



# THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION – CALIFORNIA CHAPTER

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

Editor; Gary Kinst



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APRIL 2020



“ The Plaza ” Auburn, Ca.

## In This Issue

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LH Facebook and Internet Links

**NOTE: The APRIL 4<sup>th</sup> Chapter Meeting has been Cancelled due to the  
CORONAVIRUS PANDEMIC**

## JANUARY CHAPTER MEETING

The California Chapter held its Winter Meeting on Saturday January 11, 2020 at the Smith Flat House, on the Lincoln Highway, 3 miles North of Placerville. The meeting was called to order and introductions were made along with a review of the sign in sheet. Minutes from the October meeting were read and approved. A presentation was made by VP Trey Pitsenberger entitled "Smith Flat Witness to History", which was well received. After a brief intermission, Officer, Staff and committee reports were given, Items discussed in Old Business included the 2021 Conference, Our Facebook page, "Lincoln Highway in the Golden State". The Lincoln Landing project at the Southernmost point on the Lincoln Highway in Hayward was discussed. VP Trey Pitsenberger gave an update on his ongoing project, "Adventures in California History". Trey and Joel spoke on the Lincoln Highway Historic Highway status. New business included the re-election of officers and everyone retained their current positions. Other items discussed included the signage for Mountain House near Tracy and an update of ongoing signage projects.

From the historical plaque on the building ([El Dorado County Point of Historical Interest – Eld-007](#)):

*A hotel originally built in 1853 with substantial additions including a blacksmith shop in 1863. In the cellar is the famous opening to the Blue Lead Mine. Known early as "3 Mile House" the building has served as a stagecoach stop, general merchandise store, hotel, post office and community hall for 135 years. This building is perhaps the best-preserved frame structure of its size in the entire Mother Lode. The earliest owner of record was Elihu Meredith who owned hotels in Coloma and on Green Valley Road. According to the Mountain Democrat, this house also served as the voting precinct headquarters from 1854 until after the turn of the century.*

A complete recap of the January 11<sup>th</sup> Meeting minutes can be found at the Chapters web site. They will be posted after they have been approved at the April Meeting.

The Smith Flat House was the western terminus of California's first state highway, the Lake Tahoe Wagon Road, which was approved by the state Bureau of Highways in 1895. The Pioneer alignment of the Lincoln Highway traveled past the Smith Flat House in 1913.







Members and guests enjoying the pre-meeting lunch on the outside patio.



Vice President Trey Pitsenberger checks his notes while President Joel Windmiller conducts the meeting.



VP. Trey Pitsenberger giving his power-point presentation on the Smith Flat area



Entrance to the Blue Lead Mine located in basement dinning area of house.



Newcomer Kimberly Berg, of the Citrus Heights Car Wash, introduces herself to members



Newcomer Lee Hollifeld introduces himself



Member O.T. Freytag enjoys his lunch while awaiting meeting to begin

Photos courtesy of State Director Neil Rodrigues





GREETINGS from the  
GOLDEN GATE CITY



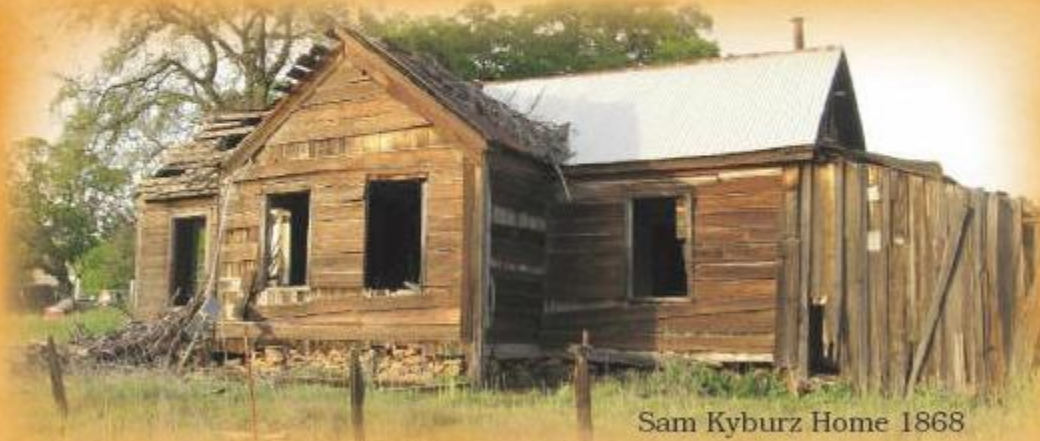
SAN FRANCISCO CAL.

