



THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION - CALIFORNIA CHAPTER

www.lincolnhighwayassoc.org/ca/traveler



EDITOR
Gary Kinst

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On the Yolo Causeway in 1916. Fast forward to 2015 and imagine yourself casually stopped on the Yolo Causeway surveying your CSAA map, searching for the route you will choose upon reaching West Sacramento. LOTS-of-LUCK

In Memory of Lloyd Johnson



California Chapter member Lloyd Russell Johnson passed from this earth on February 27, 2015 after a four month battle with cancer . Lloyd was born in Tracy, California on October 2, 1929 and went on to gather a BS degree in civil engineering from Oregon State and a MS degree in structural engineering from Virginia Tech. With those credentials, Lloyd found a career with Caltrans, in their engineering and construction departments, lasting 45 years. I'm assuming that is where Lloyd met another of our past members, Norm Root.

When I first became involved in the chapter I noticed that the pair were inseparable. They came to meetings together, they scoured the State in search of hidden traces of sections of forgotten pavement. They searched for "C" markers and early roads travelled by California pioneers. The two of them made an impressive team. It seemed like they were always scooping the new and Great finds, so it was extremely rewarding when other members, such as myself, found items they had yet to find. Lloyd was an avid railroad historian and was the Chapter's go-to-guy when railroad history questions needed answering. Lloyd was an explorer with the Emigrant Trails Group in the El Dorado National Forest, finding evidence and mapping trails for the Forest Service. He was also active in the Oregon-California Trails Association.

In the above photo, I captured this moment with Lloyd while he and I were exploring the famous Chinese digging's at Folsom after a April 2010 Chapter meeting. This was just one of many times we shared together, as he explained the importance and history of a particular area. I remember Lloyd as a quiet man. never seeking attention, but always there to share his knowledge. One of the last things that I will always remember was his power point presentation regarding the Lincoln Highway in Stockton. So many questions unanswered, so many trails undiscovered. Lloyd Johnson, you will truly be missed.



Norm Root and Lloyd taking possession of two 1928 markers donated to the Chapter by Ray Helm of Camino in 2009



Norm and Lloyd inspecting the long lost 4th obelisk from the Riverton bridge. The obelisk was discovered in Placerville in 2008



Bob Dieterich and Lloyd discuss current affairs and Lincoln Highway history at the January, 2014 Chapter meeting held in Woodbridge.



Recent photo of Lloyd measuring an exposed slab of Lincoln Highway near Clarksville

January Chapter Meeting

The January Chapter meeting was held at Vince's Italian Restaurant in West Sacramento on January 10th. Yet another fine turnout as 31 members and guests attended. The meeting was preceded by a fabulous lunch from the four item menu and seemed to be to everyone's liking. Member Nathan Baluguy (Eagle Scout responsible for installation of two reproduction markers at Applegate and Donner Summit) presented two Shuterfly photo books ,that he created, chronicling his Eagle Scout project. The two books were presented to Joel Windmiller and Scott Miner for their guidance and help with the project. California State Director, Bob Dieterich, reported that Idaho member Bill VonTagen contributed \$400 towards LH signage. Thank You Bill. Michael Kaelin reported on the progress of the Chapters signing project. Stockton is moving forward with additional signage and Oakland is on-board to place signs in critical locations along the LH route. Two of those being the Hotel Oakland (Control Station) and the wharf at Jack London Square (Creek Route Ferry Slip). A report was given by yours truly on the progress of the book we are currently working on for Arcadia Publishing "Images of America series". The chapter has decided to author two books to properly cover the two Northern routes and the two Southern routes, Sacramento being the center point. Obtaining permission to reproduce photos from outside sources is the current stumbling block. Current President, Paul Gilger, has opted not to run for re-election due to a job relocation outside the US. The Chapter voted to elect VP Joel Windmiller to fill the vacancy and elect Neil Rodrigues to the position of VP. All other positions on the Board remain as before.



Members gathered for lunch prior to meeting.



Joel Windmiller, newly elected President, Neil Rodrigues, newly elected VP and retiring President, Paul Gilger discuss agenda

