



THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION - CALIFORNIA CHAPTER

www.lincolnhighwayassoc.org/ca/traveler



EDITOR
Gary Kinst

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



VOL. 17 NO. 4

FALL

OCTOBER, 2016



IN THIS ISSUE

“M” Street Bridge

Truckee River Canyon

Lincoln Highway Signage Projects

ON THE COVER

“M” Street Bridge crossing the Sacramento River between Sacramento and West Sacramento, Washington and Broderick. Built in 1911-1912 to serve the Northern Electric Railroad, later to become the Sacramento Northern Railway, whose line ran between Oakland and Chico, it was the first bridge at this location. Prior to its construction freight wagon and pedestrian traffic crossed the I Street bridge just up river. The first I Street bridge, built in 1858, was a toll swing timber bridge, and the first bridge across the Sacramento River. That bridge was purchased by the California Pacific Railroad in 1869, as the final link in the Transcontinental Railroad, who replaced it with a Howe truss timber bridge comprised of a 200-foot draw-span with a single track and room for mixed traffic. The 1869 bridge was the first rail line across the river. The current “I” Street bridge was built in 1911.

The “M” Street bridge consisted of a 400-foot center bearing through truss swing span, with 125-foot through truss approach spans. Shortly after its construction, 9-foot roadway sections, cantilevered on the outside of each truss, allowed vehicle traffic to the cross river.

During the bridge's 25 years in operation the population in Sacramento increased from 45,000 to over 100,000. With the arrival of the Lincoln Highway in Sacramento in 1913, the “M” Street bridge provided an optional route for traffic headed to the Bay Area, although it wasn't until the opening of the Yolo Causeway in 1917 that it became a practical route. Traffic in the same period increased 700% in volume and 500% in speed. It didn't take long for locals and especially the Sacramento Chamber of Commerce to realize that the narrow roadways were hazardous and restrictive to the flow of traffic. Motorists were facing continuing delays caused by water traffic and the switching of trains on Front Street. On December 14, 1934, the Director of the California Department of Public Works echoed the Chambers concerns. On July 20, 1934 work began on the newly designed Tower Bridge and on March 11, 1935 the removal of the “M” Street bridge had been completed.

The State Highway, which crossed the bridge, would become US40 in 1926 and provide a through route between Sacramento and either Vallejo or Benicia where traffic could cross into Contra Costa County via one of several auto ferries. With the opening of the Carquinez Bridge in 1927, this optional route would eliminate 30 miles from the Lincoln Highway currently routed through Stockton. Gael Hoag, Field Secretary for the Lincoln Highway Association, designated this route as an official alignment of the Lincoln Highway and on September 1, 1928 it was marked with the concrete LH marker posts. Prior to 1928 this alignment was never posted as an alternate route but there was discussion as to posting it as a feeder route. No confirmation of that occurring has been uncovered.



THE TRUCKEE RIVER vs DOG VALLEY ALIGNMENTS



Truckee River Canyon



Dog Valley

“The Truckee River canyon between Truckee, California and Verdi, Nevada, is an important link in America’s transcontinental highway.

Before 1844 it was unknown to America, but that year the Stevens-Murphy party struggled through. They were the only ones to do so.

The steep walls and twisting course of the canyon were a nightmare for the exhausted party, their guide, Old Caleb Greenwood, searched out a better route which became known as the Dog Valley Route, still in use today. It was used by all immigrant parties on the Donner Trail until 1868 when the Central Pacific Railroad, part of the Transcontinental Railway, made regular traffic through the Truckee River canyon commonplace.

The Dog Valley route was discovered in 1844 by Caleb Greenwood and it still provides an alternate to travel through the Truckee canyon. It leads to Boca reservoir, Stampede reservoir, Truckee, Henness Pass Road and Highway 89.”

Excerpted from “Ghosts of the Truckee River canyon; Once bustling towns gone but not forgotten” by Tom Macaulay, Sierra Sun, Sept. 14, 1997

The Dog Valley Route

Reconnaissance for a State Highway was taken on July 22, 1919 over the present Dog Valley Road and over the proposed Truckee River route. The Dog Valley road was taken over and declared a State Highway in 1919 and on May 22, 1919 it came under maintenance of the Department of Public Works. This was also the route chosen by the Lincoln Highway Association in 1913 as the direct route between Reno, Nevada and Truckee, Ca.

