



THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION - CALIFORNIA CHAPTER

www.lincolnhwy.org/ca/traveler



EDITOR
Gary Kinst

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Cover

On Thursday (June 26) at 9:00am a group of 60 people gathered along side Ophir Road just south of Newcastle, California for the official dedication of the Lincoln Highway / US 40 Monument. The monument which was funded and constructed by the Placer County Water Agency stands as a one of a kind tribute to America's first paved coast to coast highway. It is believed that this is the only monument (at least in size) that contains a slice of the original LH pavement. Galt has a much smaller sample with a contractors stamp in its monument. The eight-foot monolith is built around two concrete paving slabs excavated from Ophir Road during an extensive pipeline project. The lower slab is the original LH with the later US 40 slab resting on top. The property behind the monument will eventually be home to the Ophir water treatment plant and the new monument will be the focal point of the entrance. In attendance were PCWA staff, elected officials from throughout the county and representatives of Rep. Doug LaMalfa, Rep. Tom McClintock, Sen. Jim Nielsen, Sen. Ted Gaines and Assemblywoman Beth Gaines. The monument was introduced by PCWA General manager David Breninger as a reminder of the areas pioneering history and of what the Lincoln Highway used to be. Rick Lund, project manager behind the monument, stated that the idea for the monument was conceived in 2004 but due to funding issues it became the last piece of the pipeline project. State Director Bob Dieterich and President Paul Gilger were instrumental in the monuments creation, installation and design.

A new concrete replica marker has been cast to replace the metal sign on left of photo.



PCWA Director Mike Lee, LHA Member Norm Saylor (on left)
California LH Chapter Director Bob Dieterich, PCWA Director Josa Alpine (on right)

The inscription on the monument can be seen on page 22 Volume 15 Number 2



California Chapter Directors Paul Gilger, Bob Dieterich, Joel Windmiller



Norm Saylor
Donner Summit Hist. Soc.



David Berninger
PCWA CEO



Bob Dieterich
LHA State Director



Hospitality Tent

July 12th Chapter Meeting

The California Chapter held its third quarter meeting in Placerville at the Tortilla Flats Restaurant. The weather was excellent and we had another exceptional turn-out of 30 members and guests.



photos by David Lee and Neil Rodriques

During the meeting, events such as the up-coming 2015 Lincoln Highway Tour to Detroit, the Ophir Road monument dedication and a recap of the 2104 LHA Toole, Utah Conference were discussed. Also part of the discussion was the work underway to author a book on the Lincoln Highway in California for Arcadia Publishing's Images of America series. This is proving to be a complex challenge due to the large amount of photos in our collection and the fact that California has four alignments between Nevada and San Francisco. The author has requested help from members to suggest ways to respectfully represent the State within the 127 page confines set forth by the publisher. For a complete recap of the meeting, minutes are posted on the Chapters web site.



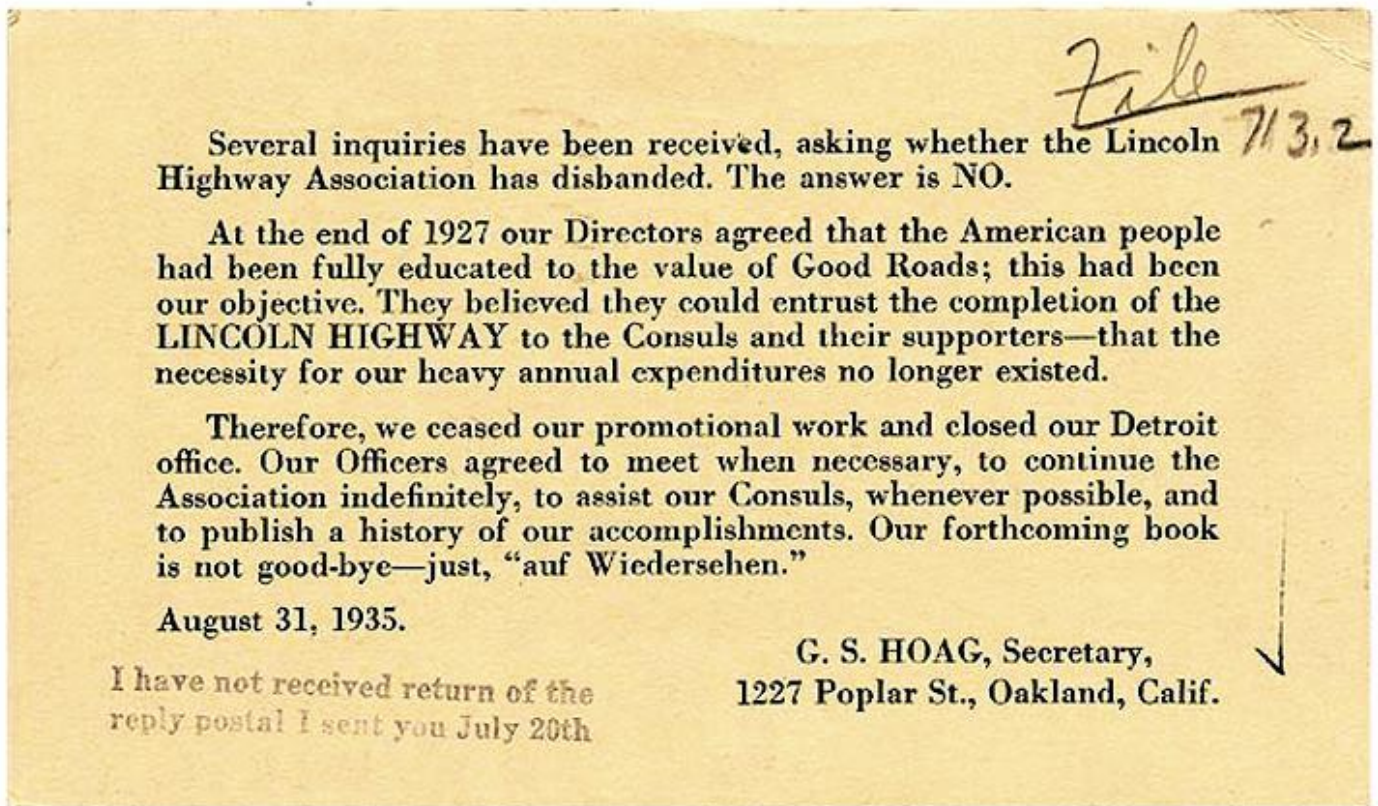
Chapter member, Tom Voss of Stockton (white shirt), inspects a section of old pavement thought to be the Lincoln off of Pondorado Road north of Placerville. This is a section of US 50. The Lincoln followed Carson Road.



Members gather on Pony Express Road north of Placerville to view the Stagecoach Robbery monument at Bullion Bend. The monument, which commemorates the holdup of two Wells Fargo Stagecoaches at this site on June 30, 1864, is dedicated to El Dorado County Deputy Sheriff Joseph Staples, who lost his life while attempting to apprehend the highwaymen, and the other lawmen who aided in their capture. The highwaymen were Southern sympathizers on a mission to raise funds for the Civil War.

