



THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION - CALIFORNIA CHAPTER

www.lincolnhighwayassoc.org/ca/traveler



EDITOR
Gary Kinst

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VOL. 18 NO. 3

SUMMER

JULY, 2017



COVER – 2017 CLARKSVILLE DAYS

The 7th annual Clarksville Days Celebration was held on May 6th. The California Chapter joined in the festivities by hosting a tent and displaying historic photos and information regarding the Lincoln Highway through the area. Information regarding the current and future development of the Clarksville area was presented and emphasized the need to preserve and protect this valuable asset of Lincoln Highway and local history. This section of highway is the longest preserved and accessible piece of original 1917 concrete in California. The section of highway as seen in these photos is just part of the road which was open for the public to explore. A longer portion of White Rock Road connecting to Bass Lake Road is located on the north side of US 50.



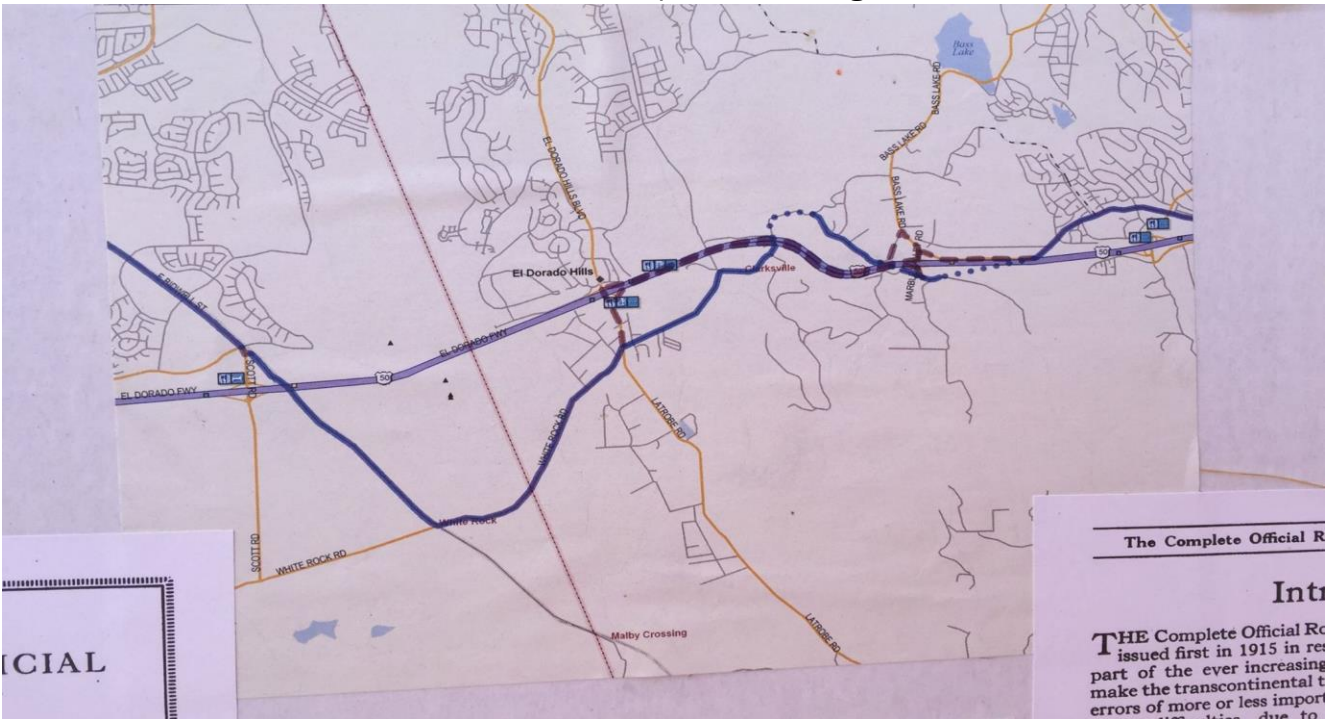
State Director, Bob Dieterich and his wife Adrian along with Chapter President, Joel Windmiller manned the Chapters shade tent answering questions and promoting the Lincoln. Their neighbors were the folks from the California Auto Museum in Sacramento, who displayed a numbers of vehicles from their collection. An antique auto parade took place at 10:30am combining vehicles from the Capitol's Model A Club, the Sacramento Valley Model T Club and the Early Ford V8 Club creating a Lincoln Highway traffic jam. Other historic events were re-enacted such as the Pony Express Remount Demonstration, Mormon Pioneer Cannon Firings and Gold Panning for the kids.



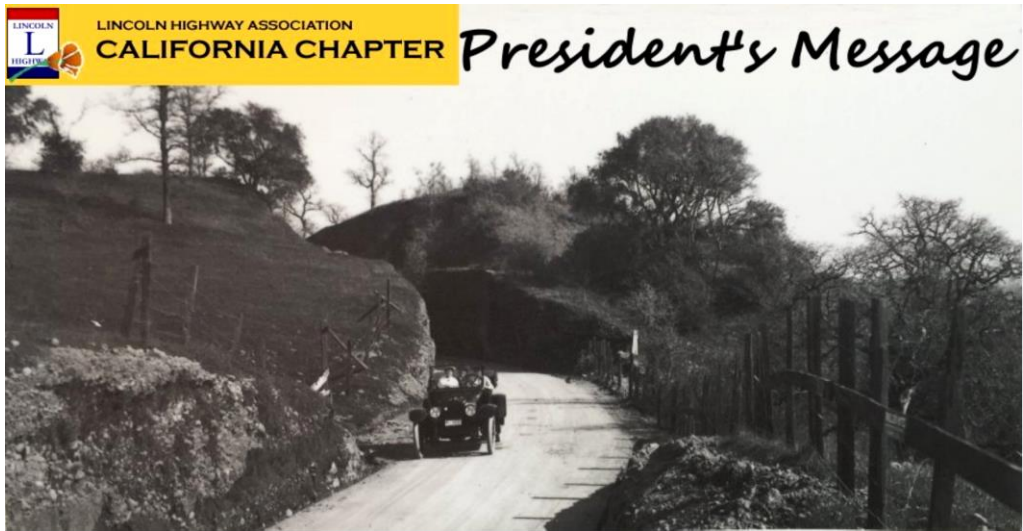
State Director Bob Dieterich manning booth



