



# THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION – CALIFORNIA CHAPTER

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

Editor; Gary Kinst



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Posted on the California Chapter Web site 2 weeks prior to Chapter meetings

VOL. 20 NO. 1

WINTER

JANUARY 2019



## Season's Greetings

### IN THIS ISSUE

- October Chapter Meeting
- Route over the Sierras
- Today's Lincoln Highway
- Happenings
- LH Bridges Scheduled For Replacement

## COVER

This issue's cover photo shows the film crew of the Oakland Tribune capturing a moment in the US Army's Military Convoy Tour enroute to Oakland and San Francisco. The date is August 1919 in the Nevada desert. Back in the day, the Tribune was noted for filming short newsreels to be shown in local movie theatres. The mobile newsreel filming department was known as "Tribune Kinema" whose name can be seen in the foreground on cameraman's case. The Oakland Tribune's Studebaker was used on tours around the Bay Area and into Northern California covering stories found in the Tribune's Automobile section.

## 2019 RE-CREATION of 1919 MILITARY CONVOY TOUR

The Military Vehicle Preservation Association (MVPA) will celebrate the 100<sup>th</sup> anniversary of the 1919 Military Convoy by following the original route via the Lincoln Highway. Paul Gilger is busy preparing a map of the route which the convoy will follow. The California Chapter is seeking a tour guide to lead the convoy in California. An itinerary of the Tour can be found on the Chapters web site in meeting minutes for July 7, 2018 at Vallejo. The Tour begins at the Lincoln Memorial, Wash. D.C. on August 31, 2019 and ends at Lincoln Park, San Francisco September 16, 2019.





## A FORTUITOUS FIND



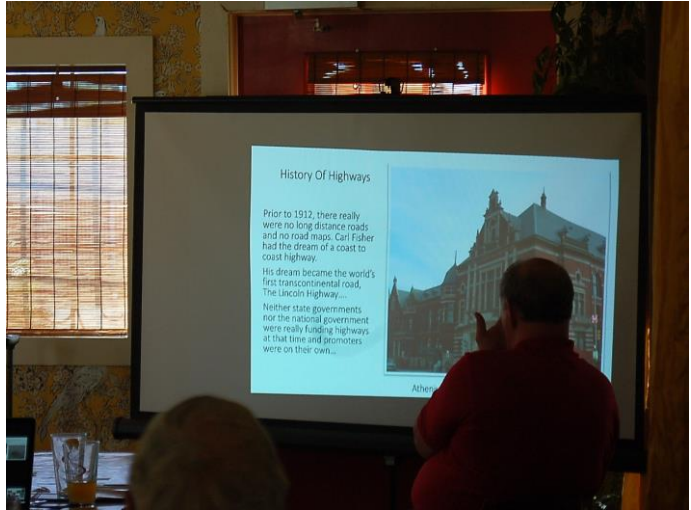
While exploring the first generation of Lincoln Highway between Placerville and the Altamont Pass, Trey and Monica Pitsenberger came across this exposed piece of paving lying between Harlan Road and the I-5 freeway at Lathrop, Ca. This section of the old road had been driven and walked countless times with no sign of its existence. President Joel Windmiller guesses that it must have been covered with dirt or gravel until some sort of cleanup was done in the area. The location is on Harlan Road at the intersection with "O" Street. The contractors stamp reads "Frederickson and Watson - Frederickson Bros. Contractors - June 26, 1928. Joel Windmiller has identified the stamp on the concrete slab as being project number [910EC6] from Frederickson Brothers and Sons on April 3, 1928 for a 7-mile section of highway between the San Joaquin River at Banta to French Camp. Member Kevin Shawver has suggested that this historic piece of road be preserved and displayed in a museum or historical society at Lathrop. That idea is being explored.

## OCTOBER CHAPTER MEETING

The California Chapter held it's Fall Chapter meeting at Joe Caribe Bistro and Café on Lincoln Way in Auburn. Several members were unable to attend due to health issues and prior commitments resulting in an attendance of 13 folks. Trey Pitsenberger of Garden Valley was a guest at the meeting and hopefully a potential new member. Trey and his wife Monica have been featured in the Traveler on several occasions. Old business included discussion of the Lincoln Highway Brochures produced and distributed in Reno by VP Neil Rodrigues, 2019 Military Convoy Tour, Paul Gilger is working on the map and has finished Washington to Ohio. Signage in the Lodi area and the status of the LH marker at Donner Memorial Park. Member Scott Miner along with his students have completed work on the Chapters New Meritorious Achievement Award Plaque which was shown at the meeting by President Joel Windmiller. Paul Gilger and Joel were instrumental in the awards design. Scott donated his cost to create the plaque to the Chapter. A Big Thanks to Scott and his students. Bill Von Tagen presented his power point "A Ford on the Lincoln travels the Lincoln Highway from San Francisco to New York in a Ford Ranchero w/trailer"



Paul Gilger (on Left) and members awaiting lunch



Jimmy Lin (on left) Grant Gassman (on right) watching Bill Von Tagen's power point with Joel

New business included the presentation of work projects on White Rock Road, replacement of the Bascule bridge at Mossdale and the rehilibation of West Capital Avenue. Several of these projects are covered in this issue of the Traveler. The complete minutes can be found at the Chapters web site.



President Joel Windmiller



Guest speaker Bill Von Tagen



# ROUTE OVER THE SIERRAS

## SACRAMENTO BEE

Sacramento, California

March 11, 1914

Headline and Sub Headline

### **LINCOLN HIGHWAY BOOSTERS VIEW TWO ROUTES**

Superior California Must Raise \$250,000, Says Commissioner H.E. Frederickson

PLACERVILLE (El Dorado Co)

March 11,- The Lincoln Highway boosters arrived here at 6 o'clock last night from Auburn.

