

# THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION – CALIFORNIA CHAPTER

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

Editor; Gary Kinst



NEWSLETTER PUBLISHED QUARTERLY ON THE FIRST OF JANUARY, APRIL, JULY, OCTOBER  
Posted on the California Chapter Web site 2 weeks prior to Chapter meetings

**VOL. 19 NO. 4**

**FALL**

**OCTOBER 2018**



## IN THIS ISSUE

July Chapter Meeting  
Today's Lincoln Highway

October Chapter Meeting  
LH Signage Crews

Lodi Signage Project

Nevada Chapter Clear Creek Alignment Road Trip  
1924 Lincoln Highway Road Trip (conclusion)

## COVER

Cover photo of William and Grace McCarthy posing at the Bullion Bend Monument, located between Pollock Pines and Whitehouse in 1920. Photo is from the William M. Mc Carthy collection located at the California State Archives. The collections 3083 images, in 11 albums, are accessible at the California State Archives web site, and were donated by Audrey Fullerton-Samore of Sacramento to the archives in 1996. William and Grace were early fans of auto travel and began traveling the earliest of America's roads (1905-1938) with their pioneering spirit and trusty cameras, seeking out landmarks and events. Their travels took them across the United States and into Mexico. Living in San Francisco, their collection includes many local photos as well as scenes from the Lincoln Highway in the Sierra's.



Members attending the July 12, 2014 Chapter meeting, held at Tortilla Flat Restaurant in Placerville, gather around the Bullion Bend Monument for a group photo.

## JULY CHAPTER MEETING

The California Chapter held its Summer meeting at the Vallejo Naval and Historical Museum 734 Marin Street, Vallejo. Before becoming the Historical Museum the building, erected in 1927, served as Vallejo's City Hall. Acquired by the City of Vallejo, it opened as a museum on July 7, 1979. The building has been restored and maintains much of its original elegance. It is an ideal venue for hosting events such as our Chapter meeting. A catered lunch was served in the "Hall of History" room and was provided by Rosie's BBQ Diner, located adjacent to the Museum. The meeting, which was held upstairs in the "Museum Heritage Room", was called to order at 1:00pm.



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



Items discussed during the meeting included Clarksville Days and the Donner Memorial 100<sup>th</sup> Centennial Celebration and the Rededication of Tracy's 11<sup>th</sup> Street Overcrossing. all of which were covered in the July Traveler Vol. 19 No. 3. A plan has been formulated to electronically distribute the Traveler newsletter to all members who currently have an e-mail address, in one mailing, thus eliminating the need for members and other interested parties to access the Chapter's web site. Web Master, Jimmy Lin, informed members that he has a program that will allow this to happen.

Due to health concerns, State Director Bob Dieterich is stepping aside to assume the role of Executive Advisor while Vice President Neil Rodrigues has been chosen to assume the position and carry on the Great work that Bob has contributed to the Association. Neils first job as Director will be to continue the work on the Chapters, currently under development, California Lincoln Highway Brochure.



Guests and Chapter members filling their plates at the buffet table which offered BBQ ribs and chicken along with baked beans, corn bread and a green salad. The food was excellent.



Folks choose tables to be with fellow members or guests to enjoy a scrumptious lunch and to swap Lincoln Highway stories. After lunch the group moved upstairs to the Museum Heritage Room, the Old City Council Chamber, to begin the meeting. 25 members and 6 guests were in attendance.