CLIFF HOUSE

· CALIFORNIA POPPY ·

## 2020 CLARKSVILLE DAYS

# 10th Annual Clarksville Day



Sam Kyburz Home 1868

Be sure to mark your calendar for Saturday, May 2, 2020 for our 10th Annual Clarksville Day! Clarksville Region Historical Society is pleased by the success of Clarksville Day 2019 held May 4th. The turnout was exceptional (believed to be in excess of 5,000) and the number of exhibitors and activity booths was the most ever.

We received so many compliments and praise for such a wonderful event. . I think you'll agree this was a fun day orchestrated almost exclusively by a dedicated team of CRHS board members! Thank you to all that work tirelessly to bring this event to the community once again.

To this endeavor, our immediate focus has turned to a preservation project that is badly needed before it is completely lost. Anyone attending Clarksville Day can relate to the significant deterioration of the rock walls of the old Wells Fargo Building in Clarksville. Securing the walls will be complex and expensive but it is considered one of the iconic remnants of the historic town.

Please help us preserve this asset by donating, volunteering and/or spreading the word about our efforts to protect what remains. We are seeking \$30,000 in fundraising to make this happen! Please donate today.

Lastly, we are in need of new board members so please consider coming out to one of our board meetings. You can help us achieve more!

CRHS is a 501(c)(3) charitable organization, so donations are considered to be tax-deductible. Remember us in your estate plans as well. We certainly would put any donations to good use preserving local history.

**Doug Hus**  
**President**  
**Clarksville Region Historical Society**

# HWY 50 – The road more traveled

Mimi Escobar

El Dorado County Adventures

December 26, 2018

The legacy of the hardy souls who first traveled to California is evident in the ribbon of highway that traverses El Dorado County from South Lake Tahoe to El Dorado Hills today. The current version of Highway 50 is a conglomeration of animal migration paths, Native American trails, exploration expeditions, wagon roads, toll roads, the Pony Express Trail, the first coast to coast highway and reroutes by Caltrans. Today's sojourners can trace some of the old routes carved out by early pioneers, seek where old roads were and see remnants of the early routes. This modern trip over the 80.4 miles in El Dorado County takes hours as opposed to days the journey took in the mid-1800s. The discovery of gold in Coloma on Jan. 24, 1848 sparked an interest in making road improvements and making the journey safer and faster for those making the trip to California. The earliest route close to the current Highway 50 configuration over the Sierra crest to Placerville featured a path of cleared brush, moved rocks, cutoff stumps and log bridges. In the 1850s stages, mule teams, wagons and riders took the challenge of traveling west. The early routes followed paths by Lake Tahoe and a route close to today's Pioneer Trail in South Lake Tahoe to the 7,385-foot crest road over Echo Summit and then treacherous passages to Placerville and on to Sacramento. The roads were lacking in engineering and amenities. California became the 31st state on Sept. 9, 1850 but this did not help the road situation and the creation and maintenance of roads went to locals to keep the roads passable. Travelers' diaries and accounts are many and give interesting glimpses of riding the rudimentary roads in the 1850s. One journalist wrote about a trip in April 1851: "It would be a violation of conscience to recommend the route (beyond Strawberry) to anyone. The melting snow ... had partially washed away the trail and what remained was furrowed by ... streams. In many places it seemed impracticable for wheeled vehicles; but it is an article of faith with California teamsters that wherever a horse can go, a wagon can follow. There are some exceptions ... however, for the road was lined with broken-down stages, wagons and carts representing everything from the general smash-up to the ordinary capsized." The lure of opportunities in the west inspired more interest in overland travel to California. Travel by ship around South America or over the Isthmus of Panama could take several months. The trip across the Isthmus of Panama was troublesome with exposure to diseases and delays and then having to wait for a steamer to finish the journey to California. To top it off, after arriving in San Francisco by sea the adventurers still had to make it to Gold Country. The book "The Golden Corridor," researched and compiled by Jody and Ric Horner, notes the Clipper Ship "Flying Cloud," launched April 15, 1851 in East Boston, made a record run from New York, around Cape Horn to San Francisco in 89 days. This was an exception to sea travel.

