



THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION - CALIFORNIA CHAPTER

www.lincolnhwy.org/ca/traveler



EDITOR
Gary Kinst

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SUMMER

JULY, 2014



The Mossdale Garage

Kevin Shawyer collection

Cover

This issues cover photo was discovered by member Kevin Shawyer of Stockton while researching the history of the Lincoln Highway in the Stockton area. The Garage appears in the 1924 Tracy Press photo below. Signage on front of Garage, on cover, indicates that the proprietor is S. Mauro selling Union Gasoline while the one in photo below says Mossdale Garage, Associated Oil and what appears to be (something) Abersold.



Tracy Press photo

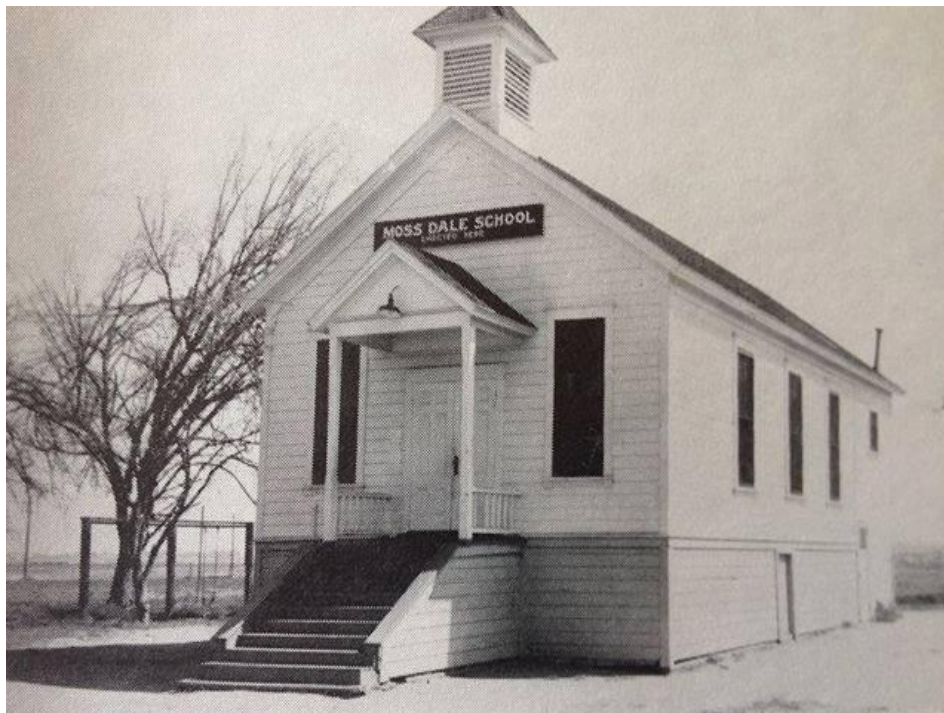
The Mosssdale “Y”

The above photo shows the garage and store on left with the Mosssdale School on right of the “Y”. The road entering on the left was known as the Banta Road (Manthley Rd.) and led motorists to Banta, Tracy and onto Oakland. The Model T Ford is traveling up the right arm of the “Y” onto the Yosemite Road (Howland Rd.). The left arm was the Stockton Road (Harlan Rd.) leading motorists to French Camp and Sacramento. In 1924 businesses at the “Y” included the Mosssdale Store, Associated Service Station and an authorized Ford Garage.

Charles Abersold operated a service station and store at the San Joaquin River Bridge from 1914-1917. He sold that business and relocated to the Mosssdale “Y” in 1918 where he operated a service station, garage and lunch room with his ½ partner Salvador Mauro. Mauro was in charge of the Ford garage. The garage sold Associated and Red Crown Gasoline’s along with Coast Tires. Sometime later the owners of “Jiggs Fountain” in Tracy took over operation of the lunch room. The School was moved to Tracy in the late 1920’s to become the Grace Baptist Church.



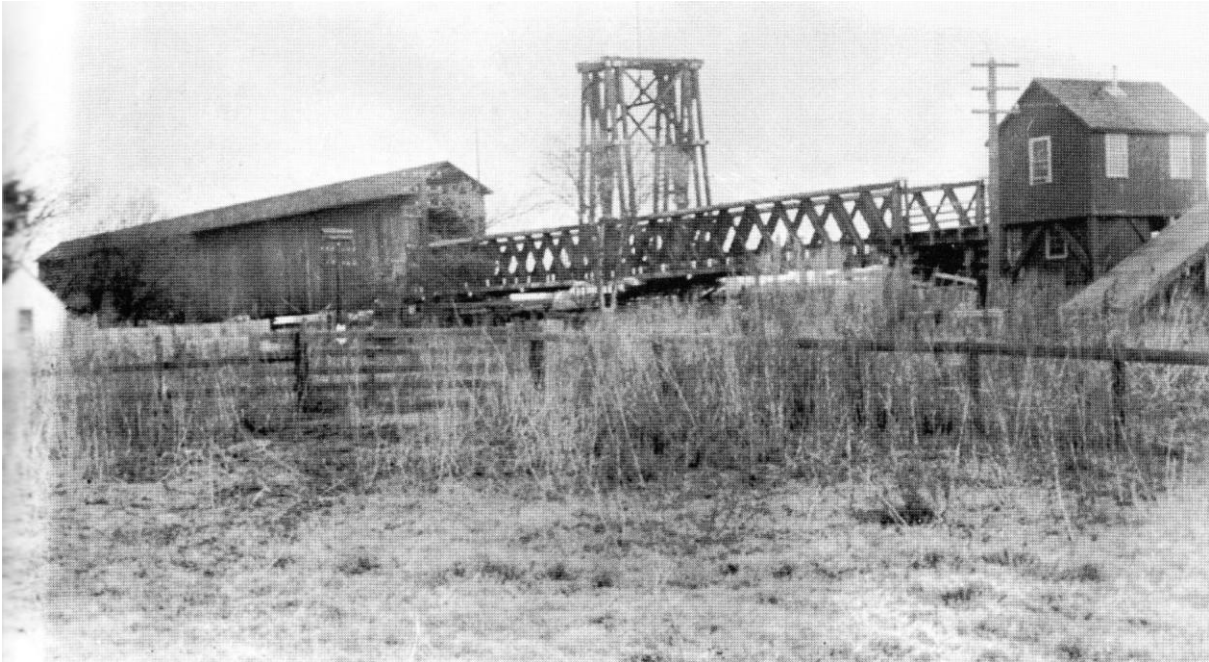
One of the two original pumps, from the Mossdale Service Station, which can be seen in the Tracy Press photo. This pump is the one located next to the left canopy post and is a 1918 Wayne cut 278 five gallon pump. The pump is in the collection of Mr. Tony Quilerolo, a longtime resident of Mossdale. His collection also contains the original school house bell.