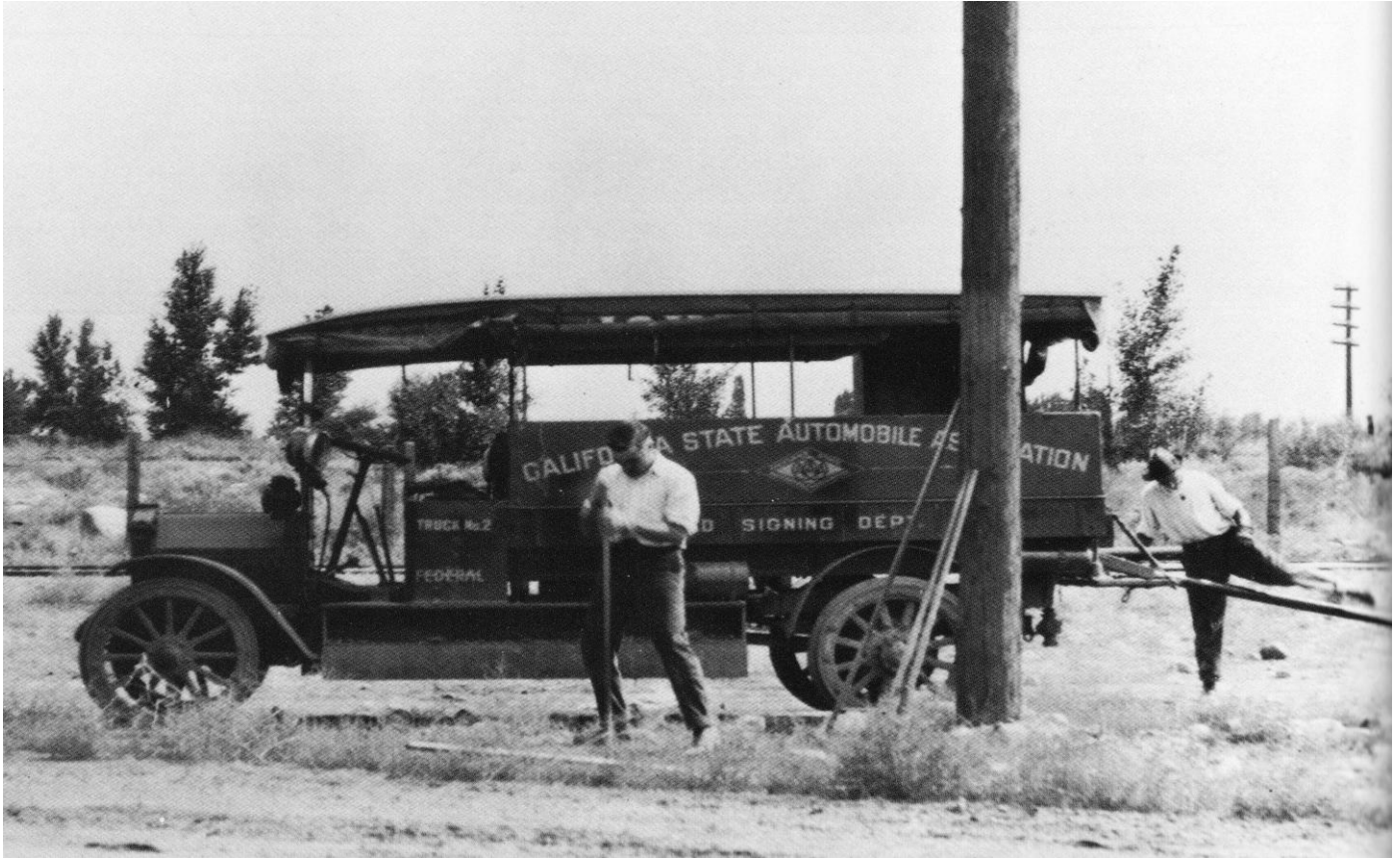


Past President Paul Gilger (left photo) talks about the 2019 Military Convoy and all that has gone into its preparation. The event will travel from the Lincoln Memorial in Washington D.C. to Lincoln Park in San Francisco over a period of 17 days. Museum Director, Jim Kern (right photo), gave a presentation on the history of Vallejo and Mare Island Naval Shipyard. Jim also told us the history of the Historical Society and that of the Museum. Vallejo played an important role in California History. He also spoke on the impact that the Lincoln Highway had on the city. Minutes from the Chapter meeting can be found at the Chapter's web site; [www.lincolnhighwayassoc.org/ca](http://www.lincolnhighwayassoc.org/ca)



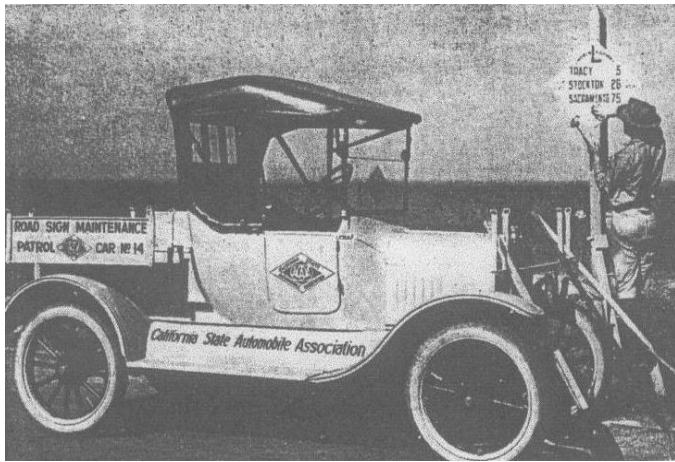
Photo of Dodgin's Automotive Station, located on the corner of Kentucky Street and the Napa Road Circa 1936. Holiday post card for Dodgin's (date unknown). This intersection was the location of a 1928 LH Marker post. These two items were scanned from the originals by Museum Director Jim Kern and graciously donated by the Vallejo Naval & Historical Museum for use in the Traveler. The photos were part of a display featuring scenes from the Lincoln Highway and discovered during the Chapter's visit,

## LINCOLN HIGHWAY SIGNAGE CREWS



The two photos shown on this page are of the CSAA Road Signing Department crew (truck # 2) installing Lincoln Highway identification signage in the Tracy area. With the railroad in background, possibly along the Byron Road.

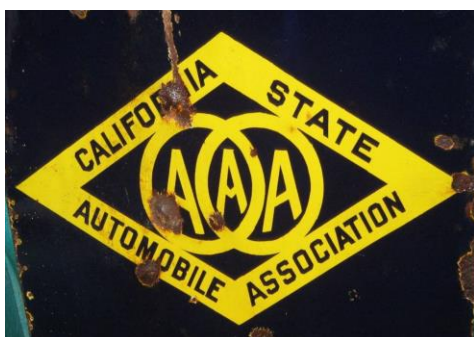




CSAA Road Maintenance serviceman (car # 14) installing mileage signs 5 miles west of Tracy and 5 miles east of Stockton. The tools leaning against tool bar are placed differently but background in both photos appear identical. Staged?



CSAA and ACSC were not the only organizations placing signs along the Lincoln Highway.



The Automobile Club of Southern California was founded on December 13, 1900 and was one of the Nations first motor clubs. Dedicated to improving roads, proposing traffic laws and the overall improvement of driving conditions. In 1910 the Club began surveying State roads , producing maps and creating a uniform signing system.





The B.F. Goodrich Company began publishing route guide books in 1910 along with installing guide posts to aid motorists. The sign shown below was located on Lower Sacramento Road 5 miles south of Galt.



Another was the Spartan Safety Signal Company of Jackson, Michigan.