US 50 is seen in center of photo bisecting the Lincoln



Map illustrating original alignment (smaller blue line) of White Rock Road and current alignment of US 50



Joel Windmiller

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

Markers: In April an Original 1928 marker was donated to the chapter by Bob and Sharon Zettlemoyer of Carmichael. Location was at their Father's home in Clipper Gap just east of Auburn in Placer County. Bob's father worked for California Division of Highways as a snow plow operator during the years of construction projects to realign and widen US 40 from the Nevada State Line to San Francisco. Markers were dropped off at the nearest maintenance yard. A total of three markers one will remain on the property, second one will go to the Colfax Historical Society, third will be donated to the chapter. Chapter members Grant & Greg Gassman helped with transporting the marker from Clipper Gap to Carmichael

Replica 1928 marker was cast for the 1915 Orangevale bridge restoration project Mason Hancock, Rick Liptak helped with the concrete pouring. I completed the finishing work including grinding the ground level "V" mark in the post. Marker now stands near the completed Gold Creek Bridge on Orangevale Avenue.

Signage: Kevin Shawver of Stockton & San Joaquin County Public Works Department installation signs along Lower Sacramento Road after the completion of improvements widening from a two lane conventional to a four lane divided road from Harney Lane to Eight Mile Road.

Michael Kaelin Project Manager for the California Chapter presented a certificate of appreciation to Michael King PE, Senior Engineer DPW with the City of Lathrop, for his help with our Lathrop signage project, which was completed earlier in April.

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. Bridge was officially opened on June 3rd with a ceremony featuring vintage auto parade, ribbon cutting, speeches from the Mayor Andy Morin, Loretta Hettinger from Folsom Historic Preservation League, Rick Liptak from Dokken Engineering, Joel Windmiller President of the Lincoln Highway's California Chapter. Chapter VP Neil Rodrigues & I attended the event talking with city officials and guest about the bridge and history of the Lincoln Highway.

APRIL 1st CHAPTER MEETING

The California Chapter held it's Spring meeting in Sacramento at the Espanol Italian Restaurant on Folsom Blvd. This restaurant was opened on the Lincoln in 1923 and has a quaint meeting room into-which we were able to squeeze 29 members and distinguished guests. Guests included Ms. Kendra Stoll, Senior/History Librarian at the Caltrans Transportation Library who spoke on the vast collection of historical documents, maps and photos available to the public for research and the Caltrans Historical Preservation Committee. The Clarksville Historical Society was represented by Mr. John Thomson Ph.D., Treasurer, who spoke on Clarksville Days. Our guest speaker was Author Ellen Osborn, author of 47 books on GoodRead (great granddaughter of John Calhoun "Cockeye" Johnson) who gave a fabulous power-point presentation on her book "A Lovely and Comfortable Heritage Lost ". Her presentation covered the early days of El Dorado County and the evolution of a once Native American trade trail to the Johnson Pass Road, Lincoln Highway and US 50. Topics discussed during the meeting included; Orangevale bridge restoration project, stone arch bridge on US50, current signage projects including addition of directional signs and the 2019 Military Vehicle Association 100th Anniversary re-enactment. Past President Paul Gilger also spoke on the 2017 Northwoods Lincoln and Jefferson Highways Tour beginning after the 2017 Conference in Denison, Iowa on June 24. Complete Chapter minutes can be read on the Chapters web site.



Board members and guests enjoying a scrumptious Italian lunch prior to the meeting



