



# THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION – CALIFORNIA CHAPTER

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

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SUMMER

JULY 2018



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## COVER

The Summer issues cover photo shows the Allen family posing on the new Weber Creek bridge. Jess Allen along with his Mother, Father, relatives and friends were on an outing to a Christian Religious meeting called "Chautauqua" in their 1915 Model T Ford. The Ford could be relatively new although it appears covered with road dust.

## JULY CHAPTER MEETING

The California Chapter will hold its Summer meeting at the Vallejo Naval and Historical Museum 734 Marin Street, Vallejo. Lunch, catered by Gracie's BBQ, will be served from 12:00 to 1:00pm in the Hall of History Room. Guests will have a choice of grilled chicken breast or pork spare ribs accompanied by green salad, baked beans and a pasta salad. The lunch is \$15.00. The Chapter meeting will follow lunch.



Red Cross building at Marin and Capital (1916) former location of current VN&HM building

## CALIFORNIA LINCOLN HIGHWAY BROCHURE

A five-fold, 20 panel brochure has been submitted to the California Chapters Board for editing and overall approval. The brochure was modeled after the newly completed brochure for the Nevada LH Chapter. This brochure proved to be a little more difficult to layout in comparison to the Nevada brochure. Where Nevada has two basic alignments on which 35 towns are identified, California has four alignments and 86 towns to be mentioned. That was accomplished by inserting a ½ panel listing of the 86 towns located on the individual alignments. The result was a brochure containing 15 panels showing key points of interest in 44 photos and 5 informational panels including the cover. Paul Gilger and Jimmy Lin are working on producing a map that can easily be read and followed.



## WYOMING MARKER



This marker was discovered in a wetland along an abandoned alignment of the Lincoln Highway in Coyote Canyon near Walcott, Wyoming. The photo on left was posted on the Lincoln Highway Facebook Group site (April 26) by Robert Hamilton of Carbon, Wyoming. Several other photos showed remnants of the old alignment. What is unique to this find, is that one rarely comes across a marker that has its innards exposed so graphically. Wyoming Director, Jerry Hansen became fascinated by the never seen smooth slab below the Letter “L” and the colored bars. This raised questions as to how the original fabricator poured the logo and arrow inserts into the markers. Also, who was the fabricator? Others seeing the Facebook post quickly joined in and the quest for answers was begun. California members Joel Windmiller, Scott Miner, Paul Gilger, Gary Kinst and Bob Dieterich along with Bill Von Tagen of Idaho shared their interest and knowledge. It has been suggested that the marker be taken to someone in Wyoming with the expertise to explain the process used to attach the colored inserts

Over the years I have come across several sources which discussed the fabrication of both the markers and the medallion and those stories can be found in back issues of *The Traveler*  
Vol. 15 No. 1 January 2014 pgs. 11-15 (casting of replica marker)  
Vol. 16 No. 1 January 2015 pg. 17 (original unused medallion, Russell Rein collection)  
Vol. 16 No. 2 April 2015 pg. 16 (SF Examiner article on markers July 1928)  
Vol. 17 No. 2 April 2016 pgs. 13-15 (letter from Detroit Cast Stone Co.)

The markers were cast by the Detroit Cast Stone Company, makers of Architectural Concrete Products, of Detroit, Michigan. The markers were shipped by rail to predetermined locations in the various states and distributed by truck to the Boy Scouts. California member, Scott Miner, contacted Jan Boyer, Executive Director, of the Cast Stone Institute inquiring about information regarding the Detroit Cast Stone Company and learned that LHA Director, Craig Harmon had also inquired about the markers in 2007. The Institute responded that they have no historical information regarding The Detroit Cast Stone Company. Coincidentally, a stock certificate for the Detroit Cast Stone Company appeared on eBay and was purchased by Scott. Wyoming Director, Jerry Hansen, advised that he will keep those interested updated regarding future information gathered in the search for determining how the marker inserts were cast.

The medallions were produced by the White Hoag Company of Newark, NJ.

This story is an excellent example of “State Chapter’s working together” to promote and preserve the history of this great American treasure

## TODAYS LINCOLN HIGHWAY

This heading and our newest column for the Traveler was suggested at our April Chapter meeting by Past President, Paul Gilger, who thought it appropriate that we recognize members who venture out to discover the towns and historic spots along the Lincoln Highway. Members are encouraged to submit candid photos of themselves at various locations they found interesting and provide a brief story of either what prompted them to seek out this location or something they found worth remembering from their experience.



The above photo taken at our April Chapter meeting, by VP Neil Rodrigues, captures Mark Tracy and Danielle Aloicuis sharing their story of being introduced by mutual friends and California Chapter members at the Western Terminus Marker. The introduction began a relationship that continues to bloom. Their story inspired Paul Gilger to offer his suggestion for this article.