In the summer of 1915, two brothers, Clifford and Harry Sparks of Jackson, Michigan began a trip to San Francisco on the Lincoln Highway. Their father, William "Cap" Sparks was co-owner of the Sparks-Withington Co., manufacturers of the all-electric Spartan car horn. The two brothers, ages 17 and 19 set out from Chicago in a new Model T truck with the purpose of installing advertising signs along the Lincoln in route to the PPIE (photo on left). The story of the trip is preserved in a scrapbook and is told via the telegrams sent home by the brothers.



Notice the Lincoln Highway signs attached to the poles just below the Spartan Safety First sign.



Photo above, on right, shows Cliff and Harry driving in a sign post near the Western Terminus. On July 8th they were in Chicago Heights and by August 8th they had reached Lake Tahoe where their telegram read, "Arrived Lake Tahoe, yesterday. Climbed a grade of 11 miles, used 5 gallons of water going up. Went swimming this morning. All the water in this lake is from melted snow. Magneto has gone bad and we are going into Frisco on batteries. Bad mountain climbing ahead of us. Diner is ready so will have to go. Oh, yes, enclosed find rattle snake tail with 10 rattles of rattler killed at Lake Tahoe"



Being towed up Echo Summit.



Independent Road Service Vehicle supplying gas, water, oil and tire repair with air provided by wheel driven compressor (attached to L/R wheel) operated when vehicle is in motion.

**The PACKARD**  
VACATION NUMBER

ANNOUNCING THE  
NEW PACKARD  
THIRTY-EIGHT  
SEPTEMBER  
NINETEEN  
HUNDRED  
THIRTEEN

## TODAYS LINCOLN HIGHWAY



Patrica Neuenkirk and Juli Snedeker

These two young ladies were discovered in the audience when we inquired if there were any new folks in attendance. They admitted to being first time Chapter meeting attendees and the story, told by Patrica regarding what inticed them to seek us out captivated all those present. I had hopes of providing that story in this article but they left no contact info on the sign in sheet. Sorry



Trey and Monica Pitsenberger, owners of the Golden Gecko Garden Center in Garden Valley, Ca. and members of the Lincoln Highway Facebook Group have incorporated the search for California history, and in particular the Lincoln Highway, into their enjoyment of the outdoors and hiking the Sierra Nevada's. Their current postings on the Facebook site include; Split Rock near Phillips, Stone bridge near Strawberry, Trout Creek Bridge at So. Lake Tahoe, Lovers Leap and Slipery Ford at Strawberry and the Donner Trail at Soda Springs. Their most recent hike took them up the Donner trail from Donner Lake to the Summit. Each location is described in short 1-5 minute videos narrated by Trey.



Another discovery by Trey and Monica. This time in Rancho Cordova

## OCTOBER CHAPTER MEETING

The California Chapter will hold its Fall meeting in Auburn at Joe Caribe Bistro & Café. The Restaurant is located at 13470 Lincoln Way. Lunch will be served between 11:30am and 1:00pm with the meeting following until approx. 3:30pm. Bill Von Tagen will have a presentation following the meeting.



### DIRECTIONS:

I-80 North from Sacramento  
Exit 151 Auburn Ravine/Foresthills Rds  
Turn right on Foresthills Rd  
Turn left on Lincoln Way  
13470 is on right

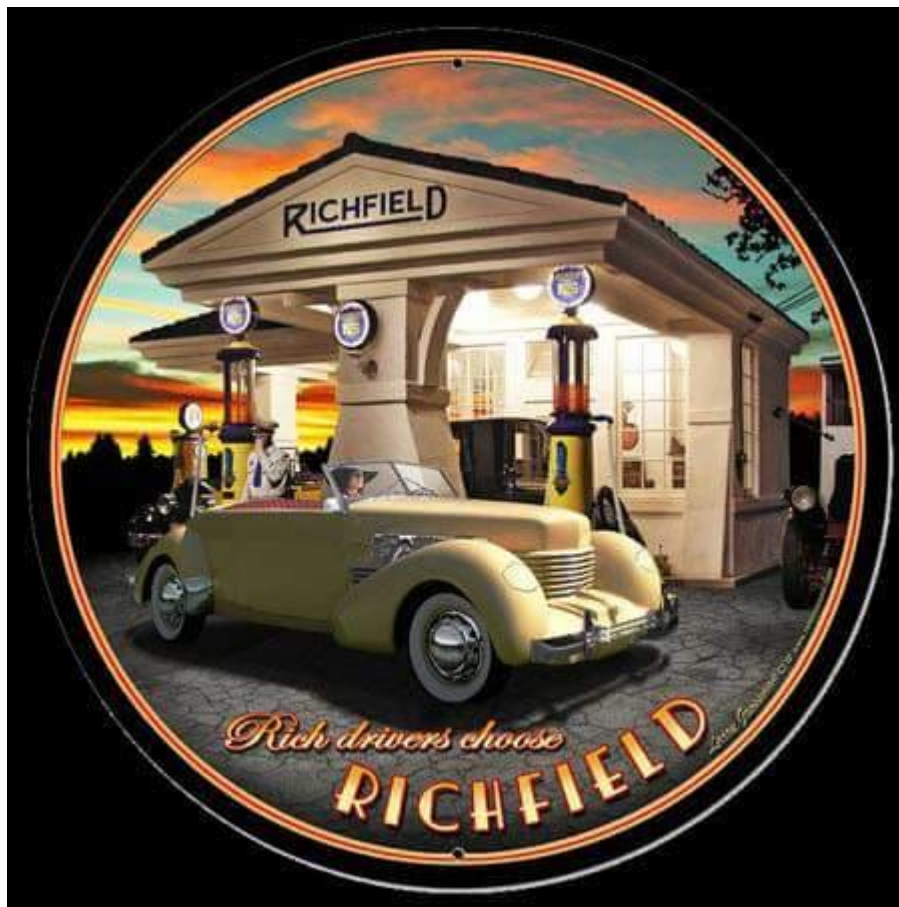
## 1928 Lincoln Highway Safety Tour

In response to my question in the July Traveler article regarding Lincoln Highway Markers, I have indeed received a reply. State Director, Bob Dieterich, refreshed my memory about this event, which I should have remembered.



