



# THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION - CALIFORNIA CHAPTER

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



**EDITOR**  
**Gary Kinst**

PUBLISHED QUARTERLY ON THE FIRST OF  
JANUARY, APRIL, JULY, OCTOBER



**VOL. 17 NO. 3**

**SUMMER**

**JULY, 2016**



Opening Day, May 21, 1927, for the new Carquinez Bridge between Vallejo and Crockett

## ON THE COVER – THE CARQUINEZ BRIDGE

With the opening of the Yolo Causeway in 1917, there was an immediate rise in vehicular traffic in Yolo and Solano Counties, The only options for motorists wishing to continue further south or southwest was to cross either the San Joaquin River between Sherman Island and Antioch via the Lauritzen Brothers Ferry (1919-27) or the Carquinez Strait via the Ferries between Vallejo and Rodeo , Morrow Cove and Valona or the Benicia – Martinez Ferry .The Victory Highway choose the route along the Sacramento River between Sacramento and Sherman Island in 1922. Unfortunately, the 12-mile section from Rio Vista to the ferry slip on Sherman Island was an unimproved gravel road which discouraged motorists and interest in the ferry service dwindled. Quite the opposite was occurring at the Vallejo-Rodeo crossing.

The Rodeo-Vallejo Ferry Company was founded in 1918 out of the need for a ferry service to transport autos and trucks across the Carquinez Strait by three gentlemen involved in the grocery business. Aven J. Hanford, a store owner in Calistoga, and Oscar H. Klatt along with brother-in-law Gentry purchased the steamer *Issaquah* and began ferry service on July 4, 1918. In 1918-19 a group of Vallejo men, headed by Forbes H. Brown and C. V. Stewart built a causeway along the Vallejo shore to Morrow Cove and a terminal at Valona and commenced the operation of the “Six-Minute Ferry” Company across the Carquinez Strait to compete with the Rodeo-Vallejo Ferry Co. Due to its shorter crossing time (six minutes) and a larger ferry this new enterprise soon took away the lucrative business previously enjoyed by the Vallejo- Rodeo Company. Unfortunately, disaster in the form of a landslide at Morrow Cove occurred in the winter of 1921-1922 causing the Company to terminate operations. Business returned to the Rodeo-Vallejo Ferry and by 1922 400,000 vehicles were being ferried annually. This large flow of traffic led to long waits, sometimes up to a couple of hours.

A ferry service commissioned by General Mariano Vallejo and operated by Robert Semple in 1847, the first ferry service on the Bay, plied the Carquinez Strait between Benicia and Martinez. A second franchise was obtained by Oliver Coffin and Seth Swain in 1850 for a ferry service between the two cities. The service remained in continuous operation from 1851–1962. Coffin and Swain built the first wharf in Martinez in 1854. In 1911-12 the Martinez-Benicia Ferry and Transportation Company was formed and a new pier was built at Martinez in 1913. This service accommodated vehicle traffic between Cordelia in Solano County and Martinez in Contra Costa County

Realizing the need for a bridge across the Strait to alleviate the backup of vehicles attempting to use the Ferries, Hanford and Klatz formed the American Toll Bridge Company in 1923. On April 2, 1923 work began on the longest highway bridge in the world between Vallejo and Crockett connecting Solano and Contra Costa Counties. The Original Carquinez Bridge was completed in March, 1927 and dedicated on May 21, 1927 at a cost of \$6,000,000.

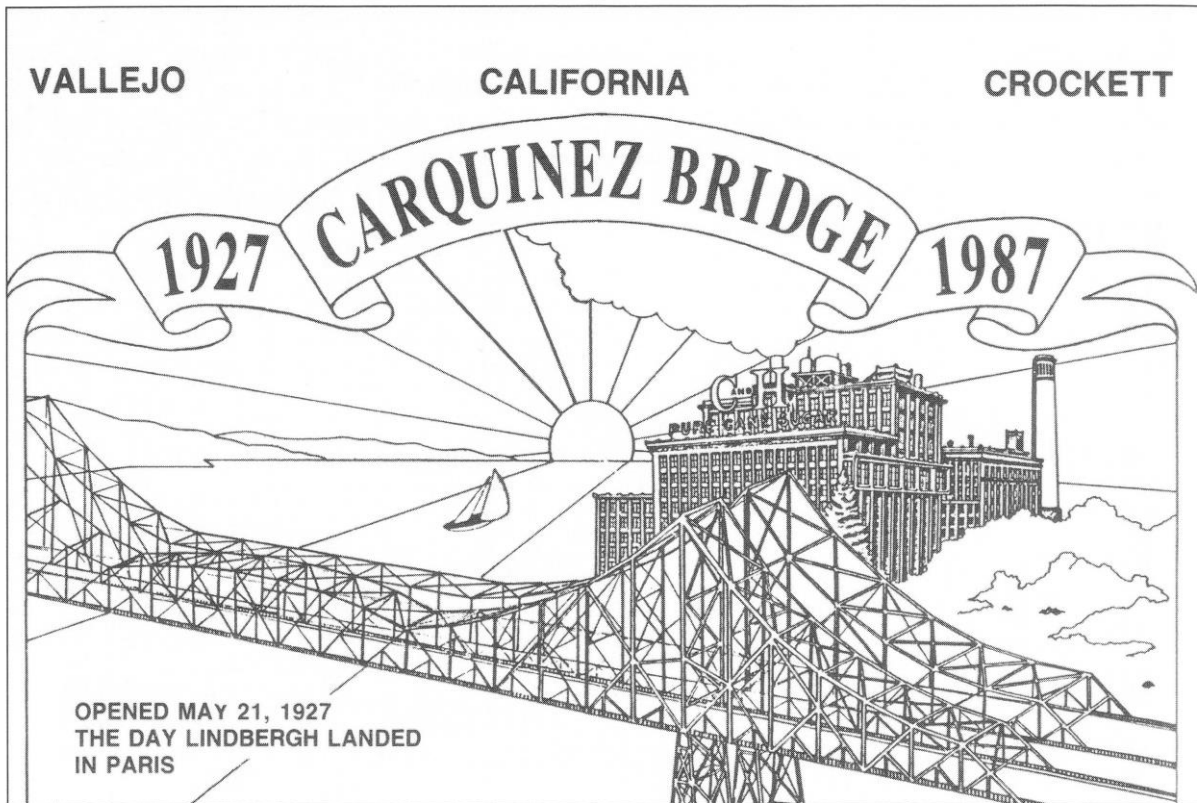
In 1924 The American Tool Bridge Company began work on a 1.8-mile steel plate girder tower bridge between Sherman Island in Sacramento County and Antioch in Contra Costa County. The two-million-dollar structure was opened to traffic on January 1, 1926. Apparently Hanford and Klatz felt the need for two bridges indicating that there was enough traffic along the route of the Victory Highway to warrant the expenditure. It has been mentioned by some that this route was an alternate of the Lincoln Highway.



