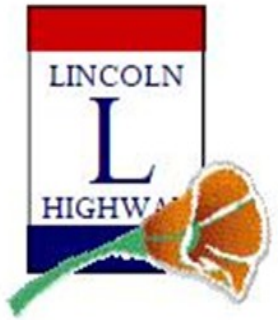




THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION – CALIFORNIA



Volume 22, Number 2

Page 1

The Panama Pacific International Exposition in San Francisco was one of the driving forces to complete the Lincoln Highway quickly.

The idea was to open the road for people to travel to the exposition. It was, and the rest is history.



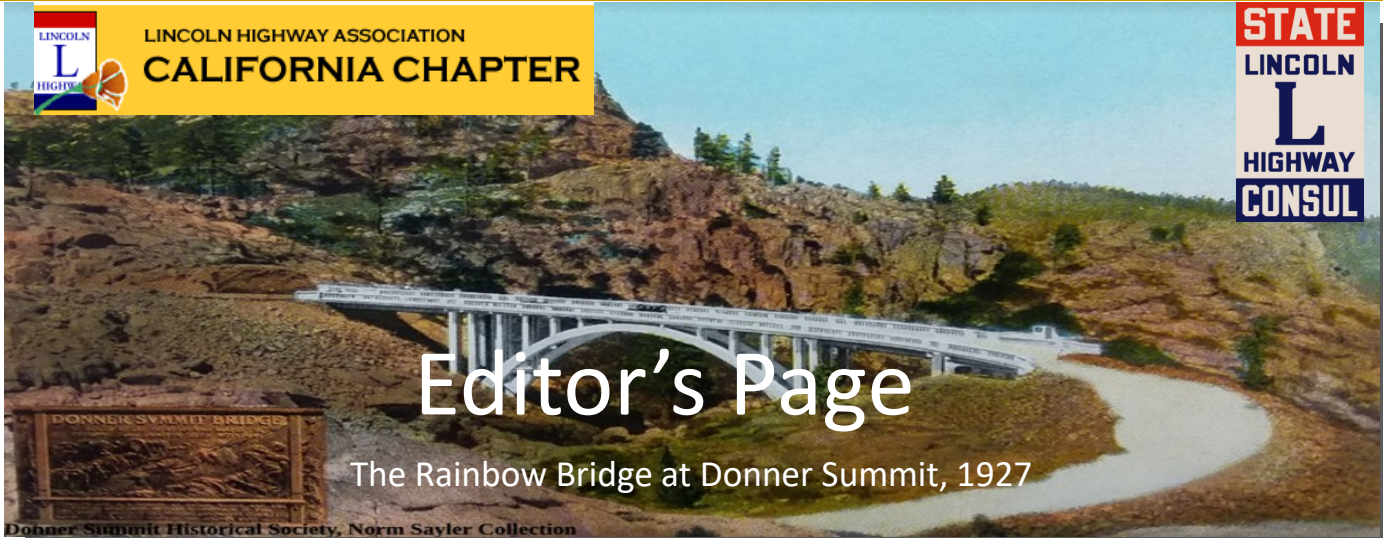
Upcoming Chapter Meeting

April, 3rd via Zoom at 12:30

More meeting info on Page 24



LINCOLN HIGHWAY ASSOCIATION
CALIFORNIA CHAPTER



Editor's Page

The Rainbow Bridge at Donner Summit, 1927

Donner Summit Historical Society, Norm Saylor Collection



Trey Pitsenberger
Editor

Earlier this year, I was contacted by the Historic District of the City of Folsom. They were interested in how to promote the Lincoln Highway through their area. After meeting with the Public Works Department, Folsom History Museum, and the Historic Folsom District, we agreed that the City would make and sign their section of the highway with our historic Lincoln Highway signs.



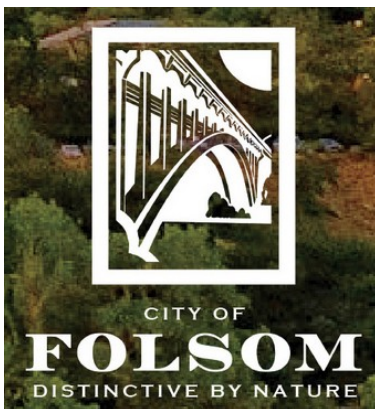
The Lincoln Highway was America's first transcontinental highway for automobiles, conceived in 1913. Cities that found themselves on the new highway would reap the benefits of the increased traffic. To be a "Lincoln Highway community" meant endless possibilities for commerce as the turn of the century "autoists" took to the freedom of the open road.

