



THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION – CALIFORNIA CHAPTER

www.lincolnhighway.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. 21 NO. 3

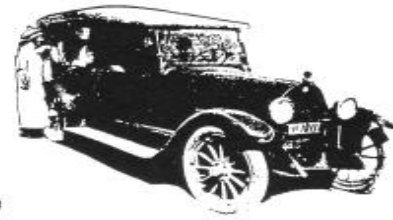
SUMMER

JULY 2020

LINCOLN HIGHWAY ASSOCIATION
CALIFORNIA CHAPTER

NEWSLETTER

THE TRAVELER



Editor: Wes Hammond

PUBLISHED QUARTERLY ON THE FIRST OF:
MARCH, JUNE, SEPTEMBER, DECEMBER

VOL. 1 NO. 1

JUNE 2000

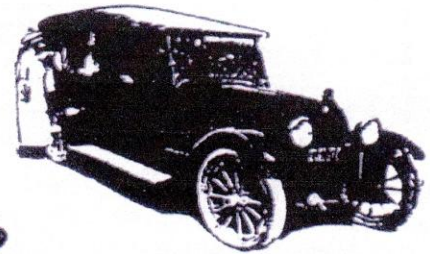


Summit Hotel, Altamont, California. The Lincoln Highway and later US 50, is in the foreground. US 50 was moved to the present I-580 location in 1938. Photographed in the early 1950's by Wes Hammond

LINCOLN HIGHWAY ASSOCIATION
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EDITOR:
PUBLISHED QUARTERLY ON THE FIRST OF;
JANUARY, APRIL, JULY, OCTOBER

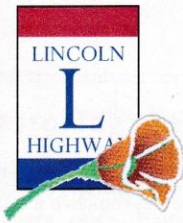
VOL. 4 NO. 4

FALL

OCTOBER 2003



That 1928 REO Speedwagon



THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION—CALIFORNIA CHAPTER

www.lincolnhwy.org/ca/traveler

VOLUME 5 NUMBER 1

JANUARY 2004

PUBLISHED QUARTERLY

Restoring the Lincoln Highway Bridge Railings in Nevada

We're the ones who care, so we're the ones who need to take care.

BY NORMAN ROOT

Back in 1913, everyone was anxious for their town to be on the Lincoln Highway, the "Main Street of America." Being connected to the national highway would mean easier access to a broader market for increased trade, additional visitors buying goods and services, and an improved standard of living. If the Abraham Lincoln Memorial Highway would pass their way, it meant recognition and prosperity. Municipalities



all across the country were advertising and marking the route. But somehow, the citizens of Washoe County, Nevada didn't seem to be doing their share in this nationwide marketing campaign and were criticized for it.

(Continued on page 3)



Inside this issue:

Restoring the Lincoln Highway Bridge Railings 1

The President's Message 2

From the Editor 2

The Lincoln Highway bridge rails in Nevada, before (top) and after restoration.

LINCOLN HIGHWAY ASSOCIATION
CALIFORNIA CHAPTER

NEWSLETTER
**THE
TRAVELER**



EDITOR; Gary Kinst
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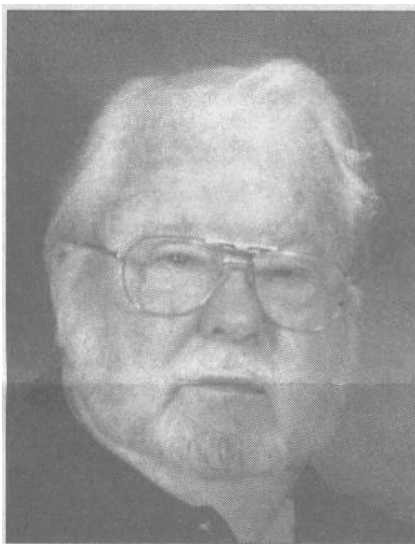


Vol. 6 No. 2

SPRING

APRIL 2005

This issue of the TRAVELER is dedicated to the memory of Mr. Wesley Hammond. It is my hope that I can carry on the tradition set forth by Mr. Hammond, and continue to provide an interesting newsletter, filled with current news and Lincoln Highway history. The "TRAVELER" has become something that members look forward to receiving quarterly and it makes the trip to the mailbox a special occasion. I also encourage members to write or e-mail with questions about topics they would like to see in their newsletter. Please feel free to submit articles that you are interested in that would prove interesting to fellow members. Old photos are especially welcome to provide a glimpse into the past, and as a visual comparison to the current condition of the highway.



