



# THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION - CALIFORNIA CHAPTER

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



**EDITOR**  
**Gary Kinst**

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Joe Nopel Collection

## Cover

This photo, along with several others in our archives, depicts folks displaying Lincoln Highway signs, banners and logos while not actually being on the highway. This particular photo was taken on a section of early California Legislative Route # 30 between Orville and Quincy. The scene is at Merrimac, Ca between Buckeye and Junction House. Mr.'s C.F. Huntington and C.G. Lesson are seen installing sign while Mrs. Lesson and son William look on. The car in center of photo is a 1912 American while the other is a 1913 Chalmers carrying additional signs. This road which was laid out in 1855 split from the Truckee Route of the California Trail near Reno and followed roughly what is today's present SR70 to Quincy and then along the ridges, passed Buck Lake, to Orville. South of Orville the road joined what is now US 99 toward Sacramento. The Lincoln shared US 99 south between Sacramento and Galt. A portion of this route would later become SR 24 and U.S. Route 40 Alternate. It appears that the folks in this photo are promoting the Lincoln Highway to be routed through Quincy and on to Orville. This route would eliminate the crossing of Donner Summit and would cross the Sierras at a lower elevation. Note the banner in front of cars' windshield reading "The Feather River Route of The Lincoln Highway". The sign being posted lists Orville and Reno as destinations. It is quite possible that when the two Lincoln Routes over the Sierra's were closed, due to heavy snow, that this route was used as an alternate Lincoln Highway Route.

Vice President, Joel Windmiller, has put together several stories about "California's Ghost Highways" the first of which pertains to this photo. California has numerous historic highways that travel the length and breath of this amazing state. That the Lincoln played an important role in attracting the masses to this wonderland, is not contested. These "Ghost Highways" as Joel calls them, are the arms and legs of the skeleton that allow travel to the various hidden gems in our state.

# California's ***GHOST HIGHWAYS***

## *Feather River Highway "Dark Canyon"*

*Joel Windmiller*

### History:

The first State Highway bond issue, passed by the State's voters in 1910, led to the construction of California's State Highway System. Travel between Oroville and Quincy began back in 1915 after completion of a narrow dirt and gravel road over the Sierras via the Oroville-Quincy Highway designated as "LRN" 30. This 63 mile route was abandoned by the state in 1924. The Plumas County Road Association in 1911 began to push for improvements to this roadway, which led to the construction of a year-round route between Oroville and Quincy. The existing road was closed for 4 months of the year due to snow. Plumas County surveyor Arthur W. Keddie surveyed the Feather River Canyon route for the California Highway Commission in 1913, but the state announced in 1916 that the existing ridge route would need to be improved. After much debate, the state legislative road committee concluded that the new route would follow the Feather River. In the 1919 amendment authorizing, the Highway Commission by changing the LRN designation of the new highway to Route 21.

The start of construction on the Feather River Highway began on July 1, 1928. Two crews began work on the new highway convict labor for the easier portions and contractors for the remaining bigger projects of building the massive bridges and boring of the tunnels along the canyon sections of the new route. Alignment of the new highway east from Oroville followed the path of the original 1915 route 30 to Quincy then turned left along Dark Canyon Road. From this point the highway ran north into Dark Canyon alongside the North Fork Feather River following the 1909 Western Pacific main line running along the eastern side of the canyon.

Governor Frank Merriam, along with members of the California Highway Commission officially dedicated the road with a ceremony at Grizzly Dome on August 14, 1937. Cost for Construction of the new highway was \$8.15 million for 78 miles of new road.

### Dark Canyon:

The Dark Canyon section of the route was inundated in 1968 by the waters of Lake Oroville a major hydroelectric and flood control facility for the California Department of Water Resources and one of the key features of the California State Water Project.





This section of the Feather River Highway traverses a total of only seventeen of seventy-eight miles of the route between the Gateway Arch [aka Hansell's] Bridge to Jarbo Gap. Only twelve of the seventeen miles now reside under the water.



The Feather River Gateway Bridge, otherwise known as Hansell's Bridge [above], is a reinforced concrete arch bridge. Five arches spans the river. Two eighty foot arches frame the main arch which spans 270 feet in length and towers, 145 ft. above the river. 6000 cubic yards of concrete and 283 tons of reinforcing steel went into the structure. The overall length of the bridge is 758 feet with a 24 foot roadway. Tucked into the railing on both sides of the roadway at the top of the main support towers a small bench gives visitors a place to watch the traffic pass by or oversee the Western Pacific California Zephyr and the scenic Feather River