Kevin Shawyer collection

Mossdale

Mossdale was the place where Yokut Indians fished and travelers on the Sutter's Fort - Mission San Jose Trail crossed the San Joaquin River. In 1848, John Doak and Jacob Bonsell established ferry service at this location. By November of that year the heavy flow of traffic required the replacement of the Tule Elk hide and willow pole ferry with a new larger vessel. In 1852 Doak sold his interest in the Doak and Bonsell Ferry to Hiram Scott, while in the same year Jacob Bonsall died and his widow married James Sheppard. From 1852 - 1856 the Ferry was known as "Sheppard's Ferry". In 1856, William T. Moss purchased the ferry and renamed it "Moss's Ferry" which he operated until 1900 when the County completed a wooden bridge across the river. William Moss was the owner of considerable property in the Stockton - French Camp area. His owning's included 6 miles of riverfront south of Stockton on which he constructed the "Lower French Camp Turnpike", a section of the Lincoln Highway. The wooden structure was replaced in 1917 with a steel bridge. In 1860 a hotel was erected on the north side of the river. This was 9 years before the Transcontinental Railroad would be fully completed, with the completion of the railroad bridge across the San Joaquin River, thus making Mossdale the completion point, not Promontory, Utah. With the construction of the Railroad Bridge and accompanying trestle it was necessary to re-route the county road along the raised railroad right-of-way and under the trestle before crossing the river.



The Transcontinental Bridge at the San Joaquin River over which the first locomotive crossed on November 10, 1869. Before the bridge was completed, passengers would dis-embark take the ferry across the river and board another waiting train.



The 1895 iron truss bridge ?

There exists some controversy as to whether this is the 1895 bridge or a third bridge built in 1942. A plaque on the bridge reads 1942. Early drawings show the 1895 bridge as a center pivot design while other theories indicate the 1895 bridge was reinforced and welded closed in 1942 as the San Joaquin River had become too shallow to navigate. A portion of the old roadway can be seen coming from beneath the trestle.



Lincoln Highway passing under trestle, 1925. Right opening was for trucks and wagons. Caltrans photo



Caltrans photo

1917 County steel bridge



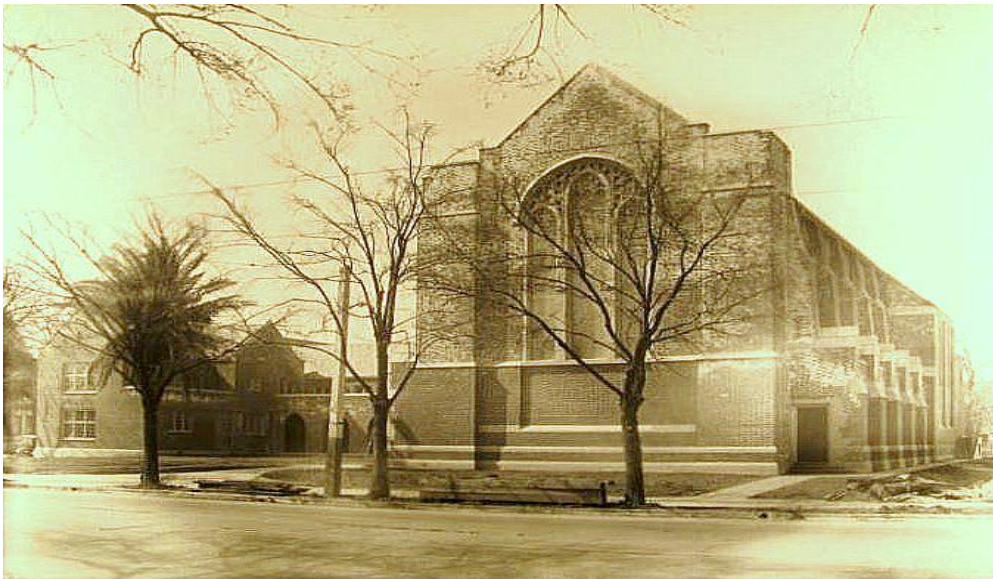
The 1917 bridge was replaced in 1926 by the new Bascule design (on left) and a second bridge was added in 1948-49. Both remain today.

A Rare Find



Kevin Shawyer collection

It is very rare that a photo surfaces that contains a Lincoln Highway sign, let alone two at the same time. This 1935 photo (above) taken at the intersection of Weber Ave. and El Dorado Street, in Stockton, shows the Lincoln Highway sign posted on the utility pole in center of photo. The arrow on sign points left toward Center Street while the bottom text identifies it as CSAA sign. It is also worth noting that the sign still existed 10 years after the highway numbering program was begun.



Kevin Shawyer collection

In this mid-1920's photo the Lincoln logo can be seen on the lamp post in front of the First Presbyterian Church on North El Dorado Street. GREAT JOB Kevin in discovering these fantastic photos.

April Chapter Meeting

The April Chapter meeting was held at the picturesque Applegate Motel in Applegate. The weather was perfect and may have contributed to the record turnout of 41 members and guests. Co-owner Raymond Neeley gave a short presentation as to his background and the history of the Applegate Motel. Lunch was served at the Motels deli and several members assumed roles as order takers, servers and cashiers which relieved the small staff of attempting to serve the large group within the allotted one hour. Reports were given by the Chapters Officers and those remarks can be read on the Chapters web site. As Chapter Historian I have been asked to assemble a book on the Lincoln Highway in California to be published by Arcadia Publishing, authors of the Image of America series. With 85 towns on the routes and 500 plus miles of highway to represent, it has become a real challenge. Michael Kaelin reported on the ongoing signage project. San Leandro is well posted and Stockton is still being pursued. Mike is working to obtain sponsorship for signs in Oakland at Jack London Square and at the Hotel Oakland, both prominent locations on the Lincoln



All photos from the collection of David Lee



After the meeting, members and guests drove north to the location of the recently installed replica marker near Alta. Nathan Balquay (left) and V.P. Joel Windmiller (right) pose behind their Eagle Scout project.



Members Chuck and Nora Elderton, from San Jose, drove their Ford Model A phaeton to the meeting and poised for the group photo. While member David Lee was setting up the group photo, a primered 1930 Model A coupe came rumbling up the road. The owner, a Mr. Timothy Fagan, stopped to inquire if there had been an accident. After explaining why we were gathered there, he was invited to join the group photo. Timothy along with his friend Tony turned out to be locals, living just up the road. Timothy turned out to be quite the character, telling tales of the old highway and local lore, he proceeded in captivating the entire group. He told us that he and Tony had taken a road trip that day to waste gasoline and enlarge the planets carbon foot print,