Wesley Hammond
Born February 12, 1926 Auburn, CA.
Spent childhood in Irvington, CA.
Married with seven children and seven grandchildren
Photographer, Historian and Free Lance Writer
Member Lincoln Highway Association since 1999
Editor of "THE TRAVELER"
Passed from this life July 14, 2003



THE TRAVELER

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www.lincolnhwy.org/ca/traveler



EDITOR
Gary Kinst

PUBLISHED QUARTERLY ON THE FIRST OF
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VOL. 13 NO. 1

WINTER

JANUARY 2012



Motoring past the Canyon Inn
Lincoln Highway in Dublin Canyon 1920's



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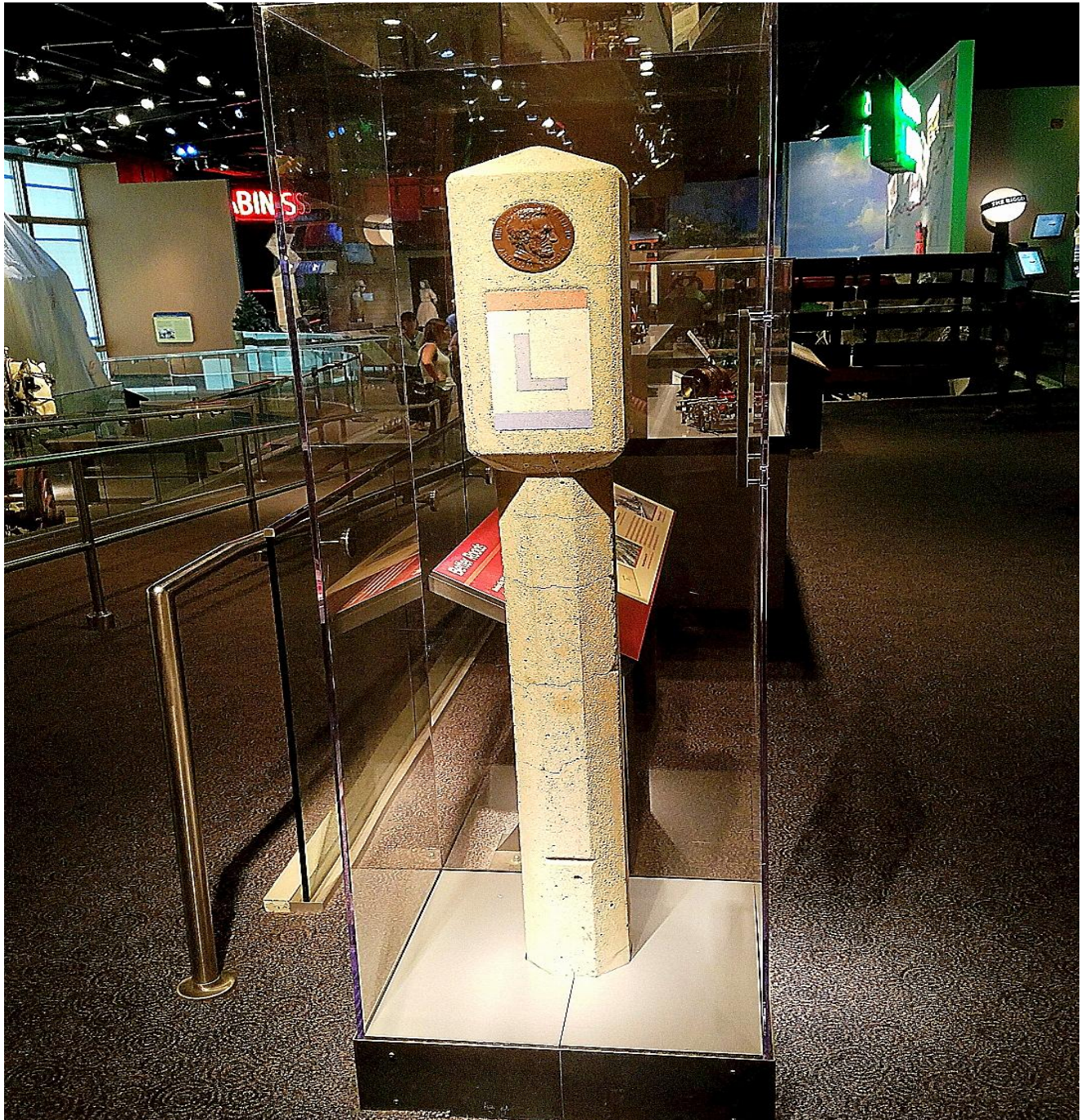