## TRIVIA



1922 short film clip from "The Frozen North" with Buster Keaton  
John Manning Lincoln Highway Facebook Group



# DETROIT CAST STONE COMPANY



Capital Stock Certificate, purchased on eBay by member Scott Miner, was issued to the President of the Detroit Cast Stone Company in the amount of One Thousand One Hundred and Fifty- One shares, equaling \$10,151. It is of interest that the certificate is undated on both the front and back sides.

Detroit Cast Stone Company was the company contracted by the Lincoln Highway Association to cast the 1928 markers. An article regarding the markers appears in the April 2016 issue of the Traveler, Vol. 17 No. 2 on pages 13,14.



# APRIL CHAPTER MEETING

The California Chapter held its Spring Chapter meeting on April 7<sup>th</sup> at the Historic Duarte Garage in Livermore. The meeting was preceded by lunch at the also Historic Castle Rock Restaurant directly across the street on Portola Avenue.



President Joel Windmilller addresses the Chapter while members review previous meeting minutes



President Windmilller presenting certificate of appreciation to retiring Secretary Myrna Johnston

The meeting was called to order at 1:30pm with 26 members and guests in attendance. Several issues were discussed at the meeting, including the up-coming Clarksville Days event to be held on May 5<sup>th</sup>. Joel is seeking volunteers to man the LH information booth. The 100<sup>th</sup> anniversary of the Donner Memorial is scheduled for Saturday June 9<sup>th</sup> at Donner Memorial State Park. The original 1928 LH marker post, donated to the Chapter, which had been residing in Clipper Gap, was the point of discussion. A suggestion was made to donate the marker to the Memorial Museum and display it at the entrance to the park. A vote was taken, and it was agreed that the marker should be displayed inside the Museum where guests can get a closer look. Casting a reproduction marker and placing it outside was also mentioned.





Joel with new Secretary Paulette Johnston



Member Walter Specter speaking about EVAA



Myrna Johnston, Joe; and Paulette



Will Bolton of the Livermore Heritage Guild

Another item discussed was the need for an informational brochure for the Lincoln Highway in California. Joel showed a sample of the Nevada brochure and it is extremely well done. The Chapter wants the brochure to tell a brief history of the Highway in California, offer a map showing key points of interest along with a brief description of those locations. The brochure would be available at local historical societies, museums, points of interest and hopefully at locations where other local informational brochures are displayed. Member Walter Specter, from Saratoga, spoke on behalf of the Electric Vehicle Association of America, EVAA, He told of charging stations along the Lincoln as early as 1914 to service the growing production of electric vehicles, mainly in larger cities. He referred to a web site "Lincoln Highway Electric Motorists" which is promoting the installation of charging systems on the route of the Lincoln for the new breed of Hybrid and all electric cars, so that they too can experience the Lincoln Highway. The 2019 Military Convoy Tour is seeking volunteers to assist in guiding their vehicles through California. After the meeting was adjourned, Livermore Heritage Guild member and Duarte Garage Docent, Will Bolton, shared a power-point presentation of the Livermore Naval Air Station WWII, Naval training base, once located when the current Lawrence Livermore National Lab is situated. Minutes from this meeting are on the Chapter's web site; [www.lincolnhighwayassoc.org/ca](http://www.lincolnhighwayassoc.org/ca)

## TRACY'S 11<sup>th</sup> STREET OVERCROSSING RE-DEDICATION



Glenn Moore Tracy Press photo

The recently completed 11<sup>th</sup> Street bridge replacement in Tracy was officially dedicated on Tuesday June 5, 2018. Tracy Mayor, Robert Rickman was introduced as Master of Ceremonies at 10:00am to officially begin the dedication ceremony. Mayor Rickman welcomed and introduced City Council Members, Commissions, City Manager, Congressional Representatives and State Legislature Representatives. The City of Tracy Staff along with Project Staff members were recognized for their contributions. Next up was yours truly who was asked to give a brief history of the Lincoln Highway and its impact on the growth and development of Tracy. Also, a brief history of the 1936 bridge, I was able to accomplish that in a record 11 minutes, which turned out to be the longest speech of the day. My wife and daughter stood by with the sheep's hook in case I showed signs of rambling. My speech was followed by City of Tracy Utilities Director, Kuldeep Sharma, who gave a recap of the difficulties faced in the removal of the old structure, building a temporary by-pass bridge and construction of the new replacement bridge. The biggest hurdle was not interfering with the daily operation of the Union Pacific Railroad.