*Dedication and Opening of  
Carquinez Bridge  
May 21st, 1927.*

*Admit bearer to reserved section at north terminal  
of the bridge.  
Dedication exercises to commence at 1:30 P.M.  
You are advised to arrive earlier in order to avoid  
congestion.  
This card must be presented to guards at entrances  
to reserved seat section.*

*American Toll Bridge Company  
Oscar H. Klatt  
President*







Opening day crowd near toll plaza, on Vallejo side, seated in front of stage awaiting opening day dedications and ceremonies



Crowd appears to be waiting for some sort of celebration, possible a fireworks display



Opening day gathering

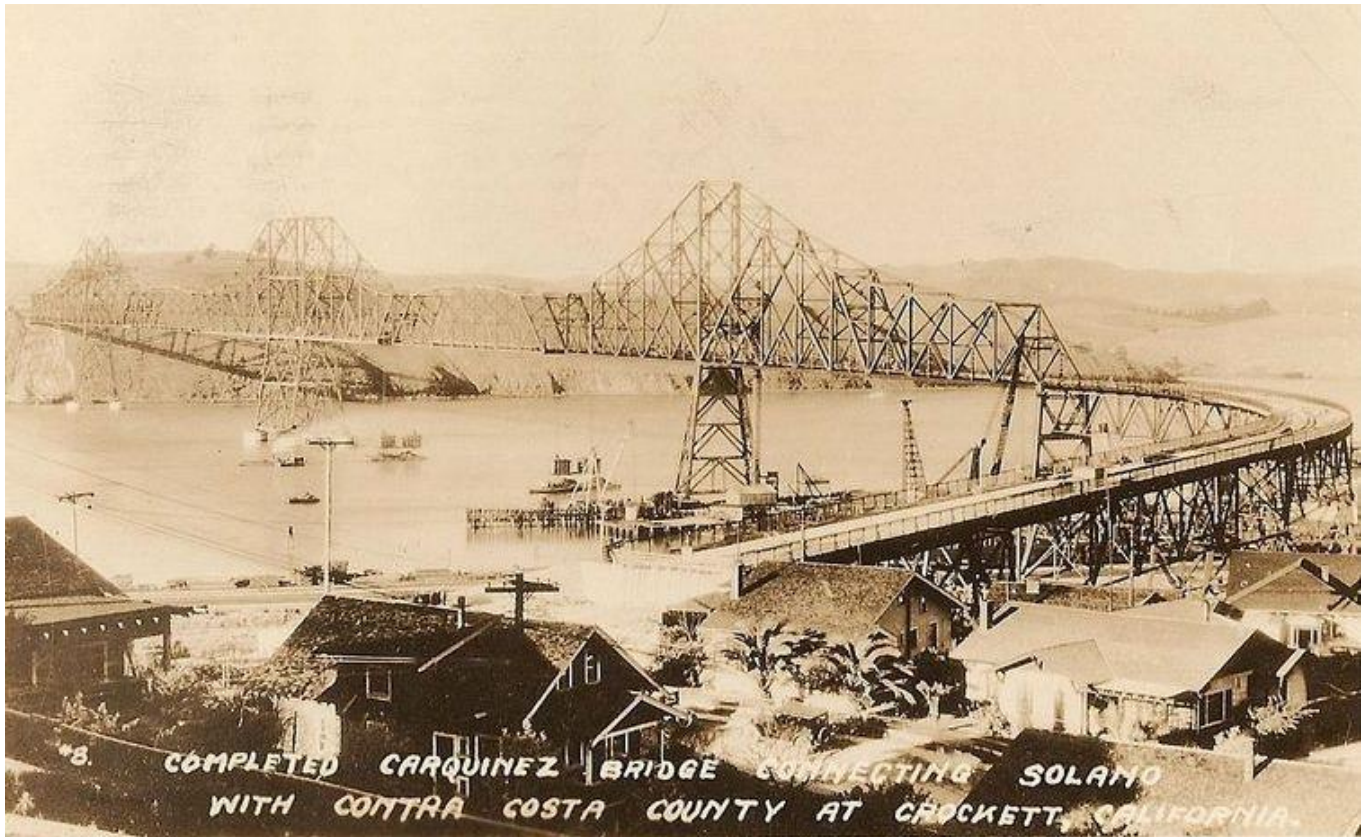


Bridge near completion 1927



Traffic moving across recently opened bridge





The completed bridge, the last Cantilever Truss Bridge built in the US, consisted of two anchor arms and a center tower. Between them are two 1,100-foot main spans with their 433-foot suspended spans. The total length is 4,982 feet and the roadway is 135 feet above the Strait. The bridge towers, including underwater structures, are equivalent in height to a 33-story building, 3 days after opening, 12,573 autos had crossed in both directions.

Toll charges

1927-1937	Autos	\$.60
	Two wheeled horse carts	.25
	Four wheeled horse carts	.80
	Horse and Cows	.25 ea.
1938-1939		.40
1940-1941		.30
1942-1944		.15
1945-1956		.00
1957-1968		.25

For more photographs and history of the Carquinez Bridge(s) and the Antioch Bridge check out a copy of Arcadia Publishing' "Images of America" series "Al Zampa and the Bay Area Bridges".



# APRIL CHAPTER MEETING

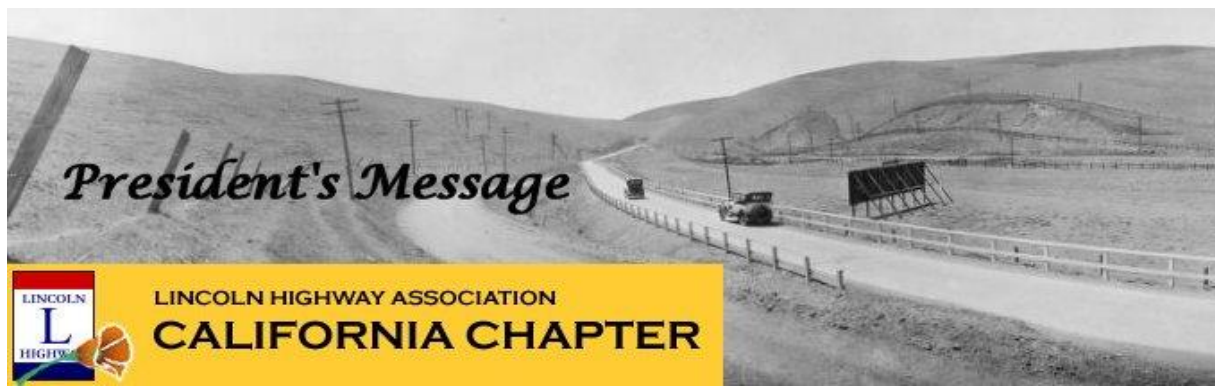
The California Chapter held its April Chapter meeting at Harry's Hofbrau in San Leandro. The restaurant lies on the route of the Lincoln Highway between Hayward and Oakland. The Great weather allowed for the meeting to be staged in the outside patio area with a relaxing atmosphere.



The meeting was called to order at 1:20pm by President Joel Windmiller. 26 folks were present for the meeting including two new attendees, Jean Lucas and Doug Rathgeb from Davis. As seen above, Michael Kaelin (with hat), presented Mr. Bob Glaze, President of the Hayward Soroptimist Club a Certificate of Appreciation for his hours of work in the installation of LH signage between Oakland and San Leandro. Joel reported on current projects and activities being undertaken by the Chapter. Web Master Jimmy Lin reported on the activity on the Chapters web site during the first quarter. Visits to maps rose 58% over last year. Sign Committee Chair, Michael Kaelin reported that the Lathrop Rotary Club has completed needed repairs to the John Serpa monument and that Bill von Tagen will be in Truckee on May 26<sup>th</sup> to seek out sign locations along Donner Pass.

The meeting was adjourned at 3:15pm and those interested began a road trip to the Oakland Hotel seeking out LH sign locations between San Leandro and Oakland.

Complete meeting minutes can be found at [www.lincolnhighwayassoc.org/ca](http://www.lincolnhighwayassoc.org/ca)



Joel Windmiller

As I begin my second term as chapter president we held our first chapter meetings beginning at Rancho Cordova City Hall returning to the East Bay city of San Leandro. Our summer chapter meeting will be held in historic downtown Truckee at the Truckee Hotel former Whitney House.

I would like to update our Traveler readers on the following projects markers, plaques and signage.

**Markers:** Last December Eagle Scout Zackary Parker of troop 363 completed his historic eagle scout project casting a replica 1928 LH marker then planting it along Folsom Blvd at Sunrise Blvd in Rancho Cordova. Late summer 2016 Dokken Engineering of Folsom has requested a replica 1928 marker for the 1915 Orangevale Bridge rehabilitation project.