The Dog Valley route began west of Truckee at the junction with the Truckee River Road to Lake Tahoe. Passing under the Southern Pacific subway it travelled east 0.4 miles through the town of Truckee and 9.6 miles from the subway to the Sierra County line. 4.6 miles east of Truckee it crossed Prosser Creek on a 50-foot lightly constructed steel truss bridge.

From the Sierra County line and into Nevada County the road would travel 13.26 to the California/Nevada State line west of Verdi, Nevada sharing a section of the Henness Pass Road.



1915 scene on Dog Valley Road west of junction with Henness Pass Road

Upon reaching the west side of Verdi it would cross the Little Truckee River over a lightly constructed steel truss bridge known as the Crystal Peak Toll bridge built in 1867. A plaque at that location states that the bridge was destroyed by flood waters in 1906 and rebuilt in 1928. If that is correct, what was there in 1919?



Crystal Peak Toll bridge

The Dog Valley Route was used by the Lincoln Highway between 1913-1926. The original road laid out in 1844-45 was known as the Truckee River Trail and was part of the California Trail. In later years it would become known as the Henness Pass/ Dog Valley Wagon Road.

Sacramento Union **NEW ROUTE TO WASHOE—No. 3.**
July 11, 1864 P3/C3 "Q. S." on the Trail Once More.

DONNER LAKE TO THE HENNESS PASS ROAD.

The Summit and descent once overcome, nearly all the difficulties which the wagon road men were called upon to encounter were overcome. No better natural facilities for a good and easy graded road can be found in the State than over these twenty miles. The road runs beside the lake for its whole length, and on as even a level as are our Sacramento valley roads. It so continues for about two miles further, when there is an up-hill ten-inch grade of about one mile in length. From here to "Prosser" creek, about seven miles from the foot of the lake, scarcely any work was required, save to clear the track from trees and brush. It is very nearly level, and a hard, gravelly soil, which makes its own and the best road. All this section is heavily timbered with large and lofty pines, but saw-mills here and there are beginning to make havoc therein, and houses for entertainment are springing up like mushrooms all along the road. "Tanglefoot" whiskey for "Pike," and something better for the "rest of mankind," will soon be as abundant as upon the other routes, and no more need be said.

The same character of road, and almost level, continues through "Russell's" valley, across the "Little Truckee," and so on to "Ingraham's," twenty miles from the lake, where this road connects with that over the Henness Pass; and here, strictly speaking, ends our ride, for the balance of the distance (thirty-six miles), to Virginia City, is too well known to require much if any further notice. But the same company that has constructed this Donner Lake road are making an improvement beyond the junction which deserves a word or two in commendation. Teamsters will recollect that about two miles east of Ingraham's a very steep and hard hill is encountered, which being surmounted, down they go as steep a declivity on the other side, only to mount another and worse hill, which brings them to the summit of "Dog Mountain," as the last and lowest peak of the Eastern Sierra is called. From this point all is on a descending and level grade to "Steamboat Springs," where the long hill into Virginia City is encountered. Starting from Ingraham's, a new road has been opened along the side of the mountain, which crosses the other at the top of the first hill, and then passes along on the other side to the top of the same Dog Mountain, thus avoiding both these steep ascents, and with a maximum grade of only four inches to the rod. This part of the road is completed ere this, and those two steep hills will be left alone in their glory.

In 1919 the road was deemed in excellent condition although unsurfaced. The only exception was of 2.5 miles over the Dog Valley Grade. A suggestion was made to lengthen the route approximately 1 mile to reduce steep grades. The current road in 1919 was 22.86 miles from Truckee to the Nevada State line. The improved alignment would be 24.0 miles. The California Highway Commission map found on page 8 reflects the current route in 1919 and the "A" line proposed alignment. A section of the Truckee River Road is also shown.

The estimated cost for grading, not including surfacing was \$94,400. Cost for additional culverts and slight line and grade changes to be performed by maintenance crews were shown not to exceed \$1,000/mile or \$24,000

The Truckee River Route

The route which would later become known as the Truckee River Route was incomplete in 1919. It followed the Truckee River/Verdi Road 4.86 miles east of Truckee to the junction with the Boca Road. At this junction there were two routes to Boca. One by way of Prosser Creek to the Truckee Road and into Boca. The "alternate" route followed the existing traveled road, crossing to the east side of the Truckee River over a 150-foot light steel truss span bridge built in 1897. From Boca the road followed the south side of the Truckee River 5 miles to its terminus at Iceland (1.6 miles south of Floristan). In a 3- mile section, only short sections were passable due to heavy construction, sharp curves and steep grades. From Iceland to the Nevada State line there was no road. Nevada would be responsible in building over 3.5 miles of road from the State line to Verdi. No road existed in 16 miles of this section. Building the highway through Floristan would be difficult and would require the building of two bridges. A 150-foot bridge over the Truckee River and a bridge over the Little Truckee.