Scene on Market Street, San Francisco and the Ferry Building

TRIVIA



# LODI SIGNAGE PROJECT COMPLETED

The project to install signs in Lodi was spearheaded by Stockton member Kevin Shawver under the direction of California Chapter Sign Project Manager, Michael Kaelin. The project began on June 17, 2017. Kevin met with Lodi City Council Member JoAnne Mounce, City Manager Steve Schwabauer, and Department of Public Works Director Charlie Swimley to request that Lincoln Highway signage be installed along the Lincoln Highway's route through the City of Lodi. The City was very receptive and agreed to provide the labor to install the needed signage. At this point in time the entire length of highway in San Joaquin County had been posted with the exception of Lodi. The California Chapter agreed to donate 10 signs with the hope of recouping part or all of the expense through public donations. The Chapter is still accepting donations.

The signs were installed during the week of September 10, 2018 on Lower Sacramento and Turner Roads within the Lodi City Limits. Sign number 10 was to have been installed on westbound Turner Road but a suitable location for mounting was not found.







Note that these new signs incorporate the directional arrow eliminating the need for additional signage.

Photos courtesy of Kevin Shawver

Special Thanks to Lodi Vice Mayor JoAnne Mounce, City Manager Steve Schwabauer, Director of Public Works Charlie Swimley and Sign Crew Chief Dana Watt for making this project possible.

## A LINCOLN HIGHWAY ROAD TRIP – 1924

### The Journey ends      Continued from Vol. 19 No. 3

#### DAY 8

When we got into LARAMIE, we went to a camp ground and ot settled first, then went back to town to get our supper. Pat gave tge boy we had picked up enough money for supper and he camped with us that night. We had cabins, but he and Thomas slept in tge cars again. In the morning we made breakfast in camp and started out again. We limbed the mountains again this morning, which was a Sunday and also Declaration Day. It had started to rain hard by this time. We rested on the top, which they claim is the highest part of the Rockies that the Lincoln Highway crosses. Something had gone wrong with Chris' car, so we wited in the rain until they caught up with us. As we started to decend the rain seemed to let up. We passed through GRANITE CANYON, on into CHEYENNE. It was still raining. We ate our lunch in our car while the Neilsens went into a restaurant and ate. At this place the boy left us and headed for Denver. As we were going through a tiny village called HILLSDALE we looked back to see if Chris was coming, as we had been having a terrible time ourselves with the muddy roads. There was mud up to the hub and we had done a lot of skidding. I heard Pat say, "My God, there goes Chris in the ditch". They had swung around in the road, and went back into the ditch, so we went back with our car, and I got out and waited there, because I was afraid to go backmover that road. Near a little place called BURNS (I think the map said 27 inhabitants) we picked up a man and his little boy who were hiking from the West Coast to Omaha. In all that rain and bad roads, we had a flat tire, so it was with a sigh of relief we pulled into PINE BLUFFS.

Here, we could find no camp grounds, except a vacant lot where we could pitch our tents if we wished, but we were all so tired and cold, so the men said after supper they would look around for a place to stay. In the meantime, the garage man had told them of a place, a private home, where the lady cooked meals for tourists very reasonable, so we went there, I don't see how she ever did it on such notice, but she certaintl gave us a good chicken and biscuit supper, and she said she also had room for tourists, so we just grabbed at them. We had her pack a lunch for us to take yhe next morning, and after having breakfast with her, we left. When she asked Chris where he was from, and he said "Denmark", she said, "I don't know where that is. The only state I know anything about is Wyoming". She liked Chris, said he had a nice voice.

#### DAY 9

This day we went through BUSHNELL, NEBR., OLIVER AND SUNOL. Now, we were beginning to get away from mountains and dessert country, and were coming into the plains of Nebraska, which was more like our own country. We had supper at NORTH PLATTE, and rode quite late that night to make the camp at LEXINGTON, which was along side of the City Water Works and there was nothing there but a cook house. The trains kept us awake all night and the bell of the train crossing rang steady.

#### DAY 10

The next day nothing unusual occurred, except we began to have a lot of blowouts and flat tires. The men were beginning to get pretty discouraged. We wre going to camp at SILVER CREEK, but did not like the camp, so decided to go, even though the night was coming on. It began to get dark, amd all of a sudden we looked around and ccould not see the lights of Chris' car. We waited

a while, then turned back and we found them with a wheel off. On account of it being dark, they had not been going fast, which was fortunate for them. Well, we did not know what to do. While Thomas, Chris and Harry worked on it, Pat went in search of a camp which we had been told was near, but we got in such a dark, sandy road, that it seemed dangerous to try to find it, so we went back to the other car. They had the wheel on as well as they could without the necessary tools, so we decided to try to make the next town. But we had not come far when off it came again, so we pushed Chris' car to a place by the side of the road, and the Carneys put up one of the tents, and slept on the ground, and the rest covered up good in the cars and slept there. The dogs at the farm house barked so much, we expected to see the farmer come over and ask us what we were doing in his corn field. Early next morning Pat took us all into COLUMBUS, there we had breakfast and then got the things to fix the car enough to bring it into town to the garage, but we had to wait until noon before we could make another start.