Pres. Joel Windmiller (red) overseeing arrival of guests and issuing name tags



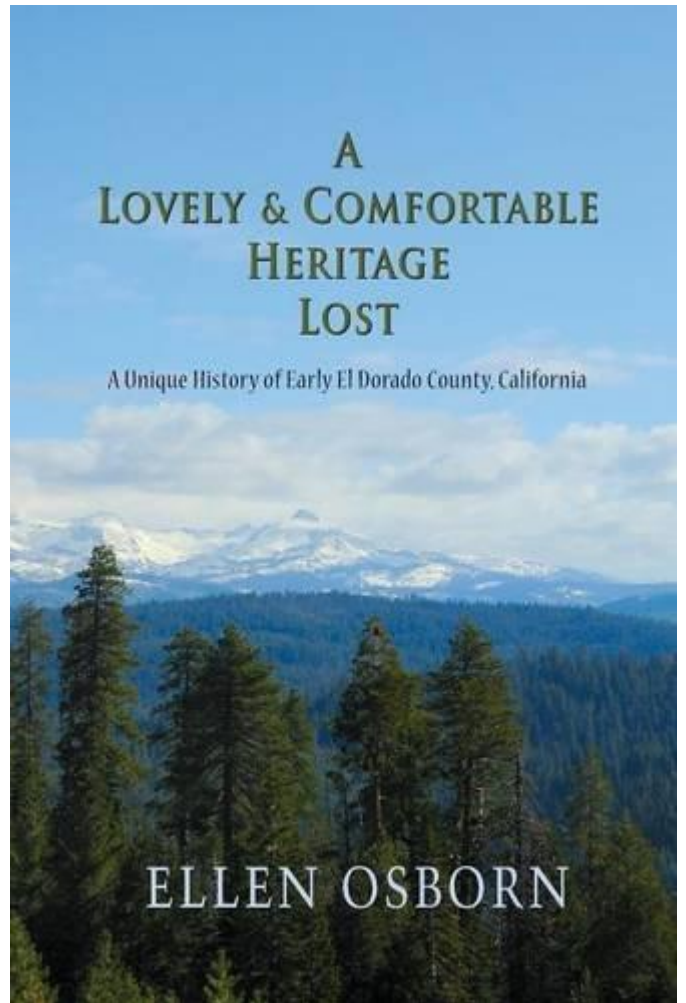
Kendra Stoll from Caltrans



V.P. Neil Rodrigues (L) John Thomsom (LC)



Guest Speaker Author Ellen Osborn



Historic Orangevale Avenue Bridge

Celebration and Ribbon Cutting



After being closed for 13 months in order for contractors to bring the bridge up to earthquake specifications and to replace the narrow decking, the Orangevale Bridge was re-opened and dedicated on June 3rd. Chapter President Joel Windmiller was asked to give a short speech on the Lincoln Highway and the role the bridge played in the highways history.

Constructed in 1915 the bridge provided the main connection between Orangevale, Fair Oaks and Carmichael with Folsom allowing transportation of citrus, orchard crops and produce to reach the processing and shipping businesses in Folsom. Reconstruction included replacement of the eastern abutment and wing-walls along with the deck, beams and spandrel columns, increasing the bridges load carrying capacity while protecting the historic appearance. The Lincoln Highway was routed over the bridge in 1927 and provided the best and fastest route between Folsom and San Francisco until 1948.

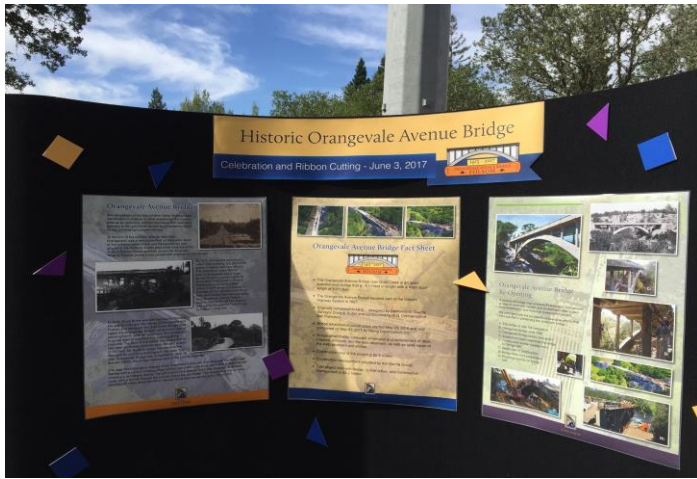


Structural cracks and spalding of rebar requiring need for restoration



Photo showing erratic approaches and narrow decking of bridge





Display depicting history of bridge



Part of the new signage denoting Lincoln Highway



The Re-Dedication Ceremony



Guests and interested history buffs



Official ribbon cutting



First vehicles over bridge

Speakers at the dedication included Dave Nugen, Folsom Public Works Director, who introduced the other guests, Andy Morin, Mayor of Folsom, Loretta Hettinger, Folsom Historic Preservation League, Rick Liptak, Doken Engineering and Joel Windmiller, President of the California Chapter of the Lincoln Highway Association.



Chapter President Joel Windmiller giving presentation on the Lincoln Highway

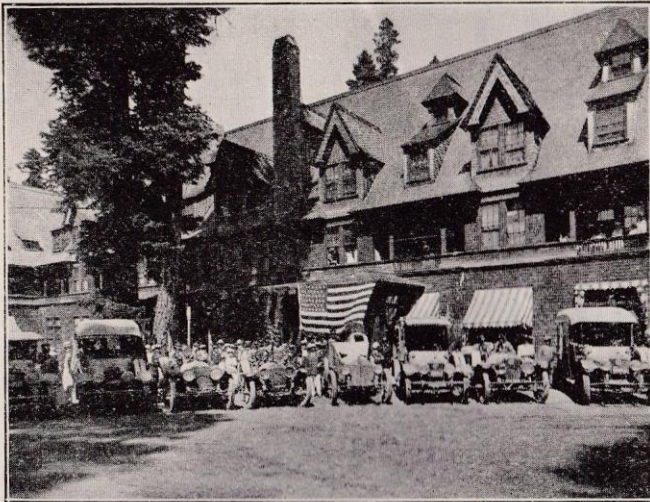


President Joel Windmiller and VP Neil Rodriques



The finished restoration

Photos provided by VP Neil Rodriques and President Joel Windmiller



Tahoe Tavern

LAKE TAHOE TOUR

A delightful motor trip over State roads. Only one day from Sacramento. Go via Auburn, Donner Lake and Truckee; return via Tallac and Placerville. A 260-mile tour with ever-changing scenery through orchards and historic mining camps, along trout streams and for miles along the shores of beautiful Lake Tahoe.