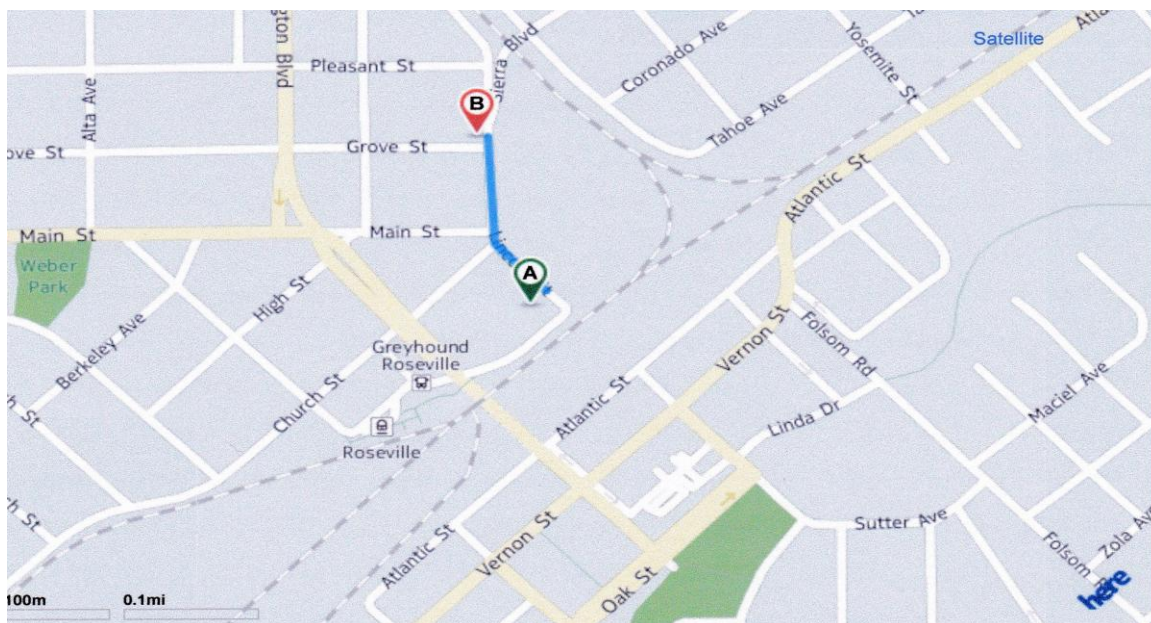
Complete minutes of the meeting are available on the Chapters web site
www.lincolnhighwayassoc.org.ca.

April Chapter Meeting



Our April Chapter meeting will be held on April 4th at the Pacific Street Cafe in Roseville. Lunch will begin at 12:00 noon sharp, in the banquet room, and the meeting will commence at 1:00 pm. and is scheduled to end at 3:00pm. Following the meeting we will adjourn to the Carnegie Library/Museum for a 15-20 minute presentation on the Roseville Historical Societies archives and library. If time permits we will also be able to view the Wye and Sierra Vista Bridge.

Below is a map showing directions from the restaurant to the library.



(A) is 301 Lincoln Street (B) is 557 Lincoln Street

The Nut Tree, Vacaville



Wednesday March 18, 2015 saw the end of another roadside icon. The Nut Tree sign, along US40/80 in Vacaville, which had marked this famous location for the past 50 years is no more. Built in 1964, under the supervision of local Artist Don Birreu, it was one of three signs erected to draw motorists off of the highway. Constructed of cement, covered with crushed marble and green glass, it was designed to endure the test of time.

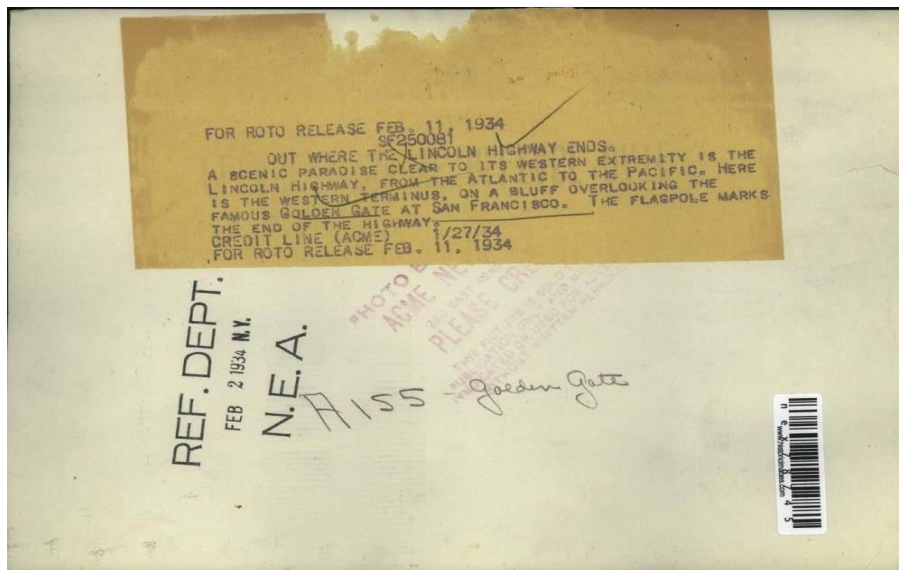


Arrangements have been made to place one panel in the new Nut Tree shopping center and one in the Vacaville Museum. The third panel will either go into storage or be placed at the Nut tree airport.



Members Search (follow-up)

Chapter member Donn Marinovich of Columbia, CA brought this photo to the attention of the Traveler to confirm the origin of a photo published in the January issue. The previous photo was from the American Heritage Magazine of June, 1979. There was no notation as to when that photo was taken, though it led to speculation that it captured the monument that was erected shortly after the 1919 Military Convoy ended its cross country journey here at Lincoln Park. The photo was released for publication in February, 1934.