Proclamations were presented to the City of Tracy by representatives of the following; Assembly member Eggman's Office, Supervisor Elliot's Office, Congressman Denham's Office and Senator Galgiani's Office. Mayor Rickman's closing remarks were followed by a ribbon cutting which was comprised of attending dignitaries. The dedication was concluded at 11:00am. I personally was surprised by the number of dignitaries and other attendees that approached me after the ceremony congratulating me on my speech and thanking me for the history lesson. They also expressed their thanks to the Lincoln Highway Association for its involvement in this project.





Mayor Robert Rickman, with scissors, cutting the ceremonial ribbon











There is a total of 6 pilasters, like the one pictured, which portray the Lincoln Highway logo. They are located at each corner at the West and East entrances to the bridge and on the North and South viewing platforms at the epicenter of the bridge. There are two Interpretive Plaques, one pictured above, that will also be located at the epicenter on the North and South viewing areas. This plaque was placed in this temporary location for the dedication. Both will be permanently mounted at a later date. My involvement in this project was in the contribution and selection of the photos used to adorn the railing pilasters along with the creation of the interpretative plaque.

## CLARKSVILLE DAYS - 2018 by Joel Windmiller

Well another Clarksville Days is checked off our completed list for 2018. Cloud cover and a slight breeze made the day comfortable unlike last year of blazing sunshine and stronger breezes. Attendance was slightly down from last year but respectable didn't stop them from taking time to visit our table.

Special thanks go out to Myrna Johnston & Chapter VP Neil Rodrigues for taking time to come out and help me out today. Neil's new nickname is "Mr. Promotion" he put out the extra effort to inform the people about the Highway handing out copies of the Traveler, Flyers, Membership Applications showing off the display boards pointing out photo's in the photo albums. Norm Roots old photo albums peaked visitors interest of memories of the highway in their memories of driving down the highway. Myrna worked the table as well handing out copies of the Traveler, Flyers, Membership Applications answering questions couldn't have made it through the day without her help.

Report on the sale of the property at the town-site of Clarksville has not changed the owner is still interested in selling the land for development. I informed the El Dorado County Historical Society if they need our help let us know.

Again, I appreciate Myrna & Neil's help we made a great team looking forward to next year.



Steve Elliot photo and comments from Model T Ford Club of Facebook

Mr. Warren Walters holds an educational clinic at Clarksville Days explaining Magnetos and Tesla. Shown is a 1917 Model T Touring with no starter and no generator. Electricity was provided by electric coils and a magneto. Concept car of the 1900's.



# CLARKSVILLE DAYS CONTINUED

Note from VP Neil Rodriques;

“As for yesterdays activities - Joel supplied the historic paraphernalia, Myrna supplied the enthusiastic support and I did a lot of bla, bla, blabbering about the road...  
The weather was perfect, so it brought out the interested, and many were very interested in the road and its history AND that it is still travelable across the states.  
Many vendors, displays, food and music.  
Our table location was perfectly positioned in the middle of the vintage and classic autos - which helped support the road.  
As the LHA we need to help save this historical location of Clarksville. I was told the land will possible be sold. This location is too important to have turn into a housing development.”



Model A Ford Club entering Clarksville over 1918 Carson Creek Bridge



Myrna Johnston and VP Neil Rodriques



President Joel Windmiller answering questions

Photos on pages 12,13 courtesy of Neil Rodriques





Myrna Johnston and Joel Windmiller



Section of Hwy. in Clarksville



Bass Lake road



Entering Clarksville from White Rock Rd.



Mode of transit pre-LH and pre-concrete



Clarksville 1916



# DONNER MEMORIAL STATE PARK

## 100<sup>th</sup> ANNIVERSARY CELEBRATION



A Centennial Re-Dedication was held on Saturday June 9<sup>th</sup> at the Historic Donner Monument. The California Chapter represented the Lincoln Highway with a display of photos and brochures. President Joel Windmiller manned the table, in front of the visitor's center, along with Bill Von Tagen and Julia Berg and answered the many questions put to them. Joel also provided two binders with photos and historic information. The following is a recap and photos provided by Bill Von Tagen;

Attached are five photographs which were taken at the rededication ceremony of the Pioneer Monument at Donner Memorial State Park. Joel was good enough to bring the chapter's material for the display. The Material was distributed to interested parties. The rededication ceremony was very well attended as you can see from the first photo. It was a very windy day and those that were not sunburned at the end of the day were wind burned.

**Photograph 1** shows Don Schmidt, the master of ceremonies for the day and the former supervising Ranger. The picture doesn't really show it, but Don is dressed in a period costume. Don also narrates the video which is played in the museum about the Lincoln Highway and automobile travel over Donner Pass.

**Photograph 2** shows me sitting at the chapter's display behind a 1926(?) Studebaker. As you can see, we were unable to use the easels to hold our posters because of the wind. Nonetheless, with tape and bricks we were able to make do.

**Photograph 3** is another photograph of Don Schmidt speaking at the rededication ceremony. Don did a masterful job as master of ceremonies.