NEWSLETTER PUBLISHED QUARTERLY ON THE FIRST OF JANUARY, APRIL, JULY, OCTOBER

VOL. 18 NO. 4

FALL

OCTOBER 2017



COVER & PAGES 2 - 6

This issues' cover reflects the first Traveler Newsletter issued for June 2000. Member Wes Hammond was approached by President Mary Salazar and asked to be the Editor of the first California Chapter Newsletter "The Traveler".

In the beginning, the Newsletter was intended to inform members of upcoming chapter meetings and planned events. Minutes from the prior meeting were included and articles and stories of historical interest were provided to entertain and inform the members. The newsletter was restricted in size (four pages-two sided) due to mailing costs. The idea was to keep the cost to that of a single letter, at that time .23 cents.

Unfortunately, Wes Hammond passed in July of 2003 and his last Traveler was the July 2003 Summer edition.

Volume 4 Number 4 used the same cover format but does not list an editor, My assumption is that it was a Board effort with the assistance from Jimmy Lin.

Volume 5 Number 1 has a new look for its cover along with a new editor. Member James Lin, a chapter member since 1998 added newsletter editor to his current positions as recording secretary and web site editor. Jimmy will edit the January and April editions for 2004. Those two Travelers remained at 5 pages

There were no Travelers for July , October 2004 and January 2005.

At the Chapters January 2005 meeting in Woodbridge, members were called upon to volunteer to edit the Traveler. As a new member I was anxious to learn more about the Lincoln Highway and felt this would be an excellent opportunity. My hand went up and the rest is history.

My first attempt was the April 2005 edition. I admit I got a little carried away and produced an edition containing 11 two sided pages. Norm Root submitted several articles but failed to mention they were to be used in several editions. Postage jumped to .60 cents. In that issue the four new California Lincoln Highway Tours were promoted.

The cost of postage and printing reached a point in 2010 that it was agreed upon that future Travelers would be sent to members via E-mail. Not only did this move reduce associated costs, it allowed for more information to be included in every issue, and more importantly the use of color photos.

Volume 12 combined Numbers 1&2 January & April 2011 was the first issue mailed electronically.

Volume 13 Number 1 for January 2012 reflects another cover format change.

Volume 18 Number 4 October 2017 reflects the current format which continues to be used in 2020. Current issues average between 10-15 two sided pages.

EVENTS AFFECTED BY THE 2020 CORONA 19 PANDEMIC

APRIL CHAPTER MEETING

The Chapters April meeting , scheduled to be held at the Bertolotti Auto Museum in Santa Clara, was cancelled due to the Coronavirus threat.

CLARKSVILLE DAYS

The 10th annual “Clarksville Days” event scheduled for Saturday May 2 was cancelled. This is a favorite annual event which allows visitors to drive, possibly the longest original section of 1917 concrete, in the State.

2020 ANNUAL CONFERENCE

The 2020 LHA Annual Conference scheduled to take place on June 22-25 in Joilet, Illinois was cancelled and rescheduled for June 2021.