TAHOE TAVERN, at the "end of the trail," offers all the comforts that a motorist desires. Many interesting one-day trips may be made from here, which include Feather River Inn, Reno, Carson and Virginia City—Yosemite Valley but two days' trip from Tahoe Tavern via Bridgeport, Mono Lake and Tioga Pass.

All out-of-door amusements may be had at the Tavern—golf, tennis, horseback and launch trips; boating, bathing, trout fishing in lake and streams, etc.

SPECIAL RATES FOR AUTO PARTIES. FOR RATES AND RESERVATIONS WRITE OR TELEGRAPH

TAHOE TAVERN, : : TAHOE, CALIFORNIA

Garage, Machine Shop and Auto Supplies at the Tavern.

California Motorist 1918

UNDER NEW MANAGEMENT

Giant Orange Stands

2 in Tracy, Banta Junction, West Sacramento,
Galt and Roseville.

SERVING

THE WORLD'S BEST ORANGE DRINK!

FRESH GRAPEFRUIT, LIME
AND LEMON DRINKS

HEALTHFUL - REFRESHING

MASHBURN & HARTMAN

Successors to F. E. Pohl

Tracy Press 1944

LUBRICATION

SERVICE

Regardless of whether your car is the lowest or highest priced one, its motor will run better, last longer, produce its maximum power if you use our LUBRICATION SERVICE. We supply only the best known, highest grade oils and greases.

J & J
SUPER SERVICE
NEIL CHANSON, PROP.
LINCOLN HIGHWAY

Tracy Press 1926

COAST to COAST MODEL T TOUR



Author Tom Cotter along with two companions began a “Bucket List: adventure in attempting to travel coast to coast in a modified and refined 1926 Ford Model T Speedster The journey began at Times Square, New York on May 7th and was expected to finish at the Golden Gate Bridge 21 days later. Cotter is the author of three popular automotive books referred to as the “Barn Series”. Their titles include; Hemi in the Barn, Cobra in the Barn and Fifty Shades of Rust. His two companions on this adventure are Dave Coleman (a Model T expert and Porsche race driver) and Michael Alan Ross (an award-winning photographer).Cotter plans on a new book based on the trip and the experiences encountered not only with the environment but the people the trio meets who share similar dreams. The expected title would be “Ford Model T Coast to Coast, A Slow Drive Across a Fast Country”. Release is expected in 2018. Cotter is hoping to find interesting lodging opportunities along the road with auto enthusiasts of the same mind opening their homes to provide lodging as opposed to staying in chain motels. Those shared experiences will be part of the books story line.

The 1926 4-cylinder 20hp motor has been upgraded with the addition of a Rajo overhead valve conversion head, Fish carburetor. Kevlar transmission bands, improved brakes and 4-way hazard flashers were added to the improvement package. The car is capable of maintaining 45-50mph and is expected to reach 80mph in Wyoming.

NEWEST MARKER FIND

This marker appeared on E-bay on April 12 with an opening bid of \$100. The post stated that the marker was located in Sacramento and that it was found in Auburn. After two bids the marker sold for \$100. As the photo shows there was damage to the marker IE: medallion missing, white background behind L missing and a crack below head, all of which could be left untouched or corrected with minor effort. How this opportunity slipped through our fingers is under investigation, and there may be an opening for the position of Chapter Purchasing Agent in the near future. President Joel Windmiller was able to contact the seller, a Mr. Bob Zettlemyer of Carmichael, and discover that there was a misunderstanding between Bob and Mr. Jeff Taylor, the buyer from Iowa. Mr. Taylor was under the impression that shipping to Iowa was included in the \$100 bid. While discussing the fate of the marker, Joel discovered that a second marker was to be offered on E-bay. The discussion led to Bob and Jeff mutually cancelling the sale on eBay. At the time Bob and his wife were selling their home in Clipper Gap and the marker shown below was left as part of the sale. The second marker was donated to the California Chapter and removed by Joel with the help of the Gassman Brothers. The markers were acquired by Bob's father who worked with the Division of Highways in the Auburn area as a snow plow operator. There was a third marker that has been donated to the Colfax Historical Society. The markers were three of many that were removed during highway improvements of US 40 between San Francisco and the Nevada State line and taken to local maintenance yards where they were either destroyed or taken home by employees.



This marker (as seen on eBay) was left on the property as part of the sale

THE SECOND CLIPPER GAP MARKER

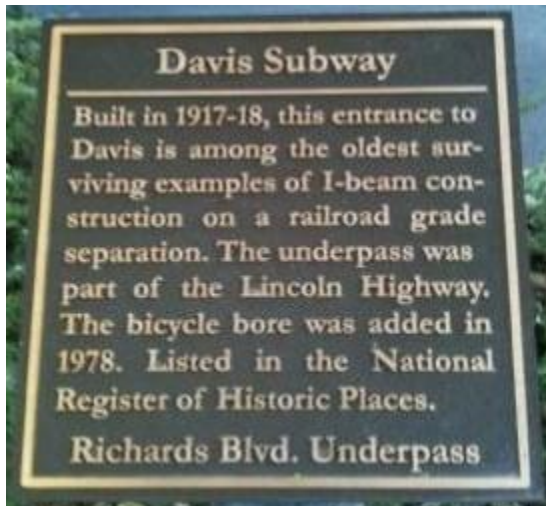




President Joel Windmiller shown digging out the more pristine marker



RICHARDS UNDERCROSSING – DAVIS



Bike tunnel was added to subway in 1978. SP considers this undercrossing a bridge