**Photograph 4** shows the Scoutmaster and Scouts of Truckee Troop 267. The troop helped at our display table, assisting in handing out brochures and answering questions about the monument that they are refurbishing which will be displayed in the museum adjacent to the Model A Ford. The scouts are excited about this project, especially after learning the history of the Boy Scout Markers. They hope to have the marker refurbished and ready for display by the end of summer.

**Photograph 5** Shows Brian Suen, LHA Vice President and Nevada Chapter Member taking a shift at the table. Brian and I answered a lot of questions concerning the Lincoln Highway, and the California and Nevada Chapters. Literature on the LHA, the California Chapter and the Nevada Chapter was provided to anyone having questions or expressing interest. Attendees were particularly interested in copies of The Traveler which contained an article and photos of the 1913 LH route over Donner Pass.



Photo # 1,



Photo #2





Photo #3



Photo #5



Photo #4



# Ford



**T**HE woman with a Ford Runabout at her disposal gets all the comfort of today's motor transportation, with convenience and good looks. Ford reliability insures that she has this service unflinching. And Ford economy makes it easy to pay for both car and upkeep without burden or sacrifice. The nearest Authorized Ford Dealer will explain details. Ask him, too, about Ford special equipment, such as bumpers, windshield wings, top boot, wire wheels—which add the final smart touch to this popular car.

FORD MOTOR COMPANY, Detroit, Michigan  
*Runabout \$290      Touring \$310*  
*Coupe \$500      Tudor Sedan \$520      Fordor Sedan \$565*  
*Special Equipment Extra, All Prices F. O. B. Detroit*



# TRIVIA



Promotional advertising for up-coming 1915 Panama Expositions in San Francisco and San Diego  
Dated 1914



Lincoln Highway Cigar Company advertising sign listed on eBay for \$1,800.  
After being relisted for \$1,500 it sold.

# Cigar Named For Lincoln Highway

The Lincoln Highway cigar made its first appearance yesterday at the Commercial club yesterday afternoon. It is made by the Wayne Tobacco company and its makers expect to popularize it from coast to coast along the line of the great national highway, for which it is named. The label of the box is attractive, showing a map of the United States, with a red line designating the route of the highway.

September 13, 1914

The Lincoln Highway Cigar Company was one of a hand-full of companies authorized to use the Lincoln Highway name and logo. The Wayne Tabaco Company of Fort Wayne, Indiana applied for a patent for the Lincoln Highway Cigar and Chewing Tabaco on November 10, 1913. The ad above was discovered by LHA member Bruce Butgereit, who while stranded in Fort Wayne used the time to search Newspapers.com. and discovered the two advertisements for Lincoln Highway merchandise shown here. The ad appeared in the Fort Wayne Journal Gazette of September 1914.



**Cut Rate Liquor Store  
Whiskey Offer**



**Lincoln Highway**

**\$1.00**

A FULL QUART  
Absolutely Straight  
100% Proof

**PURE WINES for your table PURE LIQUORS**

Our Low Prices Make It Possible for You to Serve Absolutely Pure Wines and Liquors.

**COMBINATION SPECIAL**  
High-Grade  
Bottle Port  
and Sherry  
Wines and  
Whisky

**\$1**

A real winner—a pure, rich, delicious Whisky that is unquestionably the equal of any that is sold for \$1.25 elsewhere. Just try one bottle—the first drink will convince you that this is so.

**Phone and Mail Orders Promptly Filled**

Extra Fine Rye, full quart Straight, Bottled and Guaranteed by us **60c**

Genuine Old California Apricot Brandy . . . . . **\$2** Per Gallon

**Old California Port and Sherry Wine Special \$1.25 per gallon**

**\$3 WHISKEY, Rye and Bourbon Special \$2 per gallon; 50c bottle**



**Cut Rate Liquor Store**

1423 Calhoun Street.
(Near Baker)
Phone 2294

December 13, 1914



# A LINCOLN HIGHWAY ROAD TRIP – 1924

Continued from Vol. 19 No. 2

## DAY TWO – IN NEVADA

“Now, we seemed to be in more level country but very rocky and much warmer. It was much the same all morning, and about ten o’clock we stopped at a little place (about three buildings) and had sandwiches and drinks. Now, Pat’s car had begun to act up and once again we began to get nervous. We managed to get into WADSWORTH, a small town, and took the car to a garage. While the men worked on it, we sat on the steps of a store and ate lunch. Finally, the man said the car was ready. We started out, but had just got a mile or so, when it began again, which meant going back. After several such starts we got going again. Now, we were beginning to cross desert country, for all that afternoon we rode over dry, barren stretches, with nothing on either side, as far as we could see, but small brush, about a foot high. We picked up a man who was walking it. To us, it looked as though he would never have made it walking it. I think it must have been about 4:30 when we reached the pretty little town of LOVELOCK. We did not want to camp so early, so, after inquiring and being informed that the roads ahead to Winnemucca were good, we went on. It was 75 miles, with nothing but country between the two places.”