## Going overland

To offer a more viable overland route Col. John Calhoun Johnson in 1852 opened “Johnson’s Cutoff.” He surveyed and cleared a shorter route that crossed the South Fork of the American River near the present Pacific Ranger Station and then followed Peavine Ridge to the river by Kyburz and Strawberry. This would become the favored route for travel between Tahoe and Placerville and became the precursor of lower elevation roads that offered a big improvement but still presented a rough ride. Ellen Osborn, great-great-granddaughter of Johnson, has written a wonderful book, “A Lovely & Comfortable Heritage Lost — A Unique History of Early El Dorado County, California,” that gives an insightful look at the history of El Dorado County and its early residents. The book has an accounting of Highway 50 from its beginning with Osborn sharing the story of her great-great-grandfather and his role in establishing the new route. She also covers the conflicts of those already living in El Dorado County and the many newcomers arriving to find their fortunes during the early days of California. Osborn, a volunteer at the El Dorado County Historical Museum, and others tackling the challenge of finding the historical route and marking it so that everyone can get a glimpse of what early immigrants endured to get here. Regarding the Johnson Cutoff, Trails West Inc. has placed one of its distinctive markers in the parking lot of El Dorado Savings Bank, 6462 Pony Express Trail in Pollock Pines. The plaque on a portion of a railroad rail reads: California Trail, National Historic Trail, Johnson Cutoff — Took the Hangtown Road “To the fork of the road leading to Wever Town & Hangtown, Here we took the Hangtown Road it being the best thence to water on the left of the road. Good grass one mile to right of road” — Seth Lewelling, Aug. 3, 1850. An 1853 act passed by Congress required “Careful reconnaissance of the proposed routes for a railroad from Mississippi Valley to the Pacific Ocean.” The act did not mention a route through Placerville, Sacramento and other California cities so the local citizens went to the state legislature for some action. Bartlett’s Bridge by the trail’s westernmost crossing of the American River had been built by 1854 but washed out in 1855. Brockliss Bridge, located several miles east, was constructed. Brockliss Grade crossed the river north of Pacific over Brockliss Bridge and traveled up the north side of the river. It was lower than Johnson’s Cutoff. The Brockliss Bridge became a part of the county road. An 1855 bill authorized the construction of a wagon road from the Sacramento Valley to the eastern California border traversing the Sierra to Carson Valley in Nevada. The cost to do the project was not to exceed \$105,000 including \$5,000 for survey expenditures. Even back then the legislature could not get it together and failed to appropriate the \$5,000 for the survey plus the State Wagon Road Act was declared unconstitutional. With all that going on the state surveyor-general stepped up and using private funds had a route from Sacramento through Placerville to Lake Tahoe surveyed.

## **New routes**

Work on the trans-Sierra route attracted a lot of attention. In 1855 the Echo Summit route became a reality as a primitive wagon road. In 1858 the Board of Wagon Commissioners was formed and work on a new route with better grades was completed by the end of the year. This new route followed the present Smith Flat Road rather than Carson Road heading east from Placerville. It traversed Peavine Ridge much further down the slope, returning to the river west of Kyburz close to the present White Meadows, Icehouse and Weber Mill roads to Highway 50 at Granite Springs Road and then crossing into Carson Valley via Luther Pass. By 1860 the heavy traffic over the road and lack of maintenance had caused the route to deteriorate to the point that it could no longer be used by stagecoaches.