**Signage:** *Bill Von Tagen* member from Idaho is working with the Matt Clark from the Truckee Public Works department for installation of 20 sign along Donner Pass Road within the town limits.

**Kevin Shawver** of Stockton currently working with San Joaquin County on installation of LH signage along Lower Sacramento Road from Dry Creek Bridge Sacramento-San Joaquin County line to Woodbridge continuing on Lower Sacramento Rd Harney Lane to the UP underpass Stockton City Limits.

**Galt Historical Society:** Mayor Mark Crews & Galt Historical Society President Janis Barsetti posted several temporary signs along Lincoln Way before the chapters annual coach tour. Chapter currently discussing with both city & historical society on posting 12 LH signs within the city limits.

**Bridges:** Folsom, California 1915 Orangevale bridge restoration project to replace the deck, railing and spandrel supports when completed bridge will be structurally updated to allow emergency vehicles use this historic bridge. 1917 Rainbow Bridge restoration project to widen the deck, replace railing back to original. Fix expansion joints, repave deck, fix cracks and spalling.



# JULY 9<sup>th</sup> CHAPTER MEETING

The Chapter will hold its July Chapter meeting in Truckee California at the Truckee Hotel, 10007 Bridge Street. Lunch at 12:00 in Moody's Bistro with meeting to follow 1:00 – 4:00 at same location.



LINCOLN HIGHWAY ASSOCIATION  
CALIFORNIA CHAPTER



LINCOLN HIGHWAY ASSOCIATION  
NEVADA CHAPTER

CALIFORNIA  
Summer Chapter Meeting  
Saturday July 9<sup>th</sup> Noon  
at

Moody's Bar & Grill  
inside

Truckee Hotel "Old Whitney House"  
10007 Bridge Street  
Truckee, California

#### Whitney House History:

Established in 1873, the Truckee Hotel is a staple in historical tales of Truckee's past. First built as the American House, later known to many as the Whitney House, the structure stands tall today on the local historical registry. Touched by many as a major stagecoach stop on the Dutch Flat Wagon Road.

Lunch Noon:

Menu: Artisan Green Salad, Grilled Steak, Chicken or Blackened Fish

Meeting 1 PM

Officer-Committee Reports,

Marker-Signage Report

LH Plaque Restoration Report

Zachary Parker Eagle Scout

Nevada Chapter Update

Orangevale Bridge Restoration



Special Guest Presentation Jim Bonor "Lincoln Highway Lecture 102"

Bonar is a retired teacher and a member of the Lincoln highway Association. He is the Past Nevada director, and President of the Nevada chapter.

The Program features an array of old photographs taken of the highway during its existence, and maps of the highway's path across Nevada and the Sierra. Bonar brings alive again as he leads guest on a tour of California-Nevada on the Lincoln Highway



Invitation by Joel Windmiller



# NORTH LAKE TAHOE DIGITIZATION DAY



The North Lake Tahoe Digitization Day will take place June 26th, and you're invited to take part in the festivities! Stop by the Gatekeeper's Museum (130 West Lake Boulevard) in Tahoe City to have your historical Tahoe visual materials digitized, and to learn more about the preservation and use of historical resources.

Presentations by local historian Carol Jenson, photographer Peter Goin and image archivists Katrina Windon and Kimberly Roberts will be scheduled throughout the day. Topics will include Tahoe history, evaluating the local photographic history and discussions on preservation techniques.

For more details and making an appointment please visit:

<https://tahoedigitizationday.splashthat.com>



[www.northtahoemuseums.org](http://www.northtahoemuseums.org)



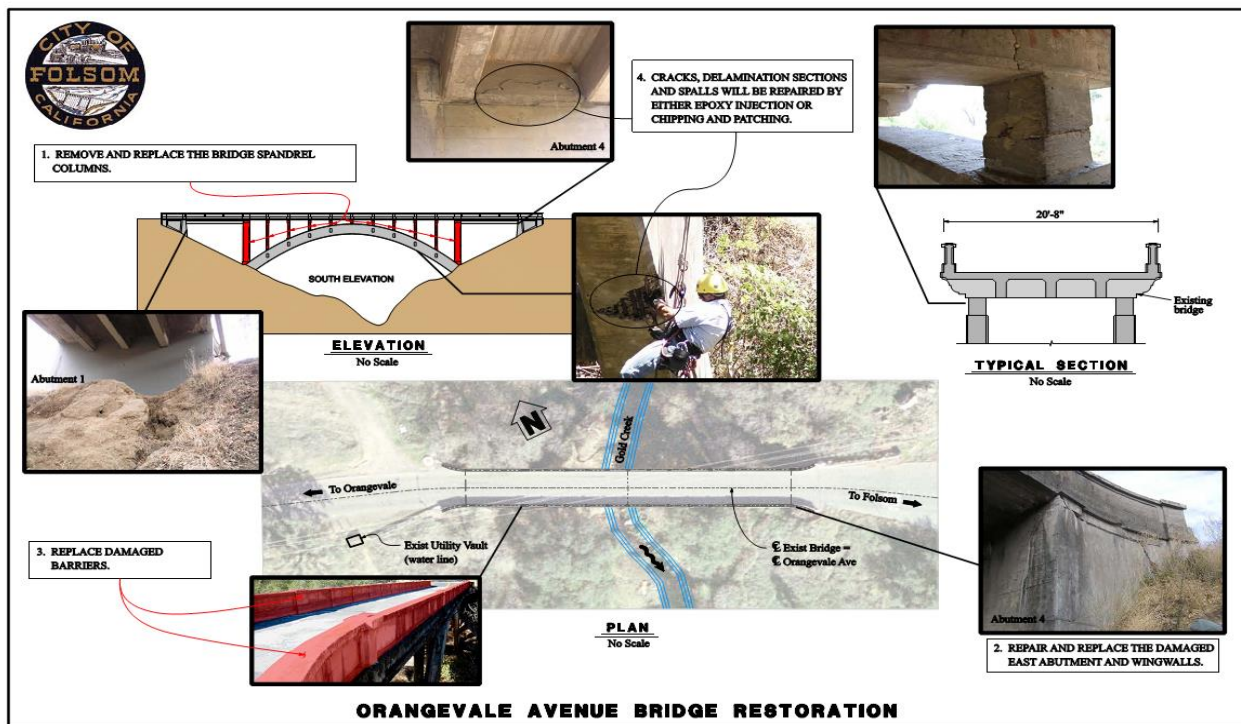
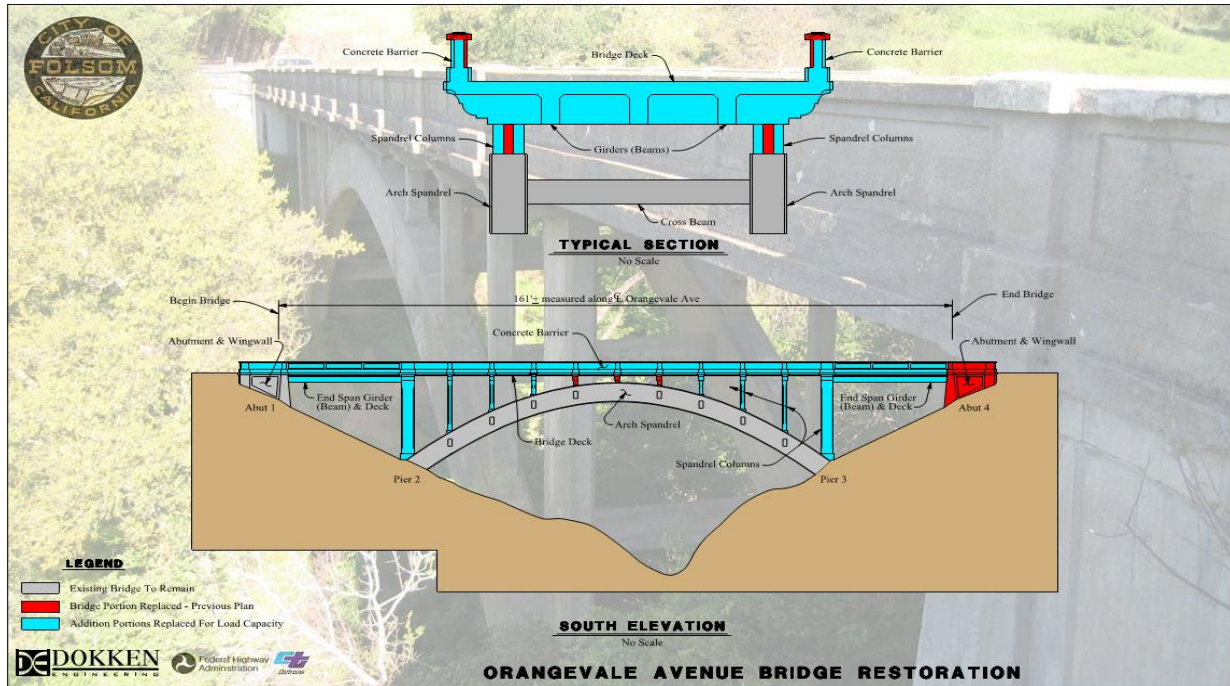
[www.neh.gov](http://www.neh.gov)