“That was the most beautiful drive I ever had in my life. The road, all the way, was gravel and we travelled an average of 40 miles an hour steady. All the way it seemed like we were headed right into nothing, but mountains covered with snow, but after a while, we would find these same mountains behind us and more ahead. Each time, we kept thinking we could never make the other side of these mountains before dark, but still we kept leaving them behind, without realizing it. We must have been winding around them all the time. About 6:30 we came into WINEMUCCA (which a few minutes before had not been in sight) and we went into a restaurant and had supper. As usual, they all watched us file in. And when we came out, there was a bunch standing around our cars looking them over.”

“This camp was lovely. It was called “Woods Camp”, and we took two cabins, where we cleaned up good and made the babies comfortable and had a good rest ourselves. In the morning, we had breakfast in the restaurant. In this town we noticed an old Dodge, marked “New York or bust”. (By the way, Pat’s car was christened “Gallopig Ghost of ’49’ before we left S.F.) The three boys in the Dodge were using their vacation driving from S.F. to New York and back and all along the road., at the different camps, we saw these boys. Every time we met them it felt just like meeting some old friends.”

## DAY THREE – MORE NEVADA

All that morning we drove through lovely mountains, but just going up and down gradually. We passed through VALMY MOUNTAIN, and when we got to BATTLE MOUNTAIN we went into a lunch room and bought sandwiches for our lunch. That afternoon we passed through ELKO on our way to MOUNTAIN VIEW, where we decided to camp that night. This was advertised as an ideal resort, with horseback riding, canoe riding, fishing, etc. When we got to where the camp should be, we could find no sign of it. Well, we tried several different roads, thinking they would lead up to it, and just as we were beginning to think we would have to pitch camp by the road, a car came along, and they told us which road to follow. The road took us back into a little place right up against a mountain. Here were several little old cabins covered with spiders, a little mountain stream and the farmer’s house, which also was a store. It might have been lovely had the cabin been nicer, but none of could sleep for thinking of the bugs. This was the first time we have any use for the gasoline stoves which we bought in S.F., and for a while it looked like we would not use them then, for the men could not get them started. Finally, we got them going and we managed to cook meat and potatoes which we had bought in Elko. But we were glad to get up early and get started out of there.’

#### DAY FOUR – UTAH AHEAD

WELLS was the first little place we hit that morning and it was a typical western town. Leaving there, we started across what they called the “mid Flats”. It was very hard and rough driving and they told us if it had rained recently we could not have crossed there. Chris was driving ahead of us, and every minute we expected to see his back-spring snap. After we got off that we got a long stretch of white road. It was very hot here for there was no shade at all. We stopped and took some pictures here. Once, we could not see Chris coming so we went back, and they were sitting by the side of the car. The engine had balked. The next place we hit was THE OASIS. This was just a supply station tended by a real old man, who looked very lonely. He asked the men to have the Garage at Wendover sent out a pump for him, but they never delivered the message. Soon we came into WENDOVER. This was a regular desert town. We could get no water at the oil station. We had ice cream before leaving. As we left there we seemed to be very high and on looking down ahead of us looked like a great lake of white shining water. That’s all you could see either way. This was really the “Salt Beds”. There was just one straight road across with the salt beds stretching on either side as far as we could see. Every now and then we thought we could see mountains reflected in the lake at the foot, but it was just mirages for there were really no mountains. We rode a couple of hours over this. It was beginning to hurt our eyes. Finally, shrubbery began to appear, and the road became white dust. Here, we hit a detour and that was the worst ride of the whole trip. It was 35 miles long and it was one hole after another and we could not see any of them for the dust. I think we must have hit every one of them. I never expected to get over that road and still be all together. Riding along through the dust, we saw a coat in the road. We picked it up and it turned out to be Chris’s, and he did not know he had even lost it. We certainly glad to see the end of the detour. This came at a small place called GRANTSVILLE. This was just a few shacks and a tiny store. There was another car at the store when we stopped and they were going to cross the detour and salt beds, and they had a tiny baby with them—I think it was eight weeks. I often wonder how they made it, and we saw no places to camp between there and Wendover.