Question Answered

This historic postcard , discovered by Brian Butko, confirms that the LHA did not disband in 1928, as has been previously stated, but continued operation until 1935 and possibly longer. This fact may explain why the highway was referred to as "The Lincoln Highway" well passed the implementing of the state and federal signage programs of the mid 1920's.



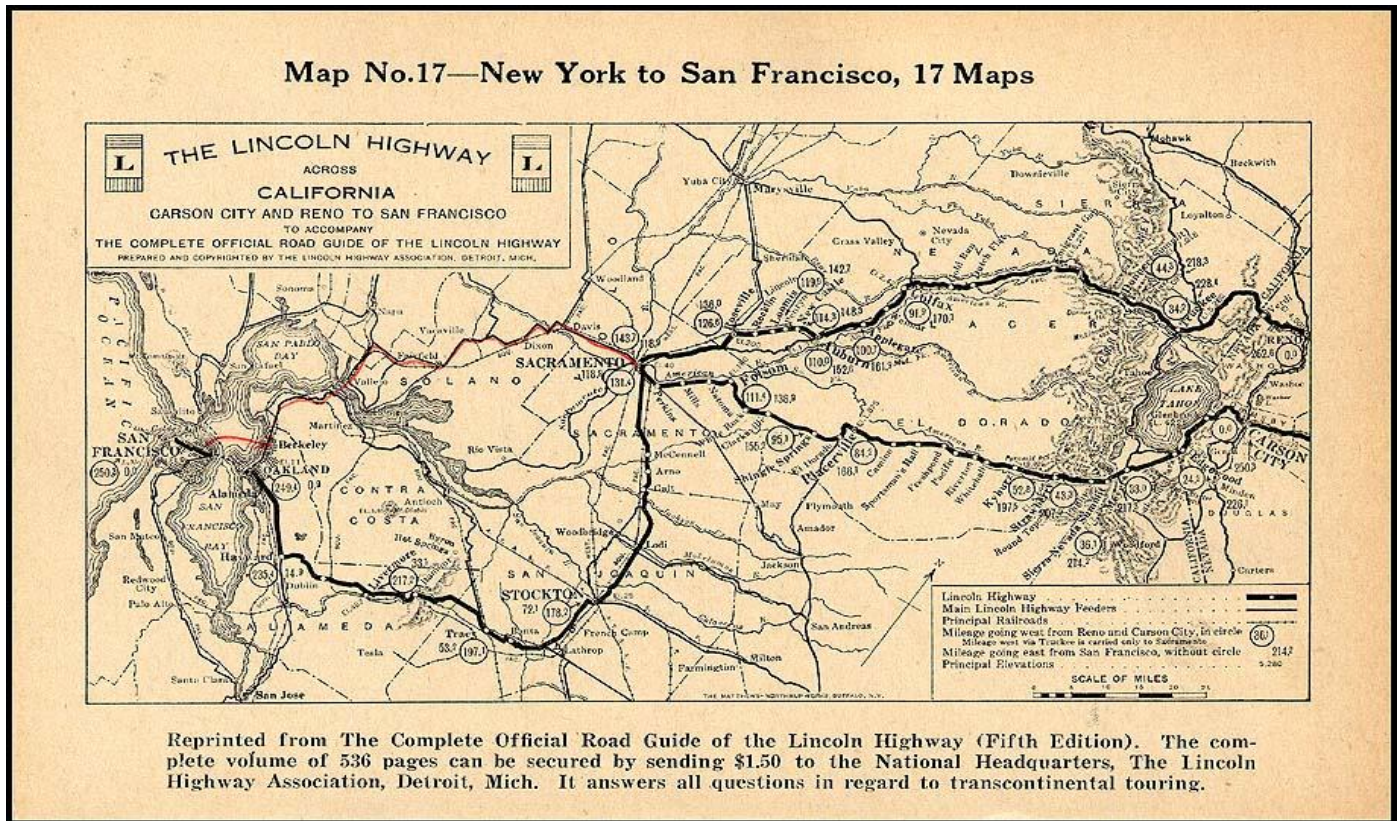
According to the LHA book "The Lincoln Highway - The Story Of A Crusade That Made Transportation History", the Association closed its offices on December 31, 1927 and all activities were suspended. The Organization remained intact through 1935 and was led by the men who created it along with their associates. These men were ready to resume operations if the need arose. Lincoln Highway Association records indicate that the Executive Committee met March 3, 1928, July 22, 1929, December 16, 1936, April 15, 1937 and October 1, 1941.

Hidden in Plain Sight

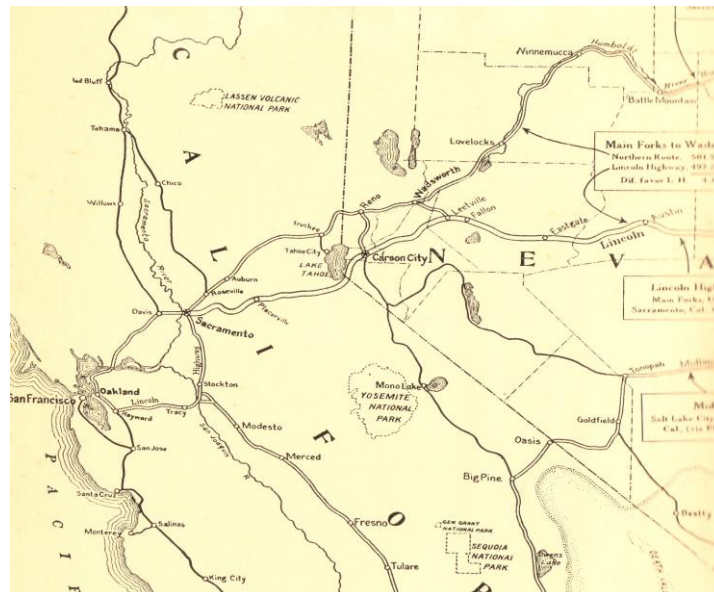
As the California Chapters Historian it is my duty to research and uncover the history and relative facts concerning the development and routing of the Lincoln Highway in California. This is not always an easy task. Since Becoming a Chapter member in 2004 there has been discussion from several sources as to the actual alignments of the highway, especially the routing from Sacramento to San Francisco via the Carquinez Bridge. Unfortunately lines have been drawn and positions taken, which has led to several members severing ties with the Association. It is always saddening when intelligent and well educated adults cannot reach a position of compromise so their vast knowledge can continue to be shared by all.

When gathering research material for the Traveler, I have attempted to present material from local newspapers and official documentation either from the State or the LHA itself. The articles published in the Traveler have been unbiased and their sole purpose is, hopefully , to find absolute confirmation that the route mentioned above was an "Official Alternate Route".

The map shown below is from Gael Hoag's 1924 Lincoln Highway Guide Book (LHGB) which shows the official routing in California and clearly identifies the route between Sacramento and San Francisco as a "Main Lincoln Highway Feeder".