[www.unr.edu/art/about](http://www.unr.edu/art/about)

This event is made possible in part by a grant from the National Endowment for the Humanities. Any views, findings, conclusions, or recommendations expressed in this poster do not necessarily represent those of the National Endowment for the Humanities.

# REHABILITATION OF THE ORANGEVALE BRIDGE







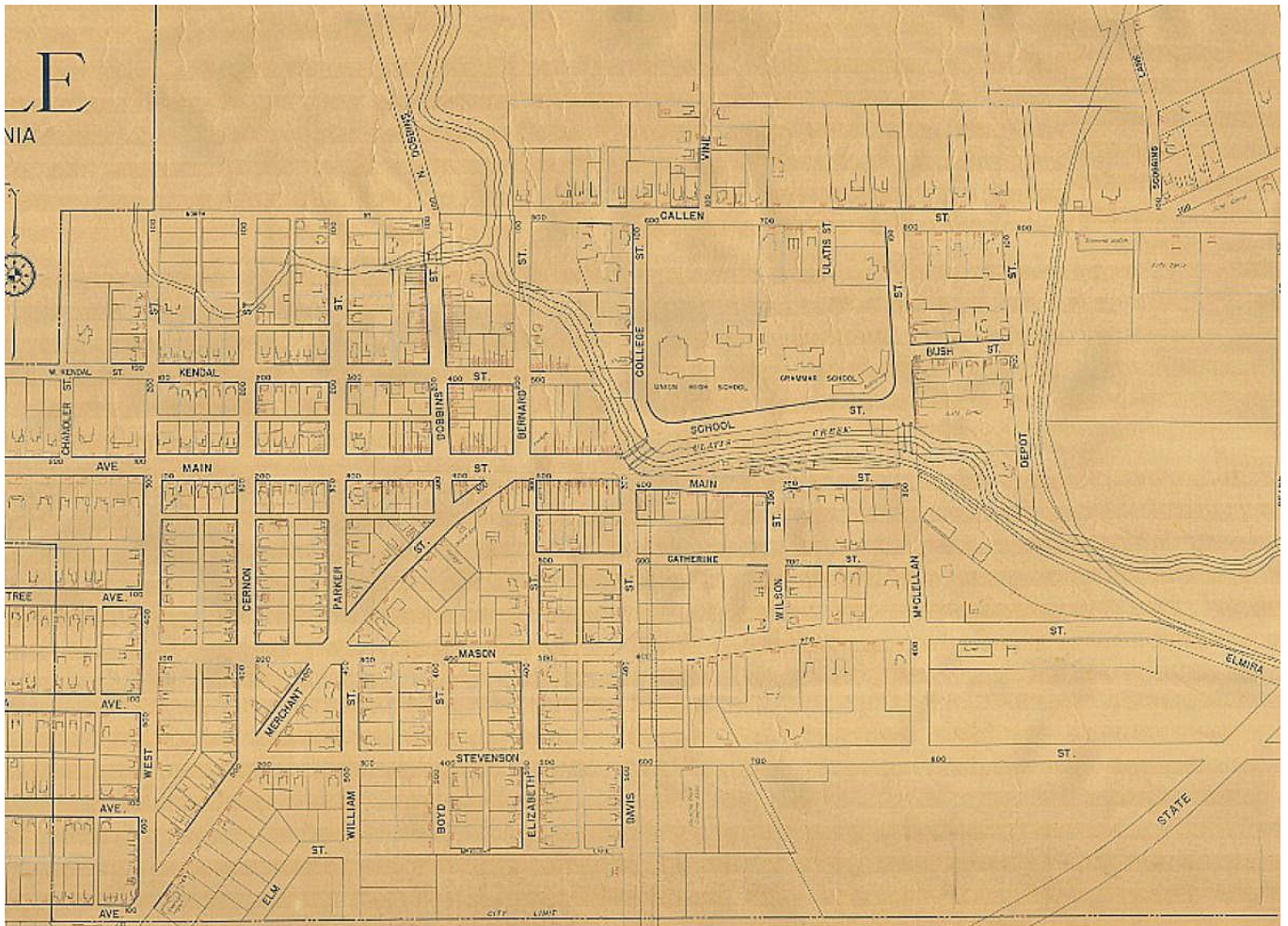
Pictured here in 1915, the Orangevale Avenue Bridge, a reinforced-concrete structure designed to last approximately 50 years, has serviced the community for more than 90 years and allows Orangevale residents and visitors to traverse Orangevale's beautiful rolling hills. (Courtesy SAMCC, No. 77/35/500 and No. 77/35/481.)

The rehabilitation of the Orangevale Bridge involves replacement of the deck, spandrel columns, and one abutment, while retaining and repairing the other abutment and arches. Although many alternatives were considered (including replacement, widening, and constructing a new bridge to the side) this rehabilitation alternative is the only option that meets the two critical goals of the project: 1) provide a structure that meets Caltrans's design loading requirements and current legal loads, and 2) provide a rehabilitation strategy that does not adversely effect the Orangevale Bridge as a historic structure.

Mason Hancock, PE  
DOKKEN ENGINEERING  
110 Blue Ravine Road  
Suite 200  
Folsom, CA 95630

# ROUTING OF STATE HIGHWAY IN VACAVILLE

It was in 2004, while scouting the route of the Lincoln Highway between Sacramento and San Francisco for future guided tours, that I first heard that there was some question as to the marking of the alignment through the city of Vacaville. A statement was made regarding the marking of East Main Street, as the route of Historic US40, as being incorrect. East Main Street was the location of the SPRR spur and shipping sheds for local agricultural products, not the State Highway. School and McClellan Streets were known to be the route of the original highway and it was on those two streets that LH markers were installed in 1928. In 1926, when the State began highway numbering, the State Highway was designated US40 and the original alignment continued to be followed. Although not mentioned at the time, there was Historic US40 signage on Monte Vista Avenue and Dobbins Street. It was thought that this was a possible realignment of the State Highway, straightening/shortening the route and eliminating traffic over the narrow School Street bridge. The 1937 city map (Map #1) shows the same layout as found on an earlier 1877 map. The routing of the County Road and later State Highway remained the same. The 1937 CHPW map (Map #2) depicting the rerouting of US40 also shows the original alignment on School Street.



