Society and LHA members Joel Windmiller and Michael Kaelin attended a meeting presented by the "Miracle Mile Improvement District. Kevin presented his case for the need of signage in Stockton. The Board members asked numerous questions and appeared quite interested. Kevin continues to seek donations from corporate, private and local organizations to make this project a reality. I believe Kevin, along with the support of local businesses, and assistance from members of the California Chapter of the LHA, will succeed in completing this project. The California Chapter, through the devoted efforts from members Mike Kaelin and Scott Miner, have succeeded in installing signage in every city they have approached including cities that contacted them. With VP Joel Windmiller aboard, the Chapter has a very experienced team.



Kevin Shawver on Pacific Avenue Stockton



1920's Maple Street @ Pacific Ave. note: Giant Orange on right



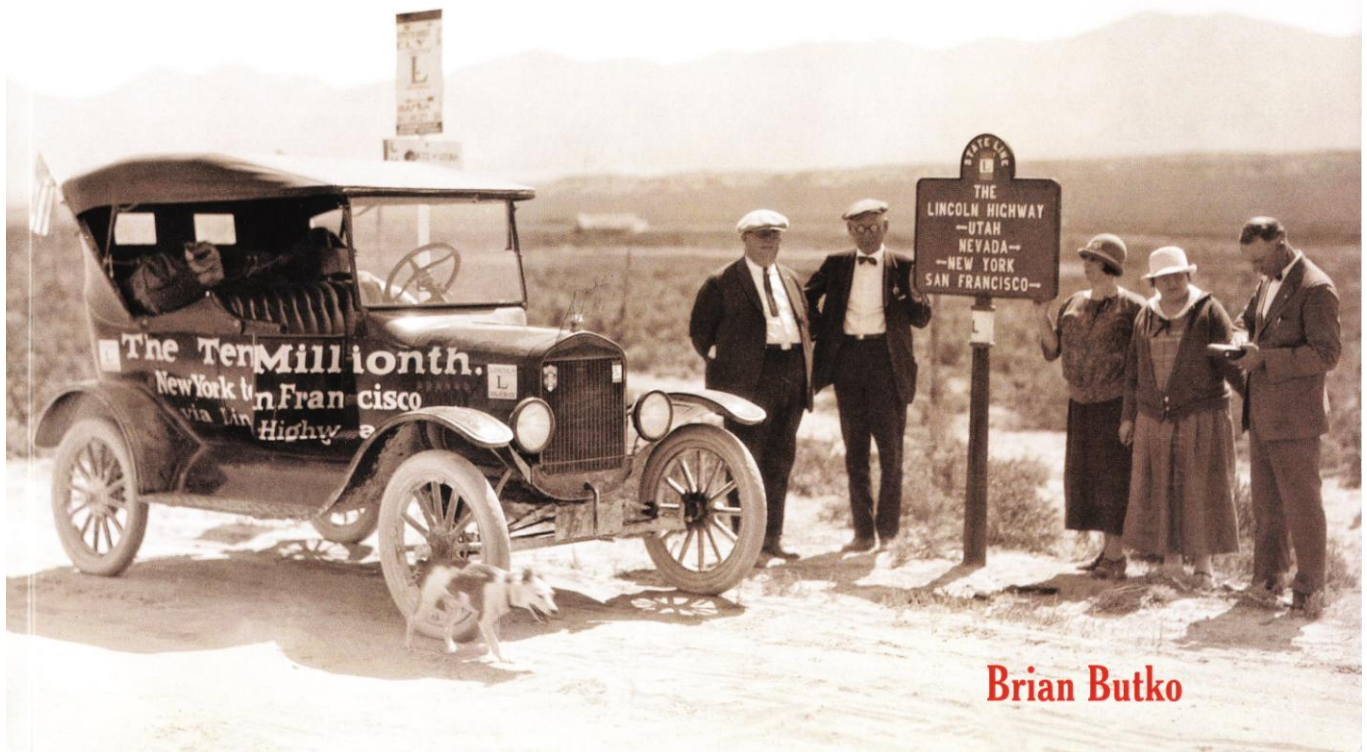
Above : Pacific Avenue looking north from Dorris St. This would become the "Miracle Mile" developed by Joseph Plecarpo in conjunction with Tuxedo Park
 Below: Pacific Avenue looking south from Dorris Place 1920's



Brian Butko

The LINCOLN HIGHWAY

Photos Through Time



Brian Butko

Brian Butko's newest contribution to the preservation of the Lincoln Highway is this book, which was published and given to the participants of the 100th Centennial celebration. I was very fortunate to be part of this Endeavour and was able to provide Brian with photos from the Lincoln in California. You can tell from the finished product that Brian has yet again published an outstanding tribute to the Lincoln Highway. The amount of time taken to assemble representative photos from 13 States and present them in a format that projects a vivid picture of life along the Lincoln, then and now, is absolutely mind boggling. If you have ever had a chance to work with Brian, you will certainly agree that his attention to details and accuracy is unsurpassed. Congratulations Brian on another fine addition to your growing list of publications. If you would like a copy of this book log on to the following web site http://lhtp.com/publications-maps-photos?product_id=218.