## **Going private**

Lack of legislative financing prompted the move to toll roads developed by private entrepreneurs. West of Johnson Pass, the Slippery Ford Grade down to Strawberry was rebuilt by George W. Swan. The first toll-supported bypass of Peavine Ridge was built by Ogilby and opened in 1861. The road left the old road from Placerville at Pollock Pines, followed the ridgetops and slopes south of the river, crossed the river east of White Hall and then followed Highway 50 along the north bank to the 1858 county road west of Kyburz. Some stretches were more challenging. Prior to two bridges being built near Slippery Ford, traffic had to cross the South Fork of the American River on a granite surface. Many horses and mules lost their footing on the smooth rock and wagons and cargo were washed down the river. The Slippery Ford House was an 1860s stage stop at the base of Lovers Leap east of Strawberry. This quote from "Over The Mountains Again" by Q.S. on his travels appeared in the Sacramento Daily Union, Volume 23, Number 3540, 2 August 1862. The quote is courtesy of John Winner, member and past president national preservation officer of the Oregon-California Trails Association. The Oregon-California Trails Association works to locate, mark and preserve trails. "Last year, as well as my poor pen could do it, I gave a description of "Slippery Ford" and its terrors, as well as horrors. Thanks to ... Mr. Swan, they are now numbered among the things that were, and one can now enjoy the magnificence and grandeur of the scenery in and about this pass — which, I again say, I do not believe the world can rival or excel. Swan's "Summit grade" commences at "Strawberry," crossing the river there, and working its way between two bold but gigantic peaks of rock, re-crosses again, about midway of the Ford, and then, by two mammoth ascending curves, reaches the top of "Slippery Ford hill," and the traveler may rest awhile at "Sayle's Station," or go on, as the humor or circumstances dictate. I wish some painter, or sketcher, at least, would transfer this splendid scenery to paper. It is grand, beautiful, and even awful, in its majesty. First there is the "South Fork" of the river itself, which comes tumbling, with foam and roar, down a precipice a mile in length, and full 800 or 1,000 feet in height. ..."

Travelers today can enjoy the beauty of Horsetail Falls while driving on Highway 50. A part of the old road- bed, though overgrown with shrubs and some trees as tall as 80 feet, can still be seen on the hillside across the river from Whitehall. The ditch above the road washed out some of the road in 1875. And the heavy rains and subsequent collapse of the hillside in 1983 destroyed another section.

### **Heavy Traffic**

The upper road had lots of hills and gulleys, so Ogilby built a lower, more level road to keep in competition with the toll-free county road. Union Ranch, Pennsylvania House and Esmeralda House, at the head of Esmeralda Falls (now called Bridal Veil Falls), were on the Ogilby Road. Even though the roads were undeveloped, they were well traveled. Another quote from “Over The Mountains Again” by Q.S. on his travels in the Sacramento Daily Union, Volume 23, Number 3540, 2 August 1862, notes the improvements made by the addition of the Ogilby Road. “Ninety-nine hundredths of all the freight passes over the Ogilby road, on the south side of the river, ... The Ogilby road is all that could be wished, with two exceptions, it is down grade nearly all of the way going east, which is precisely what the business requires — for most of the teams bound west are empty. The grade, too, generally is of good width, with sufficient turnouts, the deficiency of which made the other road such a nuisance last year and theretofore. The exceptions referred to are, first, one steep ascending grade near Ogilby’s house — a hard one: and, second, the intolerable dust.” Johnson began work on a lower-grade replacement on the north side of the river in 1864, but stopped when Pearson and McDonald opened a road over the present alignment of Highway 50, leaving the pre-1861 main road southwest of Brockliss Bridge and following 50 across the river at Riverton, to Ogilby Road east of White Hall. There were many private toll roads during this time handling an extraordinary amount of traffic.