1937 City of Vacaville Street map courtesy of Vacaville Heritage Guild  
(Map #1)





Vaca Valley Bridge over Alamo Creek on west side 1920  
1915-1936

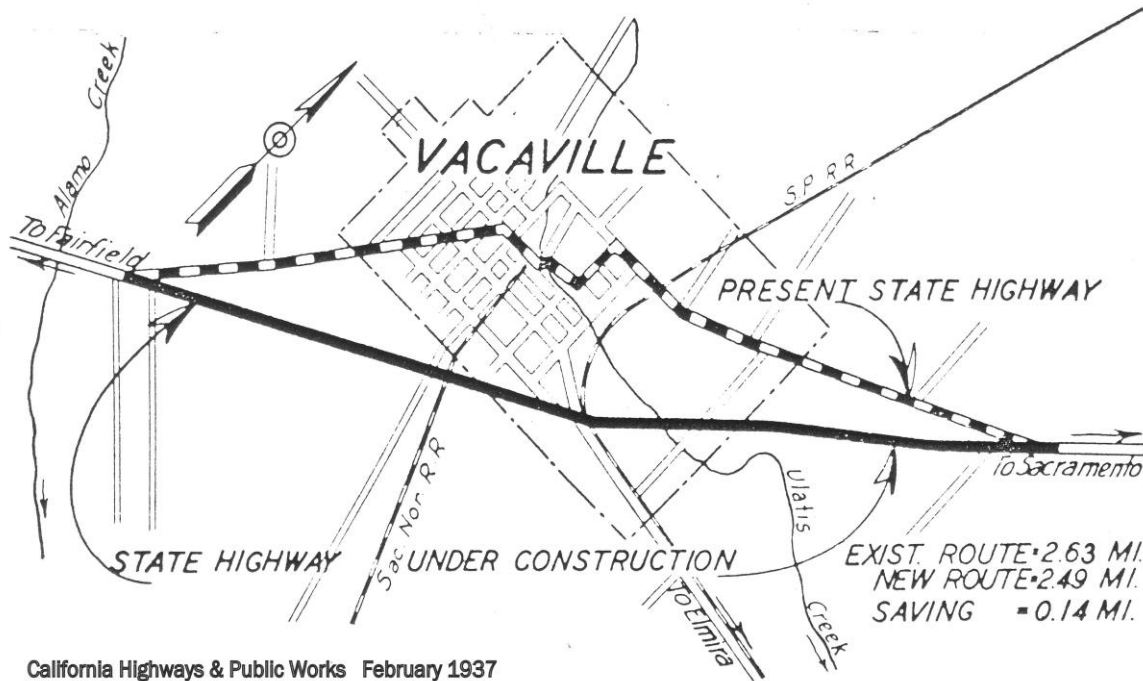


California Highways and Public Works  
Looking west from Merchant Street towards Cherry Glen Road



1937 California Highways and Public Works

New 1937 bridge replacing Vaca Valley Bridge. Grading for US 40 realignment can be seen heading north toward Dixon



California Highways & Public Works February 1937

(Map #2)

1937 CHPW As-Built-Plan for the new State Highway (US40) By-Pass around central Vacaville. The route of the current State Highway is clearly defined as entering Vacaville from the southwest on Merchant Street, turning east onto Main Street, crossing the Ulatis Creek Bridge onto School Street, turning northeast onto McClellan Street and finally right onto Callen Street (Monte Vista). At the eastern side of Vacaville, after crossing the railroad at Depot Street, Callen Street would become California Street or the Dixon Road which passed in front of the Nut Tree.





Vacaville Heritage Council

Main Street at intersection of School and Davis Streets. Sign painted on bridge railing directs traffic to School Street and the State Highway



School Street Bridge over Ulatis Creek. Signs indicating State Highway are clearly visible on both north and south railings





Vacaville Heritage Council

Main Street with Merchant Street merging from lower right corner. School Street Bridge in center of photo



1937 California Highway and Public Works

1934 overhead of School Street Bridge and State Highway passing in front of the Vacaville High School and the Ulatis Elementary School on College Hill. During this research there has been no evidence to support the theory that either highway followed East Main Street on the south of Ulatis Creek, by-passing School Street. Before that section was opened to traffic it was a siding and shipping point for the SPRR.





1937 California Highway and Public Works

Callen Street (Monte Vista) curving onto McClellan Street heading south toward Ulatis Creek and a right turn onto School Street. Concrete wall to the right of car in center of photo is the foundation of the Ulatis School auditorium (1920's-1953). Wall and steps are still visible.



1937 California Highway and Public Works

Callen Street (East Monte Vista Avenue) heading west toward Ulatis Creek. Callen terminated at Ulatis Creek until 1962 when the Monte Vista bridge was completed connecting Callen Street with North Street, Callen and North would become East and West Monte Vista where they intersected with Dobbins Street, Up until 1962, traffic heading west on Callen would turn left on Bernard Street, cross the Bernard Street Bridge and continue south to the intersection with Merchant and Main Streets.





1937 California Highway and Public Works

1934 Caltrans photo looking west on Callen (Monte Vista) with Union Station on south/east corner of Callen and McClellan. Sign on right of photo advises to slow for a left turn.



1937 California Highway and Public Works

Looking north on McClellan towards Callen with Union Station on right

PLEASE NOTE; Photos credited to California Highway and Public Works are Copyrighted.  
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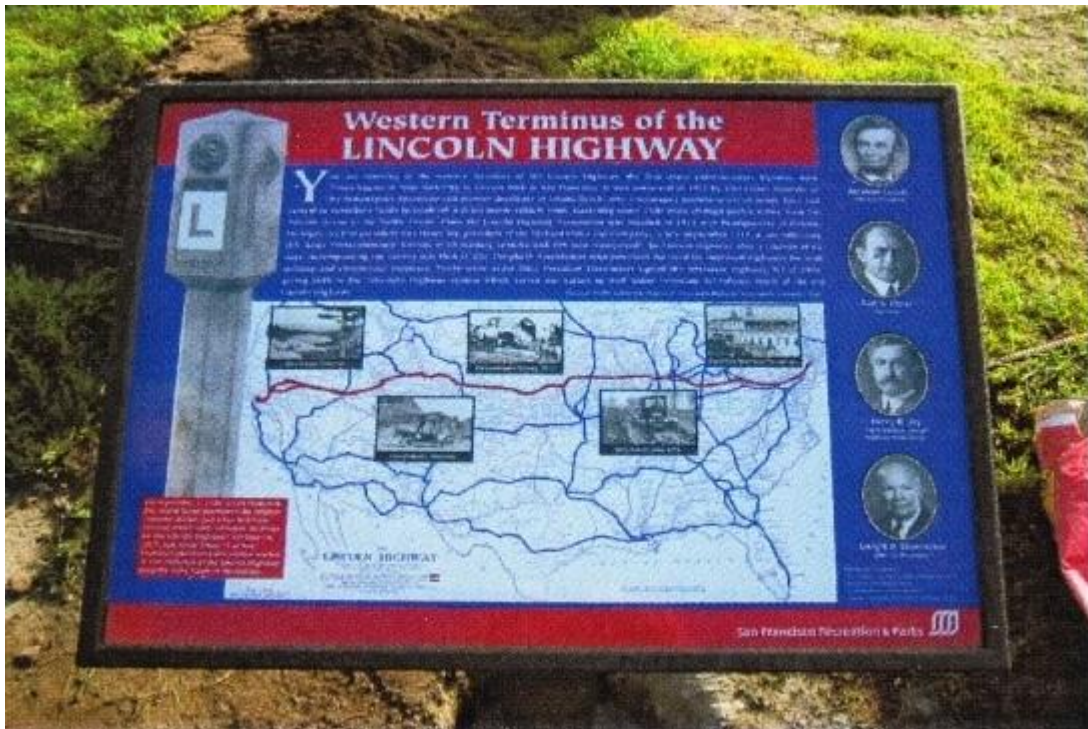
1937 California Highway and Public Works  
Intersection of Callen and McClellan Streets looking toward south/west corner.  
Sign behind gentleman directs traffic left toward the Carquinez Bridge.