Estimated cost to improve the Dog Valley Road	\$94,400
Estimated cost to construct the Truckee River Road	\$312,320

W.S. Caruthers, California Department of Public Works Division Engineer, submitted his findings to Mr. A.B. Fletcher, Highway Engineer on August 13, 1919 respectfully recommending that the present route between Truckee and Reno by way of Dog Valley be adopted as the route of the State Highway as the proposed route through the Truckee River Canyon, although scenic, was cost prohibitive and would allow possibly a maximum of two weeks earlier Spring travel as compared to the Dog Valley Road.

Strike Up The Band and bring on the Politicians.....In an attempt to make a long story short, I will highlight several important events that occurred between 1919 and 1926.

- 1) Wallace H. Gerlatt owner of the Donner Lake Company, a summer resort at Donner Lake promotes the Truckee River Route for his personal benefit
- 2) Gerlatt and several friends form the Auburn to Reno Highway Association later to be changed to the San Francisco to Reno Highway association in 1921
- 3) Gerlatt persuades old friend Harvey M Toy, President of the Downtown Association of San Francisco, to assume Presidency of the SF to Reno Association.
- 4) Toy used his position to pressure the Highway Commission to favor the River Route, but the Board maintained their stand.
- 5) Henty Toy became campaign manager for Republican candidate William Richardson, who favored the river route. When Richardson was elected Governor, Toy became Chairman of the California Highway Commission.

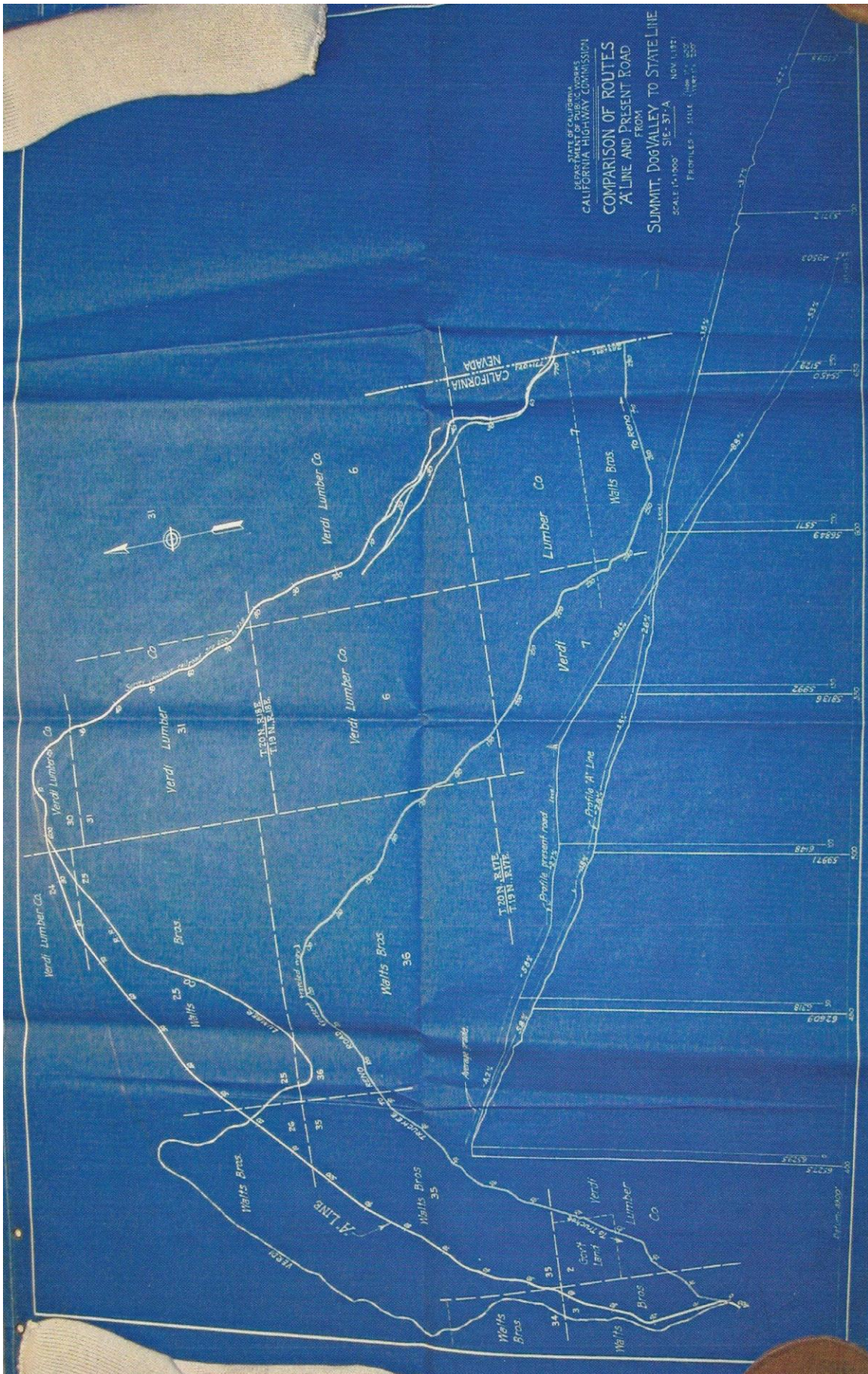
- 6) In June of 1919 political pressures were being felt. Senator William S. Scott, who represented the San Francisco district wrote to State Highway Engineer, A.B. Fletcher stating that several of his constituents who owned considerable property in the Truckee River Canyon were anxious to see the route changed to the canyon.
- 7) Power politics within the highway commission, mostly the commissioners themselves, untrained in highway construction, were the ones responsible for rerouting the highway.
- 8) In June of 1923, with the appointment of the new highway commission, activities were removed from the jurisdiction of the California Department of Public Works. The Highway Commission became an independent body, administering all the highway work of the State.
- 9) In 1927, with the end of Governor Richardson term, the Highway Commission was recreated and Chairman Henry Toy resigned.
- 10) Work began on the 26-mile Truckee River Route on February 27, 1924 and was completed on May 28, 1926 with a final cost of \$889,894 as compared to the original estimate of \$312,320. A very extravagant project for the scenic gateway for California.