Cross Country Trip

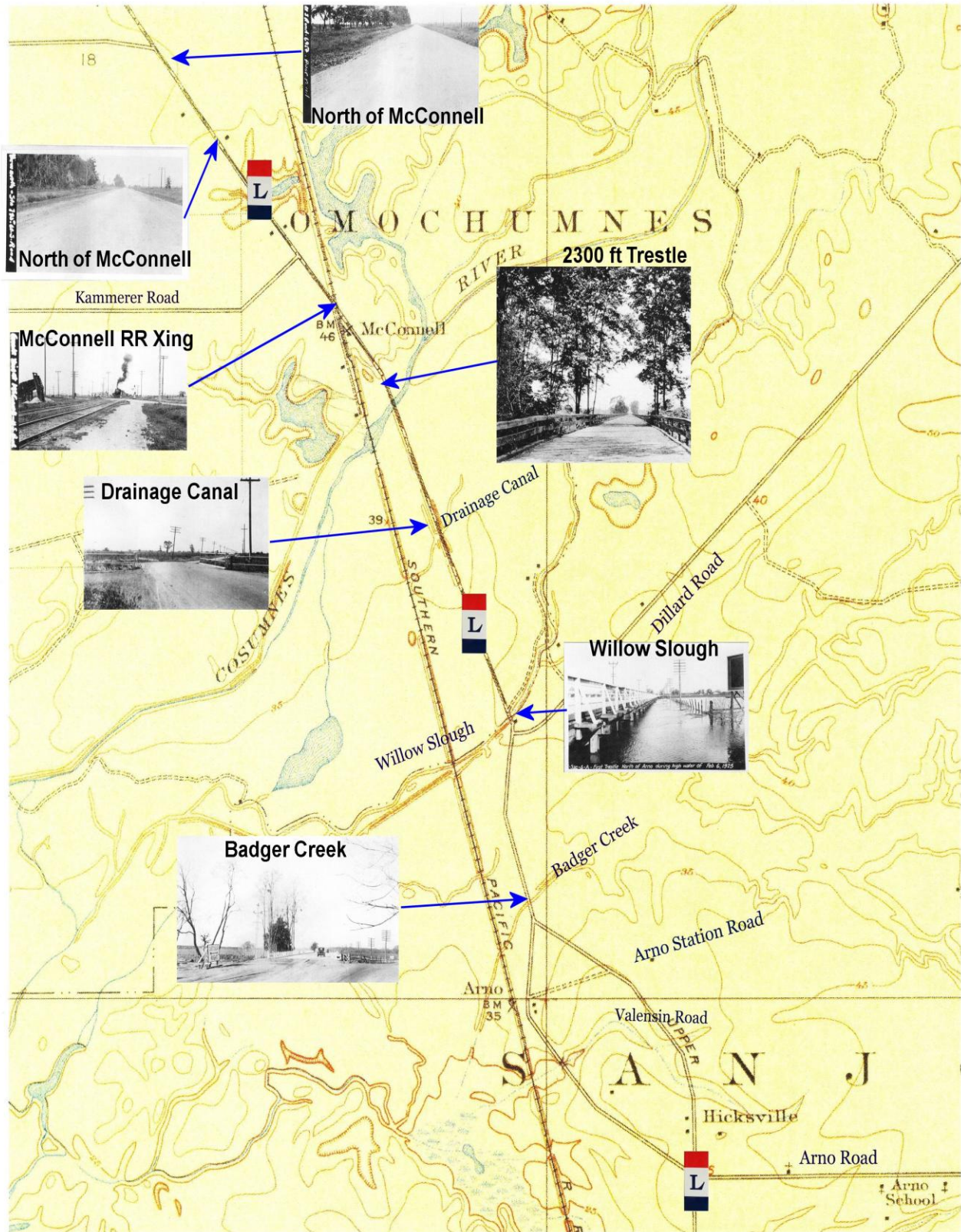
The following story was posted by Kevin Shawver in Stockton's Historical Highway Signage Project. " They came through Stockton.....In 1916. Adeline and Augusta Van Buren, socialites and decedents of President James Van Buren, set out to prove women could ride motorcycles across the country and to prove they could serve as military dispatch riders. Even though their attempt was futile, they became the first women to each make a solo coast-to-coast trek on the Lincoln Highway from New York to California. These courageous women came across obstacles like being arrested in the Chicago area for wearing men's clothing. They completed the trip in two months. Adeline later became a lawyer, Augusta became a pilot and was a member of Amelia Earhart's group of all women pilots, the Ninety Nines."



