



THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION - CALIFORNIA CHAPTER

www.lincolnhighwayassoc.org/ca/traveler



EDITOR
Gary Kinst

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JANUARY, APRIL, JULY, OCTOBER



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APRIL, 2017



DOWN WITH THE OLD



UP WITH THE NEW

COVER

“THE BIG L” which stood sentinel over Stockton’s finest shopping center on Pacific Avenue, the original alignment of the Lincoln Highway, is no longer. Back in 1951 two local developers envisioned a shopping center that would have something for everyone. Lincoln Center catered to the need of shoppers living in the new Lincoln Village, an expanding development north of downtown Stockton. In 1954 Ad Art sign company was contracted to construct and erect the 18foot rotating “L” and place it atop a 97foot tower discovered in Turlock and believed to be a used Central California oil derrick. Some believe it was originally a transmission tower. Another story says it was one of three towers built; one going to the Lincoln Center, one to Pollardsville on Hwy 99 and the third location remains a mystery. On December 9th the original “L” was removed. Later in the month existing bulbs on the tower were replaced with LED lighting and the white advertising boards received a digital screen maker over with brick column supports. The new “L” was installed December 29th.



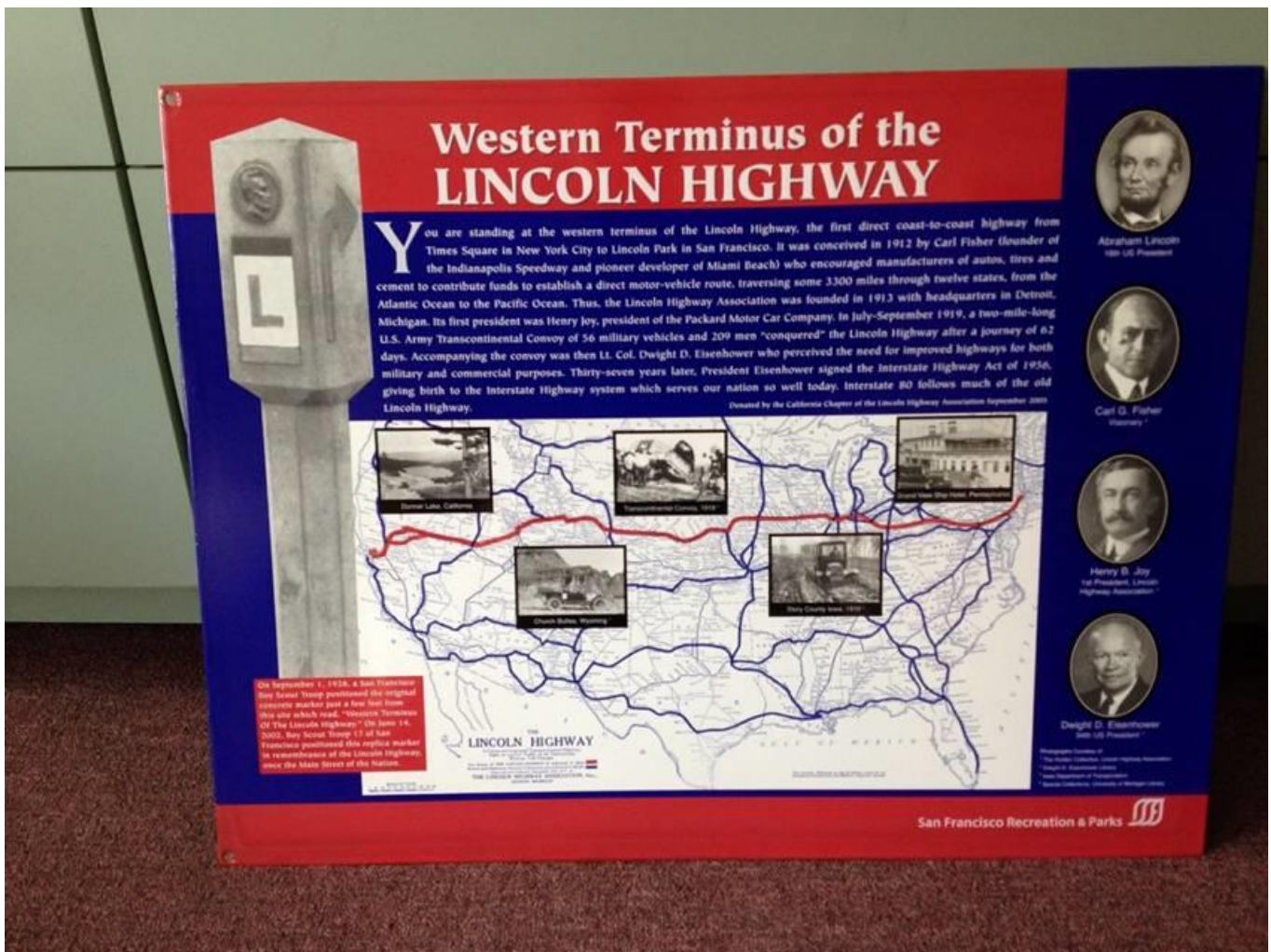