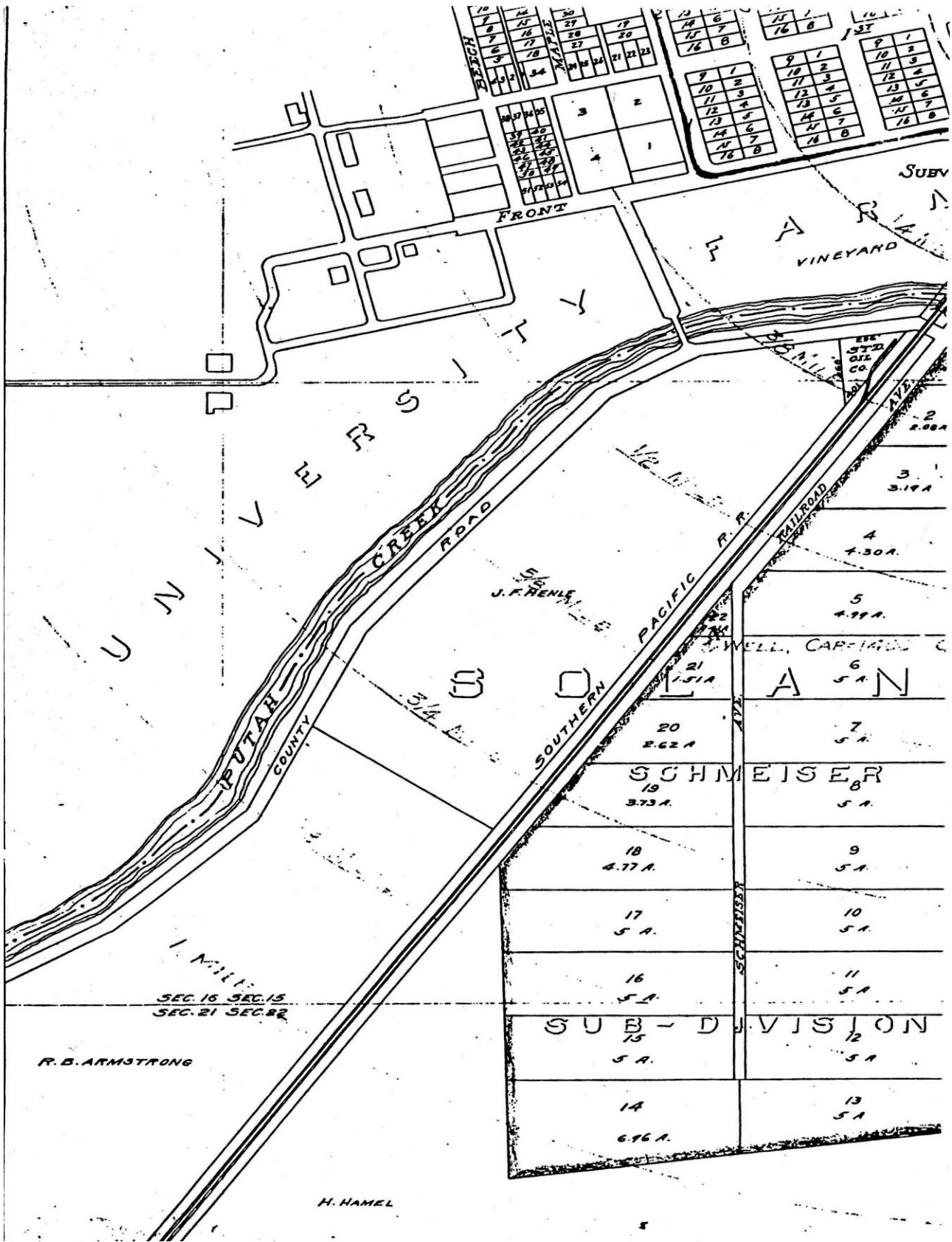
As early as 1906 the original entrance to Davisville was from the County Road (Railroad Avenue). After crossing Putah Creek, from the east, the road crossed the railroad tracks and turned westerly on the south side of Putah Creek. It turned north over the bridge at the southern entrance to the city and passed through the University Farms vineyard entering the city at Front Street. Refer to the 1914 Map of Davis on pages 15 & 16.

The 16.2acre parcel of land indicated on the page 15 map as University Farms was purchased by the Regents of the University of California for \$4,000 in 1906 and deemed "open space". The parcel was part of the Jerome C, Davis farm on which Davisville was founded in 1868.

On February 9, 1916 Regents of the University of California conveyed to the State of California a strip of land 80 feet wide for highway right-of-way and approach to the proposed underpass. The gift comprised .52 acres of the Orin Henry Wright tract. The January 15, 1916 Davis Enterprise announced that the last unit of right-of-way for the new state highway from Sacramento to Davis had been obtained. Condemnation proceedings of the J.W. Marshall property, south of the railroad tracks, was reported to have been necessary "to permit a favorable approach to the subway". In the Davis Enterprise of July 21, 1917 mention is made to a Mr., E.W. Richards who apparently was cultivating 100 acres of sugar beets in the area of the new subway on the old Pierce Ranch. The article inferred that Mr. Richards was a displaced landowner.

As there was no City of Davis until March 24, 1917, the cost of the approach was borne by the Highway Commission and the Southern Pacific Railroad who had granted permission for installation of the subway. Completion of the of the subway was expected by April 1916 but delays ensued and it wasn't until July of 1917 that news of construction activity appeared in the local press.