NOTE: Most of these facts were found in an article by Larry Givens "The California Highway Commission and the Truckee River Route" Nevada Historical Society Quarterly, Fall 1974

The Victory Highway assumed this route in 1926 with the Lincoln Highway shifting to US 50.



1926 Truckee River Route



LINCOLN HIGHWAY SIGNAGE PROJECTS

CLARKSVILLE / SILVA INTERCHANGE



(01)



(02)



(03)



(04)



(05)



(06)



(07)

Recently installed signage on White Rock Road and Old Bass Lake Road in the Clarksville area.

1. SB Old Bass Lake Road near Tong Road
2. NB Old Bass Lake Road
3. White Rock Road looking West
4. White Rock Road looking East
5. White Rock Road looking East
6. White Rock Road looking West
7. White Rock Road near Joerger Cutoff Road-Clarksville Crossing Intersection looking North

This signage project was proposed several years ago but was delayed awaiting the completion of the new Silva Road interchange. The Chapter is very fortunate to have been able to work with a group of individuals that also realized the importance in preserving this historical section of the original Lincoln Highway.

CENTRAL VALLEY

President Joel Windmiller met with the Mayor of Galt along with City managers and Public Works people regarding signs in the Galt area. He also met with Janis Barsetti, President of the Galt Historical Society who announced that the Historical Society has agreed to sponsor the signs. The proposal was enthusiastically welcomed and awaits full City Council approval in September. Joel has delivered the 12 requested signs. Signs will be posted south along Lincoln Way to the Dry Creek bridge and one additional sign at Church and 3rd Street (dead end street)

Kevin Shawver is working with San Joaquin County to erect signage in the unincorporated areas between Tracy and Lodi. Signage in Stockton has been completed, but it was discovered that a portion of the Lincoln Highway (Manthey Road) between Lathrop and Stockton is part of the City of Lathrop. The San Joaquin County Historical Society and Museum, in Lodi, is voicing strong support for LH signage in San Joaquin County

Kevin and Michael Kaelin are working jointly with the city of Lathrop to obtain permission to install signage in that area.