Due to this shift in scheduling, the 2021 Conference previously scheduled to be held in California will be moved to 2022. The conference is planned to be in the Sacramento/Folsom area

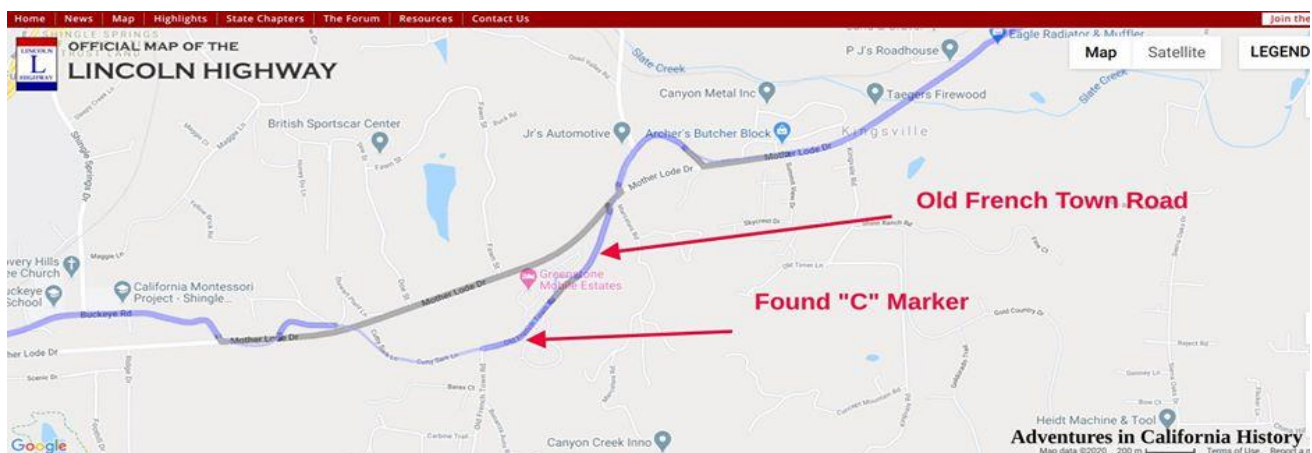


Sacramento Bee June 1919

THE ADVENTURES OF TREY and MONICA

SEARCHING FOR "C" MARKERS by Trey Pitsrnberger

Old French Town Road is a quiet rural road that today only hints at its importance as part of the famous transcontinental Lincoln Highway! If you didn't have access to the Lincoln Highway Associations online map, you would never know this road was a state highway once, except for these "C" markers. We have fun trying to locate these old markers whenever we are traveling the Lincoln Highway or other old state highways. Monica discovered this one hiding in a clump of oleanders. Hadn't found one yet that was leaning like this one. We have located two so far on Old French Town Road, and continue to keep our eyes peeled others. I have included a screenshot of the online Lincoln Highway map with an arrow showing the location of the found "C" marker, and showing French Town Road with a blue line, indicating its part of the Lincoln Highway. You can follow the route of the old highway across El Dorado County using the map. Keep an eye open for those "C" Markers. There are more to be discovered!



Monica found a "C" Marker (California right of way marker) on our trip up the Lincoln Highway yesterday. What's interesting is the marker, where Monica is standing, is actually placed in the middle of the older road. I assume sometime after 1914 the old road was moved over, and the marker placed on the older road. We realize that there are older roads up here that might not have been part of the Lincoln Highway. However, this alignment has asphalt which would seem to indicate this is the first-generation Lincoln Highway. This may be a new alignment to include on our official



INVESTIGATING THE LINCOLN NEAR CISCO



Monica and I headed up-country on Monday following the Lincoln Highway. This photo shows Monica about to cross a small creek that runs over the old road. Anyone care to guess where this might be? We are above 4000 feet in elevation. Is this the north or southern route of the highway?