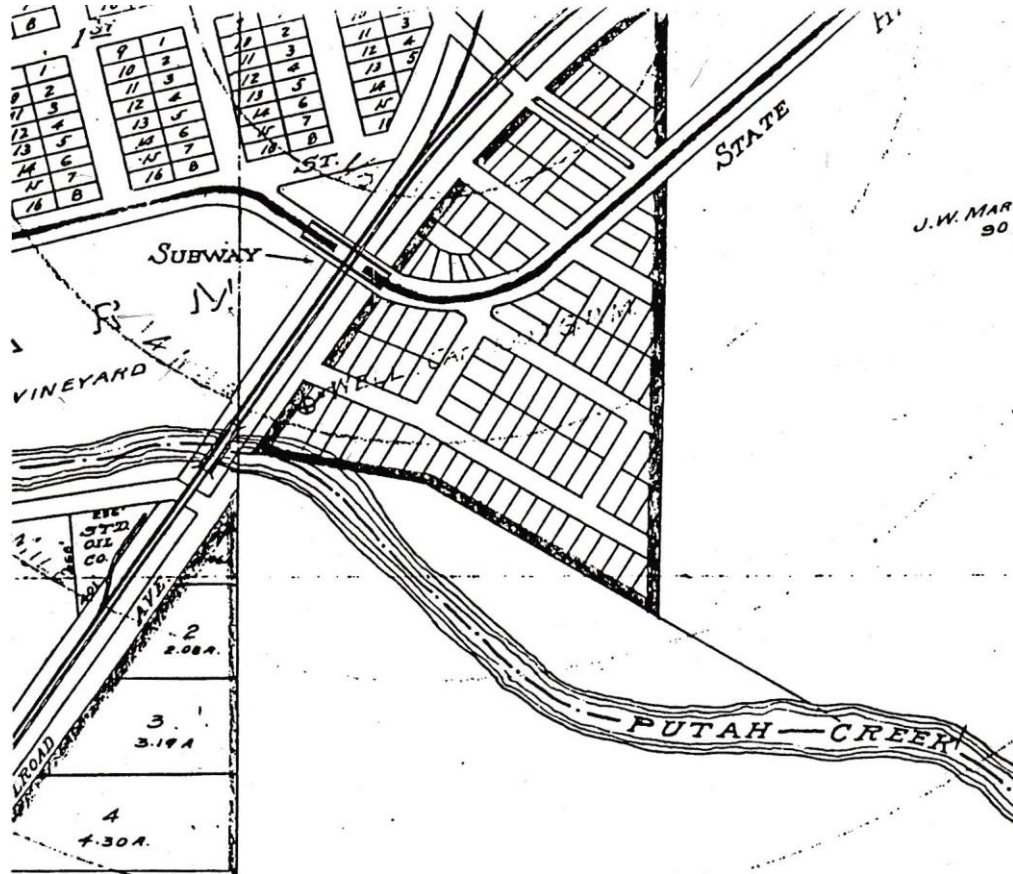
By August 4, 1917 the glad news was received that the nation's first "Ocean to Ocean" highway would definitely be routed through Davis and that construction of the subway was underway. Free "for the hauling dirt" was offered to local residents to fill in low spots throughout the city.



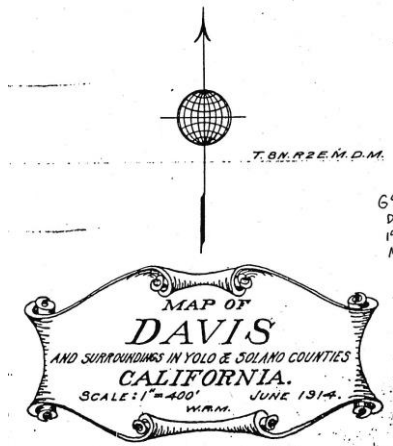
Section of map showing alignment of County Road along south side of Putah Creek and location of bridge crossing Putah Creek entering Davisville

The November 24, 1917 The Enterprise informed its readers that the State Highway is progressing and concrete paving was being laid this week. Engineer B.C. Gerwick stated that the highway coming from Sacramento, before hitting the subway, is following the direction of southwest, then swings sharply to the right into the subway, emerging from the subway again it swings to the right connecting with University Avenue (First Street). Travel expected no later than Christmas.

This must be a miss-print as the map below shows the highway turning left after leaving subway and joining Front Street,



Map showing proposed new State Highway alignment passing under Southern Pacific Railroad tracks thru the subway that would be completed in 1917. The original alignment can be seen crossing the railroad at the intersection with Railroad Avenue.