#### **Several Speakers Heard**

After dinner the boosters were escorted to the plaza, where a crowd of 300 or 400 people and the band greeted them.

The following speakers addressed the citizens on the benefits to be derived by this city and the county if the Lincoln Highway should be built through the county; A. Jonas, President of the Oakland Chamber of Commerce; L.S. Upson, Chairman of the Sacramento Chamber of Commerce; A.A. Denison and H.E. Fredrickerson of Oakland and S.G. Beach of Placerville. They were introduced by Mayor J.C. O'Donnell.

After the open-air meeting, a session was held at the board of trade, where ways and means were discussed.

H.G. Wells, sugar merchant of Oakland, offered to increase whatever sum El Dorado County might raise toward building the Lincoln Highway along the old Emigrant road. Other speakers were L.S. Upton, Dr. O.P. Fitch and Max Mierson,

#### **Leave for Sacramento**

The boosters left this morning for Sacramento. The party comprised L.S. Lipson and A.D. Patterson of Sacramento; E.P. Crunison, F. Williams, Worthington Gates, T.E. Bisley, G. B. Wells, H.B. Lyon, F.E. Graves, C.A. McGee, R.A. Demson, A. Jonas, Fred Seullburger, G. Dimock. H.E. Frederickson, of Oakland, and R.L. Fulton of Reno.

#### **BIG AUBURN MEETING (excerpt)**

AUBURN (Placer Co.) March 11-

The Lincoln highway boosters, including H.E. Frederickson, Commissioner; A. Jonas, President, and A.A. Dennison, Secretary of the Oakland Chamber of Commerce, accompanied By L.S. Upson, of Sacramento, were entertained at Hotel Auburn.

Dr. R.A. Peers, of Colfax, urged the party to continue the route to that place. A. Jonas assured Placer County she is entitled to the highway. A.A. Dennison also spoke.

#### **Says \$250,000 Needed (excerpt)**

H.E. Frederickson stated that it was necessary for Superior California to donate \$250,00 to help build the road across the deserts of Nevada, Utah and Wyoming, and that the total cost would have to be equalized among the various counties.

#### **COLFAX SENDS DELEGATION.**

A delegation of between forty and fifty citizens, representing Colfax, made the trip to Auburn to meet the Lincoln Highway boosters during their stop at that place. Each machine was decorated with Lincoln Highway pennants and banners, and each of those present wore a Colfax badge boosting for the highway. On the lead car was a large banner with the words, "The Lincoln Highway via Colfax."



### **PASSES THROUGH ROSEVILLE**

Commissioner H.E. Frederickson of the Lincoln Highway Commission passed through here but failed to keep his date with either Roseville or Rocklin.

Frederickson had announced that he would explain the Committee's plan and have ex-Governor Pardee come with him. Several Pardee friends were on hand, but neither he nor any speaker was ready to talk.

Federickson intimated that he was yet uncertain as to which way the highway would go. Placer County is doing much road work and has fine roads to offer.

### **SACRAMENTO BEE**

May 29, 1914

Headline and Sub Headline

#### **TRUCKEE BOOSTERS BREAK ROADWAY OVER SUMMIT**

Business Men Start Out with picks, Shovels and Other Road Tools; Working for Lincoln Highway  
TRUCKEE (Nevada Co.) May 29

The business men of this place started out bright and early to break the road over the summit, so that automobiles may have a passage within the next week. The party consisted mainly of members of the Chamber of Commerce.

It is hoped the road will be ready for passage within the next few days. This opening is regarded as one of the largest factors in bringing the Lincoln National Highway this way instead of over either of the other routes. The road will be passable, it is claimed, at least two weeks before the other routes.

Four machines have already passed over the road, and it is thought that all machines will be able to go over this route before the end of next week. Two automobiles came over the road this morning, and two are on the road.

## SACRAMENTO BEE

March 9, 1914

Headline and Sub Headline

### **LINCOLN HIGHWAY BOOSTERS COMING**

Mass Meeting Scheduled at City Hall To-night to Receive Auto Delegations

Citizens of Sacramento are invited to be present at the Council Chamber in the City Hall at 8 o'clock this evening, when a meeting of the Lincoln Highway Committee of the Chamber of Commerce will be called to order by Chairman J.H. Stephens.

The object of the meeting is to enlist support for the Lincoln Highway and also arrive at some conclusion regarding routes to be chosen , particularly with reference to the territory between Reno, Sacramento and San Francisco.

L.S. Upson, of the Kimball-Upson Company, has received a telegram from Placerville to the effect that thirty residents of that city will be present. Another delegation from Davis, headed by George W. Pierce, also will be in attendance. Former Governor, George C. Pardee will be one of the principal speakers, and H.E. Frederickson of Omaha, Consul-at-Large for the Lincoln Highway between that city and San Francisco, will be on hand.

The importance of rushing work and placing the highway in such condition by 1915 that automobilists east of the Rockies can make the trip to the Exposition by way of Sacramento, will be urged and steps taken to achieve this end.

## THE MOUNTAIN MESSENGER

Downieville, Sierra County, California

September 28, 1918

Vol LXV No15

The California State Automobile Association have selected a route from Wadsworth, Nevada, as far as Truckee, in this state, as the road on which they will recommend permanent improvements to be made. From Truckee to San Francisco no selection of roads has yet been made. If the selection depends upon the lowest altitude and the shortest distance, the recommendation that the road come via Sierraville, Sattley, Sierra City, Downieville, Goodyear Bar and down the North Yuba river to Marysville is sure to be made.