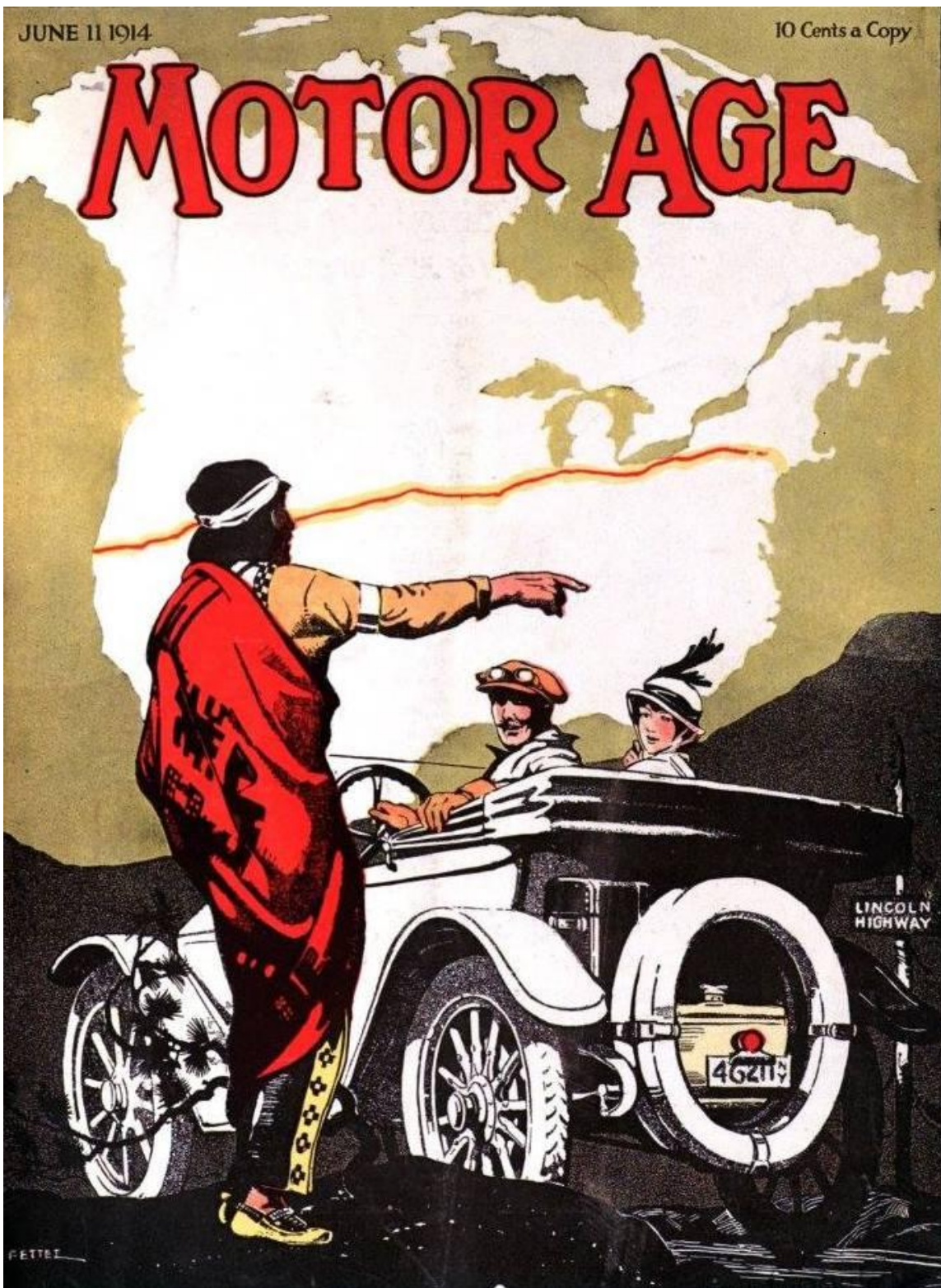


Timothy can be seen to the left of the LH marker, while Tony is third from the left with hands in pockets

JUNE 11 1914

10 Cents a Copy

MOTOR AGE



When travelling the Lincoln Highway, and you realize you need directions to an off-highway attraction,
Do Not Hesitate to Ask a Local

Signage

Michael Kaelin is diligently pursuing his quest to sign all of the Lincoln in California. As has been mentioned in previous Traveler articles, Michael along with several other LHA members have been responsible for new signage being installed from French Camp to San Leandro. Oakland is now in progress with hopes of having signs installed at the Hotel Oakland and at Jack London Square in the near future.

Michael also spoke to a group of fellow license plate collectors (ALPCA) at a recent BBQ and meeting. Association representatives Bill Silveira, Oakland, John Serio, Fresno, Bruce Cook, Rincon Valley, and Scott Broady of the "Gold Rush Region" pledged sponsorship donations to further the signage project. The Stockton project headed up by member Kevin Sawyer had hit several stumbling blocks but continues to move forward.

Lincoln Highway Signage Information Trivia

The following information regarding LH signage was obtained from LHA Secretary Bulletins and San Francisco newspaper accounts by member George Clark.

February 25, 1914 San Francisco Call

Headline and sub-headline:

LINCOLN HIGHWAY SIGNS FOR CITY

Red White And Blue Guides In Market, Third, To Ferry, Mark Part Of Long Road

Text Excerpts:

"Market Street to the ferry was gay today with red, white and blue Lincoln Highway Signs painted every block. The first sign in California depicting the route of the famous road was painted on a post in front of 687 Market Street, the headquarters of the Automobile Association of California at 10:30 o'clock with H. E. Frederickson consul at large for the highway, as master of ceremonies."

"Signs will be painted throughout the 270 miles of California highway, one in every city block, one mile along country roads and two on either side of each turn. Oakland will be painted this afternoon, then the pioneer car will go to Stockton, Sacramento, Auburn, Placerville and Tallac, finishing up at Truckee."

February 28, 1914 San Francisco Examiner

Headline:

LINCOLN ROAD SIGNS PUT UP

Temporary Posts Mark Highway Route Between Oakland And Sacramento

Text Excerpts:

"To mark the Lincoln Highway between Oakland and Colfax preparatory to the establishment of the permanent signs which will guide the traveler along the great boulevard, H.E. Frederickson, consul-at-large of the Lincoln Highway movement, yesterday started a trip over the route, leaving First and Broadway, Oakland at 7:30 a.m. and reaching Sacramento in the evening. Accompanying him were C.F. Chaffin of the California State Automobile Association and John Levine Jr."

"The official signs, a large black L on a red, white and blue shield, are being prepared and will be placed within a short time. The temporary marks placed yesterday by Frederickson are about a mile apart."

“From First and Broadway the route follows Broadway to Thirteenth Street to Lake Merritt, out East Twelfth to Fourteenth Avenue, to East Sixteenth Street, over Foothill Boulevard to Hayward, thence to Stockton, Sacramento, Folsom, Auburn, Placerville and Colfax. The party reached Sacramento last night and will proceed today, returning, probably, to Sacramento tonight and to Oakland tomorrow”.

January 25, 1915 San Francisco Examiner

Headline and sub-headline:

SIGNS LACKING ON NEW HIGHWAY

President Of Lincoln Highway Association Says State Section Of Road Is Poorly Marked

Excerpt:

“That the California section of the Lincoln Highway is in exceptionally good condition but poorly marked was the opinion of Henry B. Joy, president of the Lincoln Highway Association during his recent trip to the Exposition”.

September 12, 1915 San Francisco Chronicle

Headline and sub-headline:

MARK LINCOLN HIGHWAY IS AUTOIST PLEA

Transcontinental Tourists Experience Difficulty In Keeping On The Right Roads

Excerpt:

“Again indisputable evidence has been offered supporting the claims that the Lincoln Highway is very poorly posted with guiding signs. This time the evidence has been brought home more forcibly than in previous instances. In that a lone woman driving a car across the continent and seeking to follow the great national transcontinental motor road, became lost on the Nevada desert, struck off on the wrong road and for a period of more than ten hours was placed in a perilous position”.

May 21, 1916 San Francisco Examiner

Headline:

LINCOLN ROAD SIGNS UNIFORM

Text Excerpt:

“H.C. Ostermann, field secretary of the Lincoln Highway Association, has just announced plans for repainting and standardizing the road markers on the route of the Lincoln highway all across the country. This important step will be undertaken in the immediate future and will be the greatest benefit to the tourists making the cross-country trip”

The article goes on to say that the Willys-Overland Company has contributed two trucks for field work and that the LHA will furnish all materials. Up to this time many communities have devised signs of their own and this effort will standardize the signs.