#### DAY 11

The roads were better now, and in most places we found brick or pavement, and by evening we came into OMAHA. This is such a nice clean town, and the camping place was wonderful, it was up in sort of a park and there was a big camp house with kitchens, showers, etc., and we all took a shower, and settled down to a good night's rest in our tents, even though it rained most of the night. We would like to have stayed longer in this camp, but felt we ought to keep moving as we had already wasted so much time. So we went on. We had our breakfast in a restaurant in COUNCIL BLUFFS, and the girl gave Pat warmed over pancakes.

#### DAY 12

We were now going through little towns right along. About noon we came to Missouri Valley, Ia., so we had our lunch there, as we had to fix up some of the tires, etc. Early in the afternoon, we made another start. This afternoon we found quite a bit of good roads, and rather late in the evening we came into BOONE. The first thing we did was to inquire the way to the camping grounds. At first we could not find it, but at last we found it away up in a beautiful wooded park, high up on a hill. We all cleaned up and got the tent up, then we went back to town, all eleven in Pat's car, to find a restaurant. When we did find one, people watched us climb out of the car as though they were thinking, "well, how many more are in there?". We had a good supper, and the boys began to put nickles in the piano and Pat did a little dance, and we all got to cutting up (as there were no other patrons in the place). Somehow, it seemed like we were getting back to civilization. It was late when we got back to camp, and then the men worked on their tires so we could get a good start in the morning. However, we did not get out of Boone until nearly ten o'clock. We went back to the same restaurant for our breakfast and the owners treated us like old friends.

#### DAY 13

That day broke the record for having tire trouble. It seemed as though every few miles one of us had to stop to fix a tire. It was so dry and dusty. Towards noon we stopped on COLO. Here, a funny old man came up to us. They said he stopped all tourists and gave them advice on the roads, etc. but every few words he said were "ready to blow up". I suppose he was a little bit off his mind. While he was talking to us, he suddenly pointed to another old man with a cane, all bent over, who was crossing the road. He said, "There's another one just about ready to blow up". I thought we would "blow up" laughing.

We had lunch at MARSHALLTOWN. The afternoon was just like the morning for having tire trouble. We had to make a disagreeable detour at BELLE PLAINS. Around five o'clock, it seems to me, we git into CEDAR RAPIDS. By this time we were pretty discouraged, so we wired ahead to Dixon that they would see us in the morning. We intended to camp at the next camp. But several different ones told us that we would find good roads from there on, so we said we would go on until we had another flat tire, anyway. So in CORNELL, the college town, we went in and had supper. From then on our luck seamed to change and we went sailing along, through lots of little towns. And soon we were in CLINTON. It was just one o'clock as we over the Tell Bridge. We stopped in MORRISON and spent the last of our food budget for coffee and pie, as we were all tired, cold and hungry. At two o'clock we pulled into DIXON, and that little town never looked so pretty as it looked that morning, with all the ligts shining on the river at the dam. We got the Palmers up, and phoned ahead to Mother Burrs tgat we would be over soon. And thus ended our great trip.

*Written by Elsie Burrs*

A border note from Bessie; " I don't know why Elsie called this Galloping Ghost of 49, it was 1923 or 1924 when we made the trip.



Harry Carney, Bessie Carney, Eliva Carney in front seat.  
Grandparents and Mother in back seat

## HAPPENINGS

Vice President, Neil Rodrigeus has been busy spreading the word about our new up and coming Chapter brochure. Neil produced a pamphlet of his own detailing the history of the Lincoln Highway across America, While in Reno Nevada, for this years Hot August Nights, Neil made several stops to hand out the pamphlet. One of those being the National Automobile Museum. The folks there were very receptive to having brochures to hand out and welcomed the arrival of the new California brochure. Neil handed out pamphlets to those who noticed the LH logo on the Rambler and stopped to ask questions about the highway. Pamphlets were also left at the Sparks Museum. A sample can be seen on pages 20, 21.



Neils' 1961 Rambler Classic Custom proudly displays the Lincoln Highway Logo



Lincoln Highway display at Sparks Museum

# THE LINCOLN HIGHWAY



LINCOLN

L

HIGHWAY



- The Lincoln Highway is America's first transcontinental road.
- The Lincoln Highway is a monument to Abraham Lincoln.
- The Lincoln Highway is a national attraction to travelers.
- The Lincoln Highway is a point of municipal and state pride to the townships and territories it traverses.
- The Lincoln Highway was the road one would travel to cross the country.
- The Lincoln Highway was a household name.
- The Lincoln Highway lives-on and is one of the most scenic navigable routes across America!

The Lincoln Highway became the first signed drivable road consisting of roughly 3,389 miles crossing the width of the United States from Time Square, New York, to Lincoln Park, San Francisco.



Lincoln Highway Association Archive photo

In 1912, enterprising automobile enthusiast and visionary, Carl G. Fisher, who created Prestolite headlights, the Indianapolis Speedway and the town of Miami Beach, Florida, proposed a Coast-to-Coast Rock Highway to be built by local communities

and funded by private, public and automobile-related entities, with a completion date in time to drive across the country to the 1915 Panama Pacific Exposition to be held in San Francisco, California. The underlying reason for this road-improvement vision was that in 1912, ninety-three percent of all roads in America were simply unimproved dirt pathways.