After crossing the Feather River the highway enters Dark Canyon and begins to wind its way along the river with the Western Pacific mainline running parallel on the opposite side of the canyon. Stone masonry wall, built by hand by convict labor, line the Highway throughout this section to prevent drivers from going off the road and into the river. Eleven miles north of Hansell's Bridge is the West Branch Bridge also a reinforced concrete arch bridge crossing the West Branch of the Feather River. A few miles north of the bridge the old highway resurfaces from the lake. This section of the old highway is used as a boat launch and access road during the summer months. The old highway climbs up a seven percent grade out of Dark Canyon on a winding narrow roadway with a stone masonry wall. At Big Bend Mountain, also built by convict labor, is a water fountain-radiator rest stop. The rest stop is still in operation today. Water for this facility is supplied by a mountain

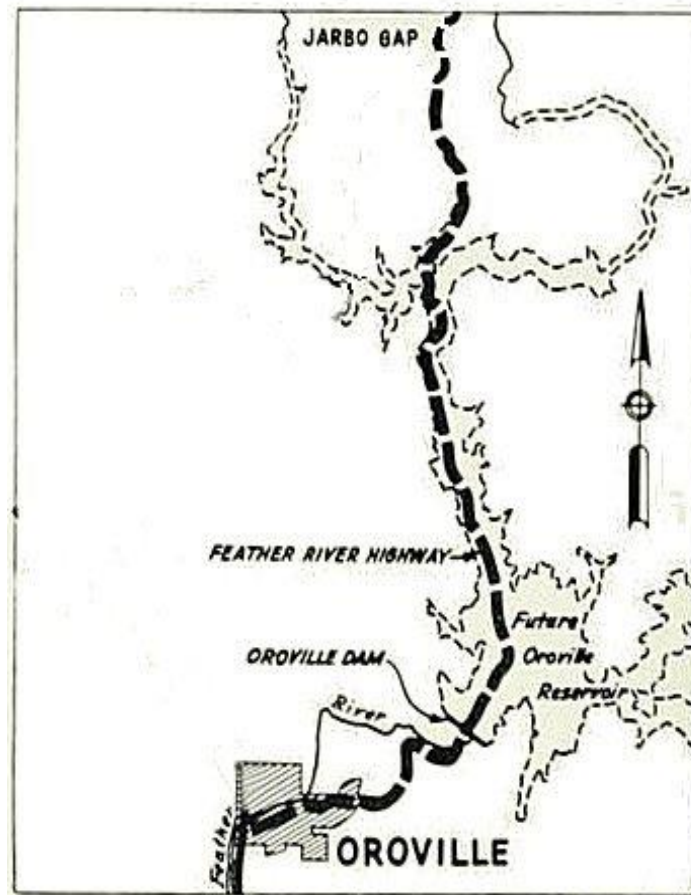
spring a few hundred feet behind the fountain. Continuing up the road the two alignments meet at Jarbo Gap. After reaching the summit the highway descends into Scenic Feather River Canyon. Building a highway through the canyon along the Scenic Feather River will be explored in a future article.



Dark Canyon Road above the lake



Section of old Dark Canyon Rd below high - water mark





Beautiful stone masonry under water during normal rainfall years



1930 West Branch Bridge

## January 11th Chapter Meeting



The January Chapter meeting was held in Woodbridge at the Woodbridge Crossing Restaurant. The Lincoln can be seen passing in front of building that was once a Wells Fargo stage stop. The building maintains much of its original flavor thru the use of period antiques, which include two vintage railroad box cars that adjoin the structure and serve as a dining/meeting area. This meeting was another fine turn-out as we had 30+ members and guests. After a brief meeting and election of officers, Lloyd Johnson continued his power point presentation of the Miracle Mile in Stockton. The presentation was cut short due to time restraints at the October meeting. Lloyd did an excellent job showing how Stockton looked in the early 1900's and how the area grew along Pacific Avenue.



Box car dining room



Secretary Jackie Ferreira and Field Representative Mike Kaelin



State Representative Bob Dieterich & member Lloyd Johnson

Member Neil Rodriques followed Lloyd with a slide presentation of the Kings Canyon Route over Spooner Summit. Neil used his Honda trail bike to climb the grade from Carson City while Photographing, the current condition of, the old highway. Pausing at different locations along the road, Neil was able to compare current views with those from vintage photos. Much of the scenery hasn't changed in 100 years.

I had planned to show several videos dating from 1915 and 1930 showing auto trips from San Francisco to Lake Tahoe, but again we ran short on time. Maybe next time. As always the minutes from this meeting will be posted on the Chapter web site shortly after their approval at the April meeting.



Neil Rodriques

This photo shows that the highway hasn't changed much in 100+ years. The road over the Summit is blocked by a rock slide, further above this location, allowing trail bike or foot traffic only.





Neil Rodriques



Current and early views of Clear Creek Canyon. The lone tree in pasture of top photo (left center) can be seen in center of the early photo. Remnants of an early structure are still visible in 2014.

## 2013 Was a Very Busy Year

Members of the California Chapter had a very productive 2013. Ranging from the 100th Centennial Celebration to the installation of reproduction markers, the Chapter did an outstanding job in promoting the Lincoln Highway.