The feeder route is also identified by Gael Hoag (red line) as the alignment which was to receive the concrete markers on September 1, 1928. The decision to install the commemorative markers along the highway was decided by the Directors in 1927 (possibly the October 31, 1927 meeting), prior to the closing of the Detroit offices in December. The actual locations of those markers was left to the sole discretion of Gael Hoag. The May 1916 San Francisco Examiner story (Traveler Vol. 15 No. 2) makes reference to an LHA Executive Committee meeting held early in 1915-16 to discuss the intention of creating an "Alternate" route between Sacramento and San Francisco. I have obtained minutes of the Board of Directors meetings for both 1915 and 1916. There is no reference in those minutes. According to the University of Michigan's Special Collections Library "Finding aid for the Lincoln Highway Association Records, 1911-1941", the collection does not contain Executive Committee minutes prior to August 14, 1923. Where did these documents disappear to ???????. The map and reference in the 1935 LHA book (page 222) substantiate the fact that the Causeway route wasn't an alternate route prior to 1928.



This map of "Strategic Routes between Salt Lake City and California", prepared by the LHA, was scanned from the 1935 LHA book's rear inside cover. You will notice that the Lincoln Highway is clearly identified between Salt Lake City and Sacramento. The route through Tracy is also clearly marked. There is no indication that the Causeway route was anything more than a feeder. The 1935 book, in discussing "Struggles for Improvement", had this to say about California; "On the section between Sacramento and Oakland, California, where the distance was originally 126 miles and now has been reduced to 94.2 miles, realignments already scheduled will eventually reduce the distance by an additional 20 miles ! ". This 31.8 mile realignment can only be the Causeway Route. Why is it not indicated as such on the 1935 map ?

There is so much confusion between what was reported in local newspapers and magazine articles, between 1913 and 1929, and those facts uncovered in LHA documents or other archives, that it is difficult to differentiate fact from speculation. The Lincoln Highway information regarding changes in California is vague at best. It would have been an asset to have the newspapers quote an individual(s) rather than referencing Lincoln Highway Officials.

During my research, Kathleen Dow, Head of the Archives Unit, Curator, Transportation History Collection, University of Michigan Special Collections Library and bearer of the key to the Lincoln Highway Archives has been, let's just say, over-the-top in helping solve this mystery. In a recent communication Kathleen commented on missing documents. She had this to say,; " And yes, there are many, many gaps in the LHA records. The papers came directly from Gael Hoag to Professor John Worley (in 1937), I believe. Prof. Worley was the head of the old Transportation Library at Michigan. Hoag may have thrown some papers away, someone else may have taken them, or some portion of the records may have been damaged or destroyed by accident. It's usually only with personal papers that an individual will remove documents, frequently to protect their privacy. That is surely not the case here. I have no information on how the office in Detroit was closed down, but it's possible that another director took some of the records during packing. Hoag sent the records that he had to Michigan from his home in California - the bill of lading shows this. Perhaps while storing the records at his home, some were damaged and discarded ? There's no record of this, so I am just speculating. I have been unsuccessful in finding where Gael Hoag's personal archive is located, if it exists at all. " " I will continue to think about this and see if there are any avenues of research that have not yet been explored ".

Kathleen mentioned that she recalls someone doing research opined that this undocumented variation was done on a whim and that the directors covered themselves with some statement that the Lincoln highway should never being considered as being "done" or completed, that it was and always would be adjusted to make it the best and shortest route.

The adventure continues. If the horse can provide one more ride, I'll give it a try, if not I'll put the poor animal out of its misery. If you're tiring of the ride.. drop me a line.....

One important fact remains; an acting Official of the LHA determined the final routing of the Lincoln in 1928 and marked it accordingly, therefore IT IS.....

Stockton's Miracle Mile



After several years of delays, the Stockton Historical Lincoln Highway Signage Project, headed by member Kevin Sawver, has completed the signing of the "Miracle Mile" on Pacific Avenue. Members of the team responsible for achieving this goal are; (from left to right) City Councilman, Moses Zapien, Department of Public Works Director, Gordon MacKay, DPW City Traffic Engineer, Todd Greenwood, LHA Members Kevin Shawver, VP Joel Windmiller, Mike Kaelin and Wes Rhea, Director of the Stockton Convention and Visitors Bureau. These first 10 signs were installed on August 14, 2014 in the 2700 block of Pacific Avenue. More signage is planned for the entire route through Stockton and the remaining unsigned sections of San Joaquin County.





The Marker Makers

On Sunday September 7, members; VP, Joel Windmiller, Greg Gassman, Secretary, Jackie Ferreira and David Lee gathered at Joel's home to cast a new marker which will be placed next to the Ophir Road monument. Member Scott Miner provided the rebar structure along with the metal parts used to form the arrows, and other recessions in the mold. A detailed story on the form used to cast the marker can be found in the "Traveler" Volume 15 Number 1. Most of the time spent on the casting was devoted to mold preparation and installation of metal components.



Joel, Gregg and Jackie installing rebar and preparing to fill with cement



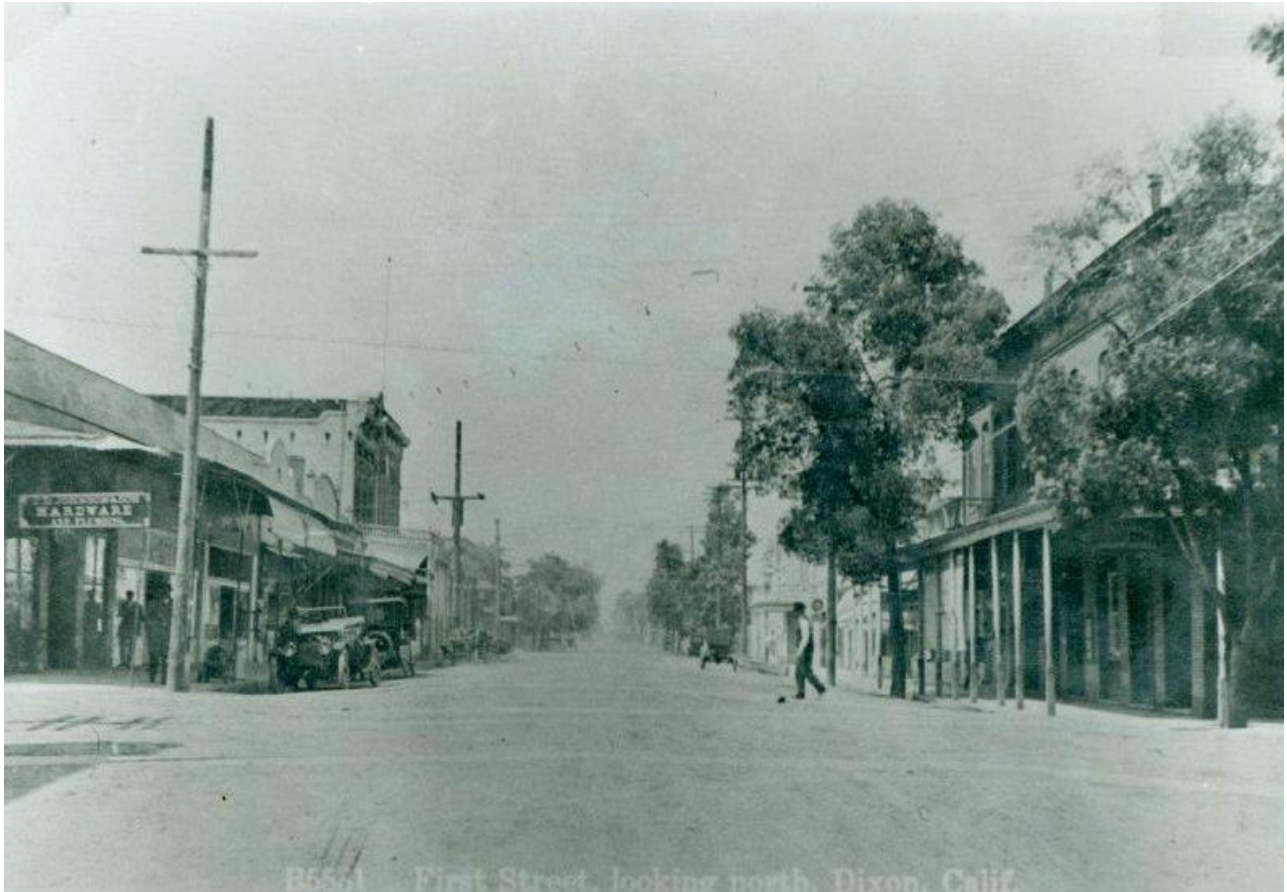
Joel and Jackie fill the mold while Gregg supervises and David shoots photos