### **A good investment**

Entrepreneurs spent money on the construction and upkeep of the toll roads, but for the most part the investment was quickly recouped when the tolls were collected. Some way stations took in as much as \$1,000 in tolls in a day. A good saloon might take in as much as \$3,000 in a night. An 1862 report by a railroad agent investigating the amount of freight on the toll roads declared: “Between Aug. 16 and Oct. 10 (55 days) there were counted 4000 teams of 22,000 animals hauling 10,000 tons over Johnson Pass — or an average of 74 teams a day. This meant, in effect, a team of 6 to 10 horses or mules left Placerville every 10 minutes during daylight hours.” The agent estimated the annual freight bill at \$5 million of which \$700,000 went for tolls. A three-month period before the heavy spring travel period in 1864 on the Tahoe Wagon Road showed:

2,564 teams.  
5,000 pack animals.  
3,164 stage passengers.  
6,067 persons on foot.  
833 horsemen.  
4,649 head of loose stock

### **Rough going**

The difficulties of travel are reflected in this quote from Mark Twain in 1872 referencing a trip in the Sierra. “We tramped a long time on level ground, and then toiled laboriously up a mountain about a thousand miles high and looked over. No lake there. We descended on the other side, crossed the valley and toiled up another mountain three or four thousand mile high, apparently, and looked over again. No lake yet. We sat down tired and perspiring and hired a couple of Chinamen to curse those people who had beguiled us. Thus refreshed, we presently resumed the march with renewed vigor and determination. We plodded on, two or three hours longer, and at last the Lake burst upon us — a noble sheet of blue water lifted six thousand three hundred feet above the level of the sea, and walled in by a rim of snow-clad mountain peaks that towered aloft full three thousand feet higher still!”

### **Private to public**

The road from Lake Tahoe to Placerville remained a privately owned road from 1862 to 1886. In that year El Dorado County purchased that portion and declared it a public highway. Travel from Meyers to Echo Summit and west to Placerville took several routes over the years following Pony Express Trail to Carson Road then to either Smith Flat Road or Broadway to Main Street in Placerville. Travelers, Pony Express riders and the Lincoln Highway used various routes — sometimes congruent or adjacent — over the years. To see part of the original 1913 alignment of the Lincoln Highway head west past Kyburz for a little over 4 miles and take a sharp right turn on a dirt road and park. This was the road to the 29-Mile Grand Station. High on the hillside the alignment for the Pony Express route and the Lincoln Highway can be seen.

### **Following history**

The wagon road going west from Placerville followed Main Street, to Placerville Drive, to Forni Road, to Mother Lode Drive and south to Diamond Springs, where it turned west. This is along the original Carson Route. The Lincoln Highway followed Placerville’s Main Street, to Placerville Drive, to Forni Road, over the Weber Creek Bridge, to El Dorado, Pleasant Valley Road then to Mother Lode Drive.



Some of the original Lincoln Highway route can be seen by taking Mother Lode Drive to the Greenstone Cutoff and turning right and driving to the current Highway 50. This is part of the 1913 Lincoln Highway. Further travel on the original route is blocked here so go back to Mother Lode Drive and then to Buckeye Road and turn right. Continue back to Mother Lode Drive and turn right to head to Shingle Springs. Take a left on South Shingle Road and turn right on Durock Road. Here the Pony Express route and Carson Emigrant Road are the same. There are California Trail and Pony Express markers along Pleasant Valley Road, Mother Lode Drive and Durock Road noting the National Historic Trails Original Route. The route on Pleasant Valley Road, Durock Road and White Rock Road was used by the Pony Express from its beginning in April 1860 until July 1, when its western terminus became Folsom on the Sacramento Valley Railroad. There is a Pony Express monument marker on the north side of Durock Road between Shingle Springs and Cameron Park. The Pony Express route was further cut back to Placerville, where messages were passed to the telegraph, from July 1861 to its discontinuance in October. The Pony Express re-ride route in western El Dorado County now follows Mother Lode Drive, Ponderosa Road and Green Valley Road to Folsom.