## MOTORLAND MAGAZINE

January, 1922

### **VICTORY HIGHWAY IS NAMED "PRIMARY" ROAD**

Early improvement of the Victory Highway, stretching from San Francisco to New York City, is now a certainty. This transcontinental highway, which the California State Automobile Association has fostered and signed as far east as Kansas City, has been designated a "primary road" by the states of Nevada and Utah. This designation will entitle the highway to 60 per cent of the Federal money available from the National Government in those states.

Nevada now has approximately \$3,400,000, of available Federal money. This will provide \$2,040,000 for the Victory Highway, which amount, with State aid, will be sufficient to construct an improved road following what is known as the "Northern Route" across that state with the exceptions of three shot sections. A movement is now on foot to raise \$150,000 to assist in improving these units. Ample funds to improve the Utah section of the Victory Highway will also be available, and a meeting has been called to map out a construction program. This meeting, which has been promoted by the Association in co-operation with the Overland Trail Club and other organizations, will be held in Reno February 10 and 11.

The Association will be represented at the Reno Conference by H.J. Brunner, chairman of the good roads committee; D.E. Watkins, Secretary-General Manager; C.C. Cottrell, manager good roads bureau; and D.V. Nicholson, assistant secretary.

Improvement of the Victory Highway will assure Northern California of its share of motor tourist traffic. For years past there has been no improved or signed transcontinental route leading into that section of the state which could be traveled in comfort. A record kept in 1920 by the Utah State Automobile Association showed that of 31,000 motorists reaching Salt Lake City, 25,000 went to Southern California in spite of the fact that the majority expressed a preference for the northern part of the State. The other 6,000 motorists scattered into the Northwest, comparatively few reaching Northern California.

**NOTE:** Due to the length of the following article I have chosen excerpts to convey the main ideas expressed within the article.

**THE MOUNTAIN DEMOCRAT**  
Placerville, El Dorado County, California  
June 3, 1922

### **AIMS OF LINCOLN HIGHWAY ASSOCIATION IMPRESSED**

From the Nat'l Headquarters, The Lincoln Highway Association, Detroit, Mich.

That the long drawn out controversy which has served to so seriously delay the proper completion of any satisfactory through road across the West is largely due to the failure of many localities and sections to grasp the significance of the work of the Lincoln Highway Association is brought out strikingly in some correspondence recently passed between the National Headquarters of the Lincoln Highway Association here and J.A. Livingston of Auburn, California, who has been for many years the Association's local representative at that point.

In February Mr. Livingston attended a meeting at Reno, Nevada as a representative of Placer County, and was quoted in Northern California newspapers under the heading "Attacks Lincoln Route", as stating that the Lincoln Highway was the best route to Southern California and that Placer County was not interested in the Highway for that reason and was consequently throwing the weight of its moral support to another road. As this seemed an odd stand to be taken by a representative of the Lincoln Highway Association, A.F. Bement, vice-president and secretary at the national headquarters, inquired of Mr. Livingston as to whether or not the quotation correctly reflected his attitude and the attitude of Auburn and Placer County. In his reply Mr. Livingston outlines what the Lincoln Highway Association state is an erroneous viewpoint characteristic of that held in many of the communities along the Lincoln highway, particularly in the West, and which the Association is anxious to correct. Mr. Livingston wrote in part:

#### **Objects to Present Routing.**

"When the Lincoln Highway route was first selected, and the road from Reno via Truckee and Auburn to Sacramento was included as a portion of the main highway, our people were very much pleased about it. We were all boosters for the Lincoln Highway and quite a number of our people joined the Lincoln Highway Association. We took a great interest in having the road signed, streets renamed, etc., and carried on a friendly rivalry with Placerville over the two routes for a long time. But aside from designating the Truckee-Auburn road as a section of the Lincoln Highway when it was first routed, to the best of my knowledge and belief, the Lincoln Highway officials have never recognized the Truckee road as a portion of the Lincoln Highway in any manner whatsoever."

"In the meantime, we realized that you had changed the route so as to reach Carson City without going to Reno, which, to anyone but a blind man, meant that all of the travel that did not turn south at Ely, would reach Sacramento via Carson City and Placerville."



“While Mr. Ostermann was field secretary, we still kept up our courage and hoped that we would eventually get a square deal, but when the Association appointed Mr. Hoag in his place, we kissed both the square and the Lincoln Highway good-by. Our people realized that although the Lincoln Highway was supposed to run from New York to San Francisco, the real objective California point was Los Angeles. It was up to us to boost for a road with a different objective. In your letter to the secretary of agriculture in which you tried to knock the Northern route thru Nevada, you state that this route leads only into the deep snows of the Sierras, which close the route into California west of Reno, a long period of each year. Or, in other words the Lincoln Highway provides a means for reaching California via Los Angeles As I said at Reno, and say again,” we of Placer County are not particularly interested in a road to that part of our state.” We are interested in a highway from New York to San Francisco via Auburn. That is the kind of highway we want and that we are willing to spend our money for. We hoped that the Lincoln Highway would be that road but as things turned out, it would be worse than foolish for us to continue that hope.”

### **Reply to Mr. Livingston’s Letter.**

Mr., Bement’s reply to Livingston’s letter states that it indicates a lack of understanding of the Association’s aims, purposes and efforts which, if held by any considerable portion of the people of California, is certainly deplorable. He goes on to say;

The Lincoln Highway was laid out with the upmost care to be the shortest and most direct backbone highway consistent with the topography of the country between New York and San Francisco. In laying it out it made no difference to our engineers or officials what communities it went thru. It makes no difference to the officials of this Association now.