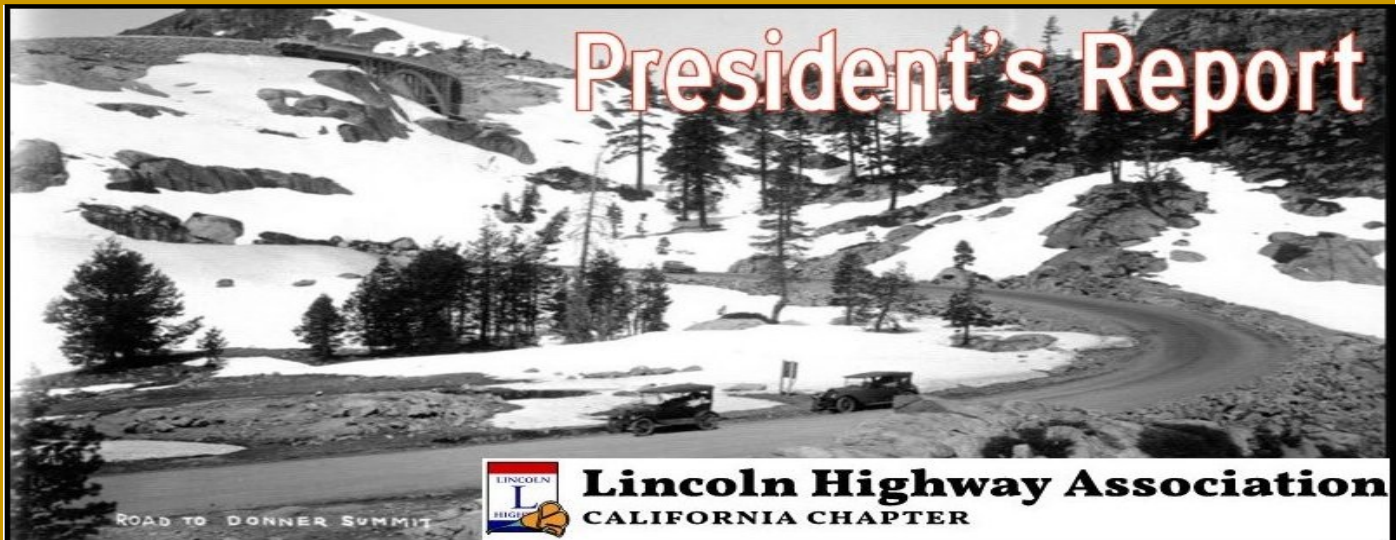
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Folsom, having been on the old emigrant and wagon roads, found itself hosting this new concept, a transcontinental highway that went from Times Square in New York all the way to the Place of the Legion of Honor in San Francisco. Folsom soon built a new bridge, the Rainbow Bridge, across the American River. This bridge was to help with the transport of agricultural goods to the Transcontinental Railroad in neighboring Placer County.

The Folsom Museum holds a rare 1928 Lincoln Highway concrete post donated to the City by the California Chapter of the Lincoln Highway Association. Working with the museum, the historic post would hopefully be included in a permanent display inside the museum.





Joel Windmiller
President



As we begin 2021 life is slowly returning to a new normal Covid 19 cases are dropping vaccines are being administered. Hoping to have a in-person meeting at a outdoor location along the route for our July or October chapter meeting. If local authorities will allow group meetings outdoors. Welcome suggestions of locations to hold outdoor chapter meetings contact me at joelwindmiller@att.net.

Clarksville Days 2021: Bette January Clarksville Regional Society President emailed the chapter to report that 2021 Clarksville Days event has been cancelled. Also announced that the 2022 Clarksville Days is scheduled for next year and to put it on our event calendar.