Lincoln Highway Association Archive photo

The Lincoln Highway Association was formed by interested automobile industry moguls, with the head of the Packard Automobile Company, Henry B. Joy, becoming the first association president. Henry Joy coined the road's name "The Lincoln Highway", and so it became:

***"A highway from New York to San Francisco, as direct as practicable considering the limitations by Nature in the topography of the country."***

The Lincoln Highway was a road built upon improvements to existing pathways and amended alignments, with added infrastructure as necessary, such as bridges, tunnels, and causeways.

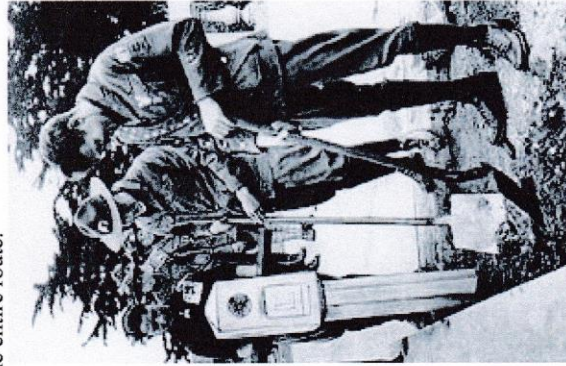


California State Library photo

Designated routes were improved with rock or concrete in the early years, then later with asphalt. The road was clearly signed with the familiar Lincoln Highway red, white, and blue "L" logo indicator. In the beginning, the Lincoln Highway was "the road" of choice everyone would use to cross the country, for it being well marked and safer to travel.

During the years from 1913 to 1927 the Lincoln Highway Association helped sign, maintain, and improve passage along this motorway.

In the 1920s the U.S. Government was finally aware of the importance of "better roads" and decided to become more involved with road improvement and numbered highway designations. The Lincoln Highway Association decided that "our work was done", and in December of 1927, ceased operations with one final effort - cooperating with the Boy Scouts of America, in 1928 placed over 3,000 concrete Lincoln Highway directional marker posts along the entire route.

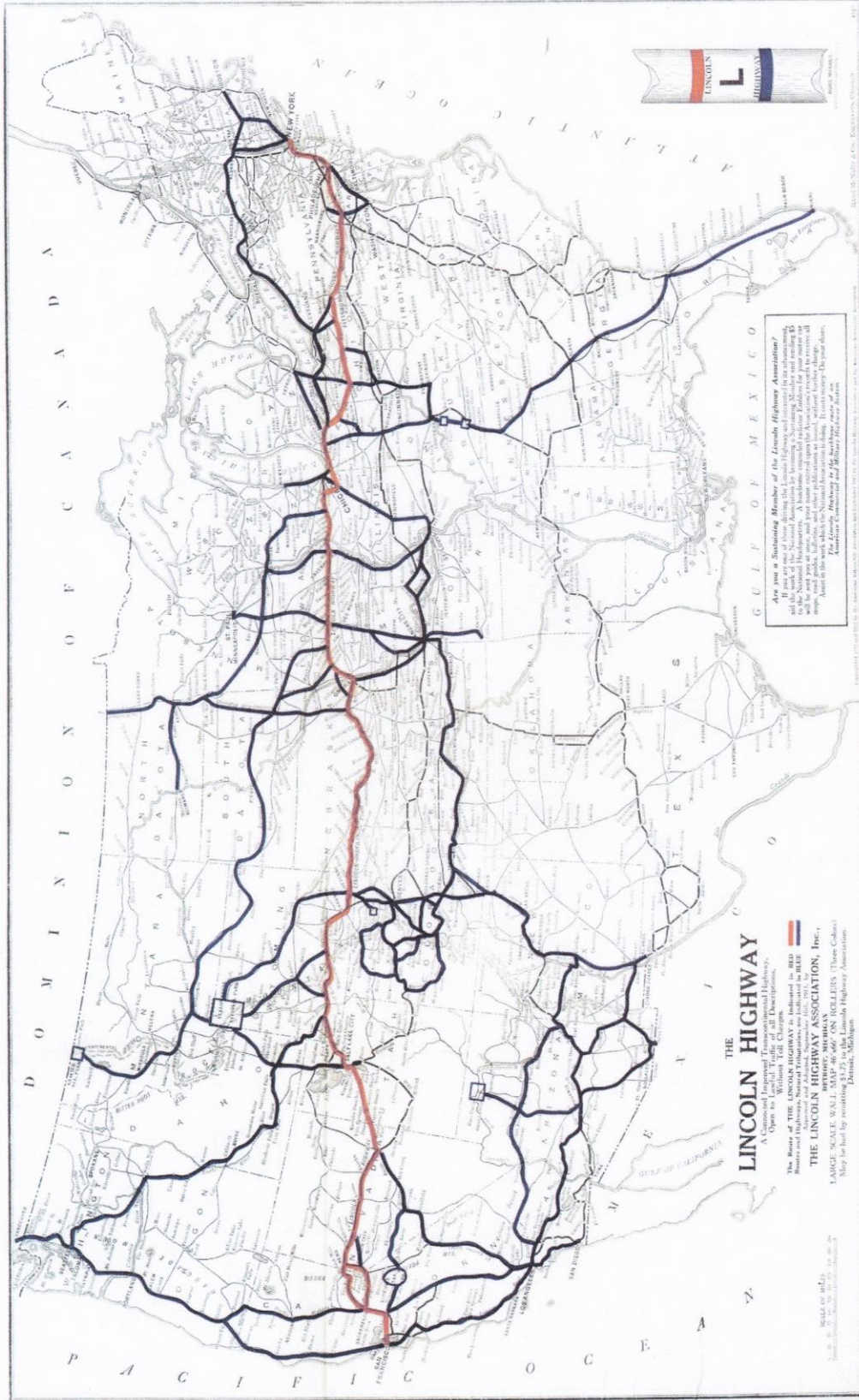


Lincoln Highway Association Archive photo

The Lincoln Highway Association was reformed in 1992 to promote and preserve the first great American road for a new generation of enthusiasts.