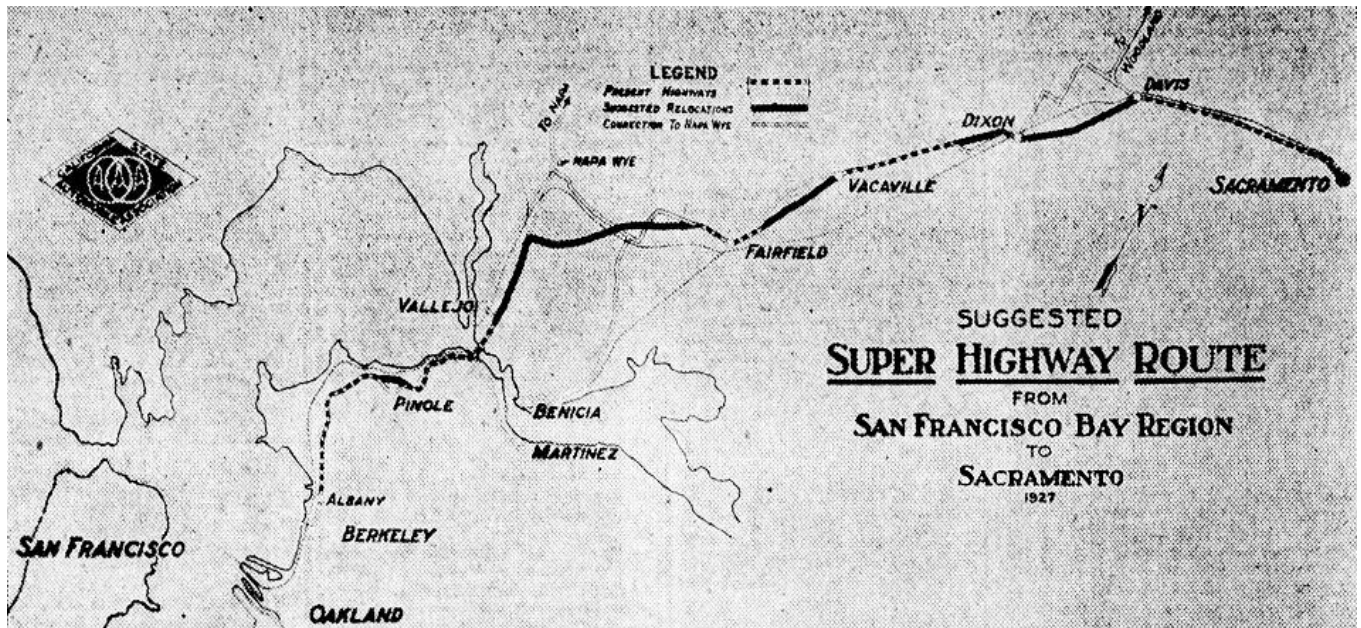
This photo shows Monica further up the Lincoln Highway from where she was crossing the small creek. This might make it easier to guess what route, the northern or southern, that we are on. Remember, the Lincoln Highway had two routes through California. One roughly follows Interstate 80, while the southern route roughly follows Highway 50.

The Lincoln Highway meets the modern world. Here we see Monica walking on the Lincoln Highway bisected by Interstate 80, just before the Cisco exit. Those cars are whizzing by at 65MPH headed east, uphill, towards the summit. I would install a Lincoln Highway sign on that post, but Cal Trans might not enjoy it as much as we would



SUPER-HIGHWAY to the Bay Cities Proposed

This map, proposed by the California State Automobile Association, shows the changes suggested to the California Highway Commission in the route between Sacramento and Oakland.



November 1927 Sacramento Bee

PROPOSING a super-highway between the San Francisco Bay region and Sacramento the California State Automobile Association has suggested to the state highway commission that relocation of certain sections of the existing state highway will eliminate thirteen miles of driving and provide a shorter safer and more direct route between cities of the metropolitan area and the state capital The proposal was conveyed to B B Meek director of the state department of public works in a communication from H J Brunnier chairman of the automobile association highways committee Brunnier suggested that the highway commission consider official adoption of the new and shorter route as one on which future construction and reconstruction efforts may be directed The plan has already been endorsed by the chambers of commerce of San Francisco Oakland and Sacramento To Better Conditions The association takes the stand that conditions can be bettered through or around the town elk Pinole by the adoption of the American Canyon route from Vallejo Past Cordelia to Fairfield and along the section between Fairfield and Davis Brunnier in his letter pointed out that certain sections of the present route will soon have to be reconstructed notably through Jamison Canyon between Cordelia and the Napa "Y" and that a more satisfactory route should be adopted before the present route becomes more definitely fixed The present route does not take the fullest advantage of topography It results in unnecessary driving of about thirteen miles and an unnecessary number of grade crossings and its alignment is not conducive to public safety the association points out During peaks or traffic there Is bad congestion at points which with increasing traffic will soon gauge the amount of travel that can use the present route "This Is the opportune time" said Brunnier in his letter "to plan for a direct broad and safe highway between the Northern California center of population and the heart of a big agricultural region" Besides providing for local travel it is pointed out the super-highway would be a link in both the Victory Highway route and the Pacific Highway.