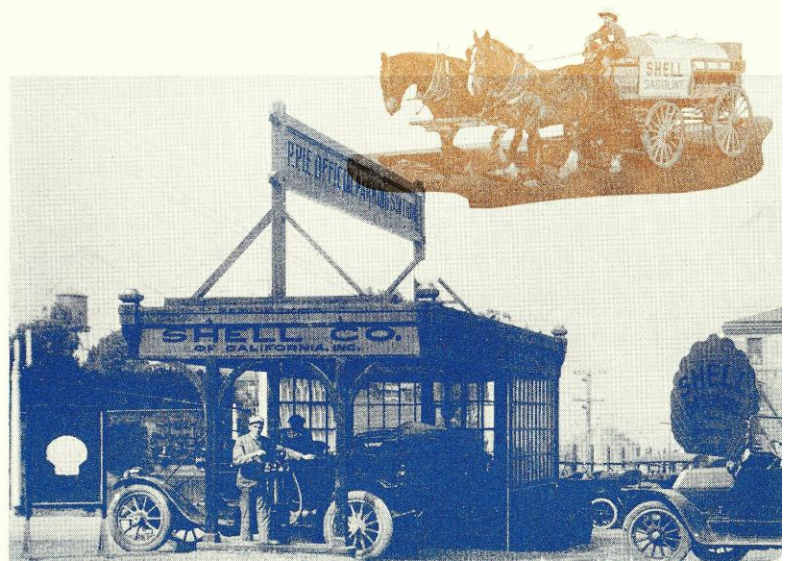
Trivia



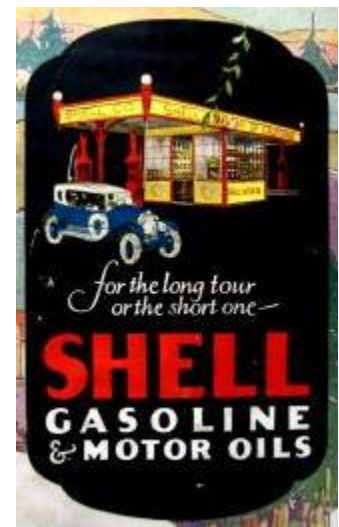
In 1914, Shell Company of California Inc., was organized to produce and refine its products in this state. At Martinez, Shell built their first California oil refinery.

There were still some who doubted that the automobile would replace the horse but, undaunted by this belief, Shell built a number of filling stations in San Francisco in 1915. During that year, the Panama Pacific International Exposition, located in what is now the Marina, was attracting thousands of visitors. The Shell station shown in the photo was near the entrance to the Exposition.

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This ink blotter (from the authors collection) was issued by the Bank of California in 1930. The photo on the blotter represents one of several Shell Stations erected in San Francisco in 1915, one year after opening their Martinez refinery. The station shown on the blotter was located near the entrance to the Panama Pacific Exposition.





1915 San Francisco Shell Station and new delivery tanker

What's New

Caltrans is working on a project regarding the history of transportation in the state, which they expect to complete in 2015. The Chapter was approached and asked if we might provide several photos of the Lincoln Highway. They specifically asked for a photo of a LH marker and a map outlining all branches. I dug deep into the archives and came up with several photos of original markers along with LHA maps depicting the original alignments. The information was well received and I look forward to reading the finished report.

Caltrans is also inquiring as to the LHA's thoughts regarding applying "historic designation" status to the branch of highway (post-1920's) running through the Truckee River Canyon. This alignment would later be designated as part of the Victory Highway and Old US 40. Information is being gathered and the question has been presented to our Chapter Director, Bob Dieterich. More to come.

The Chapter was approached by two high school students, Nicholas Rogers and Sheryl Tak, undertaking a project to determine features and events in the area around El Dorado Hills and Folsom that effected the areas growth. Their current research was focused on the Lincoln Highway as it passed through the Clarksville area. Nick and Sheryl forwarded a 12 question inquiry including such questions as; What type of people traveled to and from Clarksville on the Lincoln Highway?, What effect did the building of Hwy 50 and the closing of the Lincoln Highway have on the population of Clarksville? I was able to answer most of their questions and included some vintage photos in my response. As I had written several articles on the area, I referenced past issues of the Traveler which they found helpful with their research. The following photos of Clarksville were submitted by Mike Roberts of the Clarksville Region Historical Society.



Original 1917 Lincoln Highway Concrete

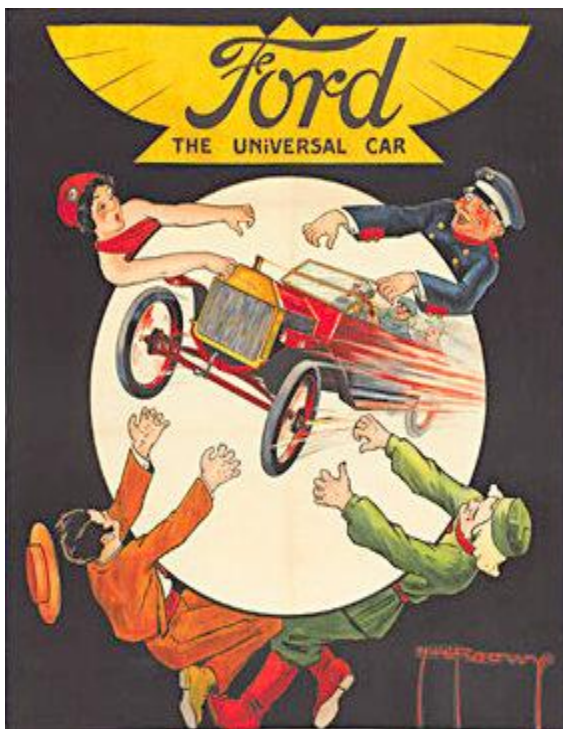


The Lincoln Highway through the town of Clarksville

Vintage Motoring Art



Buy Your Wife a *Ford*, but DO NOT let her drive alone !!