TRUCKEE

The signage project in Truckee, spearheaded by member Bill Von Tagen, has been a huge success. Working with Matthew Clark, Street Maintenance Supervisor, Dept. of Public Works for the Town of Truckee, and his crew, the job of installing LH signs was well underway by mid-August and 14 signs had been installed including both ends of town. Many of the signs share locations with current Historic US 40 signs.





Joel Windmiller

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

Markers: Late summer 2016 Dokken Engineering of Folsom has requested a replica 1928 marker for the 1915 Orangevale Bridge rehabilitation project. Rancho Cordova Community Council has also requested a replica marker for display purposes at museums and events.

Signage: Matt Clark from the Truckee Public Works department has installed 20 signs along Donner Pass Road & Glenshire Road within the town limits. Bill von Tagen who presented to Jim Bonar a \$300 check at the California Chapter meeting in Truckee for the Nevada Chapter to specifically purchase LH logo signs for placement throughout the state. Currently, Brian Suen is surveying the state to designate locations that are in need of signage.

Kevin Shawver of Stockton has delivered 30 signs to San Joaquin County Public Works Department for installation 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. South of Stockton along French Camp Rd, Ash Street / Grant Line Rd & Banta Rd Just west of Tracy.

Galt Historical Society: Mayor Mark Crews & Galt Historical Society President Janis Barsetti posted several temporary signs along Lincoln Way. On July 19 I presented a short presentation on the History of the Lincoln Highway in addition our chapter's proposal to donate 12 LH signs to be posted within the city limits. Signs will be delivered to Galt Public Works in late September for installation.

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. Project is currently proceeding on schedule estimate completion date late 2017. 1917 Rainbow Bridge restoration project to resurface the deck has been completed, Phase 2 which involves replacement of current railing back to original 1917 condition.

Plaques: Restoration project progress report: Lincoln Highway Historical Plaque in Lincoln Park next to the terminus marker. Sign, grant & insurance documents have been received signed and sent to Nathan Tinclair San Francisco Recreational & Parks Department. Restoration-replacement will soon begin with the removal of the current plaque by Craig Dawson from Media Solutions San Francisco. Plaque will be evaluated to determine if restoration or creation of replacement plaque is required. Chapter will be notified on the evaluation results.

LODI LOSES LINCOLN HIGHWAY TO WOODBRIDGE in 1914

This article from the Lodi News Sentinel of October, 2013 was posted in the "Vintage Lodi" column and was submitted by Ralph Lea and Christi Kennedy. Images were provided by Janis Barsetti, President of the Galt Historical Society.



Dry Creek Bridge on Lower Sacramento Road South of Galt

Before 1913, the friendly rivalry between Lodi and Woodbridge was limited to spirited baseball games. But that year the competition between the neighboring communities became more serious business.

A century ago, a great transcontinental highway was established that would allow an automobile to travel one free road from New York City that spanned 13 states and traveled 3,384 miles to San Francisco. It was a trailblazing "ocean to ocean" road and was called the Lincoln Highway in memory of President Abraham Lincoln.

The highway was definitely going to go from Sacramento to Stockton, but which route would it take? Would it go through Woodbridge on the somewhat crooked Lower Sacramento Road? Or would it blaze a new trail through farmland and take a straighter route through the bigger city of Lodi?

Lower Sacramento Road through Woodbridge was a time-honored major wagon road that dated to pioneer days as the link between Stockton and Sacramento. Even though Woodbridge lost the railroad to Lodi in 1869 — and most new development — Woodbridge still reigned as the town along the only major road between Sacramento and Stockton.

And this didn't sit well with Lodi businessmen and leaders.

"We are going to get that road and bridge for the state highway," proclaimed a determined M. O. Holt, president of the Merchants Association, at a mid-August 1913 meeting covered by the Lodi Sentinel.

A good highway traveling straight through Downtown Lodi would mean business to merchants from tourists spending money and people deciding to live here, Holt said.

"If Lodi is not on the direct highway, it means oblivion as far as this traffic is concerned," he said. "This is one case where we are not going to be caught asleep at the switch. If the highway does not come via Acampo and Lodi, it will not be because we haven't worked for it."

But there were two big hurdles to a proposed highway on a direct route south of Galt to Acampo and Lodi — property owners had to agree to allow the road, and a bridge would have to be built across the Mokelumne River.

The Lodi merchants group decided to contact property owners and get signatures on a petition urging county supervisors to build the bridge. Joe Newfield, John Blewley and J. A. Lyons were named to a committee to get the work done.