Soon after we left this village, we hit good roads. We passed through several little villages, and soon we were going along the edge of the Great Salt Lake. This was beautiful, as the sun was just setting. Just before we reached Salt Lake City we came through MAGNA. This seemed to be an electric center of some sort, and there were a great many little houses that probably belonged to the Electric Company. It was about the cleanest and neatest place we had been through and was set very high in the hills. By this time, we were on concrete roads, and in the distance, we could see SALT LAKE CITY. It must have been nearly ten o’clock when we drove in this city and immediately we went to Nelson’s Camp, which had been recommended by friends in S.F. After getting things straightened, we went downtown to eat, but somehow, in leaving the camp, the two cars got away from each other. We each looked for the other for a while, and finally each went to eat in a different place. We had been back in camp for over half an hour when in came the other car. They had got lost trying to find the camp and half passed it. However, they finally found it and it was a tired bunch that went to bed that night in our cabins.

#### DAY FIVE – IN UTAH

In the morning we all took advantage of the baths and showers, and Pat washed our car and we made breakfast in camp. As it was getting late, Chris did not get his car washed. Both looked like grey ghosts when we pulled in Salt Lake City. We stopped and had lunch in a small restaurant before leaving the city. We found ourselves going up a great incline, just outside of the city, and both cars began to give us trouble on the grades we were now running into. We had a big canyon to

The rest of the afternoon was smoother riding. Here we picked up the young man with the blue sweater. He was walking to Chicago. He had left S.F. about the time we did but he had been lucky in getting rides and was as far as we in our cars.



Chris picked up a fellow who had a hair lip and got them all laughing when he asked for the screw driver, when he was helping them fix a tire. Before leaving he gave one of the men a safety razor as a Thanks Offering. Towards evening we could see EVANSTON, WYO. in the distance. Just as we pulled into town. I got a terrible toothache and Chris got another flat tire, so I hunted up a drug store and he hunted up a garage. We all had supper in a Chinese restaurant and how good it did taste – maybe we were all exceptionally hungry. The camp ground was just a place for pitching tent, although there were outdoor fire places and a large washroom and a place for a shower. We took the children in here to undress and clean up, as it was real cold this night. In the morning, we had breakfast in another restaurant and stopped in the store to buy things for lunch.

#### DAY 6 – WYOMING

We had been warned by different ones about the roads ahead. They told us if it rained we might just as well stay where we were for the red clay made the road dangerous., So all that morning we hurried because it looked like rain, and here and there we could see little mud puddles which showed that it had been raining lately. We passed through LYMAN, GRAINGER, and about here we picked up another boy who was hiking to Chicago. He had been arrested in Evanston for bumming the trains, so he took to the highway. Pat was sorry for him, because he was broke, so we shared our lunch with him. We passed through GREEN RIVER, but it was so dry around here that is was hard to believe that there had ever been a river there. Towards evening we came into ROCK SPRINGS—the highest priced place, and the driest one we had struck yet. When Chris complained about the price of oil, and said how cheap he could get it in the city, the man said, “well why didn’t you buy it there then?”

We could only find one camp ground, and on this was just one big shack for tourist, so we took it. There was a store on the same ground (where Chris went for the oil) and we had to go to the basement of this store for our water. After supper was over, I had such a toothache that I went to bed, and soon the other girls followed. But the men went down to the basement to get water. The owners, Germans, had a concertina, so right away, that interested Chris, so he came up to camp and got his. Soon there was music and the other girls went down to the basement too. They had a lot of fun dancing and cutting up, and the men got nearly drunk on the Home Brew the Germans served. In due time, they all came up to camp and went to bed, Thomas and the boy we picked up sleeping in the car.

#### DAY 7 – MORE WYOMING

We had breakfast in camp, and soon were on our way, going through WAMSUTTER. Outside of Wamsutter, Thomas was driving our car, and in trying to pass Chris on a hill, got too far over to one side and the edge of the dirt road gave in and our car started to go over the embankment, but Thomas got the car back on the road. So, Pat took the wheel and after we had gone quite a ways, we noticed Chris was not coming, so we started to turn around, and the road was narrow, and we backed into a deep ditch. But he got out of that all right, too.

We got into RAWLINS about noon, so we went in the stores and got things for lunch, and by this time it was raining. We were rather worried about the roads ahead and hesitated for a while whether to stay or go ahead. And we figured the roads would also be bad tomorrow, so we started out, going a good speed, trying to beat the rain. As we were nearing Ft. Steele, a small village, we heard Chris honking and honking at us, but, thinking he was trying to go around us, we paid no attention to him, but sped up. Finally, they managed to catch up to us and holler “Look at your wheel”. We just stopped in time, for the tire was almost torn entirely from the wheel and would probably have thrown us in the ditch in another few moments. We went through WALCOTT and MEDICINE BOW. Just outside of this place we saw a car in the ditch. The man had been driving steady and had fallen asleep at the wheel. Pat tried to help pull him out with our car, but could not, so they sent for the repair car.

DAY 7 – continues

The next town was BOSLER. From there we raced towards LARAMIE, for the skies were getting blacker and blacker and we were sure we were going to be caught in a terrible storm.