A *Ford* for everyone



The Back Seat Driver

Auburn Blvd Banners



photos courtesy of Kell Brigan

The following is a response to an inquiry by Joel Windmiller from Devon Rodriguez, Development Specialist, City of Citrus Heights in regards to the recently erected banners and monument walls on Auburn Blvd. at Sylvan Corners.

" The City of Citrus Heights recently completed Phase I of the Auburn Boulevard Complete Streets Project from Sylvan corners to Rusch Park. The more than \$20 million public investment included underground utilities, separated sidewalks, landscaping planters, medians, bike lanes, and decorative street lights. To honor Auburn Boulevard's history as the old Lincoln Highway and US 40 the project features monument walls at the corner of Auburn Boulevard and Antelope Road. Designed by Cliff Lowe and Associates with City staff input, the monument walls feature bold letters saying "City of Citrus Heights Lincoln 40". In addition, to celebrate the completion of Phase I, City staff (Rhonda Sherman, Community & Economic Development Director and Devon Rodriguez, Development Specialist) enlisted the help of Garth Nearents with G Creative Solutions to design banners that usher in a new era for the revitalized Auburn Boulevard with a nod to its historic identity. "

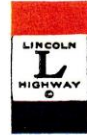
A Letter from Gael Hoag

This letter dated February 11, 1939, on official LHA stationery, definitely confirms that the Association was still conducting business as late as 1939. The letterhead lists the National Headquarters as being in Detroit, while Gael Hoag's address as Field Secretary is shown as Oakland.



~~NEW - NOT ES~~ L14 - Lincoln Highway

"A CONTINUOUS CONNECTING IMPROVED HIGHWAY FROM THE ATLANTIC TO THE PACIFIC"



NATIONAL HEADQUARTERS
GENERAL MOTORS BUILDING, DETROIT, MICH.

SECRETARY'S OFFICE
1227 POPLAR STREET, OAKLAND, CALIF.

Secretary's Office - 1227 Poplar Street
Oakland, California

February 11, 1939

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Oakland Public Library
14th and Grove Streets
Oakland, California

OAKLAND
FEB 15 1939
FREE LIBRARY

Gentlemen:

For many years you were an ardent supporter of the Lincoln Highway. You watched it, speeded it, and assumed a measure of responsibility for it. You recall how President Henry B. Joy in 1913, by laborious travel, ranch-to-ranch inquiry, taking down fences and fording streams, laid out the shortest route between New York and San Francisco.

You know that your efforts helped to connect these two terminals by a completely paved road, and that our Lincoln Highway "seedling miles" are swallowed up in a national network of pavement. The Lincoln Highway Association literally laid the foundation for a highway system which is the envy of the world.

This year there is a World's Fair at each terminal of the Lincoln Highway, which makes this the ideal year for a celebration of our achievement. We tried to throw a single lane of pavement across the country in time for the 1915 World's Fair at San Francisco, but this was too great a task. We have succeeded, magnificently beyond our own expectations, now.

The February 18th issue of THE SATURDAY EVENING POST carries an article and photographs in color, honoring this achievement which you helped to bring about. You will want to read this account of thrilling American energy, and to think back upon your own share in the big job.

The Lincoln Highway no longer exists. Numbered roads have replaced the familiar name. Your Association is inactive, so let us make this a year of celebration, and wind up our affairs. To do this on a national scale, as is befitting, we ask two things of you:

1. Go to your friend the newspaper editor. Show him the article in THE SATURDAY EVENING POST for February 18th. Tell him a few amusing little things about the hardships of motoring in the old days, and how you helped build the Lincoln Highway. Leave the enclosed statistics with him, to prove the change.

Tell him the Golden Gate International Exposition on San Francisco Bay has set aside July First - traditional date of our annual meeting - as Lincoln Highway Day. Tell him you will be there, driving westward over the road you helped to build.

2. Then come, meet your old friends, help us to arrange the proper ceremonies. The road is splendid. You will enjoy this glorious culmination of your years of effort, and you will be repaid for all the work you have done to make it possible.

You have rendered a priceless service to your community and to your nation. It was you who lifted America's transit out of the Dark Ages.

Your organization has accomplished its task. Probably this is our valedictory. Please accept it as a token of our gratitude, and join us July 1 in commemoration.

Sincerely,

Gael S. Hoag
Gael S. Hoag, Secretary
Lincoln Highway Association

OAKLAND
JUL 15 1939
FRENCH BLDG

West Sacramento Historical Society

While seeking permission to reproduce photographs for the upcoming books "The Lincoln Highway in California", one of the sources I needed to approach was the West Sacramento Historical Society. While talking with Past President Thom Lewis, I was surprised to learn that they have in their possession two concrete markers that were provided to them by Norm Root. They currently have marker posts on the East end of the Yolo Causeway and one on West Capital Avenue near Tower Court. Hopefully sometime in the not too distant future the California Chapter can assist them in determining where the remaining markers should be installed and getting them planted. Thom also provided the two photos seen below of a recent temporary display on the Lincoln Highway. As with most museums, they are faced with a lack of floor space and displays need to be rotated. A permanent display would be a nice addition.



photos courtesy of West Sacramento Historical Society - Thom Lewis

Lincoln Highway Markers

The following is an excerpt from the San Francisco Examiner, Sunday, July 29, 1928.