The "Marker Makers" with their finished project. Next comes the removal, surface clean-up and the painting of the arrows and red-white-blue backgrounds. GREAT JOB team. An announcement will be forth-coming as to the installation date of this new marker.

A Tale of Two Towns

While researching the book "Images of America Dixon", I came across a fact that rang a bell regarding another town on the Lincoln. Both of these towns are located on the Lincoln Highway, but are on separate alignments. Dixon, in Solano County, is on the 1927-28 route west of Davis. Tracy, in San Joaquin County, is on the 1913-28 route south of Stockton. The similarity lies in their history, and how they came to be. Both of these towns have railroad roots which determined their locations.



First Street Dixon 1915

In 1842 the small hamlet of Silveyville was established approximately 4 miles N/W of what was to become Dixon. It began its life as a spot on a trail between Benicia and Sacramento that would later be the route miners would follow to the Sierra gold fields. A hotel was erected, to draw weary travelers, and later it would become a stage stop and Pony Express station. By 1860 the town was blooming, boasting a hotel, store, saloon, school, two churches, a blacksmith, a drug store and a population of 150 residents. Then in 1868 the California Pacific Railroad (CPRR) began laying tracks through the valley. Residents of Silveyville saw their future hopes vanish as the railroad chose to run their line 4 miles east through the small settlement of "Dixonville" which had been established in 1853. Thomas Dickson donated 10 acres for the new town and railroad station which up to this time had only a general store and post office. The first shipment of time tables arrived at the new station with the town's name misspelled "Dixon" which Mr. Dickson agreed to use.

Thus in 1868 the new town of Dixon was established. The residents of Silveyville and the surrounding area raised all movable buildings and placed them on large roller logs and with the aid of "gangs of men" and 40-mule teams, set about moving the entire town to the new site of Dixon. By 1871 the majority of movable buildings had been relocated, and several years later there was no sign that a town once existed. Motorists followed the county road from Sacramento through Dixon as early as the 1890's.

In 1871 the town of Ellis was established on the Central Pacific Railroad (CPRR), which was the last segment of the Transcontinental Railroad built between Sacramento and San Francisco. Ellis was a coaling station located on the East side of the Altamont Pass at the crossing of Corral Hollow Road. Coal was transported from the coal mines in Corral Hollow Canyon to the docks at Mohr's Landing, which made this an ideal location. By 1878 the town had approximately 45 structures including several hotels, saloons, general merchandise stores, grainery, livery stables, and residential homes.

Then in 1878 the Southern Pacific Railroad, which had merged with the CPRR to become the SPRR, completed a line from Martinez, through Antioch, Brentwood and Byron to a convergence 3 1/2 miles east of Ellis. This became known as "Tracy Junction", with the junction eventually being dropped. Just as in Silveyville, the entire town of Ellis was raised, although in this case the buildings were placed on wagons for the journey to the new location. On September 8, 1878 the new town of Tracy was established and by 1880 there was no sign that a town had existed at Ellis.

By 1894, the SPRR had moved their headquarters to Tracy. By the time Tracy was incorporated in 1910 the population had reached 2,000.

Automobiles made their first appearance in the Tracy area in the 1890's. The new State highway would be routed through Tracy in 1911 and would become the Lincoln Highway in 1913.

Thus you can see the similarities; two towns being relocated due to the railroads, both railroads being named SPRR, both towns being relocated 3 1/2 - 4 miles from original locations, both having buildings moved in-tack and both towns ending up on the Lincoln Highway.

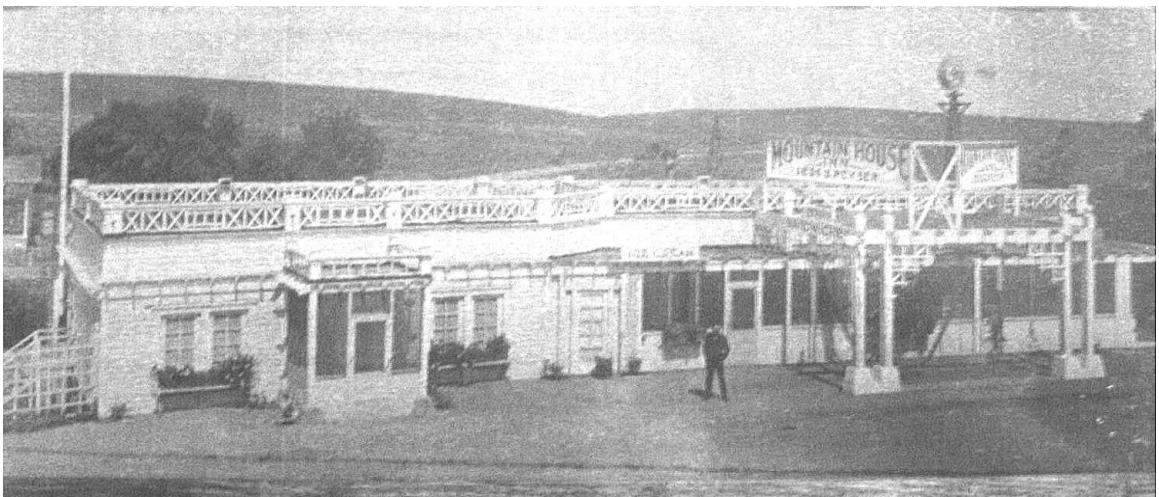


The County Road Tracy 1912

The Mountain House



Mountain House as seen c 1868



Mountain House 1880-1925

Located at the junction of Grantline Road and Mountain House Roads, 4 miles west of Tracy and 6 miles east of the Altamont Summit. It is situated at the east end of Livermore Pass (Altamont Pass) in Murray Township, Alameda County, California.