Original tower



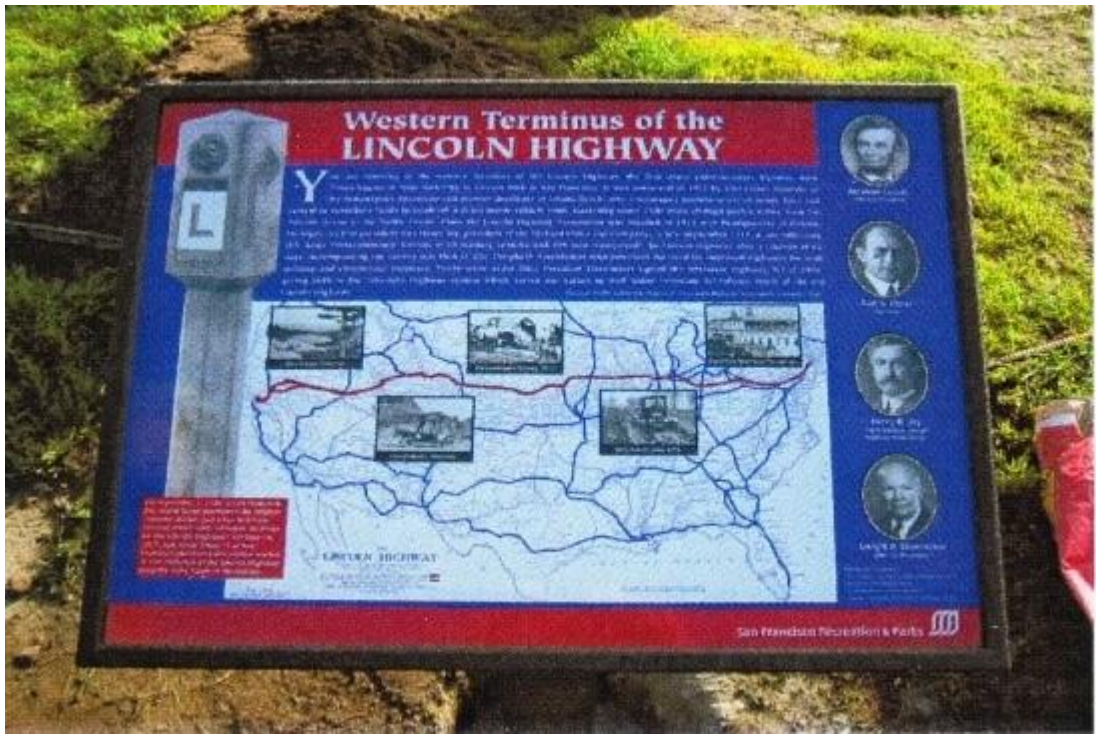
Artist's rendering of completed new tower

WESTERN TERMINUS MARKER

As reported in a previous Traveler, the Western Terminus plaque had fallen victim to the harsh elements present at the edge of the Pacific Ocean. Sunlight and salt air took their toll on not only the text and graphics but the display fixture itself. In December of 2015 I was able to make contact with Mr. Ken Dawson of Media Solutions in San Francisco whose company was responsible for the production of the original interpretative plaque designed by member George Clark in 2005. Paul Gilger made contact with the San Francisco Department of Parks and Recreation and was directed to a Mr. Nathan Tinclair, Assistant Director of Partnerships. After determining that the art work was under warranty, Work began with the concerted efforts of Media Solutions, SF Parks and Rec. and the California Chapter to acquire required permitting and insurance for replacement of the plaque. A Grant Agreement was executed outlining the roles and responsibilities between the parties, as well as contractor and insurance requirements, that would officially serve as the “permit” to do work in the park. The California Chapter would assume financial responsibility for the shipment of the plaque to the manufacturer and the refurbishing of the pedestal. Media Solutions installed the refurbished plaque on January 31, 2016.