It is very difficult for us, looking at this highway situation as a national problem, to get the slant expressed in your letter at all. For example, what difference can it make in Auburn and Northern California whether “The Lincoln Highway” officials have never recognized the Truckee road as a portion of the Lincoln Highway or not? In other words, what does this “recognition” amount to? It would seem that what Northern California and any of the communities located on the main roads between Reno or Carson City and San Francisco would be interested in would be the opening of a proper road, an adequate road, a thru road from Chicago, say, to the California line. Auburn is on the Lincoln Highway and always has been. It and the other communities on the road between Reno and Sacramento are shown on all of our maps and appear in our Road Guide .What any other form of “recognition” from this Association would do to assist this north of Tahoe route, it is hard for us to understand. It would seem that what Auburn would be interested in would be the providing of a good road to Reno. You have a road to Reno, a portion of the California State Highway system and which will be as rapidly improved as will the road from Placerville to Tahoe. It would seem to us to be of little consequence to any of the communities of Northern California connected by good roads with Reno or Carson City, whether these roads were called the Lincoln Highway or not. If the Lincoln Highway ended in Reno or Carson City, the value of this organization’s work during the past eight years would be no less to communities in Northern California, which have benefited much more from our work and our expenditures in trying to provide a proper road across Iowa, Nebraska, Wyoming, Utah and Nevada than have those states themselves, for the traffic flows thru those states, but it flows into California.

It has been the aim of this organization to bring about a shortening of the Lincoln Highway wherever possible – to endeavor to make the route more efficient and direct, and when, after investigation, it was found that a cutoff from Fallon to Carson City via Lahontan would save considerable mileage, the diverging point for the two routes north and south of Lake Tahoe was made at Fallon, instead of Reno, for that reason. What of it? It was the right thing to do. We don’t care whether the traffic goes thru Reno or Carson City, Placerville or Auburn. We are not primarily interested in traffic. We are trying to promote and procure the establishment of the shortest most direct highway between New York and San Francisco and our efforts have met with a large measure

of success and would, no doubt, have met with a larger measure were it not for short-sighted opposition from those sections which always have and always will gain the greatest benefit from the successful conclusion of our efforts.

“You speak of a square deal” for Auburn, the hope of which you relinquished when Mr. G.S. Hoag was made field secretary of the association. Disregarding your apparent erroneous belief that the field secretary of this association dictates its policies to our board of directors, we would like to know what this ‘square deal” for Auburn would consist of. We owe Auburn or any other community on the Lincoln Highway between the two coasts, nothing. The benefits which Auburn and all the rest of the communities of Northern California located on the connecting motor roads, whether they be on the Lincoln Highway or not, will gain from the years of effort and work and the thousands of dollars expended by this association in bringing an open road, a thru connected road from the east and middle-west into Northern California, or to its doors, they are gaining gratuitously.

If our Pacific objective were Los Angeles, we would not be secretive about it – we would say it was Los Angeles. The Lincoln Highway runs from New York to San Francisco, but its usefulness as a route for those who wish to reach San Francisco is not impaired by the fact that a convenient connection leads from it at Ely, Nevada, to Los Angeles, for those who wish to go to the latter point. I do not wish to be sarcastic and I am not when I ask you sincerely if you believe that we contributed \$115,000 – sufficient to command over \$900,000 of Federal Aid – for the improvement of the Lincoln Highway between Ely and Fallon, in order to provide “the best route to Southern California”

Deep snows in the Sierras do close the route into Northern California west of Reno and west of Carson City for long periods each year. The Lincoln Highway from Salt Lake City to Ely does provide for reaching Southern California. It is to be understood that Northern California communities would like to prevent travel desiring to reach Southern California, from reaching that district at any time, but particularly at the time when it is impossible to enter Northern California.

The psychology of many communities in Northern California has long been beyond our comprehension and still is. Eventually no doubt, both the Northern route and the Lincoln Highway across Nevada will be completed, as well as the road from Ely to Tonopah to Oasis. They all should be completed, and we hope they will be. When only sufficient money is available, however, to build but one it has seemed a reasonable contention to us that the one should be built which was of the greatest service to the West Coast as a whole and which was nearest to completion and upon which the most work had already been accomplished.