President Paul Gilger undertook the monumental task of coordinating the 100th Anniversary Auto Tour from San Francisco to Kearney, Nebraska. As any of you who participated in this adventure will testify, this was no small undertaking. Planning the daily itinerary, lodging, food, events at historic stops, emergency services the list goes on and on. Thanks to Paul and staff for making this event a huge success.

Michael Kaelin along with members Scott Miner and new member Kevin Shawver were responsible in having signage installed, or placed under consideration, in El Cerrito, San Leandro, Hayward, Castro Valley, Dublin Canyon, Livermore, Altamont Pass, Tracy and Stockton. Plans are underway for Oakland, French Camp, Galt, Woodbridge, Lodi and Sacramento.

Joel Windmiller along with Scott Miner, who fabricated a new mold for casting reproduction markers, cast two markers for Nathan Baluguy's Eagle Scout project. These two markers were installed at Alta and near the Rainbow Bridge at Donner Summit.

Secretary Jackie Ferreira, David Lee and Joel Windmiller answered a call from the owner of the Applegate Motel who reported a LH sign having been stolen. Two new signs were delivered and installed.

A report was compiled of all known and existing markers in California. The report includes photos of these markers along with locations, condition and history. In the process of locating and photographing the markers numerous stories were uncovered and some very interesting people were encountered. This report aided Joel Windmiller in locating reproduction markers in need of repair or repainting, and in performing that work. Markers in West Sacramento and Dixon were refurbished. It was voted that no original markers would be touched up as most of them are in good condition for being 85 years old.

The chapter participated in a marker post dedication at the Duarte Garage in Livermore. The Garage is possibly the most original representation of a Lincoln Highway business in the entire State. The folks at the Livermore Heritage Guild do an outstanding job in promoting the Lincoln.

Members Bob Chase and President Paul Gilger gave several presentations to local groups interested in the Highways history.

Jimmy Lin continues to do an exemplary job as Chapter and National webmaster. His work with Google mapping has achieved the status as the go-to source for locating the Lincoln Highway across the entire nation. This new program allows for updating when hidden alignments are discovered.

Member Mark Hoffman, of Sports Leisure Vacations, continues to provide guided bus tours along the Lincoln. The tours have become so popular that there is a waiting list.

Special Thanks to all the Chapter members that lent their time and support to the numerous functions that were undertaken in 2013.

# Possible Conclusion to the 1927 Re-Routing Saga

S.F. Examiner May, 1916

Suggestion is Made That Two Roads Be Used between S.F. and Sacramento

Highway Planned to Run to S.F. From Capital via Davis, Napa and Sausalito

An association has been formed for the purpose of having the route between Sacramento and San Francisco by the way of the new Sacramento Causeway, Davis, Vacaville, Fairfield, Cordelia, and Napa and over the Black Point cut-off to Sausalito included in the Lincoln Highway.

The movement is backed by the Chambers of Commerce of the communities mentioned. The new association is known as "The Short, Scenic Lincoln Way Route Association". E. R. Gifford has been elected president and S. L. Hunt secretary. Both officers reside in Napa. Those who were present at the meeting held at the Chamber of Commerce rooms in Sacramento upon the occasion when the new organization was launched and who are actively engaged in the campaign are: E.R. Gifford, David Hunter, E.B. Carhart, Emil Locarnini, S.L. Hunt, Nathan Coombs, Thomas G. Anglin, Ed Kelton, Eugene Welber, Nels Collins, Max Schwarz of Napa; J.F. Beckley of Dixon; J.P. Overton, Walter H. Nagle, Ralph G. Nagle, James W. Ramage, J.P. Keiley, A.J. Smith, Merton Meeker of Santa Rosa; C.L. Dunn, L.R.G. Harvey, E.F. Edminston of Marin.

## TWO ROUTES PROPOSED.

The officers of the new association wish it understood that **no attempt will be made to take away from Stockton, Livermore, Hayward and Oakland the present Lincoln Highway route** as outlined upon the maps of the Lincoln Highway. The sole contention of the association is for an alternate route as above set forth.

Before the association was formed the highway committee of the Chamber of Commerce of Sacramento, L.S. Upton, chairman, prepared a map for the information of the officials of the Lincoln Highway showing two routes between Sacramento and the bay cities, one leading through Martinez and the other through Napa to Sausalito. This committee urged upon the Lincoln Highway people the advisability of using both routes between the capital city and the bay cities.

## SITUATION DISCUSSED

A meeting of the executive committee of the Lincoln Highway was held, at which the subject of establishing an alternate route between Sacramento and San Francisco was thoroughly discussed. The executive committee decided that it would be disadvantageous to the progress of the Lincoln Highway work to establish any further alternate routes inasmuch as the alternate routes which have already been established by the association have been productive of much trouble. The Denver loop, for example, it was stated, caused the association more difficulty than any other one thing so far encountered, and the loop around Lake Tahoe is still as source of agitation and trouble,

It is further contended that if the alternate route proposition should be carried to its logical conclusion, the Lincoln Highway would lose all entity and would be, in fact, a series of divergent loops in every State, thus effectively putting an end to any definite propaganda towards the establishment of one through connecting route and concentrating effort upon it.