New art work prior to placement in refurbished display stand at Western Terminus



VALLEJO LINCOLN HIGHWAY MARKER



The above photo and the photo on page six are from the collection of the Vallejo Naval Historical Museum. The accompanying description states that the photos were requested by the VNHM to confirm that a Lincoln Highway marker did indeed exist at the intersection of Kentucky Street and Broadway in Vallejo. In 1927 the Lincoln was rerouted west from Fairfield through Jameson Canyon and south on the Napa Road (renamed Broadway). There was a jog at Kentucky and Broadway where the highway headed south on Alameda to the Carquinez Bridge. The marker was removed in Feb. 1995 by the City of Vallejo and donated to the VNHM by a Mrs. Herbert. This photo shows Gary Herbert ca 1952 standing at the corner of Kentucky and Broadway with marker to his right.



This photo shows Gary Herbert and Judith Ann Nell ca 1939 at same intersection Dodgin's Service Station is in background on left of photo.



Dodgin's Automotive Station c1936 corner of the Napa Road and Kentucky Street.



Page seven displays a map donated by the VNHM showing the Napa Road, Kentucky Street and Alameda Street alignment through Vallejo in the late 1920's. The Red dots indicate locations reflecting those described in Gael Hoag's binder. The Blue dot indicates the location of the Directional Flat sign as shown on the chart below and located between Directional Posts 2402 and 2403.

Below is a page from Gail Hoag's "Original Locations of the Markers and Signs of the Lincoln Highway 1928 - CALIFORNIA" prepared by Gail Hoag and edited by Russell Rein.

Vallejo

CALIFORNIA - 12

Louis E. Kahn, Exec., Napa.

L P 150 yds. E of Napa wye [2397]

R P 150 yds. W of Napa wye [2398]

D P opp. Blue Rock Springs Road, 1 mi. W of Solano line [2399]

L P 100 yds. E of road fork, 2 miles W of Solano Co. line [2400]

D P on N side 100 yds. E of Navy Yard Rd., Tennessee St.,
Napa Rd., Vallejo [2401]

D P 50 yds. W of same intersection (on south side) [2402]

D S flat for Caquinez Bridge arch at Napa and Ky. Sts.

D P opp. 917 Allemeda [sic - Alameda] St., Vallejo [2403]

D P cor. Carolina and Allemeda [sic], Vallejo [2404]

D P NE cor. Virginia and Allemeda [sic] [2405]

D P NW cor. Allemeda [sic] and Georgia Sts. [2406]

D P SW cor. Allemeda [sic] and York Sts. [2407]

D P in front of 216 Allemeda [sic] St. [2408]

D P 100 yds. W of Jersey St., (on South side) [2409]

D P NW cor. Lemon and Fifth Sts., Vallejo [2410]

L P 100 yds. E of old road fork to ferry and new road
to bridge [2411]

Russell Rein has a notation in his forward suggesting that the instructions for the placing of markers predated the actual placement date of September 1, 1928. Also included in this booklet is a letter authored by Gael Hoag addressed to LHA Consuls stating; "We have been informed that the Boy Scouts have completed marking The Lincoln Highway thru your area, using the reinforced concrete posts where possible and, where these could not be set - as in congested centers, they have erected metal signs". "I'm enclosing a list of the individual settings as the markers are presumed to have been placed and as they will be maintained by the Scouts". This leads one to believe that the Scouts may have taken liberty in the placing of Markers possibly influenced by local authorities.