# Winter Chapter Meeting

Saturday January 5<sup>th</sup>, 2019

Rubino's Ristorante

5015 Pacific Street

Lunch: Noon

Menu : Soup-Salad, Sandwiches, Home Made Pasta Dishes

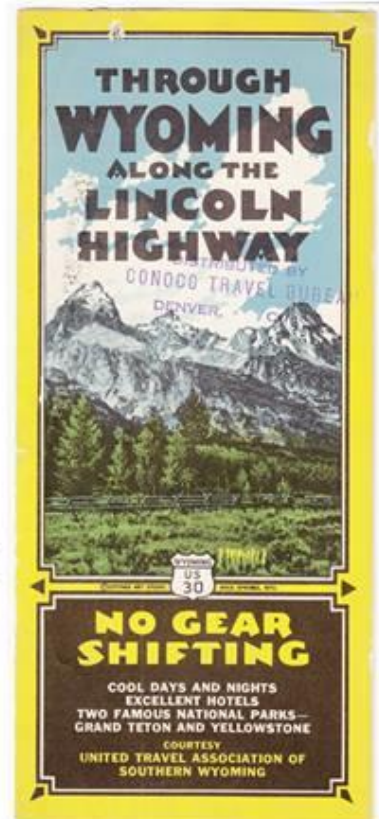
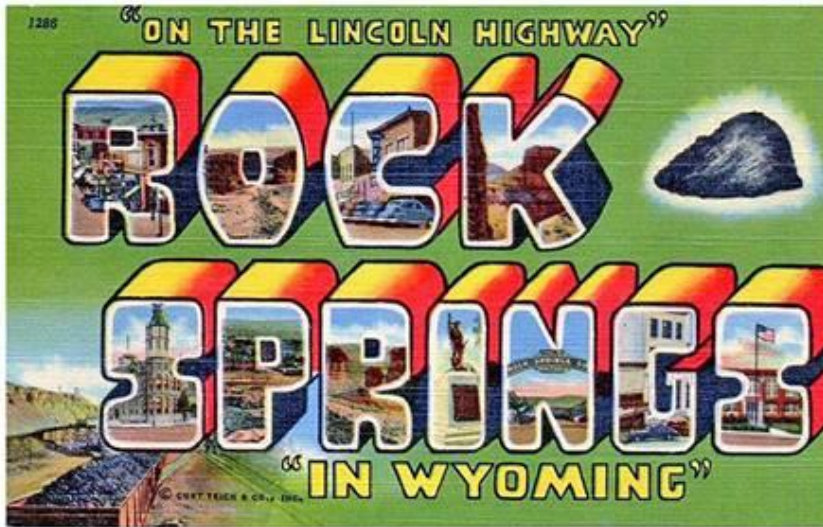
Meeting: 1 PM

## Agenda

- Officer and Committee Reports
- Website
- California Brochure
- Transcontinental Railroad 150<sup>th</sup>
- 2019 Conference /Military Convoy
- Officer Elections
- Meritorious Achievement Award
- West Sacramento LH Markers
- Stone Bridge Repair
- Signage Projects
- Presentation: Stone Bridge/Clear Creek







**SAVE THE DATE:**

**You don't want to miss the 2019  
Lincoln Highway Association  
National Conference in  
ROCK SPRINGS, WY**

**June 18 - 21, 2019**

- Tuesday, June 18 - Hotel check-in, Conference registration, Book and Display Room set-up, Directors Meeting, cash bar and opening dinner at the host hotel
- Wednesday, June 19 - West Tour, lunch, snacks & drinks provided, dinner on your own, car show downtown
- Thursday, June 20 - At the Western Wyoming Community College Auditorium: Membership meeting, Keynote address, presentations, break for lunch at the College T-Rex Grill in the Atrium. Return to the hotel for a cash bar and Awards Banquet.
- Friday, June 21 - East Tour, lunch, snacks & drinks provided, dinner on your own.

The Book and Display Room will be open every night of the Conference. There will be more details forthcoming as your Conference planning committee finalizes arrangements for lodging and bus tours. Host hotel will provide the Conference Room Rate for two days before and after the Conference. You may want to come early and/or stay late to take advantage of a drive-on-your-own tour of the South Pass and/or the Flaming Gorge. Feel free to contact LHA Field Secretary Russell Rein with any questions: [ypsi-slim@juno.com](mailto:ypsi-slim@juno.com).



## TODAYS LINCOLN HIGHWAY

Trey and Monica Pitsenger of Garden Valley continue their search for California history in the Sierra's. They post their discoveries on the Lincoln Highway Facebook Group site, with their most recent posts being Big Bend and Henness Pass Rd. I'm hoping their adventures will encourage others to share photos and stories to keep this new feature of the Traveler alive and prospering.



“ The Lincoln Highway, Big Bend, Ca. This is one of our favorite sections of the road. If you know where to look. Just off the highway you step back in time. If you wish , step back further than the Lincoln to the days of the Overland Emigrant Trail in the 1840's. Once you made it over the passes this was the road you came down. As is often the case here, the first incarnation of the Lincoln followed the old trails over the mountains. Imagine the sound and sight of thousands of wagons headed your way at this very spot, or 70 years later a Model T rocking and bumping on down towards you. This is why Big Bend is a favorite of ours.”

Trey





“Monica and I standing on The First-Generation Lincoln Highway, Dog Valley Road. That sign is for real! The road is super rocky from that ½ mile on, up and over Henness Pass, which is the first pass the Sierra travelers faced headed west. We are just outside Verdi, Nevada. This road is also part of the old Emigrant Truckee trail and Dutch Flat Wagon Road.”



“ The photo of “downtown” Verdi was taken in front of the Verdi History Center, which sports the Lincoln Highway Marker. This is also a way point for George Adams Wyman, the first person to travel by motorcycle across country from San Francisco to New York in 1903, pre-dating the Lincoln Highway.”

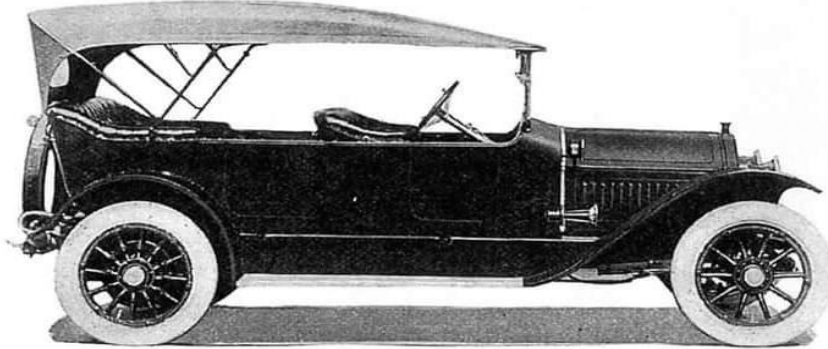
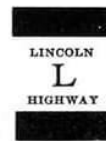
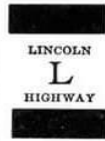
“A Lincoln Highway crossroads in Verdi, Nevada. The road we are on looking down is the second-generation Lincoln Highway headed east. The road that crosses this one up ahead is the first-generation Lincoln coming off the Sierra pass at Dog Valley Road. Verdi is the classic town that to fame as a crossroads and then felt the pain as the interstate passed them by.”