CEMENT POST WILL GUIDE TRAVEL WEST

"Marking a step, second only in importance to the initial mapping of the Lincoln Highway in 1913, the great transcontinental route will next month be completely marked with permanent road signs.

This was the announcement of Gael S. Hoag, field secretary of the Lincoln Highway Association, who arrived in the bay district from Detroit yesterday. Hoag has just completed "a detailed survey" of the 3,000-mile route, designating where every marker will be erected.

Through the co-operation of the Boy Scouts of America, the gigantic undertaking will be accomplished in one day. Three thousand solid concrete signs will be erected from New York City to San Francisco and in cities where ground is not available an additional 1,500 steel posts and signs have been provided.

BIG PROGRAM

A total of 15,000 Scouts, augmented by troops from every city along the route, will participate in the erection ceremonies. Automobile manufacturers, distributors and dealers, automobile associations, city and State officials, and others interested in highway development, will attend the nation-wide program now being arranged by Lincoln Highway Association officials.

Funds for the building and placing of the permanent highway designators were contributed by a number of motor car manufacturers. These include a portion of an original appropriation of \$100,000 made for marking purposes a number of years ago by the W. C. Durant interests, Hoag told Norman de Vaux, head of the western Durant factory, who was among those welcoming the highway official here.

COST \$45,000

Built at a cost of approximately \$45,000, the stone markers are of solid concrete and weigh 275 pounds each. They are seven feet long and are reinforced with four steel bars. An eight-inch square surface is provided on the top, and the base is octagonal in shape, six inches in diameter. A bronze plaque bearing a facsimile of Abraham Lincoln, after whom the highway is designated, appears on the side.

Anent the condition of the Lincoln Highway, Hoag said that except for a few short stretches in Utah and Nevada the route is surfaced practically the entire distance. Great progress in its development in the East has gone forward, he said. Many Eastern States have already launched extensive highway widening and straightening programs, and every effort is being made to eliminate traffic congestion in the larger cities.

In New York the Lincoln Highway passes through the Holland tunnel, under the Hudson River. In Jersey City the business district has been tunneled, and the route follows an air line through the Kearney meadows direct to Elizabeth, N.J., and misses almost entirely the city of Newark. The road is an elevated structure and will when completed in the next few months cost \$75,000,000.

In the middle West the transcontinental highway is in excellent shape. The route through Iowa, long a bugbear in the Lincoln Highway, is now improved from boundary to boundary. And, with the exception of four counties on the western end of the state, the road is entirely surfaced."

The Highways of California

The following is an excerpt from a unidentified periodical, believed to be the San Francisco Newsletter and California Advertisers Transcontinental Highway Edition of 1927. The article was authored by R.M. Morton, State Highway Engineer.

"In the present system there are a total of seventy-one different designated routes. The average motorist, however, is familiar with but a few of the main trunk lines. The Pacific Highway from the Oregon line south, connecting at Sacramento with what is generally known as the Valley route, south to Los Angeles; the Coast route, San Francisco to Los Angeles and San Diego; and the Redwood Highway from Sausalito, Marin County, through the redwoods of the north coast counties to the Oregon line, are best known and most traveled routes. Several important cross-state roads intersect these trunk lines, serving all parts of California with state roads, many of them now ranking as the best built highways of the United States."

" With the opening of Nevada's Transcontinental Exposition at Reno on June 26th, interest naturally turns to interstate roads in our neighboring state. From Sacramento there are two routes of the State highway to Reno; one via Auburn and Truckee, designated as the Victory Highway, and the other via Placerville, the Lincoln Highway. In the early history of California, following the discovery of gold, the Placerville route was the main highway into California, then being operated as a toll road. During its period of service this road carried an astonishing volume of traffic. The Pioneer Stage Company operated four stages daily each way between Placerville and Carson City. Six hundred horses and fifty men were employed by the company.

The receipts from freight, passenger and express business exceeded \$4,000,000 per year in 1861 and 1862. Authorities fix the amounts collected in 1863 as from \$12,000,000 to \$13,000,000. The road was traversable throughout the year. There were 93 hotels enroute for the convenience and comfort of traffic. Stage stations were usually about 12 miles apart and teams were changed with lightning speed. The average rate of travel for stages was about 10 miles per hour.

In 1864 the Central Pacific was building from Sacramento to Dutch Flat and with the construction of a road from there over Donner Pass, the toll business over the Placerville road came to an end. As more rails were laid team hauls were shortened and soon passed out entirely.

Much heavy construction has been put in on the Victory Highway in the past two years. This route is widely known as that on which the Donner Party fought the rigors of winter and perished one by one.

Lake Tahoe is reached by both the Victory and Lincoln Highways, the former coming to the lake from the north and the latter from the south. Seeing the Sierras can best be accomplished by going one way and returning the other. By so doing visitors to Reno will get an idea of the herculean task now being successfully accomplished by the California Highway Commission in putting hard surfaced roads over the Sierras.