Once again, Chris started to honk at us, this time to pass us, but Pat thinking it was for the same reason as before, started to look over the side of the car to the left, and I kept saying “Look out”, for I could see we were headed for the ditch and he thought I meant to look at the wheel, so we went over another steep ditch. It was just a miracle we ever got the car righted. Sometime during the afternoon Chis had picked up the man with the blue sweater again, and, during the afternoon, Harry had tried driving Chris’ car and in passing a tractor on a narrow road, he started over into a big ditch. For a time, they had a hard job getting out, but after a lot of hard work, they got it out. I believe the tractor had to pull them out. So that whole day was full of excitement.

The journey continues and will conclude in the October Traveler, Vol. 19 No. 4. Days eight through thirteen will take us through Nebraska, Iowa and into Illinois. You may have noticed that the first leg of this adventure did not follow the 1913 Lincoln Highway through Oakland, Hayward, Tracy and Stockton to Sacramento, but followed what would be, four years later, the 1928 alignment. From Oakland they followed California LRN 14 to the ferry at Valona, LRN 74 from Vallejo to Jameson Canyon, LRN 8 through the Canyon to Cordelia and finally State Route 6 to Sacramento where they picked up the Lincoln Highway.



Although not from the Garvey/Carney road trip diary, this photo illustrates how stopping along the road and sharing lunch would have looked in 1924. Depending on the road conditions, the travelers may not have looked this fresh.



## 1928 LH Markers

The question as to why markers were installed on the highway from Sacramento to San Francisco has been asked numerous times. Was this route ever an official alignment of the Lincoln? With no LHA Board of Directors or Executive Committee meeting minutes ever discovered discussing this topic, who granted permission to designate and mark this alignment as part of the Lincoln Highway? I came across this letter dated March 26, 1928 which, if not answering the question, shines some new light on the mystery.

Boy Scouts of America,  
Park Avenue Bldg.,  
New York, N.Y.

March 26, 1928

Gentlemen:

This is to advise you that the Executive Committee of the Lincoln Highway Association has perfected arrangements for financing the plan agreed upon three years ago between the Boy Scouts of America and the Lincoln highway Association, entitled "Highway Safety Program", a copy of which is attached hereto.

**The Committee has delegated to me full authority to execute all details connected therewith.**

The Lincoln Highway Association will furnish, without cost to the Boy Scouts of America, sufficient and proper markers, delivered at convenient locations, as may be mutually agreed upon.

The Lincoln highway Association will also assist, to an amount not exceeding \$4,000.00, in financing the expense incurred by the Boy Scouts of America in this enterprise, as more fully outlined in the attached program.

The Boy Scouts of America shall set all markers without further expense to the Lincoln Highway Association.

We will undertake our part of this project as soon as we learn you have given full approval.

Very truly yours,  
(signed) G. Hoag  
Secretary of the  
Lincoln Highway Association

Has anyone come across a copy of this "Highway Safety Program" referred to by Gael Hoag apparently published in 1925?

## CISCO GROVE REMNANT



This is how the highway appeared prior to the realignment of US 40 in the Cisco area. This bridge over the Yuba River had to be removed due to some motorist thinking it was an onramp to the new alignment. Photos below show the original abutments and sections of the old highway that can still be investigated and walked. Both ends of this somewhat hidden alignment are gated restricting vehicular access. President Joel Windmiller reports that this section is approximately one mile in length and has a gently incline making it easily walkable. Good news for us senior citizens. Hopefully a future outing for the Chapter.







Sign at entrance to bridge



Old wooden and cable barrier railing

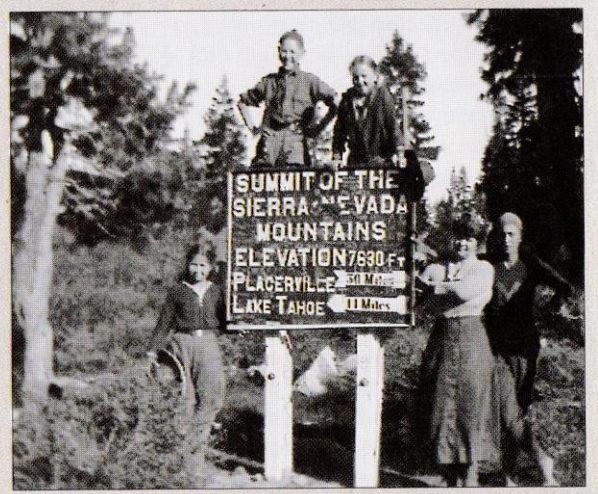




Color photos courtesy of President Joel Windmiller

## STORY BEHIND THE PHOTOS

These two photos appeared in the Spring 2018 issue of the Traveler as part of a feature showing scenes of travelers stopped at Echo Summit. I came across them again in a book entitled “Motoring’ Along! a collection of motoring stories from the readers of Reminisce Magazine published in 1998. The story accompanying the photos is interesting. The family photo shown is captioned; SUMMIT BUSTERS. From San Francisco to the summit of the Sierra Nevada near Lake Tahoe was a tough, adventurous trip in 1921. Walter Hamilton (at right below, beside his mother) was the driver of the model T below left. He recalls many occasions when everyone had to get out and push on the steep grades.