They are, therefore, willing to permit the new highway route to be marked with a marker designed by the Lincoln Highway for that purpose. This marker would have a red border at the top and would be white in the center and with a red border at the bottom. If the marker were to be placed at the beginning of the Causeway in Sacramento the word at the top would be Sacramento. The arrow would point over the route and the word at the bottom of the marker would be San Francisco. In the center of the marker would be the words: "89 miles to the Lincoln Way." The names and the differences would be changed to suit the places where the marker would be used.



The Lincoln Highway officials, therefore, urge that the route over the Causeway by the way of Davis and Benicia be marked with the Lincoln feeder markers as above described. These markers, it is pointed out, will generally be used on main improved roads of this character leading to the Lincoln Highway. A thorough marking with such lines in connection with the proper log supplied the tourists at San Francisco and Sacramento would have the effect; it is thought, of causing the road to be used quite generally.

The members of the new association are also considering the advisability of marking the route by a large number of descriptive signboards.

In all of my researching, I have never seen one of these signs, and both Jack Duncan and George Clark, report of finding no references to the signing of this alternate route until September of 1928 when the concrete marker posts were placed. In a letter, dated July 9, 1952, from William F. Kilcline of CSAA to R.C. Kennedy, Secretary of the California Highway Commission, Mr. Kilcline attempts to clarify a question posed by Mr. Kennedy in a letter, of June 30, 1952, in which Mr. Kennedy asks if US 40 is and was the Lincoln Highway. Mr. Kilcline states, in part; "upon completion of the Yolo Bypass, the present U.S. Highway 40 was designated as an alternate Lincoln Highway route." That contradicts the position of the LHA, in 1916, as stated in the preceding article. It seems from previous articles published in the Traveler, those local authorities and interests, including local LHA councils and the media, took it upon themselves to announce to the motoring public that this was an official alternate route of the Lincoln Highway when in actuality it was a feeder route. I believe it was marked in 1928, due to the fact that it was the most direct route to San Francisco and the most heavily travelled. There are a representative number of newspaper articles stating the LHA position both for and against the alternate route, So Who Do We Believe? Maybe there is no conclusion to this saga.....

## American Canyon Rd. replaces Jameson Canyon Rd.

Motorists traveling the pre - 1927 Lincoln Highway route through Vacaville toward the Bay Area were given three choices once reaching Cordelia. The first choice was to follow the State Highway to Benicia, cross the Carquinez Straits via the Southern Pacific train ferry to Port Costa in Contra Costa County. Second was to continue straight ahead following the old Vallejo - Sacramento Valley stage road through American Canyon. Prior to the paving of the State highway through Jameson Canyon this route, although the most direct route, was not much better than a trail through the hills. It was practically impassable in wet weather due to the unsurfaced adobe soil. The third choice was to follow the paved State highway through Jameson Canyon toward Napa and upon reaching the "Y" turning south on the county road which led to Vallejo. At Vallejo an auto ferry was taken across the straits to Valona, near Crockett.

According to an article in the March, 1933 California Highways and Public Works magazine, this third route carried practically all traffic between the Bay Area and the Sacramento Valley, accounting for an approximate 4,000 cars daily. Upon the completion of the Carquinez Bridge in 1927, the volume of traffic increased on the Jameson Canyon alignment. Construction of the new "American Canyon" cut-off was begun in October, 1933 and joined with the recently paved highway between Cordelia and Fairfield. This new route which by-passed the Jameson Canyon alignment, shortened the route by 6 miles, eliminated five railroad crossings, 32 curves and lowered the maximum grade from 12% to 6%. The new American Canyon route intersected only 1 railroad at Cordelia and a subway was constructed at that point.



Old American Canyon Stage road as seen in 1933

## At the Summit

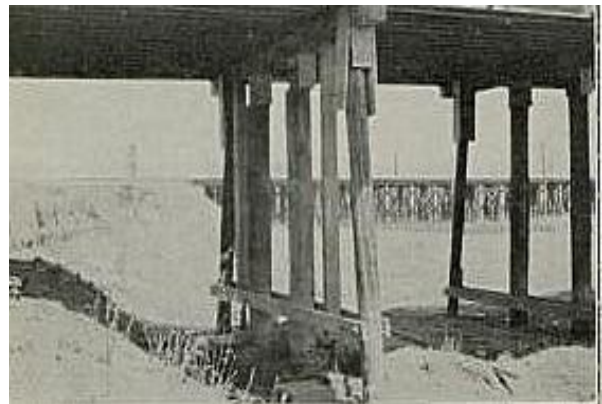
Michael Kaelin reports that the new tenants of the Summit Garage, in the Altamont Pass, are continuing in the footsteps of the Armstrong Family in using the facility to work on automobiles. The current venture was started several years ago by 2 young men intent on building a business restoring 1960's and 70's muscle cars. Initially a weekend business, it has grown into a full time operation. Recently Josiah Coy bought out his partner and named the business "Coybilt". The garage has maintained its original exterior appearance, and work is underway to spruce up the interior.