Every good road in California that has been in use for five years has paid for itself two or three times over. It has put dollars into the pockets of tens of thousands of motorists for the cents they have paid out for road construction and upkeep. In fact, money for good roads is about the best investment that California or any other state can make. California, a pioneer in road building, must never lose the wisdom that produced this kind of development."

So ask yourself; When Did We Lose Control and Drop Two Wheels in the Ditch ??????? As Stan Laurel would say; What a Fine Mess You've Gotten Us Into - Olly !!!!!

California's **GHOST HIGHWAYS**

"A Series by Joel Windmiller"

Ridge Route "The Road That United California"

Harrison Irving Scott

Images from the collection of Joel Windmiller

Continue Tour

Caswells to Castaic Jct

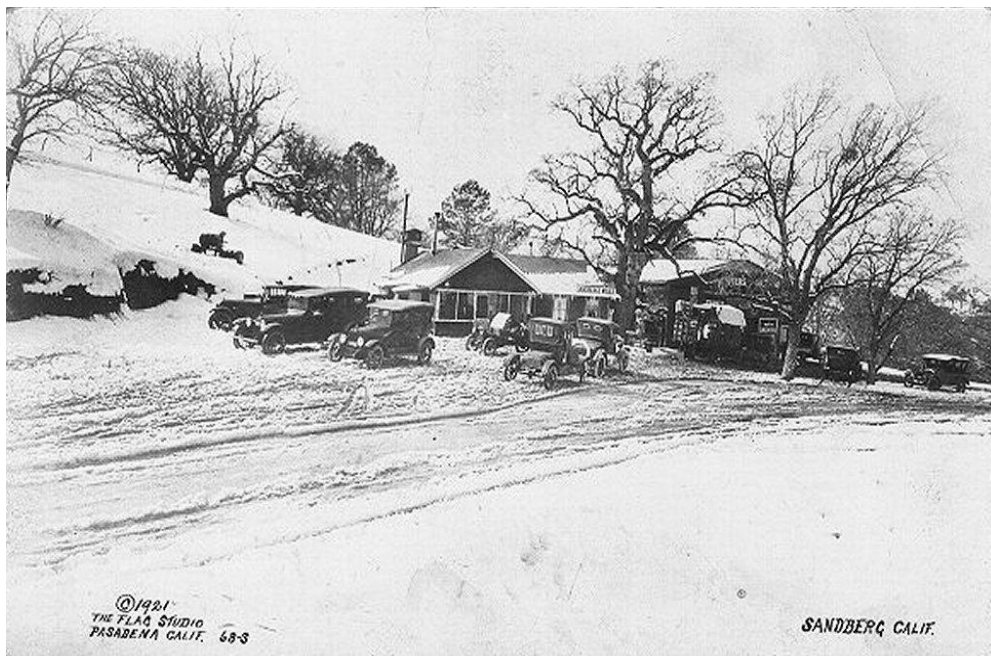


Holland Summit Café



Located on the right side [east side] of the road and was a trucker's joint. Tourists did not frequent Holland's in the early days where trucks jammed the roadside as well as the parking lot. In addition to a café there was a Standard Oil gas station, small garage and a couple of cabins.

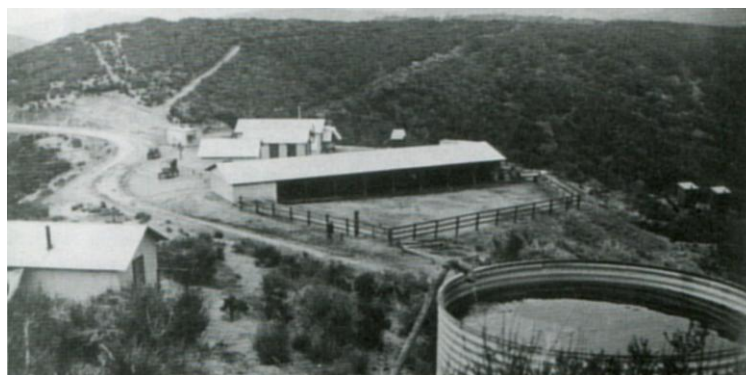
Sandberg's





Located near the intersection of Pine Canyon Road and the Old Ridge Route just south of highway 138 at an elevation of 4,170 feet. The hotel was built by Harald Sandberg in 1914 and was ready when the highway opened in 1915. Originally a one story log structure. Later it was enlarged to a three-story building. The first floor held a dining room, public room with a large fireplace and a post office. The second story was the living quarters for the Sandberg family. The third floor contained guestrooms for the weary travelers. Cottages were also available. The hotel catered to the "carriage trade." This is where you would see the Cadillac's, Packard's and Studebakers. The hotel was on leased National Forest property and after Mr. Sandbergs death various people assumed the lease to maintain the hotel. When the Ridge Alternate opened in 1933 Sandberg's was one of the few remaining Inn's that remained open. Unfortunately with little traffic, the hotel closed. The last operator of the lease was a Mr. Walter "Lucky" Stevens. He had plans to renovate the property and turn it into a children's camp. Unfortunately during renovation, sparks from the fireplace ignited the roof and the hotel burned to the ground on April 29,1961. All that remains today are foundations and a rock wall on the West Side of the old road just prior to entering the Angeles National Forest on the unmaintained section of road.