JANUARY 7th CHAPTER MEETING



The Galt Historical Society extended a warm invitation to hold the Chapters January meeting at their Hall and Museum. Even though the weather was damp, 33 hearty souls ventured out to partake in an interesting meeting and to enjoy a scrumptious lunch prepared by members of the Galt Historical Society. Board Members holding office in 2016 were unanimously re-elected. Other topics of discussion included the deterioration of the US Forest Service stone bridge on Hwy 50, a historic stop on LH tours, the Orangevale Bridge restoration project, report on signage in Galt and future signage in Lathrop. Paul Gilger reported on the upcoming June, 2017 Tour of the Lincoln and Jefferson Highways beginning in Dennison, Iowa and celebrating the 25th anniversary of the revitalizing of the LHA. An up-date was presented on the restoration of the Western Terminus plaque. Web Master Jimmy Lin reported on the activity on the Chapters web site and the number of contacts made. The complete minutes' can be reviewed at;

www.lincolnhighwayassoc.org/ca



Attendees included Janis Barsetti, President Galt Historical Society, Gale Weber, Galt resident, Steve Lusk, GHS Lincoln Highway Historian, Bonnie Denier, Galt Herald Newspaper and Gene Palazzo, Galt City Manager. Thanks to Ida Denier, member GHS, for the scrumptious lunch.



President Joel Windmiller



Michael Kaelin presenting signage report



Steve Lisuk, GHS member speaking
Gene Palazzo, Galt City Manager (burgundy shirt).



Kevin Shawver introducing Ricky Pierce,
member of the Port Stockton Motorcycle Club

Vice President, Neil Rodriques shared a vintage video of the 1919 Military Convoy Tour for the groups after meeting enjoyment. Steve Lusk gave a brief history of Galt and the Lincoln Highway in the area.

IN MEMORIAM of DAVID COLE



Chapter member David L. Cole passed from this earth on November 22, 2016. David was a member of the California Chapter since November, 1992. He was an Automotive Historian, Researcher and Editor. David was a contributor to the LHA "Forum" magazine and also a well-respected collector of vintage highway maps. On several occasions David provided photos and articles that I was able to incorporate into the Traveler. David is well known around the world among vintage Ford and Lincoln enthusiasts as the final word in automotive history and authenticity. Communicating and sharing information was always a reminder of past times as David did not believe in e-mail. David, you will be missed.

ROB ON THE ROAD



Rob Stewart, Host of the PBS show "Rob on the Road" airs in Sacramento on KVIE channel 6. Rob is also close friends with Mark Hoffman of Sports Leisure Vacations who provides tours of the Lincoln Highway in conjunction with the California Chapter. Rob's program is similar in many respects to the Huel Howser series "California's Gold". Last January I approached Mark Hoffman and asked how he felt about approaching Rob in regards to doing a segment on the Lincoln Highway in California possibly focusing on either Donner or Echo Summits. As Rob is an occasional guest on Mark's radio show "Travel Guys Radio Show", it was proposed that the question would be raised on his next visit. Let's keep our fingers crossed.