## More on the Yolo Causeway

While searching through back issues of California Highway and Public Works magazines I stumbled across an article regarding the Yolo Causeway and a fact that I was totally unaware of. It seems that in 1917, when the Causeway was completed, a 2470 lineal foot section of wooden trestle at the western end was 6 feet higher than the paved highway connecting to it. As originally constructed, the run-off from the trestle was very short and the vertical curve in the trestle was only 75 feet allowing for a sight distance of only 500 feet. Numerous accidents occurred at this location so a decision was made in 1928 to correct the problem. 4 workers began the process of lowering the deck by first jacking up the deck then cutting the bents (vertical piles) from 1 inch to 2 feet for a distance of 19 bents. After cutting, 4" x 12" shims were placed between the posts and caps. The shims were removed 1 at a time, lowering the deck 4 inches at a time. This lowering resulted in increasing the vertical curve to 400 lineal feet and creating a 1500 foot sight distance as compared to the original 500 foot. The causeway was resurfaced, after the lowering, with a non-skid layer of 3/4 inch rock and asphalt. Wheel guards and guard railings were replaced with higher and stronger timbers to prevent vehicles from crashing through, when the roadway became icy, sending them careening over the edge 18 feet to their demise.



worker seen cutting bents



cut bents with 4 x 12 shims nailed in place

## New Marker Installations



Nathan and Joel at Donner Pass



Nathan and Joel at Dutch Flat

On Saturday December 12<sup>th</sup>, VP Joel Windmiller along with Meadow Vista Scout troop #6 transported their newly completed Lincoln Highway marker posts to Donner Summit. With Joel and Eagle Scout Nathan Baluguy supervising, a work area was cleared so the marker could be safely erected. While this was taking place other Scouts were busy using pick, shovel and pry bar to dig a 38" deep hole through Sierra rock. After a half hour of digging, the hole was completed and the marker dropped into place. After positioning, leveling and compacting the soil, the installation was finished and the group headed down the mountain. Arriving at Dutch Flat at 3:00pm the placing of the second marker was begun. This marker was installed close to where original marker # 2211 was located. Scout Master John Pfeiffer instructed the scouts in the use of an auger and in no-time-flat the hole was dug. With marker installed and everyone tired there was still time to reflect and thank everyone for their participation.

Both markers were placed so as to be out of harm's way (snow removal equipment) but still able to be seen by passing motorists.

Scouts participating were;

John Pfeiffer (Scout Master), Brian Campbell, Don Campbell, John Pfeiffer, Mathew Pfeiffer, Nathan Baluguy, Nick Baluguy and Taylor Neilson.

Scouts unable to attend; Owen, Sean and Reed Hurley

## New Marker Dedications



### Dutch Flat

On Saturday February 15<sup>th</sup> Troup #6 along with California Chapter members: President Paul Gilger, VP Joel Windmiller, Neil Rodriques, Scott Miner, Miriam Hull and Michele Baluguy met at 11:00 am and caravanned up I-80 to Dutch Flat. Scouts were positioned around the marker and flags presented. Photos were taken and the scouts were presented with commorative project patches. Others in attendance were photographer Mike Virgil of Auburn Photography and Scout members Nathan Balaguy, Matthew Stonestreet, Matthew Pfeiffer and Nick Balagu. Due to a communication error several members of Troup #6 were unable to attend. The group continued on to Donner where the dedication was re-enacted at 12:00 followed by lunch in Truckee at the Wagon Wheel Café.





Donner Pass



Nathan proudly displays the patch, designed by Norm Root, which commemorates the installation of the Lincoln Highway Markers

## Panama Pacific Fair

An interesting article appeared in the July 1914 Motoring Magazine and Motor Life pertaining to the upcoming exposition to be held in San Francisco in 1915. Within the Palace of Transportation there will be a huge topographical map of the United States showing the Lincoln Highway with all the topographical features of the country in relief. A transcontinental motor race scheduled for 1915, will be depicted by miniature automobiles travelling along the map. The map created by W.E. Benson will be one of the principal features of the exhibit. Built at a great expense, it will attract sportsmen from all parts on the country to wager on the racers. The map will be placed at a 45 degree angle twenty feet above the Palace floor. The highway itself will run on a level plane at the bottom edge of the map. A marking board below the map will list the autos by number and note the owner and driver of each car. The operator of the map, while in direct telegraphic communication with various locations along the route, will place the autos in their exact location at any hour of the day or night. Owners of private cars will also be allowed to participate so their friends can mark their progress to the Exposition. 15,000 cars are expected to make the trip on the Lincoln Highway from Eastern states.