Liebre Summit Highway Maintenance Camp



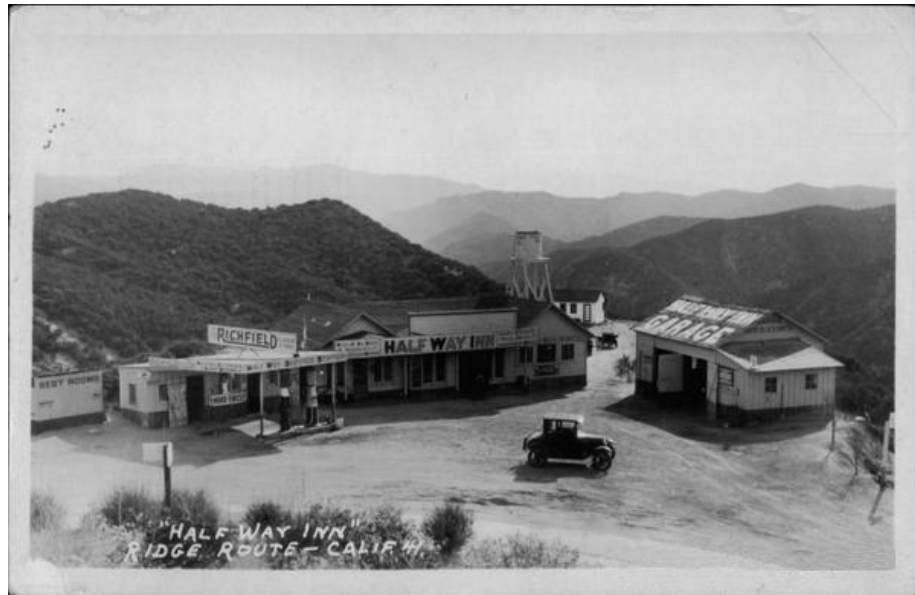
There were various wooden buildings on both sides of the road as well as two long metal buildings, and a water tank on the west side of the highway. The metal structures were similar to the one located at the National Forest Inn. From this facility crews maintained the highway. Liebre Maintenance district went from the Kern County Line to Reservoir Summit.

Tumble Inn



Little is written regarding the Tumble Inn. It was a rock structure housing a Richfield Gas Station, garage and cafe at road level. Cement steps lead to cabin type accommodations and restrooms. It was a small resort with a far-reaching vista. In later years the name was changed to "The Mountain View Lodge." Information is not clear as to when it was constructed or demolished. It does appear on the 1926 Topo map and was listed on a 1928 travel guide. All that remains today is a rock wall and the steps that lead to the upper area.

Halfway Inn



AKA Kelly's Half Way House ,limited information available, was halfway between Los Angeles and Bakersfield. A 1926 Topo map indicates the site as Kelly's. A one-story structure having a lunch counter, garage and Richfield gas station. Today it is difficult to pin point the location. All that remains are cement foundations that are difficult to locate. Our journey at 19.7 miles places us as "Kelly's," which is how it is indicated on early maps. Others mark it "Half Way Inn." There was a Kelly Ranch in the canyon to the south, but I have been unable to verify if Kelly's Ranch had any connection with Half Way Inn. A newspaper clipping of May, 1925 states, "Joe Palmer who maintained the National Forest Inn garage has purchased the Kelly's place formerly operated by C.O. Cummings."

A topography map of 1926 reflects the site as Kelly's. Maps of 1931 and 1933 have it as Half Way Inn. The 1926 touring guide states, "Half Way Inn; rooms, cabins, lunch, small garage." They sold Richfield gasoline. A 1932 newspaper account references a "Mr. & Mrs. Avis of the Half Way Inn." The Highway Department had a repair yard and sand tower dispenser here used to sand the road when it got icy. Located on the right hand side of the road leading north, the yard was located on a small knoll. It is difficult to find today, marked solely by power lines crossing above the road and one remaining tree on the knoll.

Reservoir Summit



There is only limited information on the Reservoir Summit. The restaurant, gas station and tin garage housing a tow truck were located on the East side of the road. The restaurant hung over the cliff providing a spectacular view. It had a lunch counter with three or four tables. It was a high-class, popular restaurant with men waiters in solid white uniforms. Truckers were welcome. On the West side of the road on top of a slight incline or summit was an auto camp. Although referred to as Reservoir Summit at 3,883 feet, Liebre was the actual summit at 4,233 feet near Sandberg's. A large abandon cement reservoir is located at this site. The Forest Service or the Department of Highways may have constructed this reservoir and two similar ones. I am of the opinion from research that the reservoirs were built by the Department of Highways to aid in constructing the highway.