July 23, 1916 San Francisco Examiner

Headline and sub-headline:

REMOVAL OF ROAD SIGNS IS HARSHIP

Highway Commission Will Work Hardship On Auto Owners If Order Is Enforced

Text Excerpt:

“Every automobile owner in California is interested in the report that the California Highway Commission has ordered the B.F. Goodrich Rubber Company to remove all road signs and markers which this concern has erected in this State. Regardless of the fact that the signs are an advertisement for the company, they are a benefit and assistance to every California motorist and every motor tourist visiting this State.”

July 30, 1916 San Francisco Examiner Sunday's Automobile section

Headline:

“San Francisco has been asked, and has been promised, to aid in the completion and marking of the Lincoln Highway through Nevada to its western terminus in San Francisco.”

August 19, 1916 LHA Document Bulletin From The Secretary

LHA directors are informed that markers are complete from New York to Chicago and is best marked highway in the United States.

September 2, 1916 LHA Document Bulletin From The Secretary

Advises LHA directors that the California State Highway Commission has ordered all signs and markers containing any advertising to be removed thus all Goodrich signs will be removed

September 16, 1917 San Francisco Examiner

Headline and sub-headline:

TAHOE SECTION SIGNBOARDS ARE PUT UP BY CLUB

Midland Trail And Lincoln Highway In Nevada Are Also Marked For Motorists

“Sign-posting operations that open all of this back country east of Lake Tahoe to Southern California motorists and make a direct connection with the main eastern routes to the Tahoe section have just been completed by the Automobile Club of Southern California, according to an official report issued by Secretary S.L. Mitchell.

In addition to this important work, the club has also finished the resigning of the Midland Trail from Los Angeles from Ely, Nevada and has completed the marking of the Lincoln Highway from Ely to Salt Lake City.

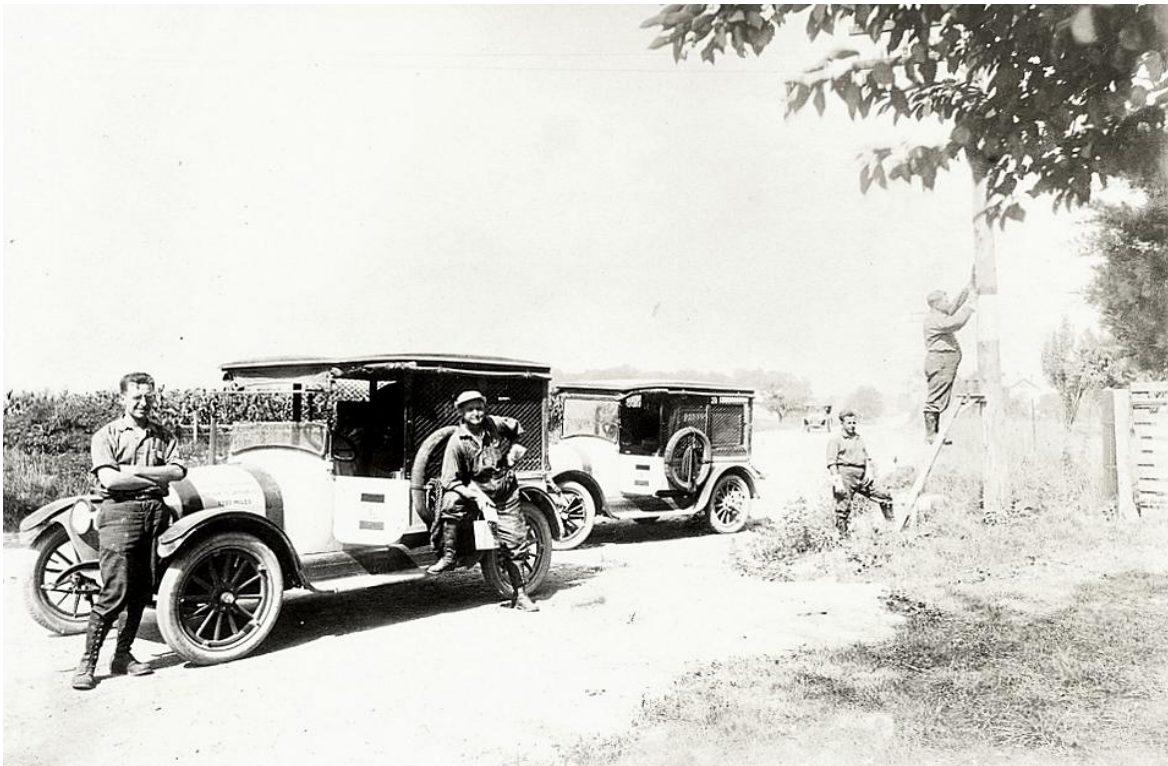
In thus extending the sign system of this part of the State more than 535 enameled metal signs have been used, each carrying full directions for travel. On the Lincoln Highway project it is of interest to note that 250 signs were placed over 293 miles of road. That would place a sign at approximately every mile of the way. So that they are now about twelve city blocks apart over the entire distance,”

Advises LHA directors that association is awaiting a supply of markers which when posted will cause the LH to be completely marked from Weehawken, New Jersey to Oakland, California





CSSA road signing truck



CSSA road sign painting crew

CHRONOLOGICAL HISTORY OF SIGNS, MARKERS AND PLAQUES RELATING TO THE LINCOLN'S WESTERN TERMINUS



Holden photo

An article appearing in the December 19, 1913 San Francisco Examiner stated that the western terminus of the Lincoln Highway would be officially marked on New Year's day, January 1, 1914. The terminus would be marked with the official signboard being used by the LHA in mapping the route across the continent and be placed on the beach, at the end of the municipal railroad line. (Ocean Boulevard at Cabrillo Street). Unfortunately a fierce storm struck the California coastline on that very day. The failed event was not reported in the local papers and it is unknown why this location was abandoned in favor of Lincoln Park.