circa 1920



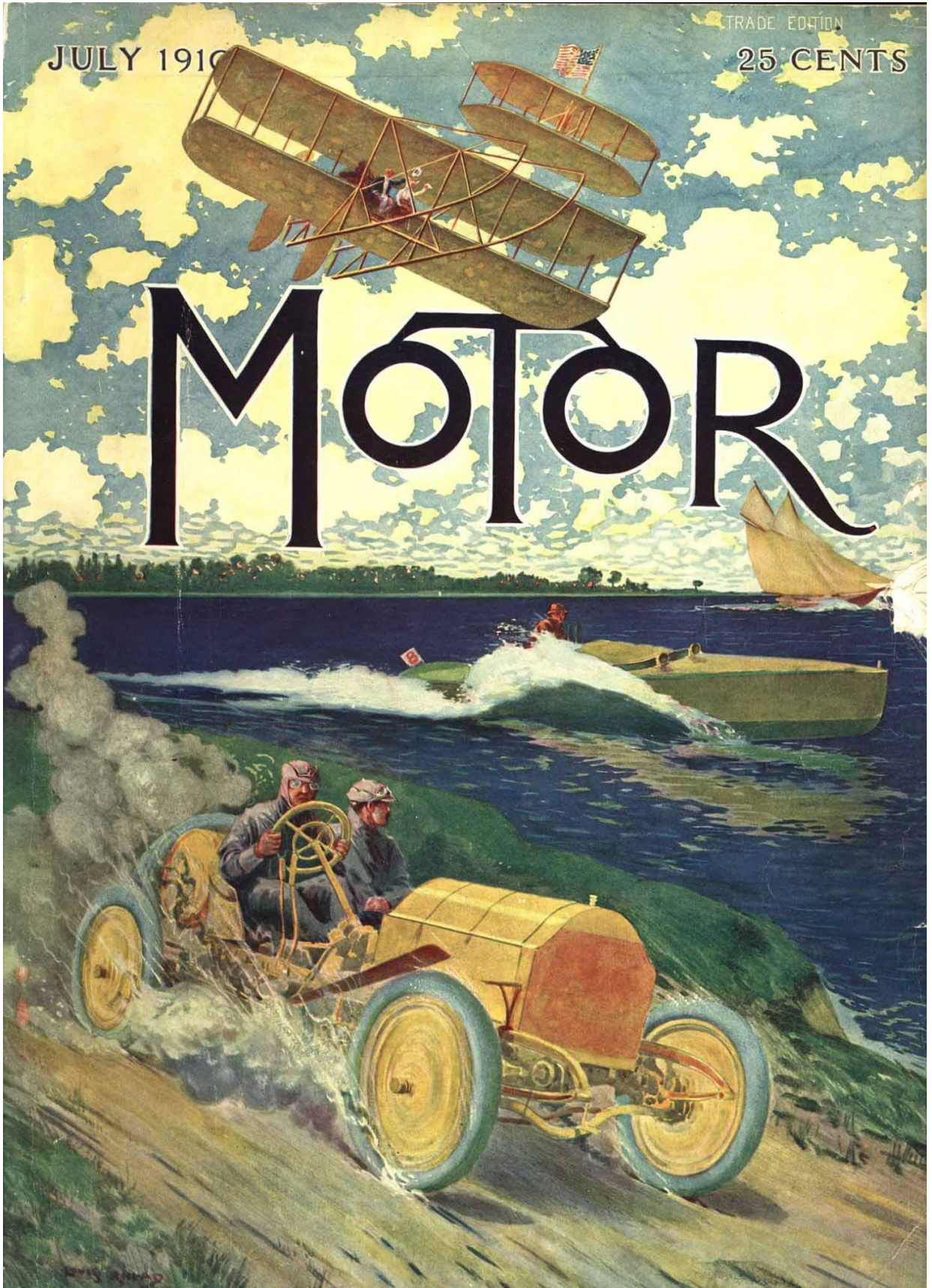
Note Lincoln Highway marker to left of car, also Hwy 99 and US40 signs on left of photo circa mid 1940's

JULY 1910

TRADE EDITION

25 CENTS

MOTOR



RECENTLY DISCOVERED SIGNAGE

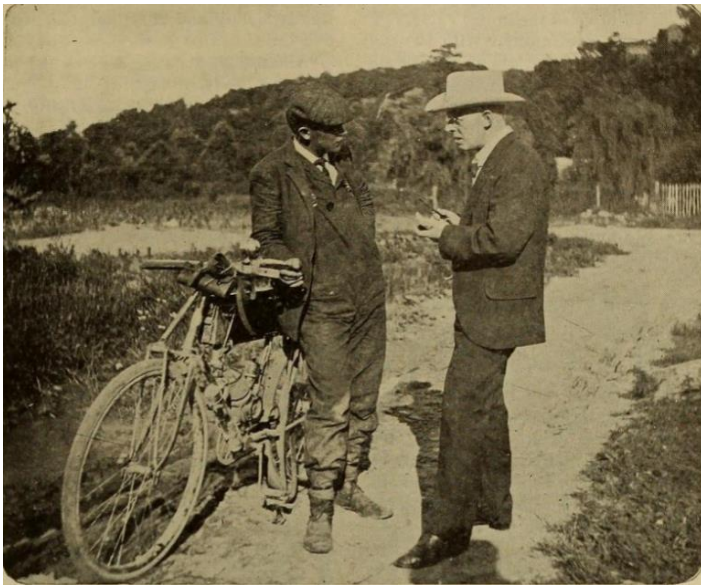


TWO FIRSTS BEGAN in CALIFORNIA

The year was 1903 and it would become a year in which motorized transportation would make history. Two gentlemen, one a native Californian and born in Oakland would be the first to drive a motorized vehicle across the United States. Seven days later the second gentleman, a Doctor from Burlington, Vermont, was in San Francisco and accepted a \$50 bet that would make automobile and transportation history.

George Wyman became the first motorcyclist to make a transcontinental trip from coast to coast. Driving a 1.25-horsepower, 90-pound, 90cc "California" motorcycle built in San Francisco, his journey began on May 16, 1903 at Lotta's Fountain on Market Street. George had driven over the Sierra's to Reno in 1902 and was familiar with the route, but living in Oakland he was unaware that the snow depth could reach 34' on Donner Summit. Following much of the route that would later become the Lincoln Highway, road conditions or lack of roads required that he drive upon the railroad tracks and through the snow sheds to reach the summit. Forced to follow the railroad through the sheds he hand-pushed the cycle for seven hours covering a mere eighteen miles. It is believed he spent the night at the Summit Hotel as this was the only public accommodation there at the time. The expected "easy" trip down the mountain to Truckee didn't turn out that way. After emerging from the 1700-foot tunnel No. 6 he knew where the road should be but there was nothing but a wide expanse of snow. Floundering through the deep snow he spent the next hour wading and sliding his way down the mountain to Donner Lake. Once reaching the lake road he found the 10mile stretch to Truckee in excellent condition. After receiving misleading directions from the locals in Truckee and riding 21 miles for 2 hours he was only 6-miles from Truckee on the way to Verdi, Nevada.