### **Seeking out history**

Travelers today can go along Durock Road to Cameron Park and cut behind the Safeway Shopping Center to Rodeo Drive. Rodeo Drive now ends at Highway 50 but before the creation of the California Freeway and Expressway System in 1959 this part of the Lincoln Highway continued to Country Club Drive then to Bass Lake Road. To get back on track to travel the old course go back to Coach Lane and turn left on Cameron Park Drive. Go under Highway 50 and turn left on Country Club Drive to Bass Lake Road. Go to the south side of the freeway and arrive at a wide spot in the road and stop at the steel gate. Travelers will see part of the Lincoln Highway at this point. Go back under the freeway to Bass Lake Road and at .6 miles from the freeway the road bends to the right and there is a lighter stretch of pavement at the base of a hill. This is part of the 1914 Lincoln Highway with the white strip from the old highway still visible. To get back on the quest for the original road go back to Highway 50 and exit south on Latrobe Road then to White Rock Road to the El Dorado County line. Going back to the early days this part of the route was over relatively gentle terrain to the county line.

### **Dirt to pavement**

The transition from wagon to automobile came in the 1890s. On March 26, 1895 the state legislature created the position of a Lake Tahoe Wagon Road Commissioner to oversee the road from Newtown Road near Smith Flat to Nevada. The signing of an indenture on Feb. 28, 1896 deeded a 58-mile portion of the Lake Tahoe State Wagon Road to the state. That segment became the first California state highway. It was later designated as one of two routes of the Lincoln Highway across the Sierra

Nevada. The other route ran parallel to I-80 from the Lake Tahoe area heading west. Some thought two routes over the Sierra were a good idea. If one of the roads became blocked by avalanches, slides, fires or accidents, traffic could still get over the Sierra to California. This still applies today. Over the years the wagon roads, Lincoln Highway and Highway 50 have been blocked by slides, road failures, flooding, avalanches, accidents and road construction. The Main Placerville-Carson Valley Highway became State Highway 1 in 1896, then later known as the Lincoln Highway and still later became Highway 50. The funding of improvements has always been an issue, but new bridges were built, some road work was slowly taking place and in 1907 the Department of Engineering took over maintenance. A survey was conducted and granite milestones that marked the trip to Tahoe were placed. The granite milestones were made at Folsom Prison. The 2- by 3-foot markers have been moved as the road has been realigned but over the years some have disappeared. Observant travelers on Highway 50 can spot one every so often on the south side of the road facing eastbound traffic. Upon heading east from Placerville on Highway 50, mile marker 4 can be seen in a field in front of the Apple Bistro, 2740 Highway 50. One of the displaced markers can also be found at the El Dorado County Historical Museum, 103 Placerville Drive in Placerville.

### **Cross-country travel**

A 1907 automobile and motorcycle map mentioned Placerville and noted it was the only passable route over the Sierra for autos. Transcontinental tours by auto caravan began in 1908. The Lincoln Highway designation also helped promote the route and create interest in cross-country travel by automobile. The concept of a rock highway from New York City to San Francisco was promoted by Carl Fisher, a successful entrepreneur, at a dinner party. The guest list included auto industrialists and tire and rubber manufacturers at a September 1912 soiree. The idea was announced to the public on Sept. 14, 1913 and plans started taking place. The investors named the road after President Abraham Lincoln to honor his memory. Even though the plan was to use existing roads it soon became evident that the roads out west were in poor condition or nonexistent and it was going to take more money and effort to make the Lincoln Highway a reality. Effie Gladding, a wealthy world adventurer, wrote about arriving at Lake Tahoe in June 1914 in her “Across the Continent By the Lincoln Highway:” “After breakfast we drove along through pine forest, the snow on the hills not very far away, and soon came to the summit of the Pass, 7385 feet. A party in a Reo car had been over the Pass three weeks earlier toiling through the snow, and had posted several signs, painted in flamboyant red: ‘First car up May 25, 1914.’ Below us was the marshy valley surrounding the southern end of Lake Tahoe. We saw the exquisite green of these watery meadows and the lovely clumps of pines growing here and there in the valley. Beyond stretches the great lake surrounded by lofty mountains — a glorious view. We drove carefully down the steep hill on the plain and past Meyers. The road was very sandy, and as we