Travel Guys Radio Show airs on Sacramento radio KFBK AM 1530 Sundays 3-4pm

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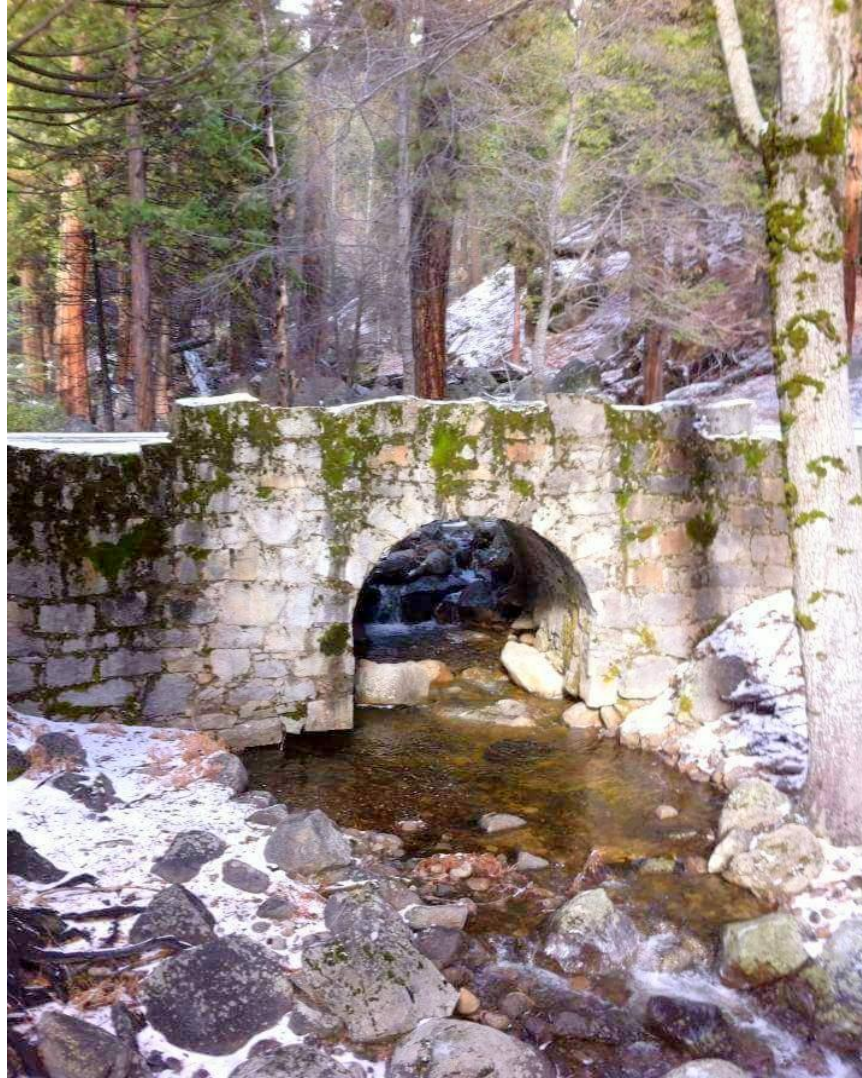
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FORNI CREEK CULVERT



The rock culvert over Fornii Creek, alongside US 50, is always a popular stop when touring the Lincoln either to or from Lake Tahoe. Although it is a little difficult to find, unless you know where to look, it is well worth the stop. Built in sometime in the 1850's just south of Phillips, it served travelers from the early wagon days on the John Pearson Toll Road and Highway 1 beginning in 1896. In 1913 it accommodated the Lincoln Highway and in the 1920's US 50. It can still be driven over by smaller vehicles and provides an excellent photo op. Recently it was brought to the attention of the California Chapter that deterioration and erosion is continuing at the base of the arch due to winter storms. The erosion can be seen in the photo. VP Neil Rodriques spotted this on one of his adventures and approached the Chapter with hope we could provide some assistance in making the necessary repairs. After some investigative work it was discovered that the bridge is not in the jurisdiction of Caltrans but is in the El Dorado National Forest and property of the US Forest Service. The Forest Service has very strict guidelines when it comes to repairs on historic landmarks within their boundaries so any attempt to rectify this deterioration will have to be approved by them. Neil Rodriques will follow-up with the proper authority to see what can be done to preserve this historic bridge which is a big part of our Lincoln Highway heritage. And definitely a piece of California's Gold.

TRACY'S SEEDLING MILE

Tracy Press

September 17, 1921

Experimental Road to be Constructed

The state highway gang will be here about next week and will begin work on the mile of experimental construction east of town. The highway commission will spend \$20,000 in an effort to find some way of salvaging the many miles of oil macadam in San Joaquin and Sacramento counties. The mile on which the experiment is to be made is just east of Tracy, and the specifications call for a shoulder of concrete on either side of the oil macadam, three feet wide and eight inches thick. The oil macadam will then be scarified and rolled down and a topping of two inches of asphaltic concrete placed thereon.