Riding 1915 Indian Power Plus 1000cc motorcycles, Adeline and Augusta continued their journey from Stockton to San Francisco which led them to Los Angeles and eventually Mexico.

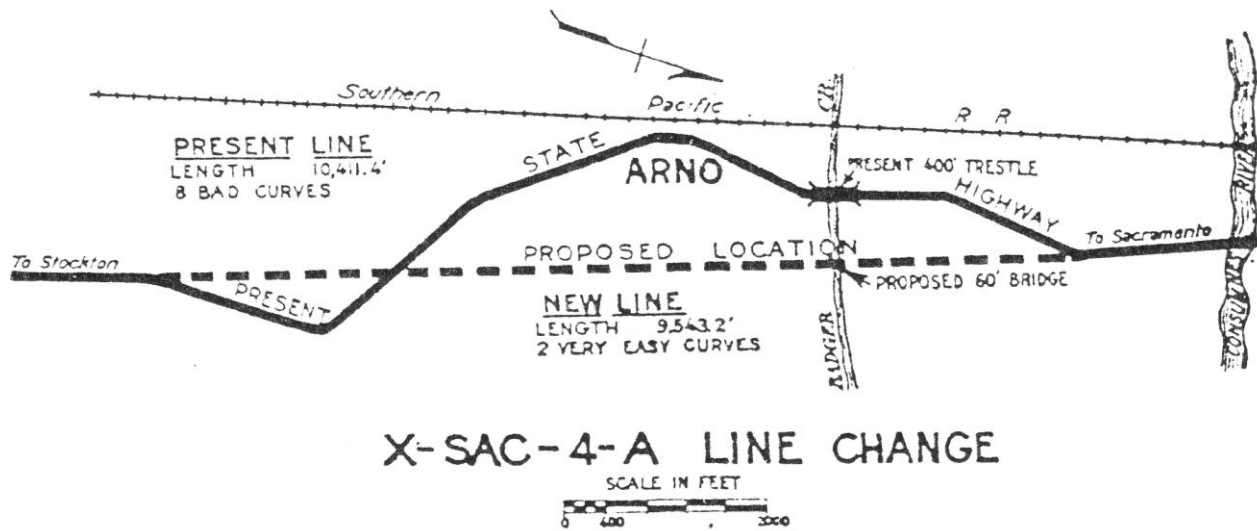
NOTE: Another great story and collection of vintage photos regarding a motorcycle excursion over the Sierras in 1922 by Vera Evangeline War and two companions can be seen on a blog presented by Donna Rees and brought to our attention by Kevin Shawver. www.demenshea.com/blog/

The Arno Alignment



Map and overlays provided by Joel Windmiller

This preceding 1914 USGS map shows the dual alignments between Arno Road and Badger Creek. The story goes that in 1915 Mrs. Valensin requested that improvements to the alignment be made on the one leading into Arno Station. This alignment was the one the Lincoln Highway followed. In 1925, as seen in the line change proposal, the new highway was routed between the original alignments creating a straight path between Badger Creek and the Arno Road intersection



The following photos, from the Caltrans Archives, are solely for use in the Traveler Newsletter They are not to be scanned nor reproduced without the express written permission of Caltrans.