drove among the pine trees it was in some places so narrow that the hubs of our machine just cleared the tree trunks.” Travelers today can take the Johnson Pass Road and go to the Echo Summit Lodge to experience what early travelers saw. Another interesting view of the old Lincoln Highway can be seen a little over 3 miles west of Camp Sacramento. Heading west there is an old dirt road down to the river. The road is not in good condition and is not suitable for many vehicles. Keep going to a parking area. From there stop and walk across a bridge to the Lincoln Highway and where the Twin Bridges were located. They are gone but a walk on the old road goes to the walls of a roofless structure built in 1941 by the Civilian Conservation Corps. Work stopped when World War II started. There are many more descriptions of where to find the old road available at the Lincoln Highway Association’s website at [lincolnhighwayassociation.org](http://lincolnhighwayassociation.org). During the summer of 1919 the U.S. Army sent a truck caravan across the country to test motorized equipment and show the viability of long-distance travel on the Lincoln Highway. The convoy left the east on July 7, 1919 with 79 vehicles, 260 enlisted men, 35 officers and a truck with 15-piece band that played at towns along the route. It arrived in Lake Tahoe on Sept. 1. There was a big celebration there and another one in Placerville on Sep. 2 when a new Packard army staff car led the caravan, more than a mile long, along Main Street. There is a Lincoln Highway marker on the front of Tortilla Flats Cantina, 564 Main St. in Placerville.

### **More dirt than pavement**

In the early 1920s the road was still little more than a trail going over the summit. In the early 1920s sprinklers were used to keep dust down, similar to the dust control process used in the 1860s. In the '30s the state began dust oiling. Congress passed the 1921 Highways Act opening the door for federal funding along the interstate highway. The original Lincoln Highway Association disbanded on Dec. 31, 1927 but the dream of a coast-to-coast highway had happened.

Most of the highway between Pollock Pines and Meyers was built between 1930 and 1960. The original crossing on the east side of Echo Summit used the Hawley Grade. A more direct route was fixed with two projects — one in 1940 and one in 1946. Over the years stretches have been straightened and realigned. Travelers today can take a trip down memory highway and see some of the beautiful sites early travelers saw without as much peril or discomfort.

## LINCOLN HIGHWAY INTERNET LINKS

Lincoln Highway Association Website:  
[www.LincolnHighwayAssoc.Org](http://www.LincolnHighwayAssoc.Org)

Lincoln Highway Official Map:  
[www.LincolnHighwayAssoc.Org/map](http://www.LincolnHighwayAssoc.Org/map)

Lincoln Highway History:  
<https://www.lincolnhighwayassoc.org/history/>

Lincoln Highway Association State Chapters:  
<https://www.lincolnhighwayassoc.org/chapters/>

Lincoln Highway California Chapter TRAVELER MAGAZINE:  
<https://www.lincolnhighwayassoc.org/ca/traveler/>

Lincoln Highway Map (YouTube) Tutorial:  
[https://www.youtube.com/watch?v=uoH1NcuBVCo&feature=youtu.be&fbclid=IwAR3SMZKy9qBaxgAZ-S\\_5FUASvR64ZsHCFmN0CSgpzKxCtxppdqldt8QQeTQ](https://www.youtube.com/watch?v=uoH1NcuBVCo&feature=youtu.be&fbclid=IwAR3SMZKy9qBaxgAZ-S_5FUASvR64ZsHCFmN0CSgpzKxCtxppdqldt8QQeTQ)  
OR  
<https://tinyurl.com/r547xul>

Lincoln Highway Video "This Road Dedicated to Abraham Lincoln"  
<https://www.youtube.com/watch?v=NetVg59Bxgw>