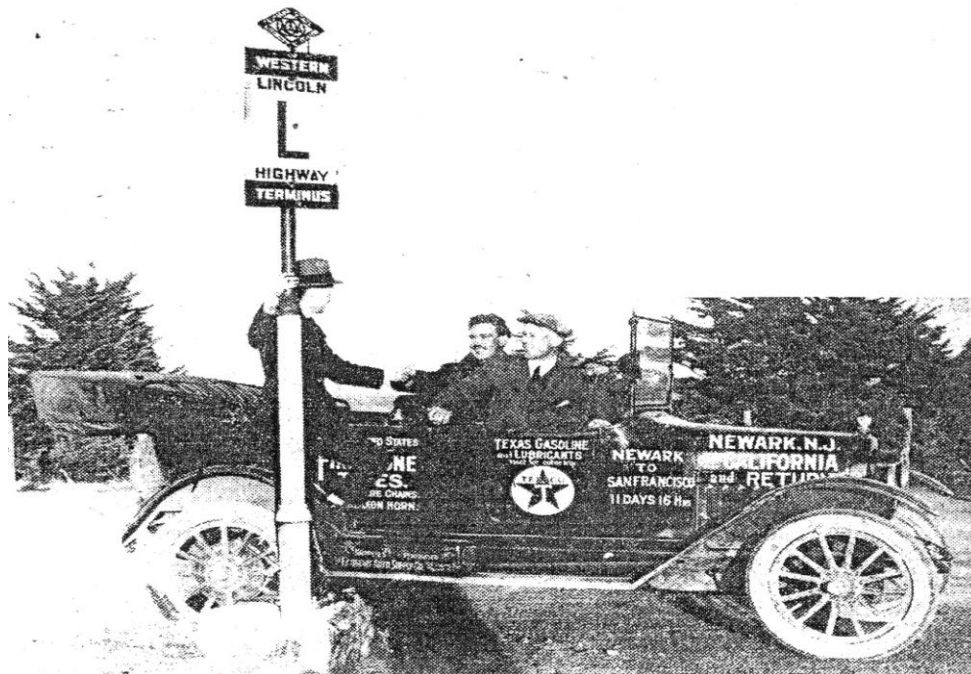


Holden photo

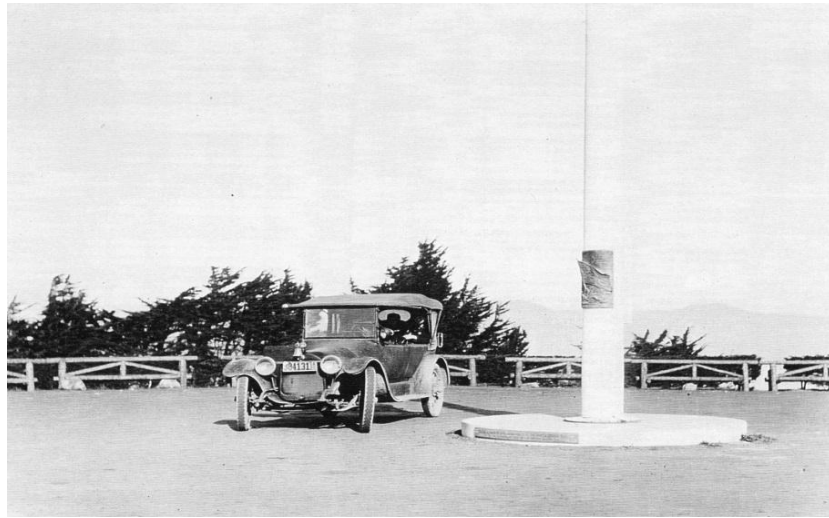
On August 25, 1915 the LHA film caravan arrived at Lincoln Park and was photographed by Mr. Holden. A Lincoln Highway marker was placed and appears to be supported by several rocks. Henry C. Ostermann is seen holding the flag accompanied by San Francisco Mayor James A. Rolph with hand on sign. Rolph would later become Governor of California.



An official dedication ceremony was held in Lincoln Park on September 14, 1915. A wooden sign attached to a 4x4 post was planted by Henry Ostermann. The post was topped with the yellow diamond shaped sign of the AAA. The top of the sign read "TERMINUS" but the word "Western" did not appear.



Sometime between September, 1915 and December, 1916 a new marker was installed. The December 17, 1916 edition of the San Francisco Examiner shows P.G. Scull and C. W. Tuthill posing at the new sign along with their Maxwell car, after having completed a cross country trip from Newark, New Jersey. The trip which took 11 days and 16 hours appears to have been sponsored by the Texaco Gasoline Company and Firestone Tire Company. The new marker was a tapered iron pipe supporting a metal LH sign which now carries the words "WESTERN" on the top and "TERMINUS" on the bottom. The pole also had the customary yellow diamond shaped AAA sign at the top



On July 4, 1917, the Native Daughters of the Golden West dedicated a flag pole, which was gifted by the City of San Francisco. The flag pole seems to have replaced the LH sign post, as it was located in the same area of the parking circle and is not visible in photos. The flag pole a giant Douglas fir, which had been washed ashore by the waves of the Golden Gate, was dedicated to Betsy Ross. The pole had a bronze plaque which depicted an unfurled American flag. The circular base had two bronze strips affixed to the edge. One strip paid homage to Betsy Ross while the other proclaimed “END OF THE LINCOLN HIGHWAY”.



September 1, 1928, San Francisco Boy Scouts set a reinforced concrete marker at the N/E corner of Rodin’s “Three Shades” sculpture at the outer edge of the parking circle of the Palace of the Legion of Honor. The event apparently went unnoticed as there was no coverage in the local newspapers. The photo below is the only known one to capture the moment as it shows Eagle Scout Charles Blum (on right) admiring the installation. Source of photo is unknown. The last known photo of this Western Terminus Marker appeared in 1947.

In the mid 1970's the flagpole was dismantled due to its deteriorating condition. The Concrete marker and the flag pole served as dual markers for 19 years. A member of the Native Daughters of the Golden West attempted to retrieve the bronze plaque and strips, but they could not be located.

On June 14, 2002, San Francisco Boy Scout Troop 17 and a delegation from the California Chapter of the LHA, including members and guests. set a replica "Western Terminus" marker in Lincoln Park approximately 100 yards from the original location. The marker was recreated by Chapter President Norm Root.



California Chapter member, George Clark, after having put forth a great effort, received permission to install an interpretative plaque, of his design, near the terminus marker. A dedication ceremony was held on February 11, 2006.

From research prepared by George Clark May 8, 2006

Mountain Tunnel Subway

Danger at Snowshed Number 6 is a thing of the Past

Motor Magazine and Motor Life August 1914

The opening of the new subway at the summit of the Sierra Nevada Mountains on Emigrant Gap State road is finished. The opening of this new piece of road is one of the most important improvements that has been made on the Auburn Emigrant route to Lake Tahoe in years.

The Subway takes the new road under the Southern Pacific tracks and eliminates the crossing at what is known as Tunnel Six. This crossing was very dangerous, as the grade was so steep on the north side for about two hundred feet that it was necessary for most automobiles to take it at their highest possible speed to avoid stalling the engine, and as the grade ended right at the railroad tracks, there was no chance to stop and listen for the approaching trains.

The new road eliminates this steep grade, and owing to its location will be free from snow much earlier in the season than the old road.

State Engineer Baxter is doing a great deal of permanent work on the Emigrant Gap Road this season. The old water breaks are being replaced by iron culverts, and in the low swampy ground the road is being built of crushed rock, which is manufactured on the ground by a portable rock crusher.

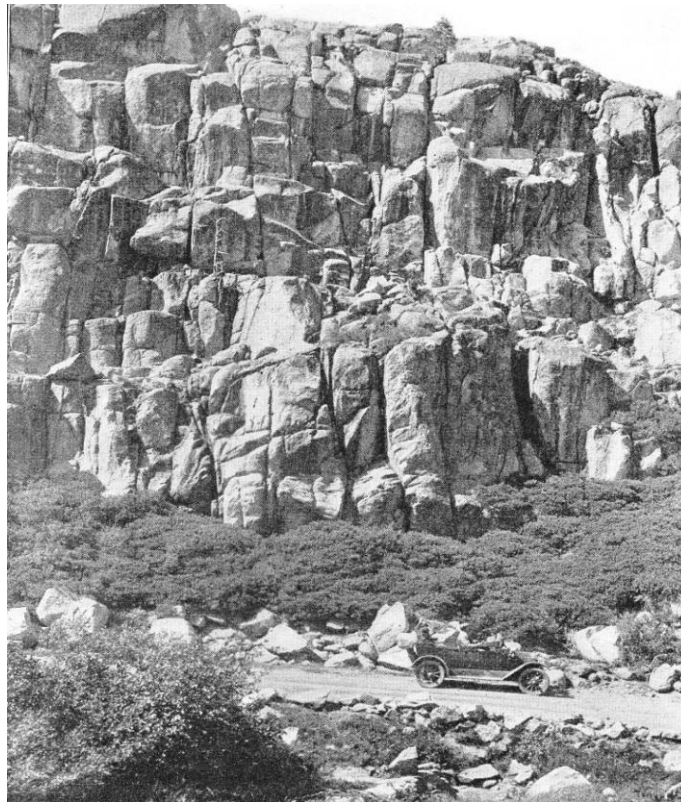
The improvements as outlined by Baxter will make the Auburn Emigrant route the most popular as well as the safest and easiest route to Lake Tahoe and the East.