Lincoln Highway Association, CA Chapter, Neil A. Rodrigues 2018-8-17

# Official 1913 Lincoln Highway Route Map



Learn more about the Lincoln Highway Association and explore the Lincoln Highway Interactive Map to discover and guide you while traveling the original alignments of the 1913 Lincoln Highway at our web page: [www.LincolnHighwayAssoc.org](http://www.LincolnHighwayAssoc.org)

## OTHER HAPPENINGS

President, Joel Windmiller and Vice President, Neil Rodrigues were invited to be a part of the Nevada's Chapter tour of Clear Creek Canyon Road, the third generation of roads over the Sierra's Spooner Summit was held on Saturday August 25<sup>th</sup> and began at the Stewart Indian School on Synder Ave at 9:30am. Nevada members Jan Marson and Janette Bloom were key factors in arranging and coordinating this magnificent tour. After touring the Stewart Indian School Trail, the group of 21 folks, began it's car trip up Clear Creek Canyon. Stops were made along the road to view various canyon features and remnants from the past. A lunch stop was provided at Fuji Park where box lunches were provided. The upper section of road is narrow and in many spots impassible by motor vehicle. Neil was able to hike the remaining 4 miles to the summit taking 3 hours, The return trip took 1hr. The following photos are only a few of the 191 shots that Neil captured on the tour.



Cindy Ainsworth group photo at Stewart Indian School

A story regarding a tour of the Kings Canyon alignment can be found in the Travelr Vol. 6 No. 4 October 2005 by Norm Root.





Nevada Highway Marker with broken head. Shovel head was found several feet off the road

Earlier roads to Spooner Summit included Kings Canyon Wagon Road 1852-1863. Kings Canyon Toll Road 1863-1875, which was a segment of the Lake Tahoe Wagon Road and Walton's Clear Creek Toll Road 1875-1928. The Clear Creek Road began as a Washoe Indian pathway and later became Johnson's Cut-Off Wagon Rd. which developed into the Rufus Walton Toll Rd. At a later date it became known as the Clear Creek Grade which provided an alternate route to the King's Canyon road during the summer months. In 1913 the Clear Creek route was passed over by the Lincoln Highway Association in favor of the King's Canyon alignment, until 1928 when the Nevada Highway Department improved the Clear Creek Road and the Lincoln Highway was realigned and served as part of US 50. The highway was again realigned to its current alignment in 1957.



# Nevada's **GHOST HIGHWAYS**



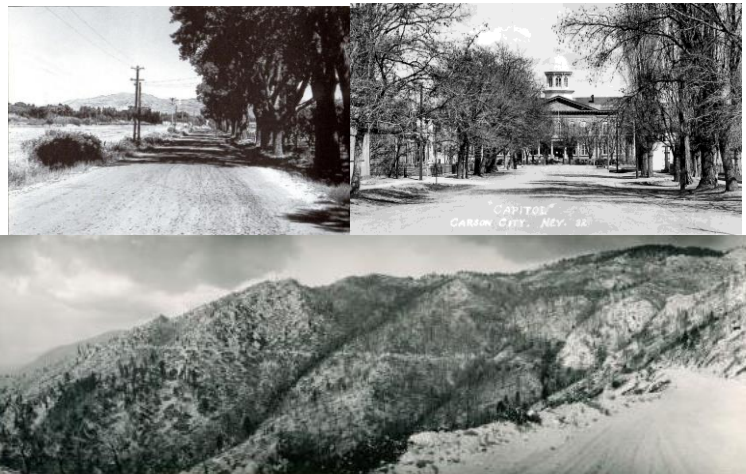
## *Clear Creek Canyon-Kings Canyon Roads* *"Pioneer Alignments of the Lincoln Highway"* *Joel Windmiller*

### Kings Canyon Road

During the 1850s, part of the Kings Canyon Road was called the Lake Bigler (Lake Tahoe) Toll Road, the Lake Tahoe Wagon Road in 1863 and in the 1920s Kings Canyon was also called Ostermann's Grade. Kings Canyon was once the location of not only a toll road, but flumes and, at one time, a resort and tavern. King Street and Kings Canyon were named after Dr. B. L. King. He and his daughters had a resort in Kings Canyon. "Dr. King opened a brewery at his ranch home on King's Canyon Creek, and kept a tavern there ... Dr. King settled on his ranch in the King's Canyon Creek meadows in 1852. He cooperated with Frank and W. L. Hall and the Barnard brothers at Eagle Ranch Station in grading a road up to the south fork of King's Canyon Creek ..." according Nevada State Library and Archives