“ I’m starting to write my blog again, after a bit of a hiatus. Hoping to inspire people to get out there and discover history in person. We are starting a “tour” map, along the lines of the Lincoln Highway map, but focused on California. It also will include other historical objects and places beyond the Lincoln highway, like emigrant routes, wagon roads, Pony Express, and other historical features. It’s a work in progress...here is a link. [Pitsenberger.com/blog](https://pitsenberger.com/blog).”



# TRIVIA

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ALIKE  
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COAST and  
RETURN  
TRIP

LOOK for the  
RED, WHITE  
and BLUE  
CAR "on the  
LINCOLN  
HIGHWAY"

## TREMENDOUS MILEAGE

### The Story Owners Tell

Owners cling to their Willys-Knight car for years with an enthusiasm that is almost affection. They prefer it to any other car at any price. They attain tremendous mileage with great economy, unhampered by motor adjustments.

A Buffalo manufacturer writes: "After some 75,000 miles of running, the engine and body are apparently in as good condition as when the car was bought."

A garage mechanic from Walnut, Illinois: "I have driven my Willys-Knight over one hundred thousand miles, and will say that I have certainly had good service."

A jeweler from Fort Dodge, Iowa: "The engine has not been touched in four seasons. Oil and water consumption is almost negligible."

The Willys-Knight Sleeve-Valve Motor eliminates cams, springs, and tappets. Fewer parts and simpler operation give freedom from adjustments. It puts an end to valve troubles. It stays quiet and is always ready for service.

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WILLYS-OVERLAND, INC., TOLEDO, OHIO  
CANADIAN FACTORY, WILLYS-OVERLAND, LTD., WEST TORONTO, CAN.

# WILLYS-KNIGHT

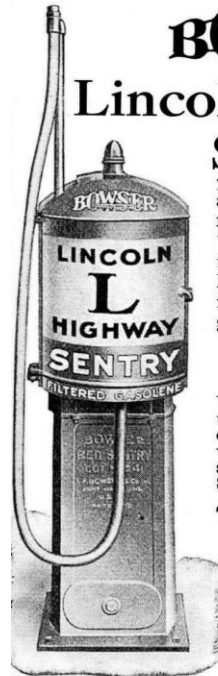
Sleeve Valve Motor Improves With Use

Stop at the next

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ESTABLISHED 1893

### Lincoln Highway Sentry



and you will get gasolene just as fresh, full of power, life and "kick" as it was when emptied into the tank. A Bowser Outfit keeps the "gas" in gasolene. And it will be filtered free of dirt, grit and water.

#### You'll Find Bowers Everywhere

When you leave the Lincoln Highway to drive through the country by-roads or on the boulevards of the city, in villages, or cross road hamlets, you'll see Bowser "Red Sentry" Service Stations or Bowser Indoor Pumps.

#### They're Good Places to Stop and Fill Up the Car

All Prices, Sizes and Styles for your home garage. You wouldn't be without a Bowser System for gasoline and oils if you actually knew what they would save you each month in fuel efficiency.

If you only realized the convenience of having gasolene right on tap, ready when you want it, you would appreciate what Bowser Service stands for.

Isn't it about time you found out? You'll sell yourself in ten minutes when you see it. An inquiry doesn't obligate you.

Write today for Free Literature and full information. Our tank specialist will gladly advise with you without charge.

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## HAPPENINGS

### **West Capitol Avenue:**

The chapter was approached on July 20, 2018 by Katie Vallaire, Senior Cultural Resources Manager for LSA. The purpose behind her inquiry was to inform us that The City of West Sacramento, in coordination with the California Department of Transportation (Caltrans), is proposing the West Capitol Road Rehabilitation Project. LSA is conducting a cultural resources study to determine whether or not the proposed project will result in negative effects to cultural resources. It is their understanding that West Capitol Avenue once served as part of the Lincoln Highway. The limits of the proposed project include West Capitol Avenue between Enterprise Boulevard and Jefferson Boulevard and Jefferson Boulevard between West Capitol Avenue and Park Boulevard. The project proposes to rehabilitate the deteriorating pavement, improve safety, add bike lanes, improve lighting, expand the street from four to five lanes, and install water and fiber optic cable lines. This proposed work would occur within existing City and Caltrans right-of-way and existing fill. As the LHA's input is important to them in the early design phase, they are seeking any concerns we may have with this project. President Joel Windmiller and Vice President Neil Rodrigues have expressed their concerns regarding maintaining current LH markers and signage on the route and the possibility of adding more signage.

### **Greenback Lane:**

The Chapter was approached October 25, 2018 by Carol Gregory, Ph.D., Associate Planner for the Office of Planning and Environmental Review, Sacramento County. Carol is working on a project related to the history of various unincorporated communities in Sacramento County. During her research, of the Orangevale community, it came to her attention that Greenback Lane was once a part of the Lincoln Highway and that the Lincoln Highway Associations official map noted a Marker along Chestnut Avenue. She has asked the California Chapter for any information regarding the historical significance of Greenback Lane as a part of the Lincoln Highway. Both Joel Windmiller, Chapter President, and Vice President, Neil Rodrigues responded with historical information of the routing of the Lincoln in the area.