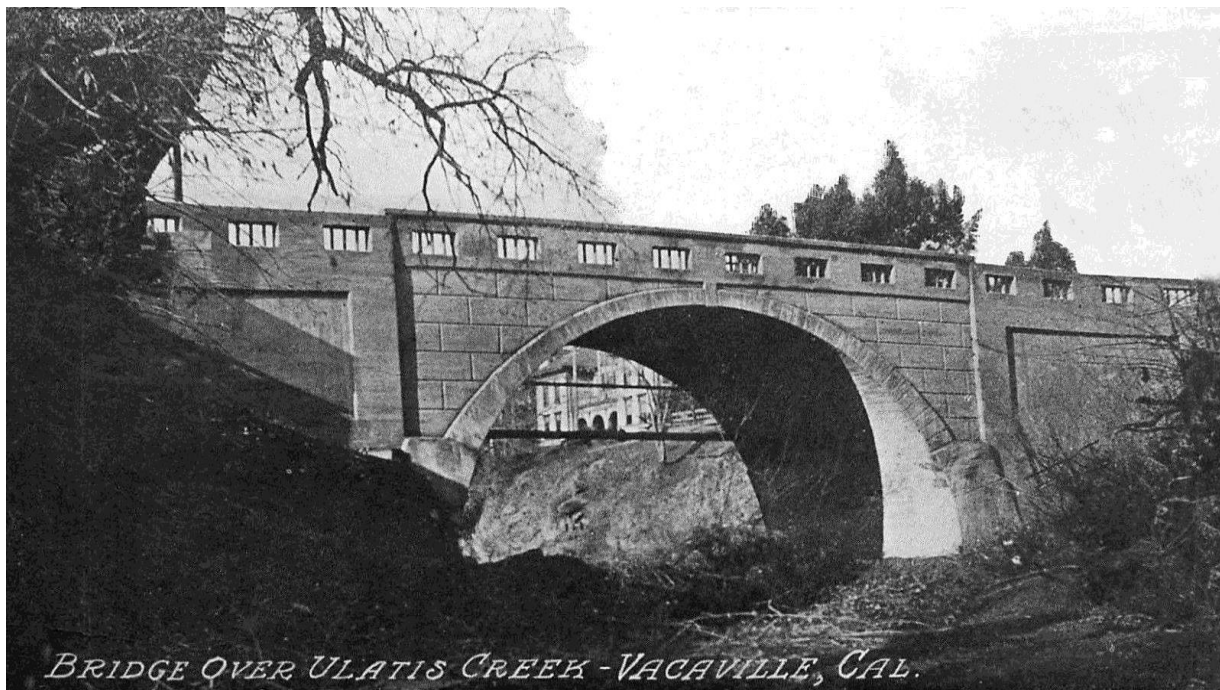
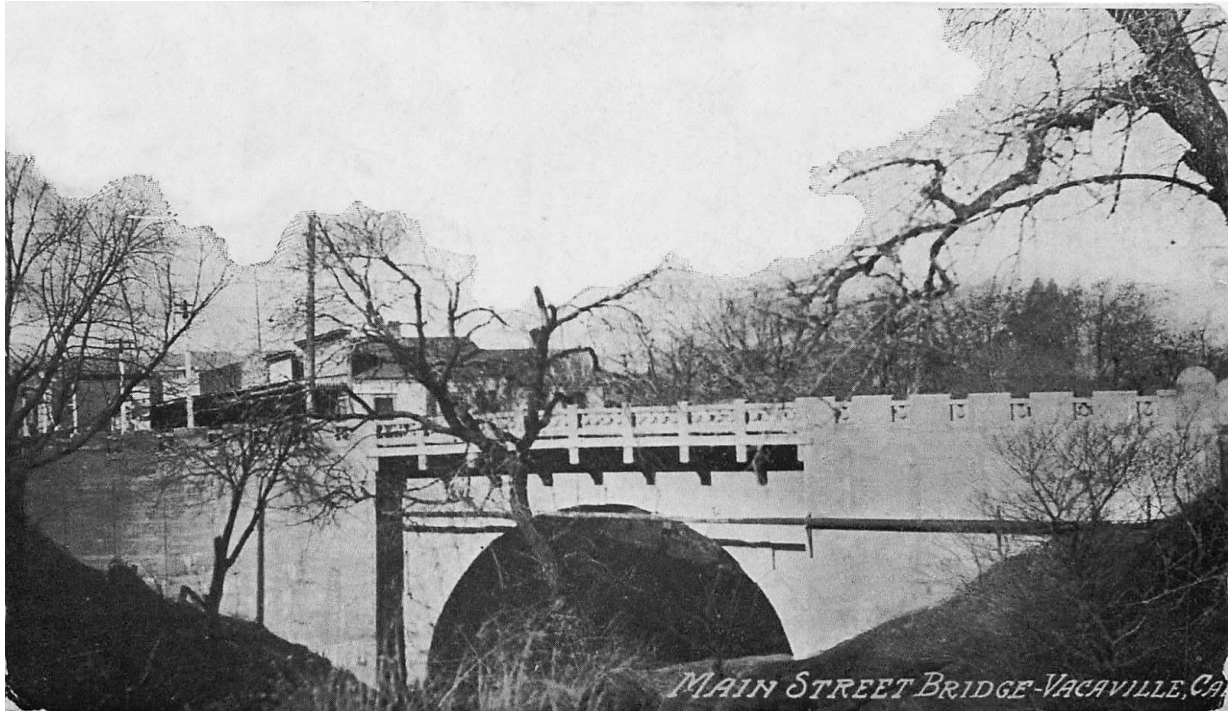
This may prove to be successful, and we believe it will. Should it be satisfactory there is hopes of getting all of the old rough oiled roads smooth surfaced. The engineers have a splendid road bed to work on, and if the asphaltic concrete does not "buckle", there is no reason why it should not prove satisfactory.