A week after this newspaper article was printed, some Woodbridge boosters played a little joke on their rival Lodi that wanted so badly to be on the highway route. They painted a message on a large sign and posted it at Smith's Corner near the crossroads, near today's Turner Road and Lower Sacramento Road intersection.

"This way to Stockton, but please go through Lodi, as that little village wants to be on the map," the sign said.

On Oct. 31, 1913 San Francisco held a dedication ceremony for the Lincoln Highway, but the route was still being worked out in small communities like Lodi and Woodbridge. Lodi leaders were making progress with property owners that month.

"For seven miles beyond Acampo the committee found no trouble in securing free rights of way," reported the Lodi Sentinel on Oct. 16, 1913.

The Lodi Sentinel printed on its front-page signature pages for the petition to county supervisors. The merchant's committee went door-to-door to get petition signatures and right of way permission. Responses were reported to be "enthusiastic."

"As far as a donation of the necessary land is concerned, nothing seems to stand in the way," the Sentinel stated Oct. 18, 1913.

But the Lincoln Highway didn't go through Lodi. When the highway officials made the final decision, the route south from Sacramento, went through Galt and south along Lower Sacramento Road through Woodbridge and bypassed the larger Lodi.

Lodi learned they were bypassed on March 9, 1914. That day between 50 and 60 automobilists from Lodi drove to Henderson School to meet Lincoln Highway officials who had driven from San Francisco. The Lodi drivers met the officials in order to escort them into Lodi for a tour of the city.

"The Lodi people were a little disappointed to learn that they had chosen the Lower Sacramento," the Lodi Sentinel remarked somewhat bitterly.

The next month, Lodi merchants put up their own sign along the Lincoln Highway outside of Woodbridge.

The sign "which is of immense size" was posted at the junction of Lower Sacramento Road and today's Turner Road. The sign directed the public to veer away from the Lincoln Highway and "to go through Lodi and the scenic route to Stockton."

The sign "now stares the tourist in the face to such an extent that it will be next to impossible for anyone to pass the corner without reading the sign — and coming to Lodi," the newspaper stated on April 30, 1914.

But 10 years after opening, the Lincoln Highway was changed between Galt and Stockton, and the highway actually did run through Lodi — for just three years.

In 1924, the Lincoln Highway route was moved east after crossing the Dry Creek Bridge. There it left the Lower Sacramento Road and followed east on Woodson Road. This route connected with Cherokee Lane at Jahant Road (near today's Lodi Airport). The Lincoln Highway then turned south and followed Cherokee Lane over a new bridge into Lodi. In Lodi, the highway passed Lincoln Elementary School (built in 1916) and further south went past William G. Micke's ranch and packing shed.

Lodi's hard-fought position on the Lincoln Highway was short-lived and ended in 1927.

That year, the route out of Sacramento changed. The Carquinez Strait Bridge was completed south of Vallejo, and a more direct route to San Francisco was possible. Starting in 1927, Lincoln Highway motorists continued west out of Sacramento to the highway's terminus. And Lodi and Woodbridge both lost their spots on the transcontinental highway.

Vintage Lodi is a local history column that appears the first and third Saturday of the month.



Young couple posing on Dry Creek Bridge. View is looking north toward Galt.

CLARKSVILLE, CALIFORNIA
by Bob Dieterich

Clarksville today is a ghost town just east of Folsom on the original Lincoln Highway. The railroad bypassed the town and took a route to the south because of the steep hills entering the town from the west. Then US 50 cut the town off from road traffic heading up into Placerville and the Sierra Mountains. It was once a thriving town with a post office, grocery store, school and Wells Fargo station. It was also home for several families including the Tongs and Kyburzs. The latter herded cattle near there in the winter, and drove them up to the area now known as Kyburz in the summer.

Originally the town encompassed a large area including the residential area now known as El Dorado Hills. This development came about when the Aerojet Company moved to its present location to design and test the Saturn Rocket. Real estate developers visioned the El Dorado Hills area as an ideal location for a residential community. However, they changed the name from Clarksville to El Dorado Hills thinking it to be a more attractive name.

My involvement with the Clarksville Region Historical Society (CRHS) began on the other (north) side of Folsom. I was president of the California Chapter of the Lincoln Highway Association back in 2004 and received a call from the Folsom Heritage Preservation League wanting me to know the City of Folsom was planning to tear down an old bridge over Gold Creek. They were asking for help preventing this action.