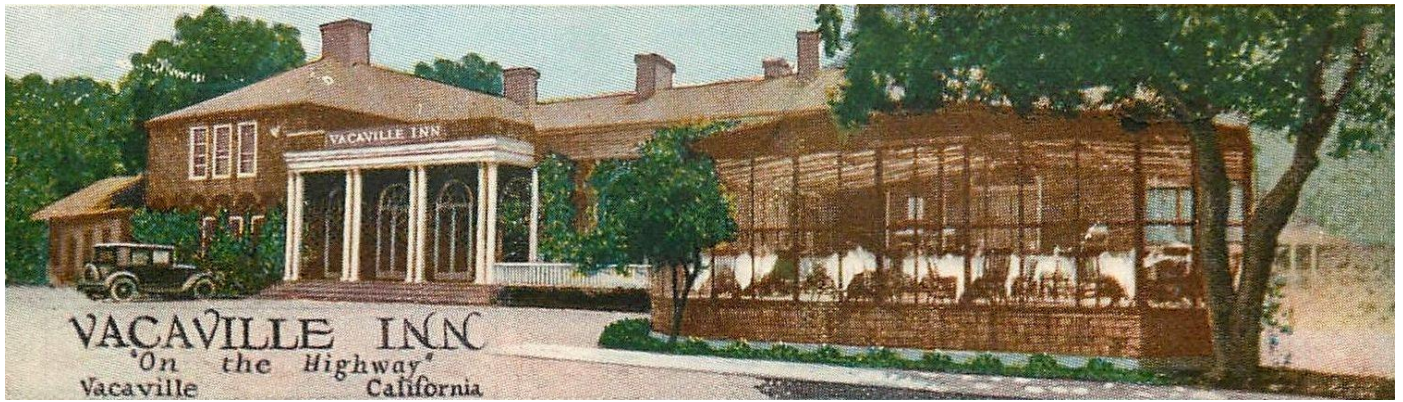
Where the new cut crosses under the Southern Pacific Railroad at the Summit



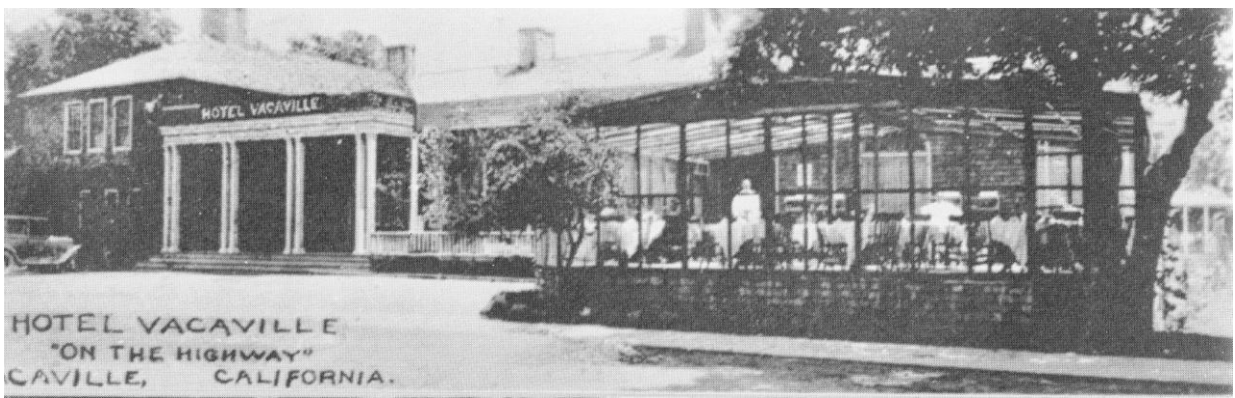
Through the swampy area below Summit



"The Spectators" to be seen as the Lincoln Highway leads under the railroad at Tunnel No. 6 at the Summit.



This miss-print postcard was discovered on Ebay by Joel Windmiller. An almost identical postcard (seen below) appears in the book "Vacaville Then and Now" by the Vacaville Heritage Council and is entitled the Hotel Vacaville. The script is slightly different and there is a waiter in the dining area.



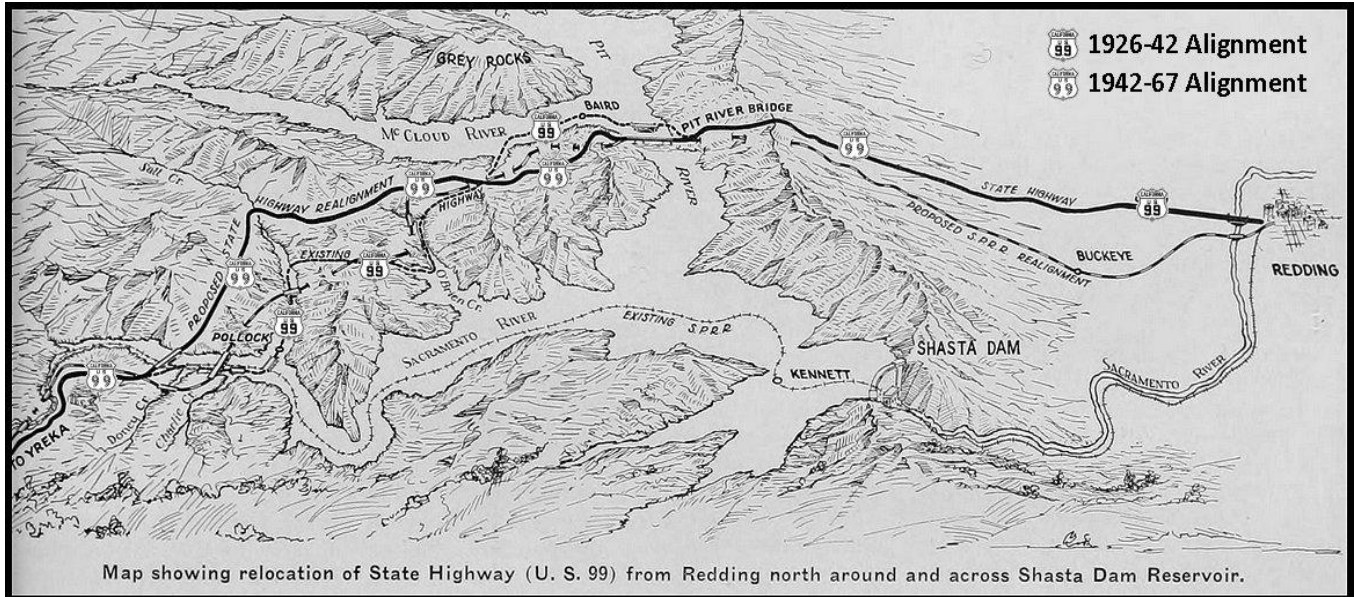
In 1884 a hotel was built on Merchant Street (Lincoln Highway) at Parker by a Mr. Williams. The hotel was sold and renamed numerous times beginning with the Williams, Western, Brunswick, The Vaca Valley and finally the Raleigh. The Raleigh was destroyed by fire on July 11, 1909. The property would remain vacant, and the town without a hotel, until the building of a two story 34 room hotel in 1920. The new hotel was named Hotel Vacaville and had connecting bath rooms, a large lobby and a barber shop. The Hotel featured indoor and outdoor dining areas. I could find no reference to a Vacaville Inn. The two story Hotel section burned to the ground in 1936.