FRESH POND



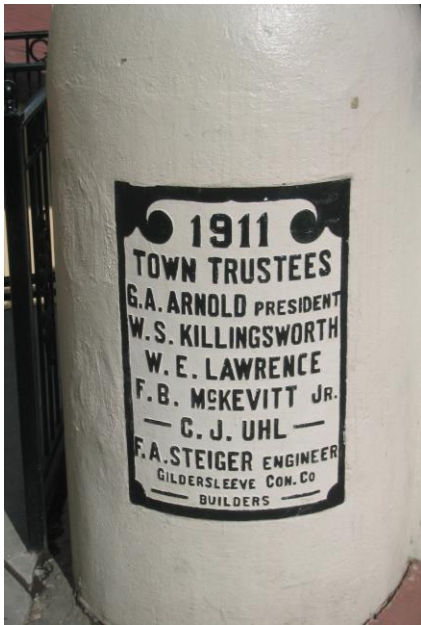
Fresh Pond House was owned by Peter Watt. It could accommodate traffic from either direction. Travelers could come up from Pleasant Valley through Sly Park, turn northeast and come in on the south side of Fresh Pond or could come up the ridgetop past Sportsman's Hall, past Bullion Bend, and then come in north of Fresh Pond. In later years there was a succession of saw mills, mill houses, a rooming house, a restaurant, and a school, as well as an ice skating rink, a toboggan run and an Olympic try-out ski jump located in the immediate vicinity.

A TALE of TWO BRIDGES



These two postcards were posted on the Facebook group site "California's Historic Highways" on March 12th. It was assumed that they were of the same bridge, being the School Street Bridge over Ulatis Creek in downtown Vacaville. The building seen thru the arch, in the lower photo, is the 1908 Ulatis Elementary School on College Hill which was located on School Street, the 1928 alignment of the Lincoln Highway. Further research determined that the elementary school could not have been seen thru the arch of the School Street Bridge, but only from a vantage point further downstream.

This finding led to the discovery of another bridge previously unknown. The lower photo is of the McClellan Street Bridge which was completed in December, 1911, the same year that the School Street Bridge was completed. When studying the photos, several differences were noticed; the railings, the architectural design of the fascia stone work, and the overall width of the bridge. Jerry Bowen of the Vacaville Heritage Council searched his archives uncovering the location of this bridge, which crosses Ulatis Creek at the end of Main and School Streets. His search also provided the date the bridge was constructed.



School Street plaque



McClellan Street Monument

F.A. Steiger was the Engineer of record for both bridges although there were two separate builders allowing both bridges to be built in the same time frame.



The current McClellan Street bridge looking toward intersection with School Street. It is believed that the original bridge was replaced sometime in the 1950's

CONSTRUCTING a MOUNTAIN HIGHWAY



Pick and Shovel work



Horse Scrapers



Drilling and Blasting



Two-Horse Scraping



Completed road around precipitous mountain side

The above photos were scanned from the July 1918 edition of "The California Motorist" the official magazine of the California State Automobile Association. They accompanied an article by Ben Blow, Manager of the Good Roads Bureau, discussing the current projects being under-taken in various counties. One such project was the construction of the bridge spanning the American River at Folsom and being located on the line of the old Central California Railway, long abandoned. Being constructed of reinforced concrete, 504 feet overall, with one span of 200 feet in the clear, and declared to be the third largest concrete bridge in the State, it will connect Folsom with what is known as the Greenback Lane, reaching Orangevale and will be completed by November 1, 1918. Also discussed was the 34-mile concrete highway being built along the Sacramento River between Sacramento and Rio Vista. Later to be named "The Victory Highway".