In 1849 Thomas Goodall (Goodale) erected a large blue denim cloth tent at this location to provide a house of entertainment, offering refreshments for passing miners. The location also served as a stage stop and horse transfer point for the McLeod Stage Line coming from Stockton on the Sutter's Fort-Mission San Jose Road. Sometime after 1849 Goodall erected an adobe structure to replace what had become known as "The Blue Tent" and built a corral for the stage horses. From 1849 - 1859 the location served as a special camp for stockmen, rancheros and immigrants. Goodall added a wooden structure to the front of the adobe building in 1868. A Mr. Simon Zimmermann occupied this structure for 27 years. In 1860 Zimmerman opened a school in his residence, and the first teacher was a Miss White. The school was transferred in 1861 to a location 2 ½ miles north on the open plain. In 1890 it was still referred to as the Mountain House School. In 1852 the location was known as "the outpost of civilization" east of the Livermore Valley. Simon Zimmermann married Mary Ann Leigh in 1853 and purchased the property from Thomas Goodall. They began operating a popular tavern and hotel, which they named "Mountain House". Travelers also referred to the location as Zimmermann's. In 1880 Zimmermann pulled down the original structures and erected a one-story wood frame board and batten building with a redwood façade and a bracket cornice. Zimmermann's personality, humor and story-telling earned him the name "Old Man of the Mountain". An overnight stop at Mountain House was the aim of every man who journeyed to California. Simon and Mary ran the hostelry until Simon's death in 1883 at age 62. Mary died in 1889 and their two sons, Fred and Charlie assumed responsibility. The 1920 census shows four of the Zimmermann's nine children still living in the Mountain House area. In 1919, the Zimmermann's sold 160 acres to J.B. Bunte of Tracy. Bunte, who had operated a garage on Central Ave in Tracy since 1914, sold that business to a Mr. E.J. Devine and moved to Mountain House. In 1915 the county road, passing in front of Mountain House, became the Lincoln Highway. Mountain House provided cold refreshments and motoring assistance to travelers heading through Altamont Pass and over the Summit.

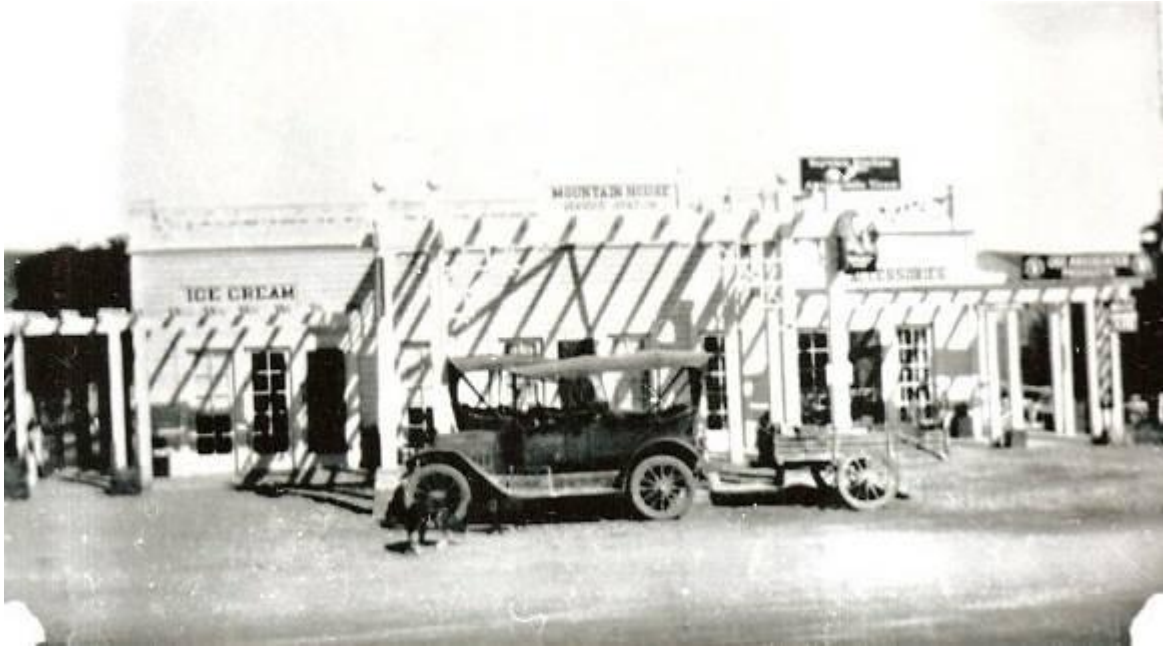
An article in the July 21, 1921 issue of the Byron Times, tells of the improvements being made at Mountain House. When Bunte arrived at Mountain House in 1919 he erected a service station, which included a restroom, on the northwest corner of Grantline and Mountain House Roads. He installed a complete electric light plant to provide lighting for the station and resort. Light refreshments were also provided. In July of 1921 Bunte was finishing a new Garage and Service Station on the northeast corner. The station provided light repair work along with selling gas and accessories and was open night and day. A park was being planned, adjacent to the station, which would provide an ideal stopping place for auto parties. Palm trees were planted to provide a windbreak. The Resort on the opposite corner was leased to a Mr. Jess Peyser, of Brentwood, who planned to run a first class resort. A fine floor was being laid to allow dancing and special dinners were prepared upon request, accompanied by soft drinks and cigars. Mrs. Peyser assisted as hostess. The Bunte's, having invested thousands of dollars in the improvements, continued to be very successful in pleasing the public with good service at right prices.

The Byron Times of December 28, 1923, mentions a Mr. G.A. Brown and a William Young of Oakland leasing the service station and garage built in 1921. Two five-room cottages were erected for the new residents and their families. PG&E installed transformers to provide power. In the spring of 1923, six two-room cottages were planned on a large camp ground below the station, each with its own electric lights and heating. A common garage for tourists' autos was also to be erected.

In 1925 the resort, built in 1880, burned to the ground. The cause being a coal oil stove explosion. Bunte rebuilt the resort the same year as a "cozy soft drink resort". The Peyser's continued to lease the resort and provided lunch, dinner, soft beverages along with music and dancing. A Magnavox radio outfit, with an 800-mile broadcasting feature, provided travelers with the latest news without the need for headphones. In February of 1930, fire again destroyed the Mountain House Inn. Bunte rebuilt and reopened in April of 1930 as the J.B. Bunte Deluxe Service Station and 24hr. Restaurant. In the summer of 1926 Ibra Enos French and his wife Annie were operating the Mountain House coffee shop. In 1929 a couple named Pete and Sally were listed as proprietors.

The resort and service station were sold to Nick Spadorcio in 1946. Spadorcios ran a thriving business at Mountain House until 1979 when he sold to Mr. Ron Lima. In 1948 the Coffee Shop on the northeast corner was called the Antique House and the Shell service station and garage were still operating on the northwest corner.

In 1950, an advertisement in the Tracy Press referred to the location as Mountain House Service, RE 1 Box 700 Hwy 50.