### **Time to Flop the Fliver**

“AROUND 1920, I took our family on a trip to Yosemite Valley in our 1918 Model T. My parents didn’t drive, so I was behind the wheel.

The planetary transmission on that model had only two speeds, high and low. For low, you had to push in the left pedal and hold it down with your foot.

During the trip up into the mountains, I wore out one of the bands and, while replacing it accidentally dropped a nut down into the transmission.

So, we laid the Ford on its side and got the nut out.”





The Complete Official Road Guide of the Lincoln Highway



## SAXON First Car to Cross Continent Over Lincoln Highway

A Saxon car traveled 3389 miles overland from New York to San Francisco in 30 days, across the Lincoln Highway.

It was the first automobile to make a continuous trip from New York to San Francisco over the Highway and the first car of its size and price to make the journey from coast to coast. It averaged 30 miles to the gallon on the long trip.

The same car, before starting on its transcontinental trip, ran 135 miles a day for 30 consecutive days—4050 miles—averaging 30 miles to the gallon of gasoline and 150 miles per quart of oil, covering the entire distance on the original set of tires.

**Saxon Motor Company, Detroit**

In 60 days this car covered almost 8000 miles—as far as the average owner drives in two years.

### What this Proves to You

It proves that in the Saxon you have a two-passenger automobile equal to any test which you as a user would even give it—a car that can fill your every need for business, for health, for pleasure—a car you can afford to buy and to keep.

Many thousand satisfied owners all over this country are using Saxons and proving the economy and utility of these sturdy cars every day.

*The Saxon car today at \$395 is the best two-passenger automobile in the world at anywhere near its price.*

Go to the nearest Saxon dealer and see this car. Let it tell its own convincing story to you.



## When Your Heart's in Your Mouth—

Then is when Tire Chains prove their Real value—they add so much to your brake power. Without them brakes would be useless.

It's those unexpected emergencies that make a driver think quick and act like lightning. When suddenly the children dash out from the doorway and are almost under your wheels before you realize it—you instinctively jam down your foot brake and frantically grab the emergency.

What if your brakes slipped and slide? Would the consequences be awful? It's positively criminal for a driver of a motor car to overlook even the slightest safety precaution. Inevitably the most effective supplementary addition to brake power when the roads are wet and slippery, is the use of

## WEED TIRE CHAINS

Cars with skidless tires on wet, greasy, slippery pavements lose brake power to the same degree as they would if their brake linings were made of wet, greasy, slippery bands of rubber.

Wet rubber slips—never grips. It slides like a cake of soap on greasy, slippery hands. It lacks the bite and hinge on ability of chain. Good brakes and Weed Tire Chains are undoubtedly the greatest factor in preventing motor accidents.

*It's the height of folly to even attempt to drive without chains on all four tires when the roads are slippery and uncertain.*

**American Chain Company, Inc.**  
Bridgeport Connecticut

In Canada: Dominion Chain Company, Limited, Niagara Falls, Ontario, Canada  
**Largest Chain Manufacturers in the World**

The Complete Chain Line—all types, all sizes, all finishes—from plowbars' safety chains to ship's anchor chains.



## MARK YOUR 2018 CALENDAR

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

State Chapter Meeting  
Vallejo Naval & Historic Museum  
734 Marin Street, Vallejo

Saturday **OCTOBER 6, 2018**  
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](mailto:joelwindmiller@att.net)

**NOTE:** For additional information on the 2018 LHA Conference go to [www.lincolnhighwayassoc.org](http://www.lincolnhighwayassoc.org)

**NOTE:** Meetings are preceded by lunch which is scheduled for 12:00 noon  
Official meetings will commence at approximately 1:00 pm

## MARK YOUR 2019 CALENDAR

Saturday **JANUARY 5, 2019**  
12:00 Noon

State Chapter Meeting  
(Location TBA)

Saturday **APRIL 6, 2019**  
12:00 Noon

State Chapter Meeting  
(Location TBA)

**JULY**

Rock Springs, Wyoming

Saturday **JULY 13, 2019**  
12:00 Noon

State Chapter Meeting  
(Location TBA)

Saturday **OCTOBER 5, 2019**  
12:00 Noon

State Chapter Meeting  
(Location TBA)





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Log in at: <http://www.lincolnhighwayassoc.org/ca>