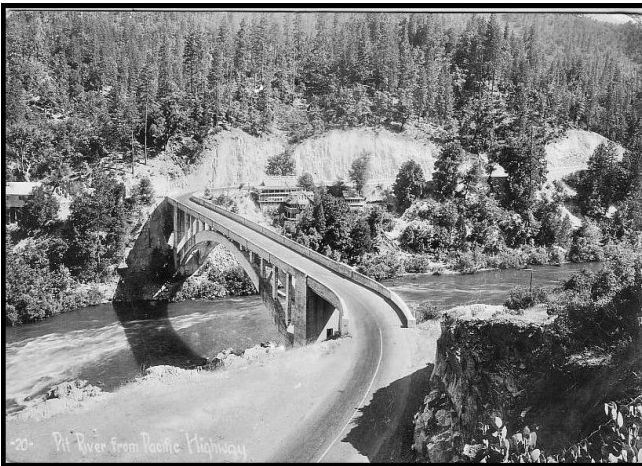
California's **GHOST HIGHWAYS**

Pacific Highway Relocation "Lake Shasta"

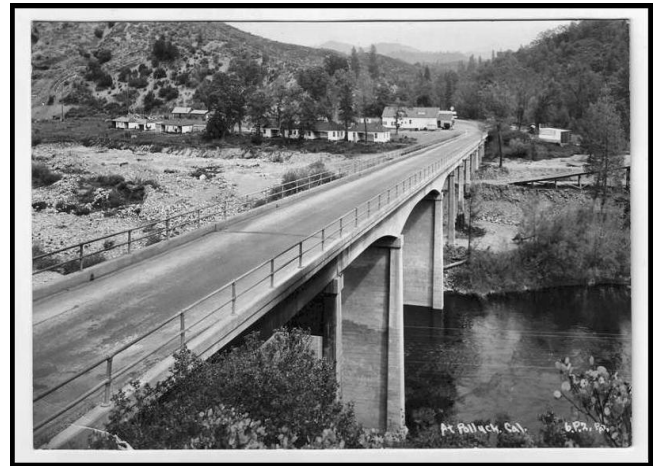
Joel Windmiller



Construction started on this section of Pacific Highway in 1914 with the grading of a narrow dirt/gravel 20' two lane roadway that narrowed to 17' in the mountains & canyons. Work on the roadway for the future US 99 began in downtown Redding and headed north into the Siskiyou Mountains to the small town of Lakehead. Completed in September 1916 at a total cost of \$428,066 this roadway would have two major bridges crossing the Sacramento and Pitt Rivers plus minor crossings over O'Brien, Salt, Doney and Charlie Creeks at a cost of \$93,799.



1916 Pitt River Bridge

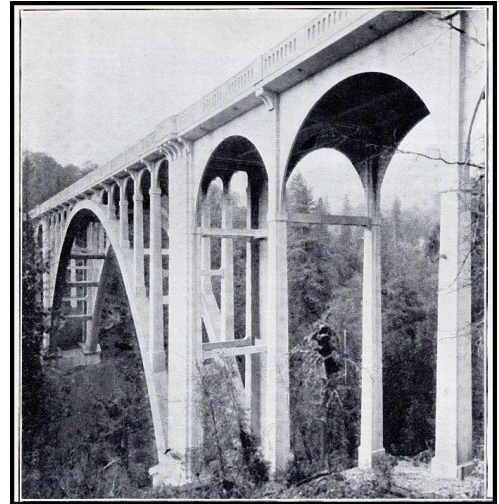


1916 Pollock Bridge over the Sacramento River

In December 1924 construction work began to widen, straighten and pave Pacific Highway from Pitt River to Lakehead. This realignment reduced the number of curves and widened the roadway from 20' to 24'. Three smaller bridges over Salt, Doney and Charlie Creeks were also replaced. This project was completed in 1927 with the completion of the Downey Creek arch bridge. On July 1, 1925 Pacific Highway was officially assigned as US 99. US 99 would follow this alignment for the next 15 years.



1925 Charlie Creek Bridge

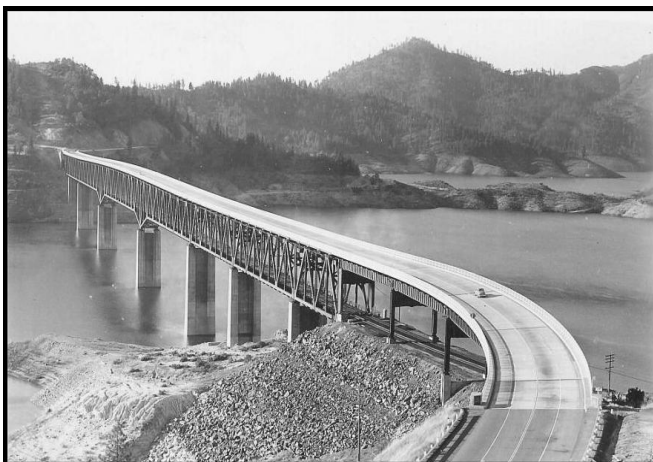


1926 Doney Creek Bridge

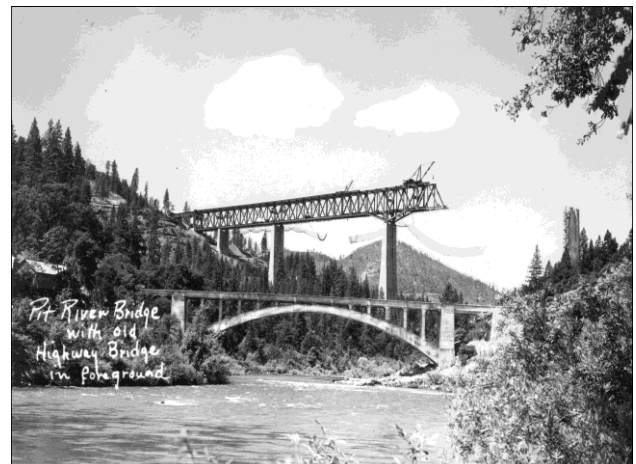
Construction of Kennett (Shasta) Dam would require the realigning of both US 99 and the Southern Pacific Railroad for 37 miles. On November 29, 1939, the first contract commenced with grading of four miles between Bass Hill and O'Brien Summit on the Northern and Southern approaches to the Pitt River Bridge site to begin the realigning of Pacific Highway around Shasta reservoir. When all seven projects were completed, it eliminated 18 miles of the highway's 1925 alignment which was inundated by the filling of the reservoir in 1942.

US 99 required 16 miles of realignment from Bass Hill to Lakehead and would involve seven separate construction contracts which included the construction of two major bridges

The first was the 3200' long Pitt River Bridge, a cantilever-deck truss span which both the highway and railroad would cross utilizing the same bridge. Pitt River Bridge would have a 44' wide roadway to accommodate four traffic lanes, two narrow sidewalks and steel railing. The two center mammoth concrete piers of the Pitt River Bridge would be the highest in the world at 358 and 356' tall with bases 95' wide. The cost of the bridge was over five million dollars.