Mountain Hose c 1926 after fire destroyed original building being operated by Mr. and Mrs. Jesse Peyser

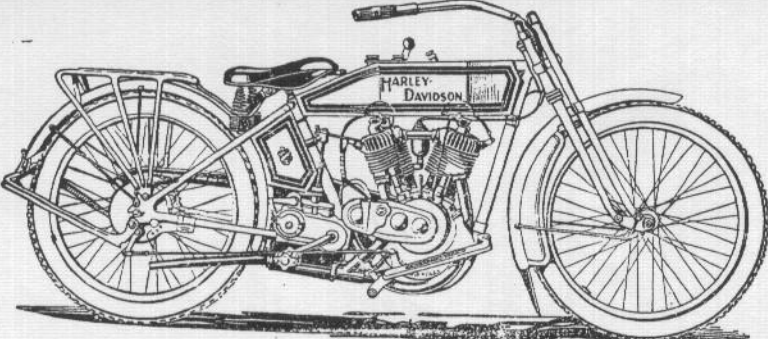


The Motorcycle Hospital Tracy

These advertisements appeared in the Tracy Press between 1913 - 1919 for the Motorcycle Hospital of W.T. Shaw and O.W. Stewart located on the southeast side of the Lincoln Highway east of Central Avenue. This was one of two establishments on the Lincoln catering to motorists in the Highway's infancy.



Tracy Historical Museum



1915 HARLEY-DAVIDSON
11 Horsepower GUARANTEED, 3-Speed Sliding Gear Transmission, Automatic Mechanical Oil Pump,
Step-Starter and 66 Refinements
\$290.00 F. O. B. TRACY
W. T. SHAW, Lincoln Highway, Tracy
1915 Tracy Press

Indian
Moto-
cycles



HEWLETT MANUFACTURING CO
Springfield, Mass.

G
O
T
O
T
H
E

Motorcycle Hospital

out on the county road for first-class repairing. Bicycle repairing a specialty. New and second hand bicycles for sale. Agents for INDIAN MOTOCYCLES and OVERLAND BICYCLES. Several second hand bicycles at a bargain.

Shaw & Stewart

Motorcycle Repairing
All Work Guaranteed

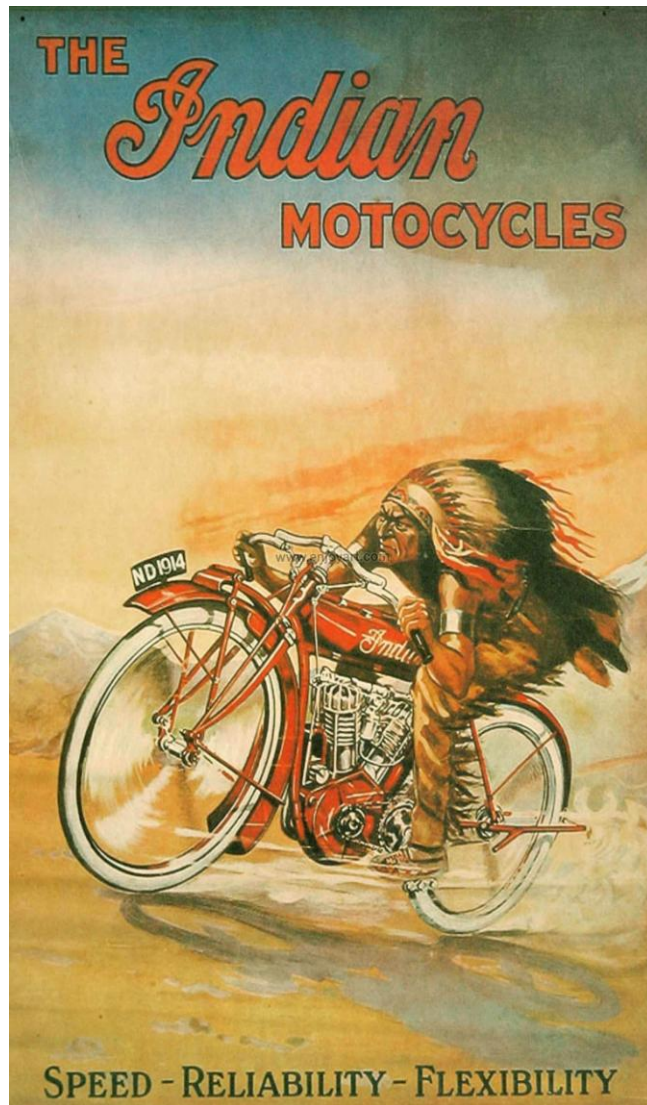
HIGH GRADE OILS and GREASES

GASOLINE

Service Station

ALL KINDS OF REPAIRING
First-Class Workmanship

Motorcycle Hospital
* W. T. SHAW
Lincoln - - - Highway



original advertising poster

October 4th Chapter Meeting

Our October Chapter meeting will be held at the Duarte Garage in Livermore. The meeting will be preceded by lunch at the historic Castle Rock Restaurant across the Lincoln Highway (Portola Avenue) from the Duarte Garage.

Part of the site at Joesville also contains the "Rock House". Sections and pieces of this historic building date back to about 1870 when it was known as "Old Mexico" and used as headquarters for the notorious bandit, Joaquin Murrieta. It was located in Joesville which was noted for its red light establishments, and being one of the most prominent it was closed by the Federal Government in 1912.

In 1913, Aquilino Paul "Joe" Caratti and his partner, a Mr. Darrow, came to Livermore and opened a delicatessen and bakery. Later in 1913, Darrow sold his interest to Joe and his brother John. They renamed the bakery "Arrow Bakery". Joe sold his interest in the bakery to John in 1914 and moved to a larger building on the county road known as "Old Mexico" and renamed it; " Arrow Highway Inn". It later became "Club Joesville" and eventually "Joesville" in 1929. The brothers were drafted into WWI and the businesses were closed for 9 months. During the 1920's, Joe purchased large sections of land in the Livermore area, some of which he gave back to the state for the widening of the Lincoln Highway (Portola Ave.)and eventually US 50.

The twelve room "Joesville Hotel", was built across the Lincoln Highway from "Club Joesville" .Joe's son Richard and daughter Anita ran the grocery/general merchandise store. The hotel had a beer bar and was a stop for the Continental Bus Line.

The 200 tons of rock needed to build Joe's dream house came from all over the world. It took 9 years to complete the back bar, rock masonry and the fireplace in the dining room. In 1961, rumor has it that the tunnels under the structure were used by the Mexican Government and bandits. They no longer exist.



Livermore Heritage Guild

The Arrow Bakery delivery truck in front of Darrow's Bakery
Main Street Livermore January 1, 1914