"100 Years on the Lincoln Highway" Video (Trailer):  
<https://www.youtube.com/watch?v=hYwfP9s7eoc>

"100 Years On The Lincoln Highway" Wyoming PBS full video:  
<https://www.youtube.com/watch?v=SIW2-bH84u4>

Lincoln Highway Event Photos and Presentations (Neil Rodrigues collection):  
[https://www.dropbox.com/sh/txnr9zxsbur0v3p/AAAorC\\_8nOEJyRHO6JrIpNK0a?dl=0](https://www.dropbox.com/sh/txnr9zxsbur0v3p/AAAorC_8nOEJyRHO6JrIpNK0a?dl=0)

LH Strawberry Stone Bridge Shoring Project 2028-11-17 Video:  
<https://www.dropbox.com/s/d5vsxu8lpdy4jzg/2018-11-17%20STONE%20BRIDGE%20SHORING%20EFFORT%20video.mpg?dl=0>

LHA 2013 CENTENNIAL TOUR "West" PRESENTATION:  
[https://www.dropbox.com/sh/vsmnhrr40yqmfxfv/AACFMlxTAvTxJKsiVcjlGJ\\_Ua?dl=0](https://www.dropbox.com/sh/vsmnhrr40yqmfxfv/AACFMlxTAvTxJKsiVcjlGJ_Ua?dl=0)

LHA 2015 HENRY B. JOY TOUR PRESENTATION:  
<https://www.dropbox.com/sh/cwycbzu0a5j6vb2/AACtEI2V7AL3i2Jr2H1RG0e-a?dl=0>

LHA 2016 PACKARD CLUB LAKE TAHOE WISHBONE TOUR:  
<https://www.dropbox.com/sh/hdrmf0kn7ag0yv/AACN4P7oxHz9Ooarr5x8zGb6a?dl=0>

LHA 2019-1919 CONVOY TOUR PHOTOS & PRESENTATION:  
<https://www.dropbox.com/sh/kjuimsjj9zaveo6/AACFIJ9BbHO0JerPtN-HGeX3a?dl=0>

## LINCOLN HIGHWAY FACEBOOK LINKS [www.facebook.com](http://www.facebook.com)

Lincoln Highway in the Golden State  
California Lincoln Highway  
The Historic Lincoln Highway in San Joaquin County  
Lincoln Highway  
Berkeley History

Oakland History  
El Dorado County History  
Placer County History  
Adventures in California History

## THE MOST SOUTHERN POINT ON THE LINCOLN HIGHWAY



Photos submitted by member Scott Miner showing (in top photo) the intersection of A Street and Foothill Blvd. which is the Southern most location on the Lincoln Highway. Foothill Blvd is the thru street with A Street entering from left. Dunn Edwards paint store is on the N/E corner. Bottom photo shows Foothill Blvd. looking North toward San Leandro and Oakland (left) and A Street looking East toward Castro Valley.

## MARK YOUR 2020 CALENDAR

Saturday **APRIL 4, 2020**

State Chapter Meeting

**APRIL MEETING HAS BEEN CANCELLED UNTIL OUTCOME OF CORONAVIRUS PANDEMIC HAS BEEN DETERMINED. HOPEFULLY WE WILL NOT HAVE TO CANCEL OUR JULY MEETING. YOU WILL BE NOTIFIED BY SNAIL MAIL PRIOR TO NEXT MEETING**

Saturday **MAY 2**

2020 Clarksville Days

**JUNE 20 – 21**

2020 Pre-Conference  
“Drive the Dixie”  
Matteson, Illinois

**JUNE 22 – 25**

2020 National Conference  
Joilet, Ill

Saturday **JULY 11, 2020**  
12:00 Noon

State Chapter Meeting  
(Location TBA)

Saturday **OCTOBER 3, 2020**  
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.lincolnhighway.org](http://www.lincolnhighway.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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**California Chapter LHA Web Site Maintained by James Lin**  
Log in at: <http://www.lincolnhighway.org/ca>