THE EL DORADO COUNTY ROUTE

TO LAKE TAHOE

Over the Lincoln and State Highway Via Placerville



Lake Tahoe via El Dorado Co.

offers the motorist the greatest comfort and the most beautiful scenery, good hotels, garages, all camping, fishing and hunting supplies.

Free camping grounds at Placerville.

Fine trout fishing in the American River, which parallels the highway.

To see Diamond Springs, take Diamond Road, one-quarter mile above El Dorado; fair dirt road; it's 2½ miles shorter to Placerville via this road.

Mining, Lumber, Fruit Growing and General Agriculture

Are the resources of El Dorado County. The best Bartlett pears, cherries and peaches are grown. El Dorado is one of the State's heaviest gold producing counties.

"OVER THE EMIGRANT TRAIL"
Now the Lincoln Highway
Through Placer County
to Lake Tahoe

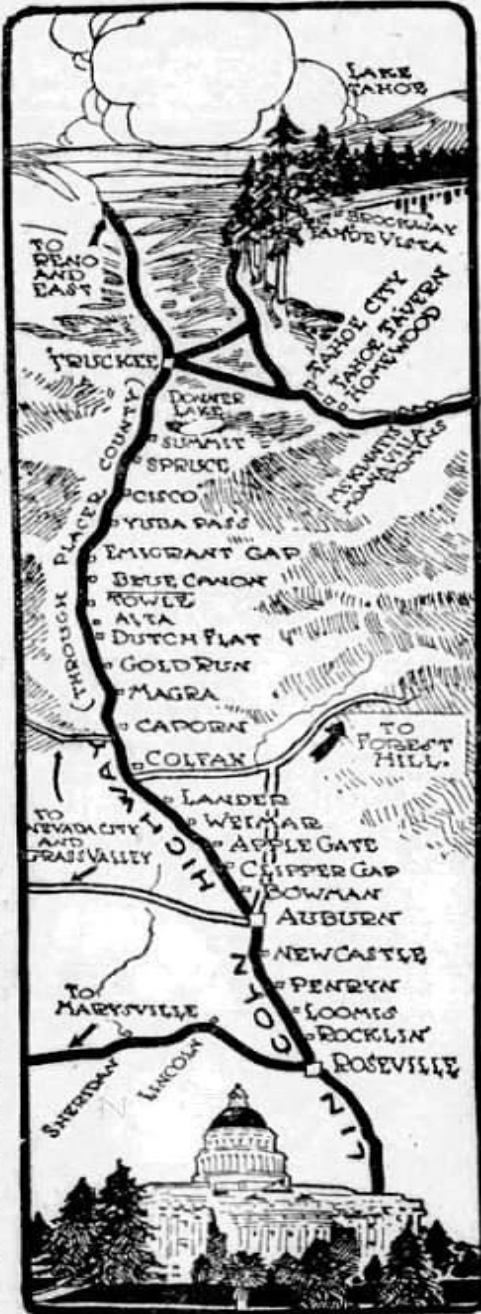
—The most varied, the most picturesque, the most historical route to the Tahoe Wonderland. A faultless road for the motorist. Inside of the road over the mountains and around the Lake on the going trip, with a maximum grade of 15.1 per cent. Good hotels, garages, supplies every few miles.

- Through the Placer Foothill Fruit Section.
- Through the Great Placer County Mining Region.
- Through Foothill and Mountain Resorts
- Through the American River Canyon.
- Over the Summit to Truckee and the Lake.