Above is a birds-eye view of the topographical map which surrounded the main stage. A staircase can be seen in the left of photo leading from floor level to the display stage. Note the Lincoln Highway running in the upper portion of the map. Very few photos exist of the actual display. A recently purchased book entitled "The Blue Book a Comprehensive Official Souvenir View Book illustrating the Panama Pacific International Exposition at San Francisco 1915" shows an external view of the Palace of Transportation and photos of the General and Westinghouse Electric displays along with the Ford assembly line. No photos of the Auto exhibit. For a display this impressive, it raises the question as to why it rated no attention in the souvenir book.

## Lincoln Highway signs in Oakland

A publication entitled "San Francisco News Letter" dated October 7, 1916 had this to say regarding Lincoln Highway signage in Oakland.

"The transcontinental motorist can't go astray in Oakland any more. Signs that those who speed may read now point the best way to get into the city. By the "best way" is meant the easiest driving route and the one freest from street cars and other interfering traffic.

This is all the result of the work of the Lincoln highway Committee of the Oakland Chamber of Commerce, working in conjunction with William J. Baccus, commissioner of streets. They have "signed" the Lincoln Highway from the city limits on the Foothill Boulevard to the foot of Broadway, the terminus of the transcontinental road.

Trolley and power poles all along the route on both sides of the streets bear big "L's" in the red, white and blue colors of the Lincoln Highway Association. These are visible for some distance away, and the turns are plainly marked." The article goes on to state, "With the highway now completely "signed", Counsel Caine and Chairman Searles are busy arranging for an arch over the highway at the Foothill Boulevard, and in inspecting campsites for overland tourists. It is planned to have a camping spot where gas and water and all the comforts of the city will be furnished those who desire to rough it. Watchmen will be employed to look after the cars in the absences of owners."

## Norm Root

The Caltrans History Preservation Committee holds its Quarterly meetings and luncheon at Vallejo's Restaurant in Sacramento. In the past the luncheons were named for Bob Flock an early member of the organization. The first quarter meeting of 2014, held February 6th, was named in honor of former Caltrans Bridge Engineer and past president of the California Chapter of the Lincoln Highway Association, Mr. Norman Root. Norm was well known and respected for his highway knowledge through-out Caltrans. Norm spent considerable personal time attempting to create a Caltrans Museum that would showcase vintage road working equipment. I think Norm would have felt highly honored to receive this recognition.

## Trivia

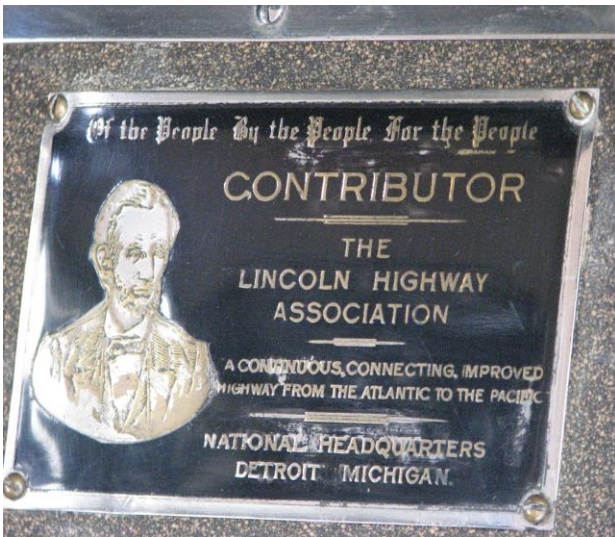


Appears that Marilyn had a thing for Presidents?

## More Trivia



1910 and 1915 California Motor Vehicle Registration badges that would have been affixed to a vehicle's firewall or floor board. Note the increase in registered vehicle between 1910 - 1915. 98,699 vehicles in 5 years.



Lincoln Highway Association plaque attached to floor board of Henry Joys 1914 Packard



Selden Patent plaque required on all motor vehicles in the early 1900's. Except Ford cars

## Ophir Road Monument by Bob Dieterich



In 2004, Bob Dieterich, then President of the California Chapter, was contacted by LSA Associates, an environmental consultant to the Placer County Water Agency (PCWA). They advised us of the need to replace a pipeline with a newer and larger pipeline. This was to be buried alongside Ophir Road; however, one section needed to be buried under Ophir Road in the Newcastle area because of the topography in the immediate area. Realizing the historical significance of this section of highway, a meeting was arranged with LSA, Rick Lund, engineer with PCWA, and LHA members Bob Dieterich, Norm Root and Lloyd Johnson. They inspected the site and reviewed the draft Environmental Impact Report. All agreed that the pipeline upgrade was needed and that it was impossible to avoid digging up the road. They also agreed that an interpretive plaque would be a good mitigating measure for destroying a piece of Lincoln Highway even though it was buried under Ophir Road and old US 40.