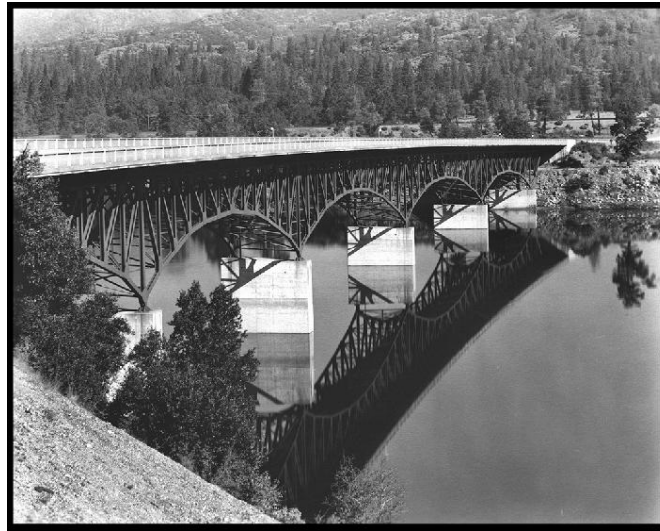


Old and New Pitt River Bridges 1938



Completed Pitt River Bridge 1945

The second was the 1330' long Antler Bridge a cantilever-deck truss like the Pitt River Bridge but instead it would have a 50' roadway to accommodate four traffic lanes, two narrow sidewalks and steel railing. The piers would not be as high as the Pitt River span at nearly 173' tall with a base 18' wide by 44' long. This bridge crossed over the Sacramento River near Lakehead at a cost of \$713,934.



1941 Antlers Bridge over Sacramento River

The relocation project included a long 7% grade from the Pitt River to Obrien Summit. After reaching O'Brien Summit, the relocated highway will not be a riverside scenic drive like the 1915-25 alignments which followed the canyons of the Pitt and Sacramento Rivers as well as O'Brien and Salt Creeks. The new highway will instead have some beautiful vista views of Lake Shasta which range from 35' to 605' above high water line.

Due to heavy rainfall and runoff, the old 1925 alignment was abandoned in April 1942 and traffic was rerouted to the new alignment. This was done without ceremony because of WWII military restrictions. US 99 was officially opened to the public on January 8, 1943.

Currently the 1940 highway realignment is utilized by Southbound Interstate 5 from Salt Creek Inlet to Pitt River Bridge. Built half way up the grade imbedded into the side of O'Brien Mountain stands a 330' side hill viaduct. In 1967 bring the roadway up to Interstate standards required widening the deck & railing, viaduct substructure is original.



Along the Pitt River North of the Bridge



MARK YOUR 2014 CALENDAR

Thursday JUNE, 26
9:00 am

Ophir Road Monument
Dedication
(see page 28)

Saturday JULY, 12
12:00 Noon



State Chapter Meeting
Tortilla Flats Restaurant
564 Main Street
Placerville, CA 95762
530 626 0101

Menu suggestions for Tortilla Flats

1 item a la carte starts at \$5.95
1 item combo starts at 8.99
2 item combo starts at 10.99

combos include 2 sides (rice, beans and/or creamed corn)

Saturday SEPTEMBER, 20

Sports Leisure Vacations
Coach Tour
Sacramento to Livermore
via Altamont Pass

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

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.



INVITES YOU TO THE

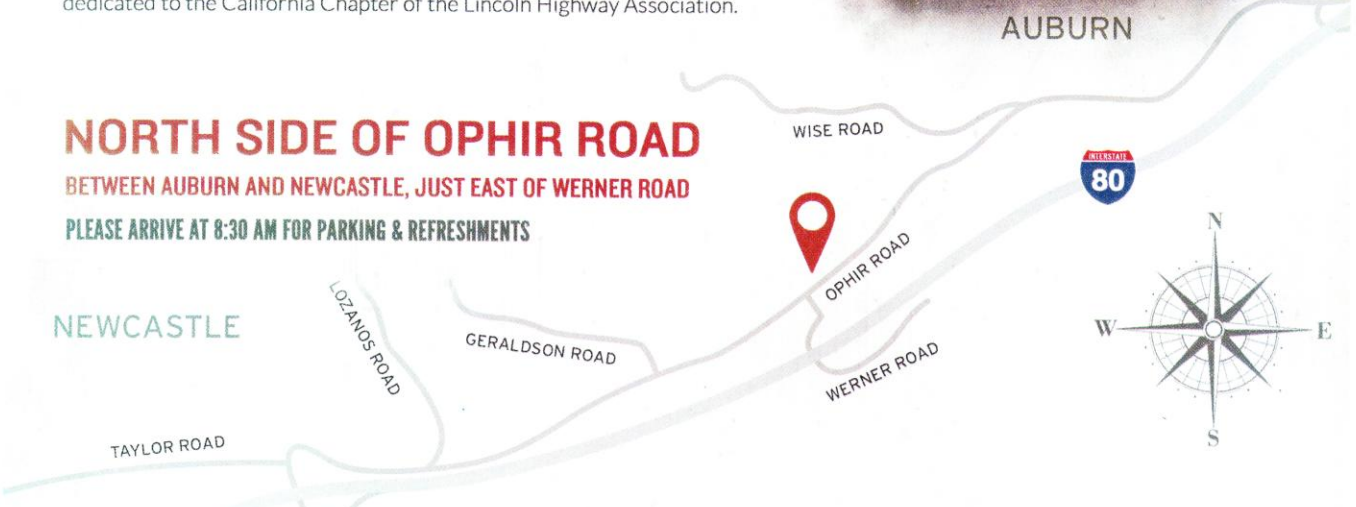
LINCOLN HIGHWAY MONUMENT DEDICATION CEREMONY

JUNE 26 ^{AT} 9:00 AM OPHIR ROAD

The Board of Directors of Placer County Water Agency cordially invite you to the Lincoln Highway Monument dedication ceremony. Envisioned and built in conjunction with the PCWA Ophir Road Pipelines Project, this recently completed monument memorializes the historical significance of the Lincoln Highway and U.S. 40 routes. It is being dedicated to the California Chapter of the Lincoln Highway Association.



NORTH SIDE OF OPHIR ROAD
BETWEEN AUBURN AND NEWCASTLE, JUST EAST OF WERNER ROAD
PLEASE ARRIVE AT 8:30 AM FOR PARKING & REFRESHMENTS



RSVP TO **CHERI SPRUNCK OR LORI YOUNG** | **530.823.4860** | **CLERK@PCWA.NET**
BY JUNE 20



MARK YOUR 2015 CALENDAR

Saturday **JANUARY 10, 2015**
12:00 Noon

State Chapter Meeting
Location to be announced

Saturday **APRIL 04, 2015**
12:00 Noon

State Chapter Meeting
Location to be announced

Monday **JUNE 22** – Friday **JUNE 26**

2015 Annual LHA Conference
Ann Arbor/ Detroit, Michigan

JUNE 27 – JULY 8

2015 Lincoln Highway
Henry B. Joy Tour
Detroit to San Francisco



Information on this tour can be obtained at www.lincolnhighwayassoc.org/tour/2015

Saturday **JULY 11, 2015**
12:00 Noon

State Chapter Meeting
Location to be announced

Saturday **OCTOBER 05, 2015**
12:00 Noon

State Chapter Meeting
Location to be announced



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