Courtesy of the Livermore Heritage Guild

The Arrow Highway Inn 1917

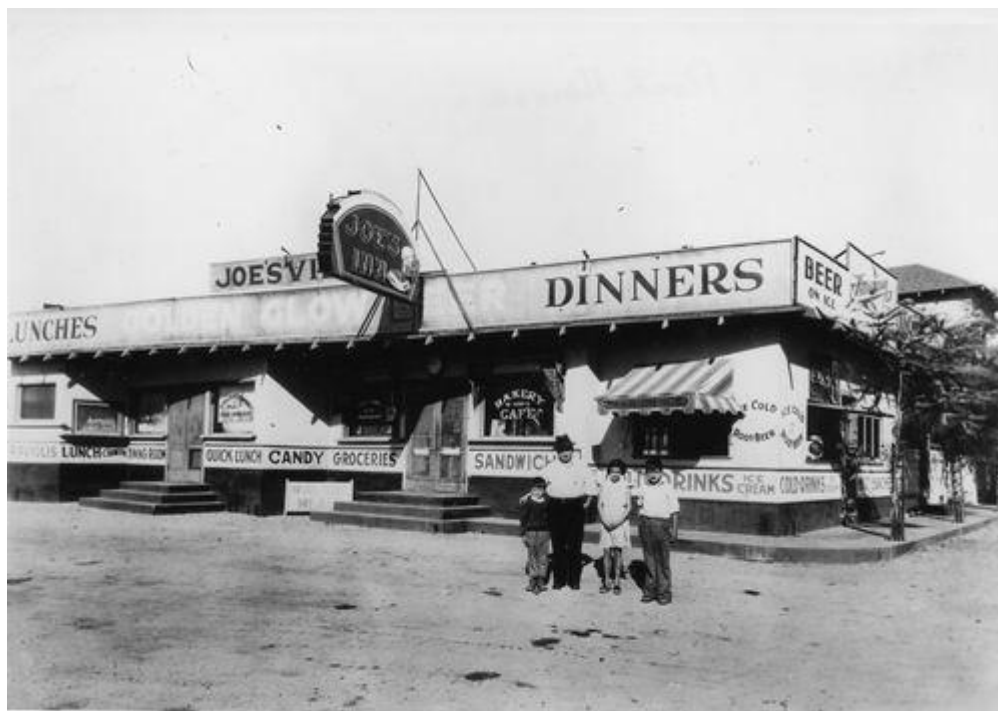


Livermore Heritage Guild



Courtesy of the Livermore Heritage Guild

"Joesville"



Courtesy of the Livermore Heritage Guild

Joe with his family
Richard, Joe, Anita, Albert

The original Rock House building was located in front of the current building and to the south, on what is now Portola Avenue. It was moved to its current location in 1924. Note the steps in front of the new location needed to compensate for an elevation change . The Caratti home is on right of photo.



Courtesy of the Livermore Heritage Guild

Photo from 1971 showing the original 7 arches. The fireplace, which is seen in the second and third arches on the left and the back bar in the right two arches. The building was torn down due to structural concerns.



California's ***GHOST HIGHWAYS***



Richfield Beacons along the Lincoln Highway *Joel Windmiller*

The Background and History of the Richfield Beacon stations

From the Book

“The Beacon Story” by D.L. Cole

Anyone who traveled the major highways along the Pacific Coast in the 1930's thru the early 1950's must certainly remember the Richfield beacon service stations. From the beacon at Blaine Washington, a mile south of the Canadian Border on US 99 to the one at Palm City, California just five miles north of the Mexican Border on US 101. There were nearly three dozen of those beacons, each one a three-sided steel tower 125 feet tall with R-I-C-H-F-I-E-L-D spelled out vertically in eight-foot neon-lighted letters. The first towers installed in 1929 incorporated red neon. Blue neon was used in later years.

Next to all but seven of those magnificent towering signs was a Richfield Service Station. Those in California, all but the one in Mt. Shasta City, were designed in the Spanish style, with thick adobe-like walls, gracefully rounded arches and red tile roofs. Those north through Oregon and Washington were done in an English-Norman style, two and half stories high, with sharply pitched roofs dormer windows, quoined corners, and a half timbered effect in the back. All of the Spanish-styled stations in California were virtually identical, and the English-Norman ones in the northwest were as nearly alike as their sites would allow. The beacon towers that rose above them were all built alike. Without a doubt, it was the most striking, impressive, expensive, and memorable string of gas stations that was ever built on the Pacific Coast, or perhaps anywhere else for that matter.

Of course all oil companies were interested in attracting customers, and competition was keen in the 1920's, but what exactly was it that led the Richfield Oil Company of California to put up a string of beacons and stations like this? To answer; keep four factors in mind that influenced one another:

- The rapid rise of Richfield as a major oil company on the Pacific Coast.
- The fast growth of commercial aviation in the late twenties.
- Growing resentment of the public with tasteless advertising and tacky-looking roadside businesses
- The renaissance of Spanish Mission architecture in California

The story of the Richfield Beacon Stations and Towers represent an important aspect of the early history of the Richfield Company. Richfield was established in 1915 by the merger with Rio Grande Oil Company of Los Angeles, CA. They entered a competitive marketplace that was dominated by the “Big 4” of the oil industry; Standard, Shell, Associated and Union.

In California these stations celebrated the popular Spanish and Mission revival styles that were being widely visited throughout the twenties.

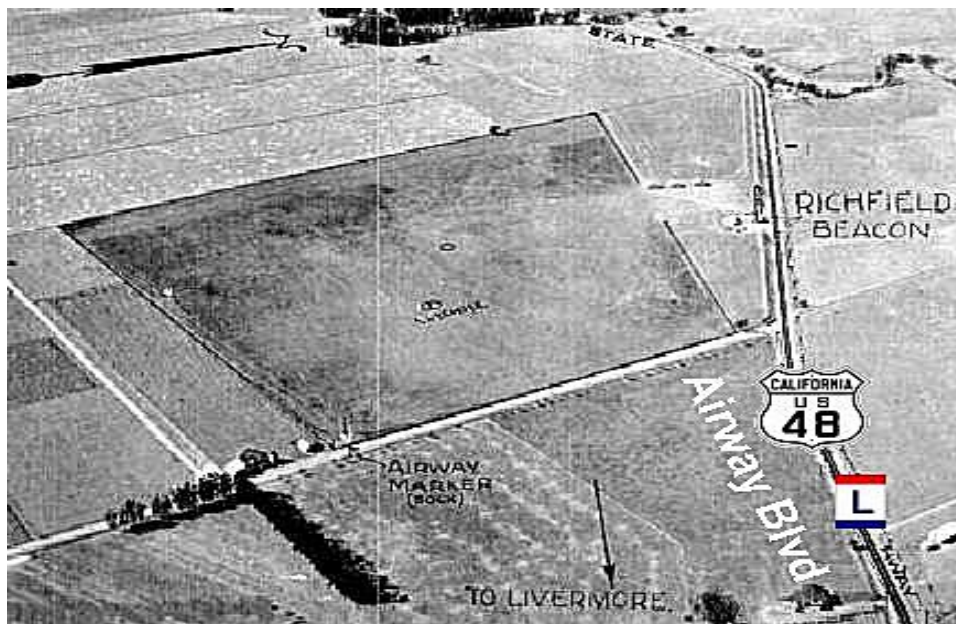
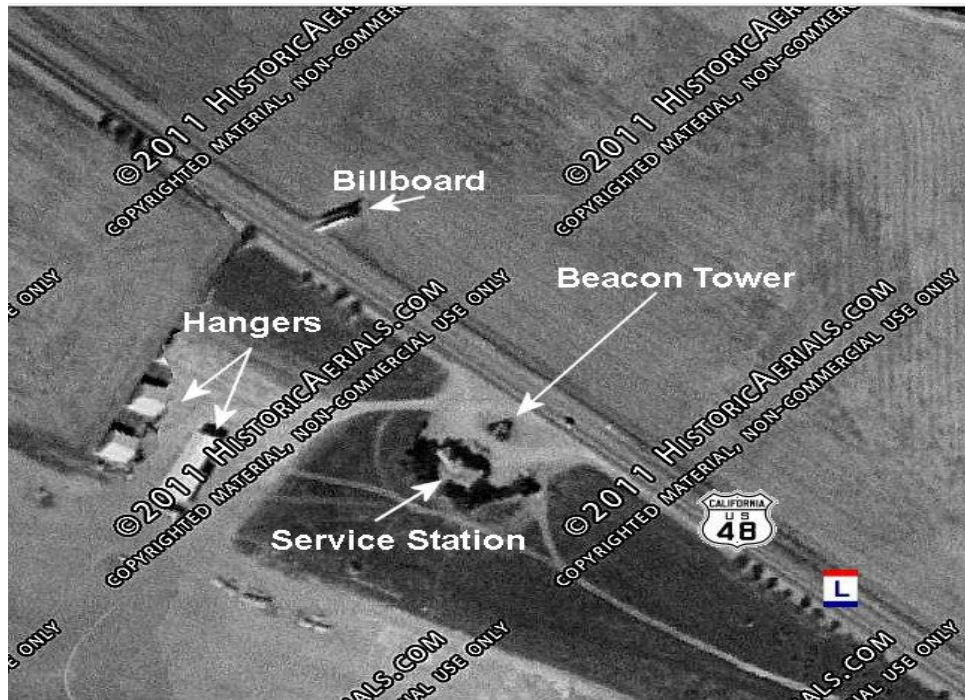
On the ground, the towers were visible from great distances. They would guide the motorist to the comfort of elaborately designed service stations and the well recognized Richfield brand. Richfield's intent was to design and locate these stations in such a way that other services could be built surrounding the station, thus creating a small service town. Unfortunately these stations came online just as the Great Depression hit and few were fully developed. These beautifully crafted stations soon become obsolete.