Rick Lund said he would have to go to his Board of Directors for the funding for a plaque. Bob Dieterich went to the board meeting expecting to argue for a few bucks. However, he found the board to be enthusiastic over the history of the Lincoln Highway and they requested a monument rather than a simple plaque. Rick said they could save pieces of old US 40 and the Lincoln Highway to place in the monument. Rick asked Bob for a conceptual drawing, and Bob asked Paul Gilger if he could do this. Paul agreed and the drawing was provided to PCWA.

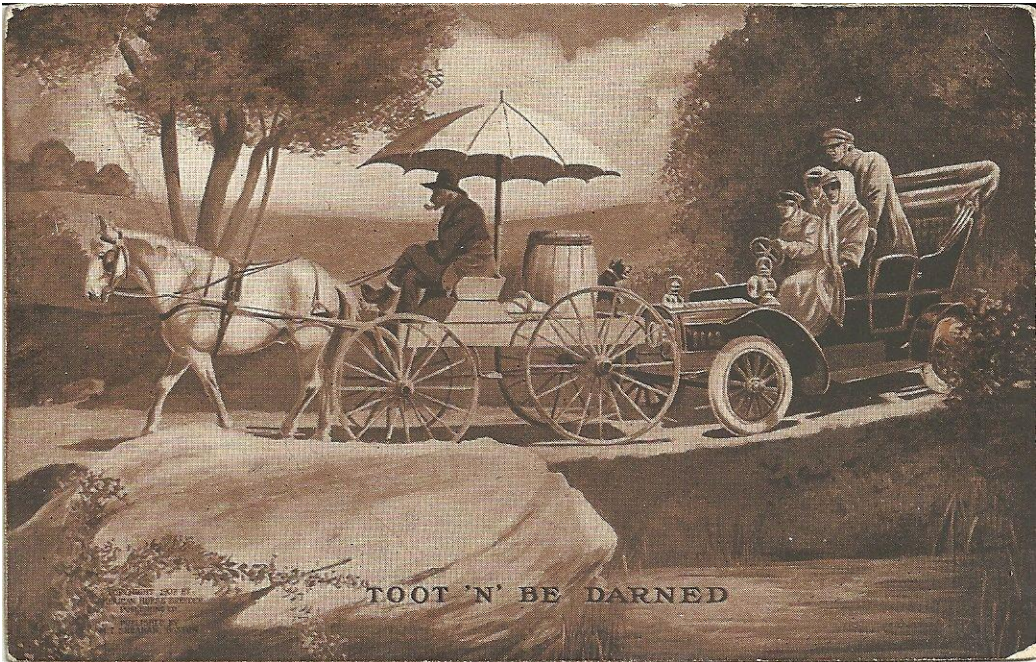
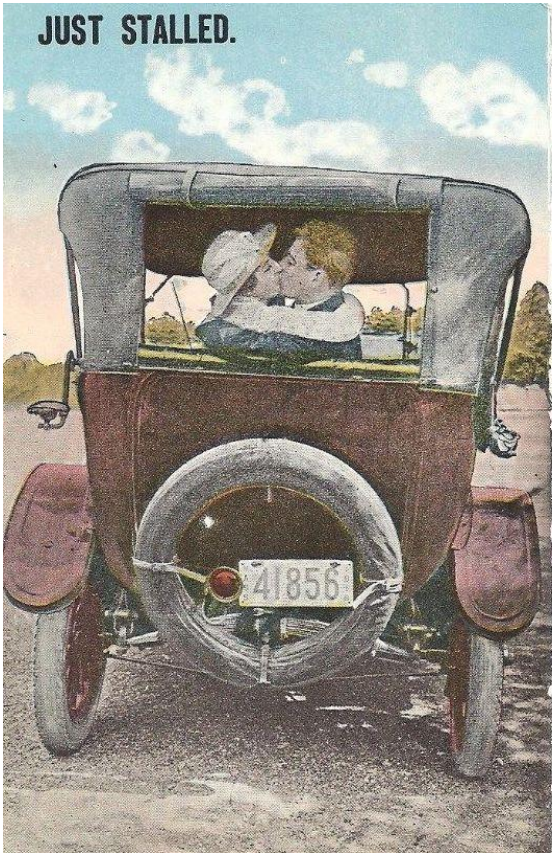
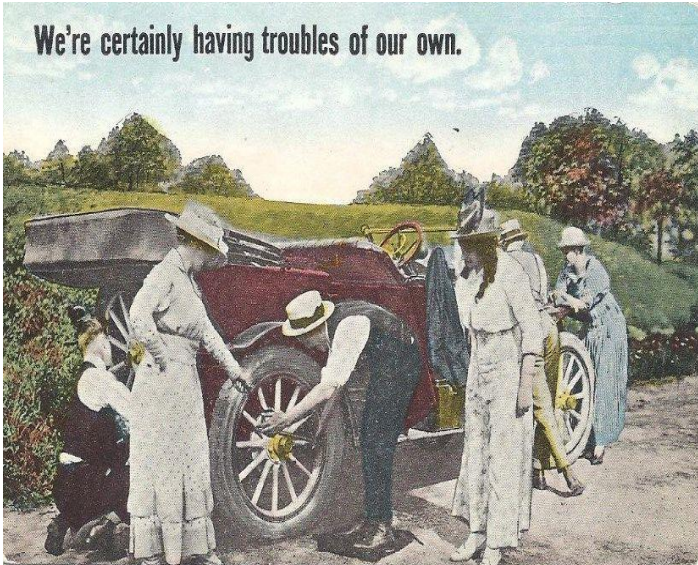
The project was delayed for several years because of the economy but is now complete and the monument has been erected on Ophir Road. It resembles very closely the original drawing by Paul Gilger. The five inch Lincoln Highway concrete is the slab below the two much thicker US 40 slabs. The US 40 slabs contain two contractor's stampings, "Hanrahan Co. Basick Brothers Mar 16, 1932 Sta. 205+18" and "Mar 17, 1932 Sta. 202+48."