Swede's Cut



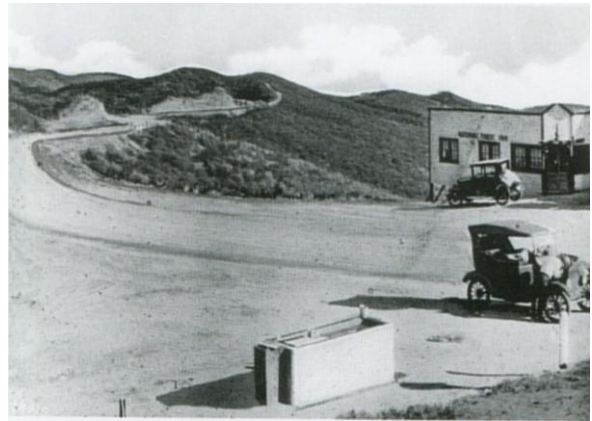
Swede's Cut was also known as Big or Castaic Cut and Culebra Excavation. All three names identify the same location. They cut a slot through the mountain to a depth of 110 feet. It was the largest cut on the highway. Steam Shovels were the muscle for this lengthy dig. Twelve hour days were not uncommon in the excavation of Swede's Cut.

Serpentine Drive



Heading north, you pass under an old gas company pipeline before beginning a winding climb to Swede's Cut. Many old postcards were sold showing this section of road as the highway gained elevation. In the distance the same view also showed how the Ridge Route was built on the top of the mountain peaks.

National Forest Inn



Unlike Sandberg's, which was constructed of logs, the National Forest Inn sported neatly trimmed white clapboard buildings. A gentleman named Courtemanche built it. The exact date of construction is not clear but it is mentioned in a 1925 newspaper clipping. A 1926 touring guide indicated that there were nine rooms in cottages, most with running water. They also had a garage and auto camp. The National Forest Inn was destroyed by a fire, which originated in the garage on October 20, 1932. All that remains today are cement steps on the West Side of the road.

Martin's



A small gas station that sold Standard gasoline operated by Mildred and Martin Deceta. A two story unpainted house was once located directly south of the original gas station. Martins was sometimes pronounced "Marteen's" because he was a Frenchman. A 1926 Touring guide simply states "Garage, gas and water".

Ridge Route House



A small Richfield gas station, garage and lunch counter located on the west side of the highway. Green and white sleeping cabins were available directly across the road in a grove of Pepper trees. The earliest date I have for this establishment is 1920 from an add promoting their garage, gas and lunch. A 1926 motor guide states: "Garage, reputed very fair." Porter B. Markel and his sister Ruth owned the station. The location today supports a large home with a red tile roof. It sits on a small knoll on the east side of the road.

Owl Garage



Ed Adkins built the small Standard Oil gas station and garage on the east side of the road. A large metal "highline" tower next to the road marks the location today. When the southbound lanes of the I-5 were built, the old Ridge Route was realigned south of Owl Garage. Heading south, the new alignment curves toward the right at the metal tower. If you stop to explore, you will find a piece of the original highway continuing straight for a short distance. Mr. Adkins was the founder of Castaic Brick Company in Castaic.

Nelle's



Nellie had a small green wooden shack on land she and her late husband homesteaded in 1909. In 1914 she deeded some of her property to the state for the new road. She sold soda pop and cans of gasoline to passing motorists. She lived alone and was a self determined free spirited individual. A large water tank on the east side of the highway marks the site today

Castaic Junction



Ridge Route Alt. 1933



Ridge Route north of Castaic 1920



Richfield "Beacon" Station Castaic Jct.



1944 Telegraph Road Highway
126 & US 99 Castaic Jct.

History Castaic Junction

In the early years of the road, various establishments quickly appeared along the highway. The information on these sites is extremely limited. Pictures are even more scarce. Castaic Junction hosted a large Richfield "Beacon" Service Station. With three gas pumps on the west side of the Ridge Route. The one story Beacon Inn restaurant and small one story frame home sat across Telegraph Road [California Highway 126] just south of the service station. Like most Richfield stations of that era it had a 120 foot high tower with large letters spelling R-I-C-H-F-I-E-L-D vertically from top to bottom. Each letter was eight feet tall. When the towers were first put up in 1929. The tall tower and the directional beacon all flashed on illuminating the whole section like a flash of lightning. A Newhall car got the first gas, followed by a San Bernardino car and one from Culver City. The concealed air and water hose were noted as an innovation here. The hose is pulled from beneath the pumps and after use is automatically drawn back in place. Mr. Field, of the Richfield Company was present to see that everything passed off smoothly. In the early 1920s there was a growing interest in aviation. The Richfield Oil Company of California erected these towers at their gas stations on the main highway between California and Washington as a aid to early aviators. The top of each tower supported an 8 million candle power beacon. The Richfield stations were soon referred to as "Beacon" stations. In later year on the Ridge Route Alternate, Castaic Junction was the site of Tip's Restaurant.

Officially the Ridge Route is that portion of highway between Castaic Junction on the south where State Highway 126 [Telegraph Road] to Ventura intersects US 99 and the small settlement of Grapevine on the north that gives entrance into the San Joaquin Valley and Bakersfield. The "Grapevine" section of the Ridge Route is the 6.5 mile stretch of highway between Fort Tejon and the bottom of the grade at Grapevine.



Coming Soon to a Newsletter Available to YOU

Part 3

“Ridge Route Alternate”

July 2015 Traveler

MARK YOUR 2015 CALENDAR

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



State Chapter Meeting
Pacific Street Cafe
301 Lincoln Street
Old Town Roseville
(916) 782 - 5673

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
Duarte Garage, Livermore **

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

State Chapter Meeting
Stockton **

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.

NOTE: Chapter Meeting Locations marked ** are tentative



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