I got in touch with Norm Root and Lloyd Johnson, local members of the LHA, and both retired bridge engineers from Cal Trans. We went out to take a look and this was my first time to view the Orangevale Avenue Bridge. (Cal Trans names bridges after the creek or river they cross, while Folsom names them after the road they are on.) It was magnificent.

After several years we were successful in preventing the destruction of this structure and compromised with the city resulting in an upgrade to the bridge while maintaining the original appearance. This is a long story in itself but explains my association with the Folsom Preservation League. I became a member because many of their projects were of interest to me. It is important to know that there is also a Folsom Historical Society, but they are given city money for many of their projects and therefore cannot take positions on various matters. On the other hand, the Preservation League is privately funded.

Now that I knew the people and they knew me, I was again contacted by them to let me know that a developer had purchased the ghost town of Clarksville, much of the land surrounding it, and the old Lincoln Highway itself. Everything about this development was being kept very quiet. Nobody knew the owners, the extent of the purchase, or the plans for development.

Past residents of Clarksville held an annual reunion for many years. This event was opened to the public to generate interest in saving the old town. Again, I gathered up Norm Root and we set up a table at the El Dorado Hills Library. It was then that they incorporated as a non profit association. The following year they held the event in the old town itself. It was a huge success. It drew several thousand people with horse drawn wagons, antique cars, food stands, and old residents of the town.

Again, I got to know the members of the Clarksville Region Historical Society including the developers who had purchased the land. They were enthusiastic about preserving the old stretch of Lincoln Highway through town and on the other side of US 50. There were two men

involved with the development—one an engineer and the other an attorney. The engineer’s great grandfather was the county engineer and designer of the bridge on the road into Clarksville.

These developers agreed to preserve as much of the old road and structures in Clarksville as possible. They also provided much of the clean- up effort and porta-potties for our stop there for antique car rides during the 2012 Annual LHA Conference. They were very supportive of our efforts.

Several years have gone by and there have been several Clarksville Days. During one of the early Clarksville Days, I was approached by an El Dorado County highway engineer. She outlined the proposed interchange and its effect on the Lincoln Highway. I suggested they save the bridge on the road into Clarksville and mitigate their impact with some signs marking the road. The signs have now been erected and the bridge was saved.

The economic decline since 2008 has forced the original developers to sell the land to an east coast investment firm. The new owners understand the importance of preserving the old highway and old town. At this point there is an agreement to preserve Clarksville and there are discussions taking place to develop it into a regional park. I believe the new owners recognize the importance of having the CRHS and LHA on their side when it comes time to present the county with zoning changes and development plans.

There was no Clarksville Day this year because of the construction work on the highway interchange. However, the Clarksville Region Historical Society is starting to raise money for the restoration of the old town with an 8K run on Saturday, October 1 on the old highway. Also, there are plans for the continuation of the annual Clarksville Days starting in 2017.

Historic Lincoln Highway 8K Fun Run/Jog/Walk

The inaugural Lincoln Highway Fun Run is a non-competitive run/walk on a rare stretch of century-old Lincoln Highway concrete. The Clarksville Region Historical Society invites you to soak up some local history on the nation’s first coast-to-coast roadway. Park at El Dorado Hills Natural Farms and run, walk or stroll to the Clarksville ghost town site and back. T-shirt included while supplies last. Register and learn more at www.edhhistory.org.

Registration: \$20 adults
\$10 kids



In El Dorado Hills
Saturday, October 1, 2016

Arrive by 8am
Race starts promptly at 8:30am

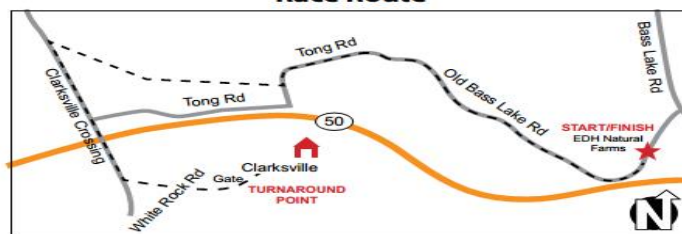
Park at El Dorado Hills Natural Farms:
1941 Old Bass Lake Rd., El Dorado Hills



Made possible by our generous sponsors:

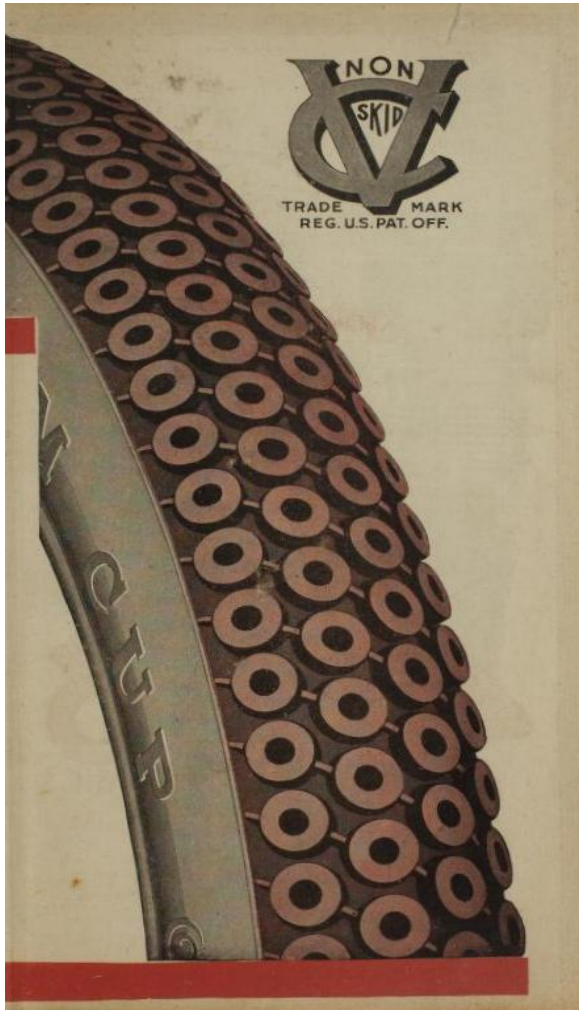
SERRANO ASSOCIATES, LLC
NAGEL COMPANY
MJM PROPERTIES, LLC

Race Route



Go to edhhistory.org to register or call (916) 390-6776 for more information and registration form. On site registration opens at 7am on day of event.





MARK YOUR 2016 CALENDAR

Saturday **OCTOBER 1, 2016**
8:30am Start

Lincoln Highway Fun Run
1941 Old Bass Lake Road
El Dorado Hills

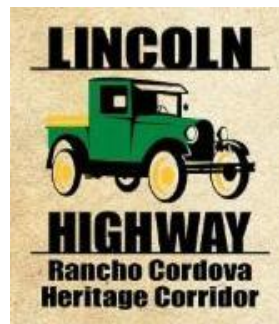
NOTE: See page 17 for details

Saturday **OCTOBER 8, 2016**

11:00am

Catered/Complimentary Lunch
Rancho Cordova City Hall
American River Room
2729 Prospect Park Drive
Rancho Cordova, Ca

1:00pm



State Chapter Meeting
Rancho Cordova City Hall
2729 Prospect Park Drive
American River Room
Rancho Cordova, Ca

Sunday **OCTOBER 9, 2016**
1:00 pm

Lincoln Highway Celebration
Monument Dedication
Historic Mills Station
2900 Mather Field Road
Rancho Cordova

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

NOTE: For information on Car Cruise and Sports Leisure Bus Tour contact Paul Gilger, paulgilger@att.net or Joel Windmiller, joelwindmiller@att.net

NOTE: The Traveler Newsletter is posted on the Chapters web site approx. 2 weeks prior to the upcoming Chapter meeting

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)

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

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

NOTE: For information on the 2017 LHA Conference go to www.lincolnhighwayassoc.org



**P.O. Box 447
Carmichael, CA 95609**

Joel Windmiller *
Chapter President
Marker and Membership Chairman
916-208-9790
joelwindmiller@att.net

Bob Dieterich *
CA State Director
916-962-1357
BobD@iname.com

Neil Rodriques *
Chapter Vice President
Promotional Chairman
408-374-6288
neil_rodriques@yahoo.com

Grant Gassman *
Treasurer
530-756-5507
grant.gassman@att.net

Myrna Johnston *
Secretary
916-202-6041
myrnagj@mac.com

Michael Kaelin
Field Rep/Signage
209-835-1143
mkaelinpl8s@yahoo.com

Gary Kinst
Newsletter Editor
Chapter Historian
707-374-2568
gary_kinst@yahoo.com

James Lin *
National & State
Webmaster
lincolnhwy@jameslin.name

* Indicates Board Members

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