In California, two stations were constructed along the Lincoln Highway in Vacaville and Livermore. Stations located on the perimeter of the airfields and beside the highway, severed travelers from the air and the road.

Vacaville: Located near the Vaca-Dixon Airport one-half mile west of the intersection of Midway and Lewis Roads along the 1928 LH alignment. The new Richfield station opened for business in 1929 under the large Richfield beacon tower about five miles south of Dixon. The Richfield Oil Company was building these stations at approximately 50-mile intervals along the main Pacific Coast Highways .

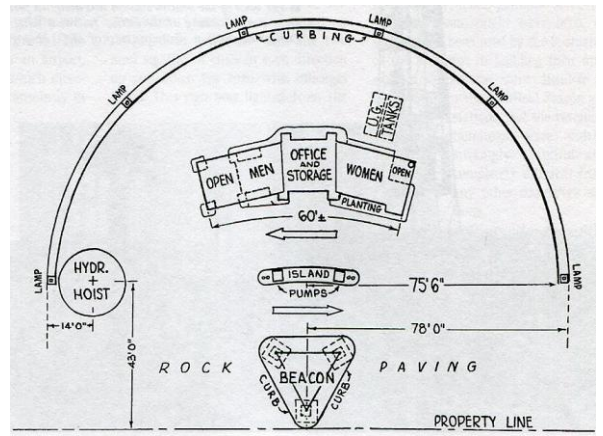


Livermore: Located on the Lincoln Highway two miles west of downtown Livermore and twenty-five miles from Oakland. The tower was erected in 1928 with the new station opening on June 30, 1929. The station was operated by Mr. A.W. Amick. The tower was taken down on March 16, 1943. A mile square landing field was situated at the rear of the filling station. The new station was built in the Spanish style of white stucco with red tile roof and burnt wood interior with elaborate rest rooms





Example of California station (Route 66 Barstow)



Typical station and beacon layout

RICHFIELD AIRWAY

marked by =====

Sperry Beacons

WHEN their present construction program is completed, thirty of the Richfield Oil Company's beautiful service stations between Blaine, Washington and Palm City, California, will be marked with Sperry Type IV Revolving Beacons atop 125 foot towers.

These beacons will be located approximately every fifty miles and will be a great aid in guiding motorists as well as flyers.

In addition, nearly all of these stations will have Sperry 24-inch Directional Beacons to indicate the bearing of the nearest airport.

Again Sperry quality is being recognized

SPERRY GYROSCOPE CO., INC.

BROOKLYN	NEW YORK
CLEVELAND	LOS ANGELES
SAN FRANCISCO	PHILADELPHIA
	SEATTLE



MARK YOUR 2014 CALENDAR

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

Castle Rock Restaurant
1848 Portola Ave
Livermore 94551
(925) 456 7100

1:00 pm State Chapter Meeting

Duarte Garage
Portola Ave & N. L Street
Livermore 94551



Lunch will begin at 12:00 noon at the Castle Rock Restaurant on Portola Avenue across the street from the Duarte Garage. The October chapter meeting will begin at 1:00 pm at the Duarte Garage.

CASTLE ROCK RESTAURANT

LUNCH MENU

(SERVED DAILY FROM 11AM TO 4PM)

SALADS

BBQ Chicken	Half \$8.99	Full \$13.95
Chinese Chicken	Half \$8.29	Full \$11.95
Buffalo Chicken	Half \$8.59	Full \$12.95
Cobb	Half \$8.29	Full \$12.95
Beef or Chicken Stir-Fry	Half \$8.59	Full \$12.95

SANDWICHES AND BURGERS (SERVED WITH FRIES)

Half Sandwich with Soup of the day (CUP) or French Fries <i>½ BLT or ½ Turkey or ½ Tuna</i>	\$8.99
SF Burger <i>(Grilled onions, Thousand Island and Jack Cheese)</i>	\$7.99
Cowboy Burger <i>(Bacon, Onion ring, and BBQ Sauce)</i>	\$8.99
Patty Melt <i>(Grilled Onions, Jack Cheese served on Rye Bread)</i>	\$8.29
Italian Burger <i>(Pesto Sauce, Tomatoes, Balsamic Vinaigrette and Jack Cheese)</i>	\$8.99
French Dip Supreme <i>(Roasted Prime Rib, Jack Cheese, Mushrooms, Onions and Au Jus)</i>	\$9.99
NY Steak <i>(Lettuce, Tomato and Grilled Onions)</i>	\$10.99
Buffalo Chicken <i>(Lettuce, Tomatoes, Onions and Ranch Dressing)</i>	\$7.99
BBQ Chicken <i>(Lettuce, Tomato, Onions and BBQ Sauce)</i>	\$7.99
Grilled Chicken <i>(Lettuce, Tomato, Cheddar Cheese and Onions)</i>	\$7.99
Turkey Melt <i>(Sliced Turkey, 1000 Island Dressing, Cheddar Cheese and Tomatoes)</i>	\$7.99
Beef Melt <i>(Sliced Roast Beef, Cheddar Cheese, Tomatoes, and Green Chilies)</i>	\$8.99

(SERVED DAILY FROM 11AM TO 4PM)

MARK YOUR 2015 CALENDAR

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

State Chapter Meeting
Davis, Vacaville Area

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

State Chapter Meeting
Stockton, CA.

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

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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Log in at: <http://www.lincolnhighwayassoc.org/ca>