Sharp Curves on Lower Sacramento Road 1925



Northern approach to Dry Creek Bridge south of Galt 1925



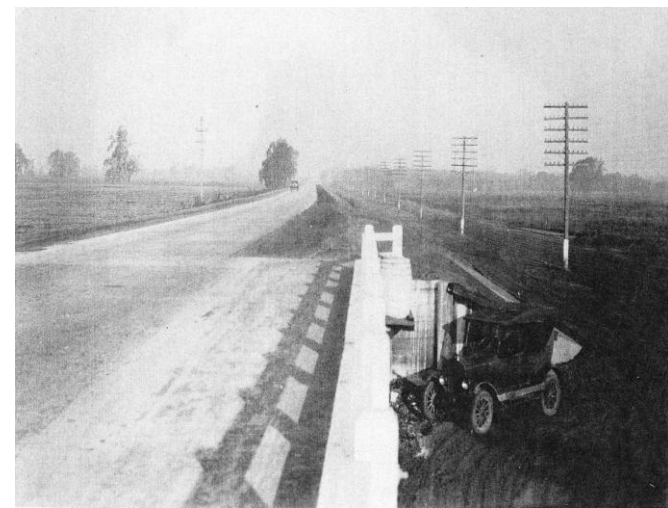
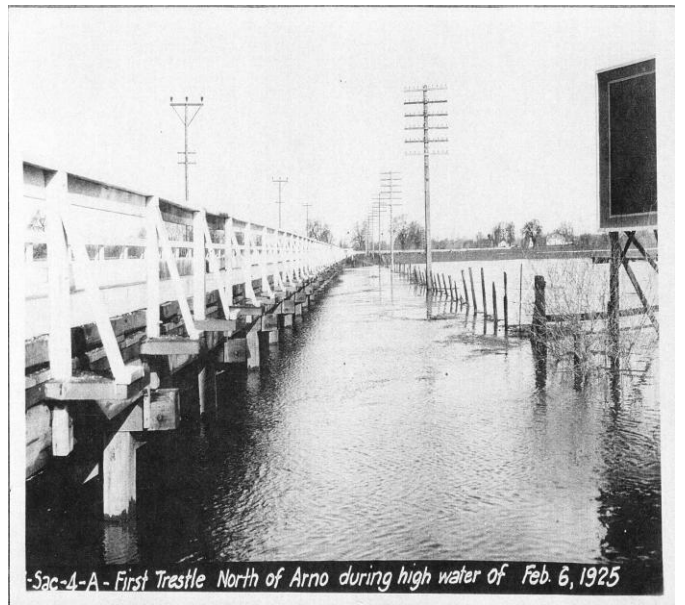
Looking south across the Dry Creek Bridge
1925



400 foot wooden bridge across Badger Creek
1915



Looking north over 2,300 foot Trestle
between the Cosumnes River and Arno.



New highway near Arno 1925



McConnell Station Crossing



Construction work during 1925 realignment at Arno

Bridges to Cross Between Cosumnes River and Arno Road intersection pre 1925 realignment.

Cosumnes River: Wooden bridge, 149' long x 18' wide, 9 - 17' spans, 12" x 12" support posts, asphalt surface

Cosumnes overflow: Wooden trestle bridge, 2274' long x 17' 6" wide, 20' span between bents, 13 - 3" x 12" stringers, 3" x 12" diagonal floor, 3 - pile bents, 134 - 17' spans, 10" x 10" caps, asphalt surface

Badger Creek: Wooden trestle, 470' long x 17' wide, asphalt surface

Drainage Outlet: 18' long x 18' wide



Lincoln Highway crossing Willow Slough near Valensin Rd.

More Trivia

An article appearing in the December 2, 1909 San Francisco Call , "TREES TO SHADE ROADS LEADING TO SACRAMENTO" read as follows; " Roads leading from this city are to be given suitable decoration in the way of shade and ornamental trees, according to the decision of the Sacramento county forestry board made last night. Palm trees will be planted along J street road, native oaks along M street road, elms on the upper Stockton and black walnuts on the lower Stockton."



***Driven to Dream:
Stockton's Car Culture***
October 3, 2013 - January 5, 2014

Whether cruising the Miracle Mile, spending Saturday nights at the Stockton Speedway or watching the Winter Nationals at Kingdon Drag Strip, Stockton's car culture embraces all aspects of America's love affair with the automobile. Nine cars that reflect Stockton's unique automotive heritage will be on display in the museum's art and history galleries.

In Memory

The California Chapter is in mourning for one of its dedicated members. Lee Smith of Mountain View passed on June 30th, 2013. Lee and her companion Rodney Angove have been members since 2003 and participated in numerous Chapter activities. Lee was an enjoyable addition to the California Tours, as she seemed to thoroughly enjoy the experience. Both Lee and Rodney have participated in the tours annually.



Lee can be seen in the above photo admiring Henry Joy's Packard at her last Chapter meeting in Santa Clara. You will be greatly missed.....

MARK YOUR 2013 CALENDAR

Saturday **OCTOBER 26, 2014**

Coach Tour
Sacramento to San Francisco.
lunch at Cliff House

Note: Details and cost of the tour are available at the [Sports Leisure Travel](#) website

Saturday **NOVEMBER 2, 2013**
12:00 Noon

State Chapter Meeting



Yogurt My Way is Right Next Door

New Location
Miracle Mile
1926 Pacific Ave
Stockton, Ca 95204
209. 466. 2823
www.whirlows.com
Prices subject to change without notice

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

October 3, 2013 - January 4, 2014

The Haggin Museum
1201 N.Pershing Ave.
Stockton, CA.

Saturday **October 4, 2014**
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.



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CALIFORNIA CHAPTER

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