After 50 days George arrived in New York City on July 6, 1903.



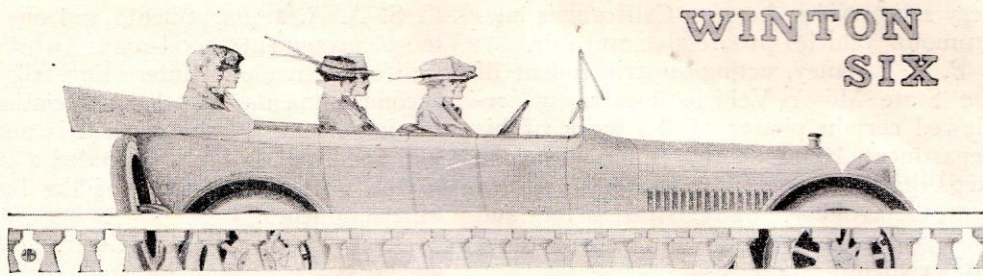
Horatio Nelson Jackson, a 31-yearold Doctor from Burlington, Vermont, along with his wife were returning home from a trip to Alaska when they stopped in San Francisco. During their stopover Horatio found himself in a discussion with members of The University Club as to the feasibility that the newfangled horseless buggy could be driven from San Francisco to New York in less than 90-days. A wager of \$50 was offered and Horatio immediately accepted. Four days later after purchasing a slightly used two-cylinder 20-horsepower 1903 Winton, Jackson and his riding mechanic, Sewall Crocker, began their historic adventure on May 23, 1903.

Leaving from the Palace Hotel, they traveled to the Ferry Building, crossed the Bay on the Creek Route Ferry and arrived in Oakland. After having passed through Hayward's and 15 miles into their trip a stop was required to replace a blown rear tire. Having completed eighty-three miles they arrived in Tracy ending day one. It is not recorded where they spent the night although Tracy had several fine hotels on Front Street. Day two found them stopping for gasoline in Galt on the way to Sacramento. Up to this point they had been following the road which would later become the Lincoln Highway. In Sacramento they choose a route that would take them to Oroville, Marysville, Chico and Redbluff. They followed steadily deteriorating roads to reach Alturas in the north eastern Sierra Nevada's. Their original plan was to cross the Sierras at Donner Summit, but the pass was blocked by winter snow. The northern detour into Oregon would add more than a thousand miles to the journey, but would by- pass the Sierra snow and Nevada sands.

After a 63- day journey they arrived in New York City on July 26, 1903



Display at the Smithsonian, Washington, DC



Our 20th Anniversary Car

Twenty years ago Alexander Winton was building the car that established the automobile industry in America.

ELEVEN years ago—before the industry was half as old as it is now—he began building the Winton Six, which is today the most highly developed automobile in the world.

Eleven years devoted to the perfection of a single type of car is an extraordinary record. And the result is magnificent. It is precisely the car for the buyer who wants to be free from mechanical troubles, who wants a car that will go everywhere, any time, without tinkering, or excuses, or apologies.

Furthermore, it is precisely the car for the buyer who wants something distinctively personal— a car beautiful to look upon, and worthy to own. Our artists are at your service, prepared by years of specialization to produce for you exactly the delightful effect you most desire. Let us know your wishes.

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Open Cars
\$3150 to \$3850

Closed Cars
\$3465 to \$5100

*Prices subject to
increase without notice*

The Winton Company

737 Berea Road, Cleveland, Ohio, U. S. A.

San Francisco—1250 Van Ness Avenue

Los Angeles—1225 South Flower Street

California Motorist 1918



Summer Chapter Meeting

**Old Town Auburn
July 8th Noon
Auburn Alehouse
289 Washington Street**

Lunch: Noon

CASH ONLY !

**Menu: Cobb Salad, Pulled Pork, Reuben Sandwiches, Street Taco's (Beef or Chicken)
Ale House Burger**

Meeting: 1:00 pm

Officer – Committee Reports

Marker – Signage Reports

Lodi Signage

Orangevale Bridge

Old Placerville Road [Folsom]

2017 Conference – Northwood's Tour

Presentation: Speaker, Mike Holmes, Auburn Chamber of Commerce

Road-trip: Orangevale Avenue Bridge



MARK YOUR 2017 CALENDAR

Saturday **JULY 8, 2017**
12:00 Noon Lunch
1:00 Meeting

State Chapter Meeting
Auburn Ale House
289 Washington St.
Auburn

SEE PAGE 25 FOR DETAILS

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

MARK YOUR 2018 CALENDAR

Saturday **JANUARY 6, 2018**
12:00 Noon

State Chapter Meeting
(Location TBA)

Saturday **APRIL 7, 2018**
12:00 Noon

State Chapter Meeting
(Location TBA)

JUNE 2018

**2018 LHA CONFERENCE
NEW JERSEY**

Saturday **JULY 7, 2018**
12:00 Noon

State Chapter Meeting
(Location TBA)

Saturday **OCTOBER 6, 2018**
12:00 Noon

State Chapter Meeting
(Location TBA)



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