Heading west from Carson City

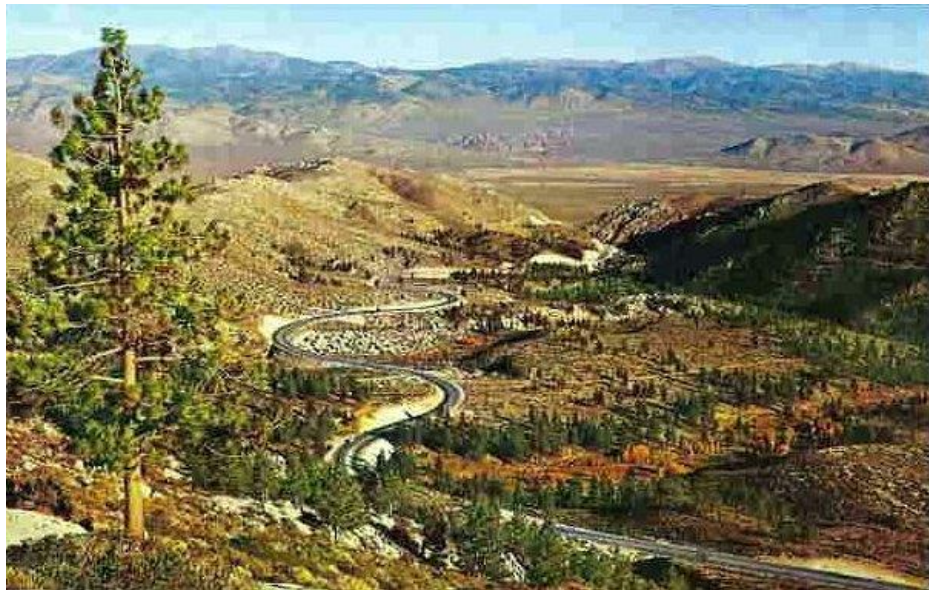
Approaching State Capitol Building Carson City



Heading west Ostermann Grade approaching Spooner Summit Lake Tahoe in the distance

Our early pioneers needed a way to get from Carson City to Lake Tahoe. A road was built by the Lake Bigler Toll Road Company. Imagine how difficult it must have been to build a road without today's modern technology. They had to use horse- or oxen-drawn scrapers to make the roads, which averaged 20 feet in width. Oxen, horses and mules were the power behind the equipment, along with men and their picks and shovels.

There are many landmarks along Kings Canyon Road, long lost to history. Among them is Barrel Springs (Heidenreich Dairy Ranch). They are called so because at one time there were two large wooden barrels that had been sunk into the ground at the lip of the side hill that furnished, "... drafts of sweet, cold water to those passers-by who are fortunate enough to know of their whereabouts" (Nevada State Library and Archives). These springs were once used for thirsty oxen, mules and horses in the days of the Lake Bigler (Tahoe) Toll Road. After the days of the Lincoln Highway, these same springs were used to cool down radiators that had overheated in the old automobiles. Today, you still may see some remnants of the Heidenreich orchards. Along this route there is now a monument acknowledging the "Borda sheep ranch" and the fact that these lands were donated to Carson City.



**Overlooking Clear Creek alignment descending into Carson Valley**

## Clear Creek Highway

Originally a Washoe pathway to Lake Tahoe, the trail up Clear Creek Canyon grew into a wagon road known as Johnson's Cut-off, and developed into the Rufus Walton Toll Road with the growth of the lumber industry during the Comstock era. The Walton Toll Road extended to about one mile east of Spooner Summit, where it connected to the King's Canyon road. Later referred to as the Clear Creek Grade, the road was used as an alternate route to the King's Canyon road with daily stages running between Carson City and Glenbrook during the summer months. Passed over in favor of King's Canyon Road for the original route of the Lincoln Highway in 1913, the Nevada Highway Department improved the road in 1928, designating the Clear Creek Highway as the realignment of the Lincoln Highway.



**Steam Shovel digging out a highway cut 1926**



**Overview of the Clear Creek highway**



**Clear Creek Alignment 1950**

Old Clear Creek Road then served as part of US 50 until the alignment was changed once again in 1957 to provide a better roadway to the 1960 Squaw Valley Olympics. Remarkably, the current roadbed is the original pavement that NDOT installed in the early 30's. The road has never been repaved and is apparently a construction marvel for this very fact. What remains of the Clear Creek Highway is now known as Old Clear Creek Road or, in Douglas County, Old Highway 50. For a road that is less than 10 miles in length, a remarkable number of governmental entities claim (or disclaim) jurisdiction over the road – the Washoe Tribe, BIA, USFS, NDOT, USFS, Carson City, and Douglas County are all involved. A feat that undoubtedly no other road in this country can match! Millions of board feet of logs and lumber were transported down Clear Creek Canyon. As the site of one of the major flumes during the Comstock days, lumber was moved from Spooner Summit to the railroad yard in Carson City for transportation to the Virginia City mines.

Initially developed by the Summit Fluming Company, the Carson and Tahoe Lumber and Fluming Company (C. & T. L. & F. Co.) lengthened the flume to 12 miles and located railroads at both ends of the flume. At this point in the Clear Creek Grade's history, there were 14 bridges spanning the flume making travel more precarious than in earlier times. Although the flume is long gone, portions of the flume bed are still visible and easily accessible, as they form a flat, walk able area along Clear Creek



## MARK YOUR 2018 CALENDAR

Saturday **OCTOBER 6, 2018**

Lunch 11:30 – 1:00

Meeting 1:00 -3:30

State Chapter Meeting  
Joe Caribe Bistro & Café  
13470 Lincoln Way  
Auburn, Ca 95603

**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 2019 LHA Conference go to [www.lincolnhighwayassoc.org](http://www.lincolnhighwayassoc.org)

**NOTE:** Meetings are preceded by lunch which is scheduled for 12:00 noon, unless otherwise noted.  
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)

**JUNE 18 - 22**

Annual LHA Conference  
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)



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

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

Bob Dieterich  
Executive Advisor  
Lincoln Highway Association  
916-962-1357  
BobD@iname.com

Neil Rodrigues \*  
State Director  
Chapter Vice President  
Promotional Chairman  
408-374-6288  
neil\_rodrigues@yahoo.com

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

Paulette Johnston \*  
Secretary  
916-202-2724  
Pj12thrnate@sbcglobal.net

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>