### **Wilton Swap Meet:**

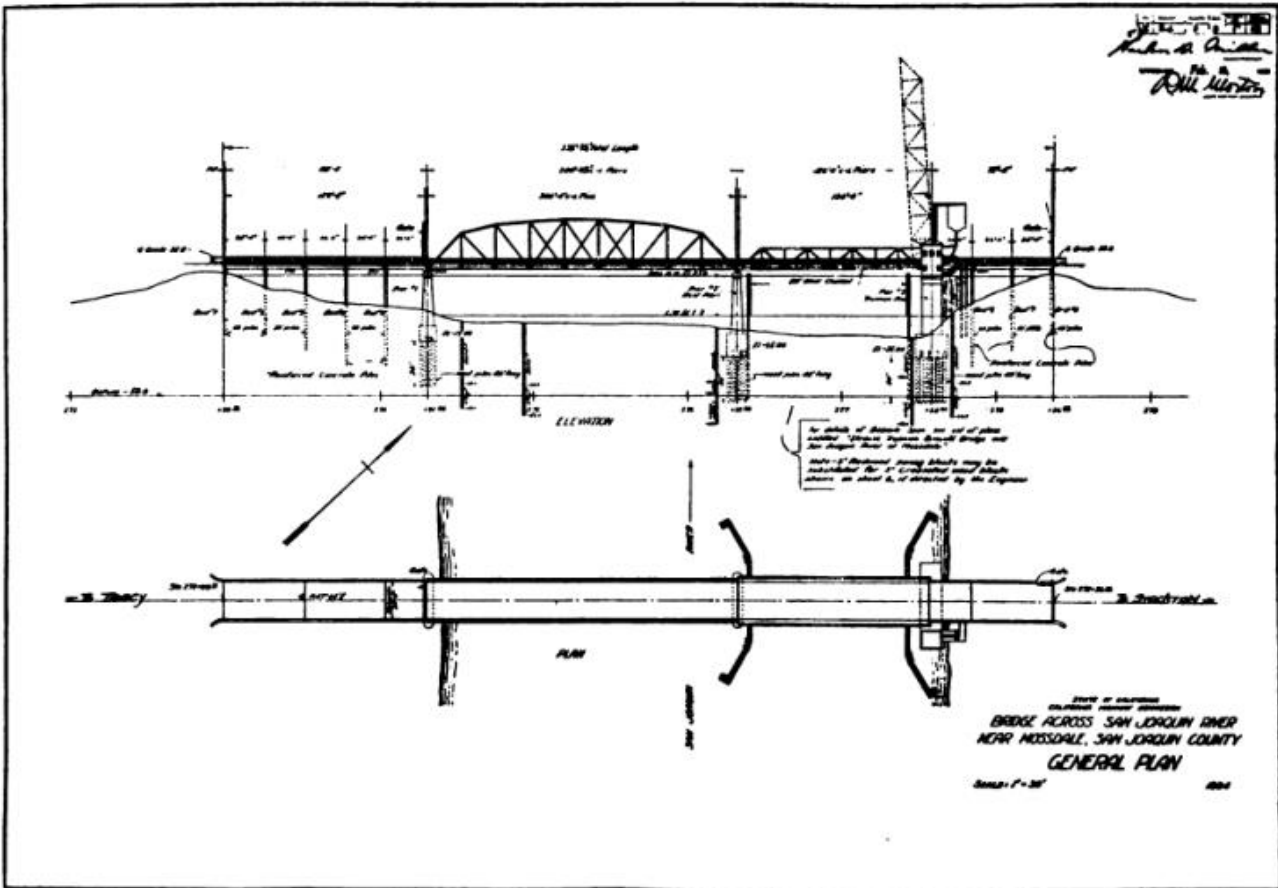
President Joel Windmiller and Sign Chairman, Mike Kaelin attended the 3<sup>rd</sup> annual Wilton Automobilia Swap Meet on November 4<sup>th</sup> in Wilton, Ca. With over 50 vendors there was plenty of vintage signs and license plates along with vintage car parts. Mike brought along a number of copies of the Forum which he passed out to promote the LH and also a slightly damaged reproduction LH sign. A gentleman from Bowman purchased the sign and proceeds will be given to the Chapter as a donation. Michael is urging members, who happen to come across damaged signage to report their location so that he can pick them up and inventory them for possible future sales at future meets. Also, he would like to be kept abreast of damaged or missing signs, so they can be replaced. Thanks to sign collector Mike Lynch for his donation to the Chapter.

Another sign was purchased by a Mr. Garry Pardini of Stockton while Mike was attending the ALPCA license plate gathering at Walnut Grove. That donation will also go to the Chapter.