When determining the original alignment of the Lincoln Highway in Yolo and Solano Counties, one cannot refer to Official Lincoln Highway Guide books as the most current issue was published in 1924 three years prior to the highway assuming its new alignment. Newspaper articles, oil company maps and highway guide strip maps provided insight as to where the State Highway was routed in the area. In 1927, with the opening of the Carquinez Bridge, the LHA chose this shorter, more direct alignment for motorists travelling between Sacramento and San Francisco. Remembering that this section of highway was open to through traffic as early as 1917 when the Yolo Causeway was completed allowing motorists to decide at Sacramento if they wished to follow the Lincoln south to Stockton or cross the causeway and follow the State Highway to either Vallejo or Benecia where ferry crossings would take them into Contra Costa County and eventually Berkeley. So in 1925 when the State adopted the use of numbers to identify highway routes within the State, the State Highway through Vacaville was a paved, well traveled highway. As across the rest of the country, the LHA chose pre-existing highways to link together their transcontinental roadway and it was on this section in Solano County that in 1928 LHA Field Sectary, Gael Hoag chose to mark the LH with concrete commerative marker posts.

In 1998 a Route 40 enthusiast, by the name of Eddie Lang ,persuaded the California State Legislature to have Route 40 in California designated an Historic Route. Donor sponsored signs were created and posted in many cities along the route. Vacaville being no-exception, where they appear on almost every other sign post. The question is how the locations for these signs was determined. Rumor says oil company and CSAA auto club maps, but even those do not reflect the route as signed. This is where I stick my neck out to venture a guess. When the sign program was initiated, School Street was closed to vehicle traffic, not allowing the original US40 to be travelled, therfore a detour was required. East Main was used to get around the School Street bridge. Once on McClellan the motoroist was faced with a right turn only situation at Monte Vista as there was a median on Monte Vista. This also meant the folks travelling west on Monte Vista could no longer turn left on McClellan forcing them to contine on to Doddins where they would turn left and rejoin the highway at Merchant. Monte Vista did not cross Ulatis Creek prior to 1962. A meeting with Vacaville Heritage Council Docent, Jerry Bowen in late April comfirmed my theory regarding placement of Historic US40 signage. Comments are certainly welcomed.....

## WESTERN TERMINUS INTREPERATIVE PLAQUE

Progress is being made in the restoration project of the Western Terminus plaque. Paul Gilger has been in communication with the San Francisco Park and Recreation Department and I have been in contact with Mr. Craig Dawson of Media Solutions the company, along with George Clark, that created the original art work. In early May a connection was made between the two parties to complete the necessary paper work. The San Francisco Park and Recreation Dept. has stated that they want the California Chapter to be responsible for the replacement of the faded artwork. They also want a new logo incorporated into the design, of a different color, which will require duplicating and adding the new logo to the original artwork. Hopefully the display frame and stand can be retained. As with any project involving city or government agencies, the process takes time. It took George Clark over 3 years to have the original plaque installation approved.



## TRACY 11<sup>th</sup> STREET OVERCROSSING

Completion of the temporary by-pass, alongside of the original 1936 overcrossing on Tracy's eastside, was completed and opened to traffic on Wednesday March 30. Demolition of the original span began on Monday April 18 and is expected to take several months. Work is being done between 7:00pm and 7:00am. Completion date for the new overcrossing has been projected for late 2017.

In a recent meeting with Mr. William Wilson, Civic Art Program Manager for the City of Tracy, we went over the sign composites (24"x24") that will be affixed to the concrete railing pilasters. This was the final approval prior to being submitted to the contractor. The images will be reproduced on porcelain enamel panels and will reference the Lincoln Highway, US48/50 through Tracy from the early to mid—20<sup>th</sup> century. With the assistance of Kendra Stoll of Caltrans, Sam Matthews of the Tracy Press and the Tracy Historical Museum we were able to compile a group of outstanding photos which Mr. Wilson combined to create a visual story of the highway through Tracy.



## 2016 LHA CONFERENCE GETTYSBURG, PA



LHA members attending the 2016 Conference in Gettysburg visited the 1927 “Supersized Coffee Pot” at the entrance to the Bedford Fairgrounds. If you Google the Coffee Pot you will find conflicting info as to the date it was built; 1925 or 1927 and its diameter; 18 feet or 24 feet. Built as a lunch stand by David Koontz it served as means of attracting people to his gas station. The original restaurant served ice cream, hamburgers and Coca-Cola. In 1937 it was converted to a bar and a hotel was built at the rear. As the local bus depot was located next door, it became a popular stop for Greyhound bus passengers. The Coffee Pot remains as one of the last of 5 such structures in the United States. Originally there were 15. The Lincoln Highway Heritage Park Corridor purchased the deserted and decaying structure in 2003 for \$1,00. It was moved across the street from its original location to the fairgrounds and restored in 2004.

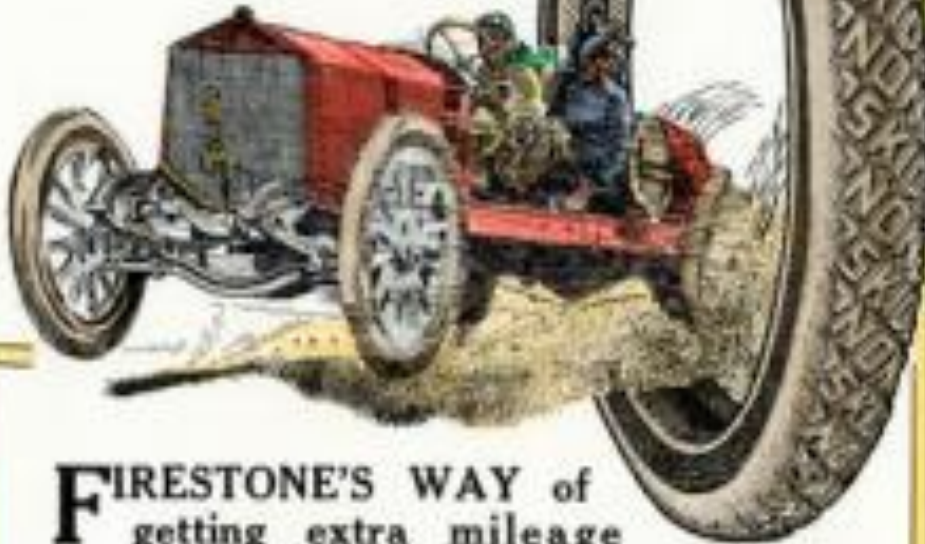


Dutch Haven in Ronks, PA was another stop for folks attending the conference. Photos were taken by Russell Rein who reported that 13 members from California participated in the tour.

# "Firestone"



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the world's  
record for dura-  
bility and speed.*



**F**IRESTONE'S WAY of getting extra mileage out of a tire, is to build extra mileage into it.

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The small price difference commanded by "Firestone" Tires over tires made the ordinary way is paid back, many times over, in extra miles of service — the Most Miles per Dollar of Cost.

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## Greatest Tires on the Greatest Highway

Lincoln Highway—that's its name.

—one continuous automobile road reaching straight across the continent, from the Atlantic to the Pacific,

—now far on the way to completion.

\*\*\*

On this Lincoln Highway—on every highway and byway throughout the length and breadth of this great land,

—you will see *United States Tires*—all five types—giving consistent, sturdy, enduring service.

And, equally everywhere, you will find *Sales and Service Depots* all fully stocked with the five types of *United States Tires*,

—with exactly the tires you want—  
—with the very tires to meet your every need of price and use.