Table of Distances

Sacramento to—

Roseville	17.9 miles
Rocklin	21.7 miles
Loomis	24.8 miles
Penryn	27.6 miles
Newcastle	30.5 miles
Auburn	35.2 miles
Applegate	45.4 miles
Weimar	48 miles
Forest Hill	57 miles
Colfax	53.7 miles
Dutch Flat	66 miles
Alta	68 miles
Towle	69 miles
Blue Canon	77.4 miles
Cisco	88.2 miles
Summit	101.5 miles
Truckee	111.5 miles
Lake Tahoe.....	126 miles



This Map Will Prove Useful. Cut it out.



Article San Francisco Examiner February 4th, 1917

SF AD CLUB ASK SOUTHERN PACIFIC FOR FLAT RATE

Motor Tourists on Lincoln Highway Are Discouraged by Late Snows and Blocked Roads. The fact that the Lincoln highway is not completed all the year around between Reno and Sacramento works great harm to the northern part of California, as tourists invariably choose the easier road and switch at Ely, Nevada, taking the road directly south to Los Angeles and Southern California. The Advertising Club of Los Angeles, however, is putting up a fight to overcome this obstacle to the tourist coming to the central and northern parts of the State, The club has presented US claims, backed by the various chambers of commerce and civic bodies of the nearby cities and towns, to the Southern Pacific Company, to grant a fixed flat rate for hauling motor cars through the passes of the Sierras usually snow-blocked until a late month each year.

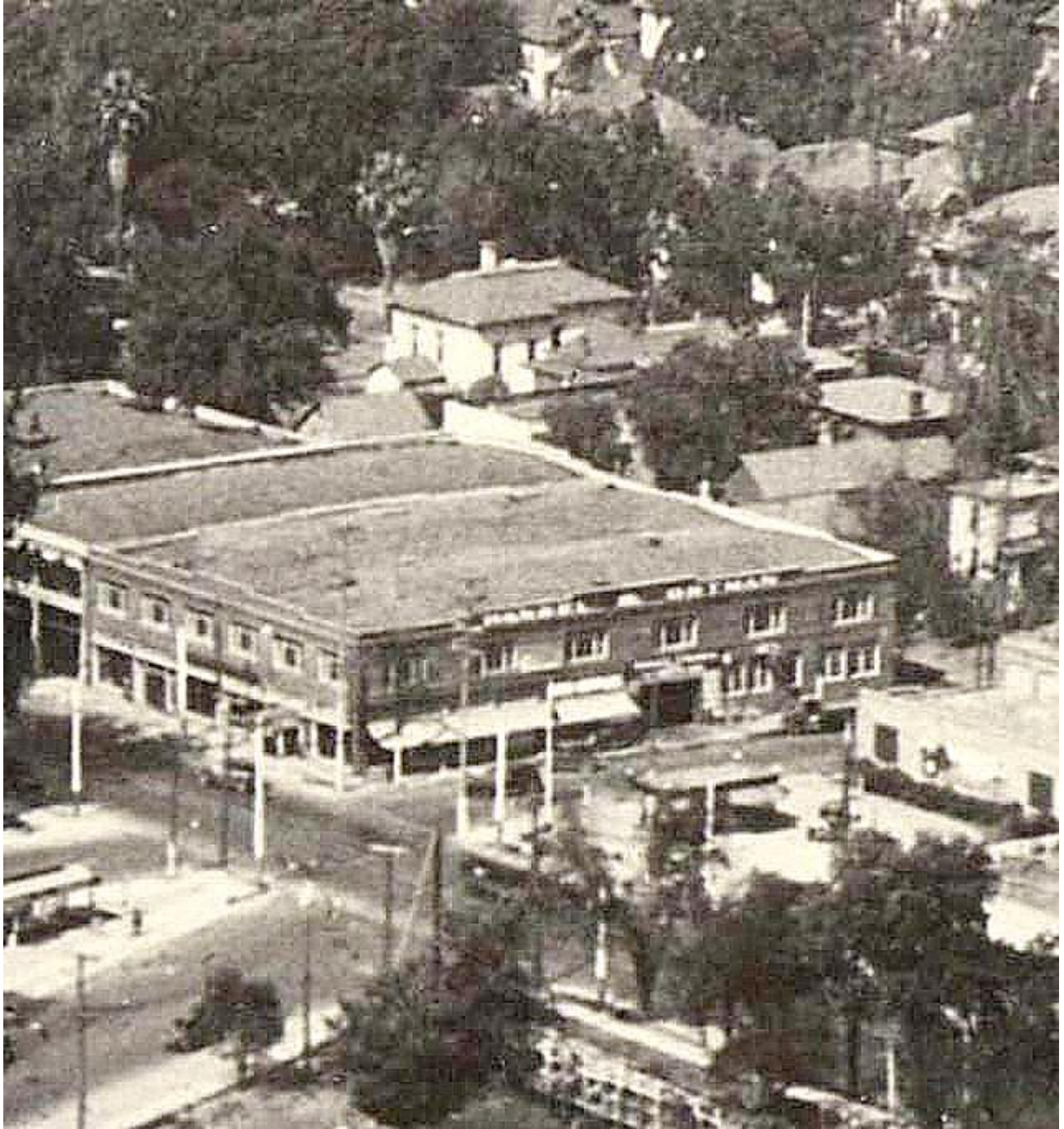
WORST OBSTACLE.