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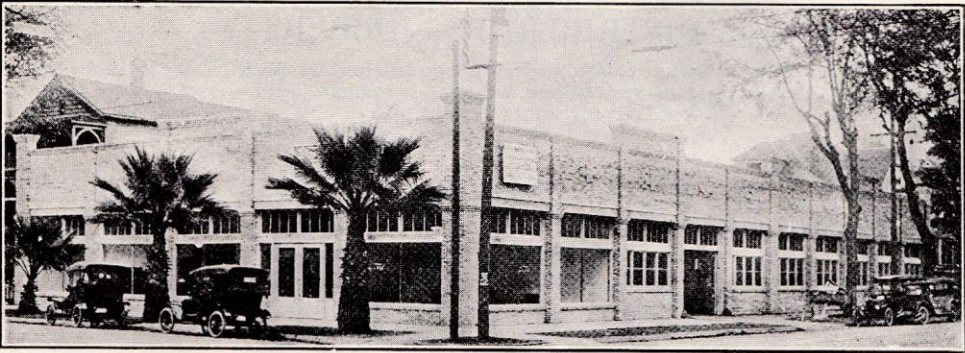
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The California Motorist
July, 1918

MARK YOUR 2017 CALENDAR

Saturday **APRIL 1, 2017**
12:00 Noon till 4:00 pm
Lunch 12:00 – 1:00
Meeting 1:00 – 4:00

State Chapter Meeting
Espanol Italian Restaurant
5723 Folsom Blvd.
Folsom

NOTE: SEE FLYER ON PAGE 16

JUNE 20 – 24

LHA National Conference
Denison, Iowa



Information regarding the 2017 LHA Conference can be found on pages 5-7 in the Winter, Vol. 24, No. 2 issue of the LH Forum

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 additional information on the 2017 LHA Conference go to www.lincolnhighwayassoc.org

**Spring Chapter Meeting
Saturday April 1st
Noon to 4pm**



**Espanol Italian Restaurant
5723 Folsom Blvd**

Directions

**US 50 El Dorado Freeway (EB exit 8A 59th Street) (WB 8B 65th Street)
Continue north to left turn on Folsom Blvd Espanol Restaurant right hand side**

Lunch Noon to 1 PM

Menu

Soup or Salad

Pasta (Spaghetti, Vermicelli, Fettuccini, Ravioli, Lasagna)

Spumoni or Ice Cream

Meeting Agenda

Officer & Committee Reports

Old Stone Arch Bridge along US 50 American River Canyon

Lincoln Park Terminus Marker Plaque Restoration

2017 Northwood Tour Update

Orangevale Bridge Restoration & Replica LH Marker Update

Presentation

Author Ellen Osborn, great granddaughter of John Calhoun “Cock-eye” Johnson, will give a power-point presentation “Lincoln Highway/Highway 50 & Early El Dorado County”. Ms. Osborn will also share her book, A Lovely & Comfortable Heritage Lost

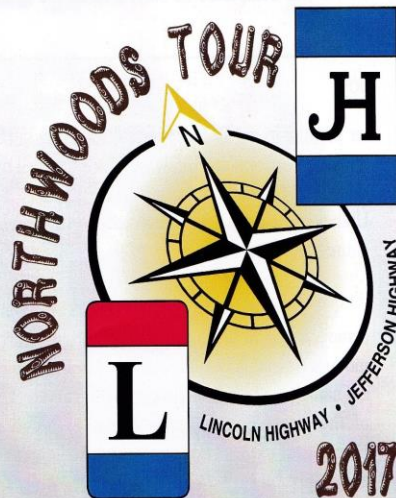
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- Minneapolis
- Jesse James Museum
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- Scandinavian Hospitality
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Registration ends May 1st.

For more information visit www.lincolnhighwayassoc.org

The NORTHWOODS AUTO TOUR will begin immediately following the 2017 LHA Conference. Member Jim Cassler has an article in the Winter 2017 LH Forum.



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