\*\*\*

It is the consistent policy of this Company to serve the motorist with not only the tires he wants,

—but also to serve him with those tires *when and where he wants them*.

Our vast organization of Sales and Service Depots, reaching from

the Atlantic to the Pacific, and from Canada to the Gulf, is built with that objective in mind.

No matter what your tire needs are as to price or use,

—one of the five types of *United States Tires* will meet and fill your requirements.

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—and we have no hesitation in recommending *United States Tires* to you.

*A Tire for Every Need of Price and Use—*

'Nobby' 'Chain'  
'Royal Cord'  
'Usco' 'Plain'

# United States Tires Are Good Tires

*United States Tubes and Tire Accessories Have All the Sterling Worth and Wear that Make United States Tires Supreme.*

Joel Windmiller / Bruce Butgereit, History Remembered Inc.  
July 28, 1917 Saturday Evening Post





"From Coast to Coast"

# LINCOLN HIGHWAY

A Hand Made-Imported Sumatra Wrapped

## CIGAR

of Delightful Quality and Mild Fragrance



TRULY A CIGAR

2 for 15¢

J. J. GANS & BRO. Distributors LOS ANGELES.

Los Angeles Herald 1921



## DONNER MEMORIAL MUSEUM



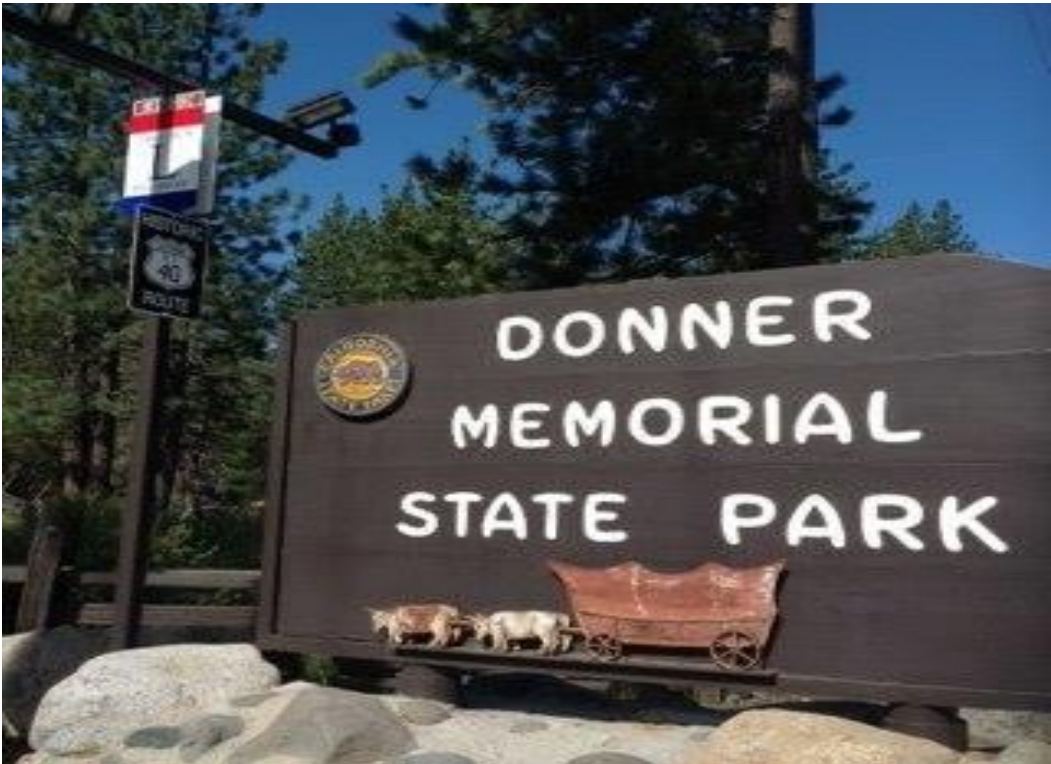
In early May, Chapter President, Joel Windmiller, was approached by Greg Palmer of Donner Memorial State Park requesting a replica 1928 marker to be installed in the park in July. Joel asked if I would search our archives for a photo showing the placement of the original marker. The above photo was discovered by Joel on the moonshineink.com web site. Joel has highlighted the marker, which is difficult to see, with the arrow and DP #2203. The Lincoln Highway can be seen in the foreground passing the main entrance to the monument site. The original 11 acre site was dedicated as Donner Memorial State Park on May 23, 1928.

The cabin is the Theodore Wohlbruck Canteen and Visitors Center, predecessor to the Emigrant Trail Museum. Mr Wohlbruck snapped this photo in the 1930's

Work began in mid-May 2011 on the new 10,000-square-foot Donner Memorial State Park Visitor Center. After numerous set-backs and delays the new structure will open to the public on Saturday June, 6. The new building will feature exhibits on regional Native American and natural history, the Donner Party and early pioneers, Chinese construction of the transcontinental railroad, and the development of the Lincoln Highway and US 40. The older Emigrant Trail Museum building will be used for archival storage along with office and meeting room space.

After some discussion it was decided to place a pair of LH and US40 signs on a light pole near the entrance to avoid snow plow damage to a marker. The marker can be placed in the museum at a later date.

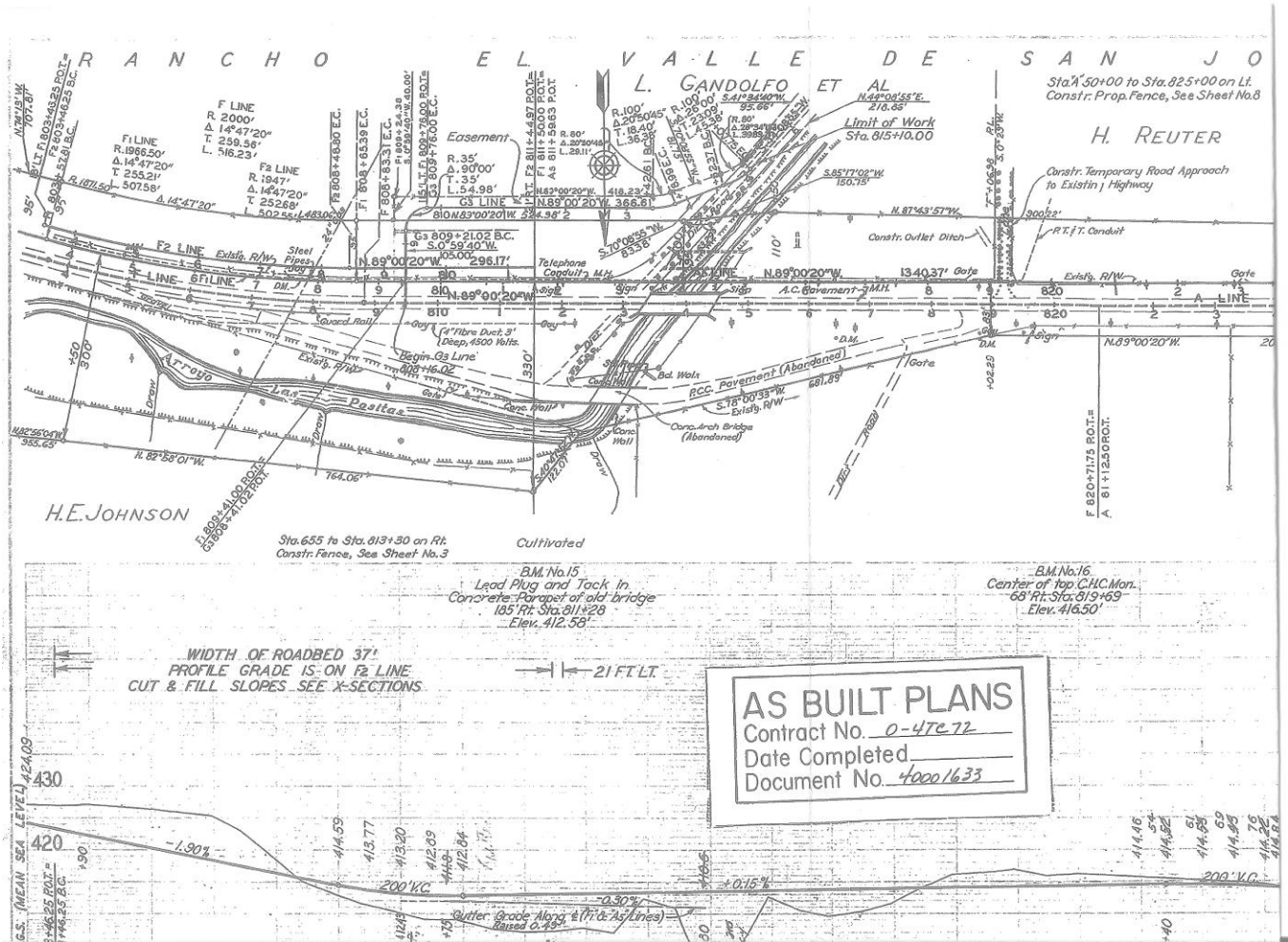
When you read this article, the dedication will already have taken place. I will follow-up with a story in the next Traveler.