The twenty-five miles immediately west of Truckee is one of the most serious problems the State has to buck up against in this respect, for it is the entering point into the system of perfect roadways for which the State is known all over the country, and yet, through the opposition it offers, and the "cold shoulder" it presents, many tourists become discouraged and detour to the south. A flat low rate permanently established, and available at all times, would not only benefit the railway company through the increased traffic, but would work immediate and lasting good to the State at large by admitting the money-bringing tourists into this section, **ALL TOWNS INTERESTED.**

Truckee, Auburn, Placerville and Reno are keenly interested in routing as many motorists over the northern road as possible, and all are presenting their claims for the low hauling rate in conjunction with the Advertising Club. The San Francisco ad men are convinced that, should they secure for San Francisco the 1918 convention of the Associated Advertising Clubs of the World, with an attendance little short of 15,000, many of the delegates and visitors will motor to San Francisco. Lack of road facilities will work to the distinct disadvantage to all communities near the Lincoln Highway, and particularly to California as a whole. The State cannot value too highly the main motor artery from the east, and every effort must be made to keep the roads clear, or failing this, making other adequate provision.

REVEALING STOCKSTONS HISTORY by Kevin Shawver

Below are photos of a building located at 600 N El Dorado in Stockton. It was originally built as an Overland and Winton auto dealership in the early teens named Menzies-Cantrell. The building was gutted by fire in 1920. It was subsequently rebuilt and taken over by Cadillac / Oldsmobile dealer, Hansel and Ortman. Included are a 1920s aerial view of the building when Hansel and Ortman occupied the space and recent photos of ghost signage that's being revealed as many decades of paint is being stripped from the building. The name "Hansel" and the M and A from Ortman can now be seen. The paint removal has also exposed the words "Service Station" above the shop door, with the word "Vulcanizing" along the door's edge. If more signage is exposed, I will follow up with additional photos.



600 North El Dorado St



MARK YOUR 2020 CALENDAR

Saturday **JULY 11, 2020**
1:00 pm

State Chapter Meeting

THE JULY CHAPTER MEETING WILL BE HELD via ZOOM

Contact Joel Windmiller for more information

Saturday **OCTOBER 3, 2020**
12:00 Noon

State Chapter Meeting
(Location TBA)

MARK YOUR 2021 CALENDAR

Saturday **JANUARY 9, 2021**
12:00 Noon

State Chapter Meeting
(Location TBA)

Saturday **APRIL 3, 2021**
12:00 Noon

State Chapter Meeting
(Location TBA)

Saturday **JULY 10, 2021**
12:00 Noon

State Chapter Meeting
(Location TBA)

Saturday **OCTOBER 2, 2021**
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

NOTE: For additional information on the 2021 LHA Conference go to 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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