The inscription on the monument was composed by Bob Dieterich and edited by Rick Lund for space concerns. It reads, "This monument was erected in recognition of the historical significance of this transportation corridor by the Placer County Water Agency and dedicated to the California Chapter of the Lincoln Highway Association. Ophir Road was formerly U.S. 40 which was the main route over the Sierras until the completion of Interstate 80. Prior to U.S. 40, the Lincoln Highway traversed this section of Ophir Road. The Lincoln Highway, the first road across the United States, was conceived in 1913 by the Lincoln Highway Association, which originated to promote automobile travel in the United States. The pieces of pavement below were taken from these two historic segments of highway."

We owe a lot of gratitude to the PCWA Board of Directors, PCWA Engineer, Rick Lund, and the PCWA consultant, LSA Associates, for their outstanding support for the preservation and public awareness of Lincoln Highway history. A dedication ceremony is planned for some time in March or April, 2014.



Early Auto Art



# MARK YOUR 2014 CALENDAR

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



State Chapter Meeting  
Applegate Motel  
17923 Applegate Road  
Applegate, CA 95703  
530 878 2901

**SEE NEXT PAGE FOR DETAILS**

Saturday **MAY 3**

California Chapter Car Cruise  
Sacramento to San Francisco  
via Altamont Pass

Saturday **JUNE 14**

Sports Leisure Vacations  
Coach Tour  
Sacramento to Truckee  
via Donner Pass (North Tahoe)

**JUNE 17 - 22**

**Annual LHA Conference**  
**Toole, Utah**

Saturday **JULY 12**  
12:00 Noon

State Chapter Meeting  
Location to be announced

Saturday **SEPTEMBER 20**

Spots Leisure Vacations  
Coach Tour  
Sacramento to Livermore  
via Altamont Pass

Note: Details and cost of the tours will be available at the Sports Leisure Travel website and on the California Chapter web site shortly.

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.





Spring Meeting April 5, 2014

**LINCOLN HIGHWAY CALIFORNIA CHAPTER · Spring Meeting**  
Saturday April 5th Noon to 5 pm

**Location: *Applegate Motel*                      *Host: Raymond & Frank***  
**17923 Applegate Road, Applegate, CA 95703 (530) 878-2901**

**Directions: I-80 ,[Exit 128 Applegate]**  
**Right on Crother Road quarter mile right on Applegate Road**  
Applegate Motel located on right  
**PLEASE NO PARKING IN MOTEL PARKING LOT**  
**Street Parking available along Apple Ct and Applegate Road**

**Lunch Menu: CASH payment preferred**  
Sandwich/Salads/Hamburgers **\$2-6** Beverages non-alcoholic **\$1-2**  
Ice Cream Cones \$ 1

**Meeting Agenda:**  
Officer & Committee reports, LH Sign, 2014-15 Conference Update,  
Update on Arcadia Publishing Lincoln/Victory Highway Books

**Speaker/Presentation:**  
Road trip to Alta-Dutch Flat Area to view  
Nathan Balaguy Eagle Scout Project LH Marker # 2211

Jackie's Meeting notes  
Menu & Additional Information

**Applegate Motel**  
**17923 Applegate Road**  
**Applegate, CA 95703**  
**530-878-2901**

**Our hosts: Raymond and Frank**  
**12:00-500PM**

**Menu:**  
**Cheese, ham, turkey, tuna or roast beef sandwiches. Hamburgers also available. Sandwiches: \$2.00-  
\$5.25**  
**Potato salad or tossed salad \$0.50; Potato chips \$0.50**  
**Soda, iced tea, water \$1.00 & \$1.25**  
**Ice cream cones \$1.00**  
**CASH ONLY!**  
**Call early for reservations if you would like to stay overnight.**



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