# LINCOLN HIGHWAY BRIDGES SCHEDULED FOR REPLACEMENT

## MOSSDALE CROSSING



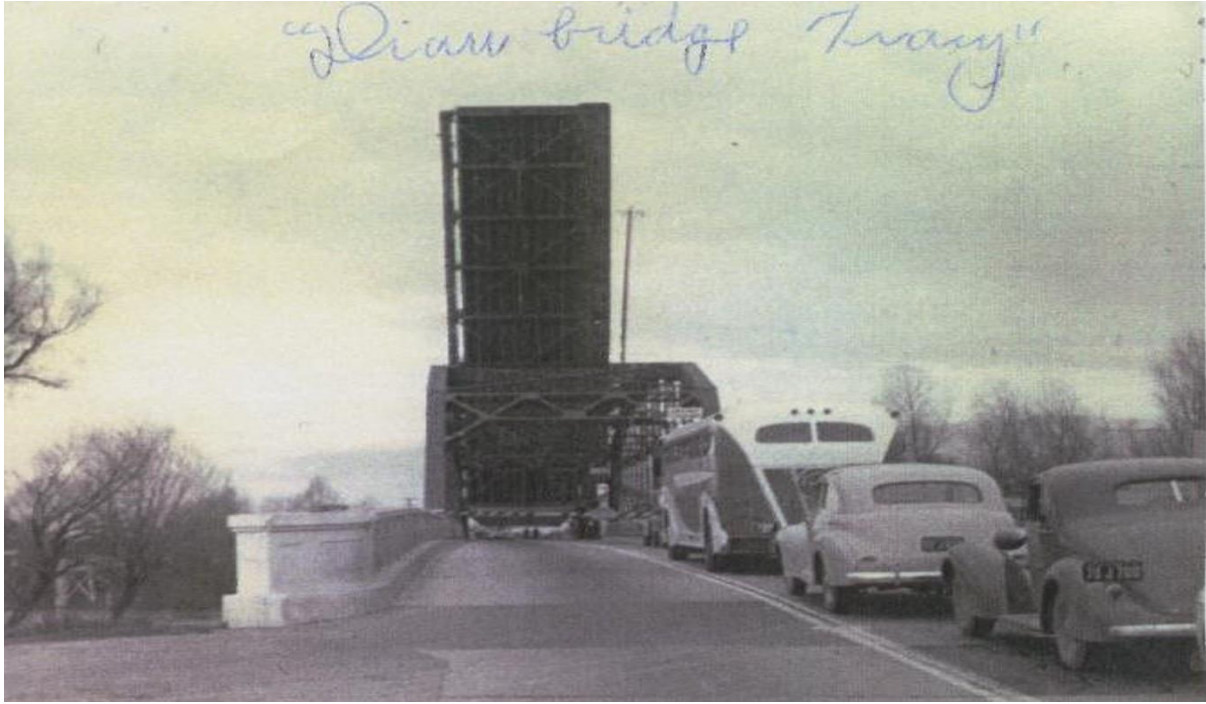
24  
BRIDGE DEPARTMENT MANUAL  
Proposed Structures.  
Chapter III.

ICF International, of Los Angeles, has contacted the LHA regarding a cultural research review. The review is to identify historic resources that may be affected by the proposed project to replace the 1926 Basqual bridge at Mossdale. The project is subject to the provisions of the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA), and the California Environmental Quality Act (CEQA). Caltrans is designated the lead Federal agency and the City of Lathrop the CEQA lead agency.

More photos and a history of the Mossdale area can be found in Vol. 15 No. 3 July 2014 issue of The Traveler Newsletter. [www.lincolnhighwayassoc.org/ca/traveler](http://www.lincolnhighwayassoc.org/ca/traveler)







*"Draw bridge Tracy"*

Tracy Press



ARCADE CREEK BRIDGE ON AUBURN BLVD.



The Auburn Boulevard Bridge over Arcade Creek originally constructed in 1927 and widened in 1965 is another bridge replacement project in California. It is currently comprised of two spans with a total length of 70ft. The new bridge will be 100ft wide and slightly raised to accommodate raising water experienced in a 20-year storm event. Construction is scheduled to begin in early 2019.



Current bridge circa 1930





A Note of Historical significance. It was at this location in 1862 that history would change. While walking along Arcade Creek, Central Pacific Railroad Construction Chief Charles Crocker, of the BIG 4, along with Josiah Whitney, Chief of the California Geological Survey, entered a discussion as to where the base of the Sierra Nevada Mountains was located. Theodore Judah, a central figure in the original promotion, establishment and design of the Transcontinental Railroad and whose maps laid out the route over the Sierras had previously noted that the rise in elevation began near the Sacramento River. While on the walk, Crocker asked Whitney where he believed the base to be. Whitney responded that the site at that time was 22 miles east of Sacramento at Rocklin, but the location where they stood "is a fair place as any." What does all that mean? The Pacific Railroad Act of 1862 and 1864 provided government assistance to the Central Pacific Railroad for laying track. If the location of the Sierra base was moved from Rocklin to Arcade Creek it would mean an additional 15 miles designated mountainous terrain. At the time Government assistance was \$16,000/mile on the plains, \$32,000/mile over plateaus beyond the Sierras and \$48,000/mile in the Sierras. This additional 15 miles resulted in an increase of bonds in the amount of \$249,000. A nice chunk of change in 1862.....



## I - STREET BRIDGE, SACRAMENTO



Although not directly on the Lincoln Highway, the "I" Street bridge is located a short distance up river and served on numerous occasions as an alternate route between Sacramento and West Sacramento. Built in 1911 it carries both rail and auto traffic and will remain in place to serve rail traffic. The new movable lift bridge will be constructed to accept buses and bicycles along with pedestrians. It will be located just upstream from the current bridge.



## MARK YOUR 2019 CALENDAR

Saturday **JANUARY 5, 2019**  
Lunch 12:00 Noon  
Meeting 1:00 pm

State Chapter Meeting  
Rubino's Ristorante  
5015 Pacific Street  
Rocklin, Ca

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

State Chapter Meeting  
(Location TBA)

**JUNE 18 – 22 (SEE FLYER)**

Annual LHA Conference  
Rock Springs, Wyoming

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

State Chapter Meeting  
(Location TBA)

Saturday **JULY 13, 2019**

LH & Transcontinental Railroad  
Sesquicentennial Celebration  
Donner State Park Visitors Center

Sunday **SEPTEMBER 1, 2019 –**  
Monday **SEPTEMBER 16, 2019**

2019 Re-enactment of the 1919  
Military Convoy Tour  
Wash. D.C. to San Francisco

Saturday **OCTOBER 5, 2019**  
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:** 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



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