Joel Windmiller photos

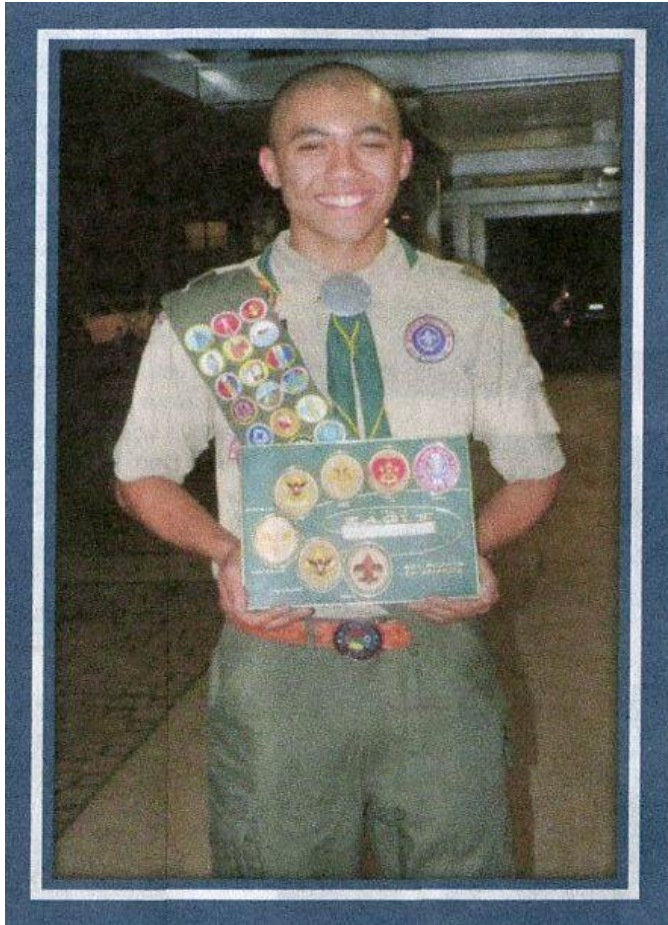


# LIVERMORE



Livermore Heritage Guild Newsletter Editor, Jason Bezis, submitted this late 1940's Caltrans AS-BUILT-PLANS for a section of US50 in the general area of the current westbound I-580 off-ramp to Isabel Ave. The Lincoln Highway is identified as P.C.C. pavement (abandoned) and is shown crossing Arroyo Las Posita's Creek. The bridge at that location is identified as a concrete arch structure (abandoned). Jason states that the bridge, one of the most substantive Lincoln Highway bridges in the Livermore area, was built in 1907 and was known as the "Esdon" concrete arch bridge as it was located on the Edson family property. The highway was diverted circa 1927 to a new bridge a bit to the south. The Esdon bridge lasted into the 1940's but the actual date of demolition is unknown. A search is underway for a photo of the bridge.

## ZACHARY PARKER – EAGLE SCOUT



It has been a tradition within the California Chapter to involve the Boy Scouts of America with the placement of reproduction LH Markers. It is fitting to continue this tradition which began in September of 1928 with the placement of approximately 3,000 markers along the route of the Lincoln Highway by the Boy Scouts of America. For the past several years, scouts have been directly involved in the casting of these replicas. This was the case when Life Scout, Zachary Parker, approached the Chapter inquiring about the possibility of creating a replica marker for his Eagle Scout project. President, Joel Windmiller and member Scott Miner had previously created a new mold, replacing the original created by Past President Norm Root, to cast two markers for the Eagle Scout project of Nathan Baluguy. A marker placed at the Ophir Road Monument was also cast from this mold. So with the new mold awaiting the opportunity to create yet another quality reproduction. Joel, Zachary and members of Rancho Cordova Troup #363 began work in November, 2015. The finished marker was installed, December 14, 2015, on the corner of Sunrise and Folsom Blvd's. in Rancho Cordova.

An Eagle Scout Court of Honor was held in the American River Grange, on April 23, 2106, where Zachary received his prestigious award. Congratulations Zachary.....



## MARK YOUR 2016 CALENDAR

Saturday **JULY 9, 2016**  
12:00 Noon

State Chapter Meeting  
Truckee Hotel - Moody's Bistro  
10007 Bridge Street  
Truckee, CA  
530 587 4525

Saturday **OCTOBER 9, 2016**  
12:00 Noon

State Chapter Meeting  
Rancho Cordova \*\*  
City Hall

Thursday **OCTOBER 13, 2016**

Sports Leisure Vacations  
Hwy 50 - I-80 Bus Tour  
Lake Tahoe, Tahoe City, Truckee,  
Echo Summit & Donner Summit

**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 President Joel Windmiller regarding mailing of postcards.

**NOTE:** Chapter Meeting Locations marked \*\* are tentative

**NOTE:** For information on Car Cruises and Sports Leisure Bus Tours contact Paul Gilger, paulgilger@att.net or Joel Windmiller, [joelwindmiller@att.net](mailto:joelwindmiller@att.net)  
Mark Hoffmann, Sports Leisure Vacations (MarkSLT@aol.com)

### **NOTICE TO ALL MEMBERS:**

**Due to corruption problems encountered when mass e-mailing the "TRAVELER" via yahoo.com I have made a decision to post the newsletter to the Chapters web site only. The Traveler will be posted two (2) weeks prior to the up-coming Chapter meeting. Use your reminder card to check the web site.**

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

## MARK YOUR 2017 CALENDAR

Saturday **JANUARY 7, 2017**  
12:00 Noon

State Chapter Meeting  
(Location TBA)

Saturday **APRIL 1, 2017**  
12:00 Noon

State Chapter Meeting  
(Location TBA)

**JUNE 20 – 24**

LHA National Conference  
Denison, Iowa



Saturday **JULY 1, 2017**  
12:00 Noon

State Chapter Meeting  
(Location TBA)

Saturday **OCTOBER 7, 2017**  
12:00 Noon

State Chapter Meeting  
(Location TBA)

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**NOTE:** Chapter Meeting Locations marked **\*\*** are tentative

**NOTE:** For information on Car Cruise and Sports Leisure Bus Tours contact Paul Gilger,  
paulgilger@att.net or Joel Windmiller, [joelwindmiller@att.net](mailto:joelwindmiller@att.net)

**NOTE:** For information on the 2017 LHA Conference go to  
[www.lincolnhighwayassoc.org](http://www.lincolnhighwayassoc.org)





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