Bowman: Trey Pitsenberger chapter VP researching location of an additional bridge crossing the Southern Pacific tracks. Assisting Trey with his research checking Caltrans historical records for a location of an additional bridge. Members if you have evidence of a third bridge contact Trey at trey@pitsenberger.com

Folsom: Trey Pitsenberger chapter VP is working with City of Folsom and Historical Society LH signage project. Along both original 1913 and 1928 alignments along Sutter Street, Greenback Lane, Folsom Blvd, Riley Street, Bidwell Street, Old Placerville Road, White Rock Road.

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Joel Windmiller

President



Lincoln Highway Byway/Historical: California Chapter member Kevin Shawver contacted California State Assemblyman Carlos Villapudua 13th District [Stockton]. Kevin and Assemblyman Villapudua discussed Byway/Historical status for the Lincoln Highway alignments in California and the process of getting a state proclamation created. Kevin will keep the board notified of developments.

Donation/Membership: Website manager Jimmy Lin has created a donation/membership renewal feature allowing members to renew their membership or donate funds for signage, promotion, brochures or chapter projects.

Lincoln Highway Mural Project: Chapter received email from Josephine Marie/ Sarah Sheppard “working a silo mural trail in Nebraska and it appears all my projects landed on the Lincoln highway, want to [mimic what Australia did and create a mural trail](#). “One that gets people off the main roads to travel those less traveled. My first silo 120 feet tall is in Colton NE, on the Lincoln highway. I would love to do the entire Lincoln highway, from New York to California. It would make for such a great tourist attraction and bring much needed economic relief to many of the small towns on this highway. It would be the first of its kind in the USA.” I forwarded Josephine's email to Kay Shelton National President reported the following. Kay suggested that they get a GoFundMe page and post it on the Lincoln Highway Facebook page.

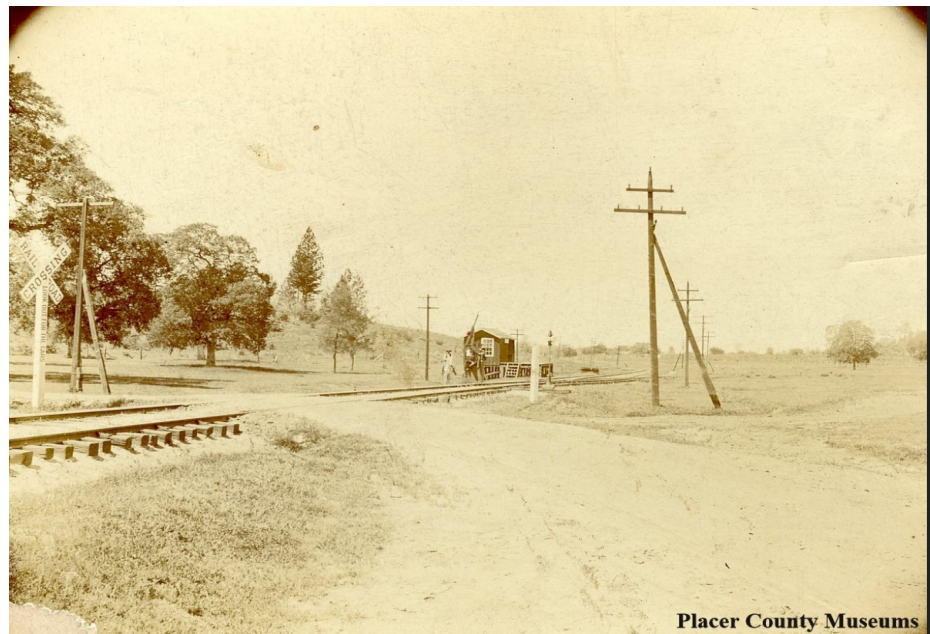




Monica and Trey

This photo, taken in the 1900s, shows the Bowman Crossing of the Southern Pacific Railroad. If you look closely, there is a person on a horse and another standing nearby. What caught my attention was the way the road makes a bend towards the photographer. If we head the other way, we will pass Machado's Orchard on our way to Auburn once we cross the tracks. It was this photo that caused us to stop and check out this famous crossing again. We wanted to make sure our official Lincoln Highway map had the routes across the tracks marked correctly. We've checked out this area before but were unable to spot the old road. Recently someone has cleared out the area making it more open and visible.

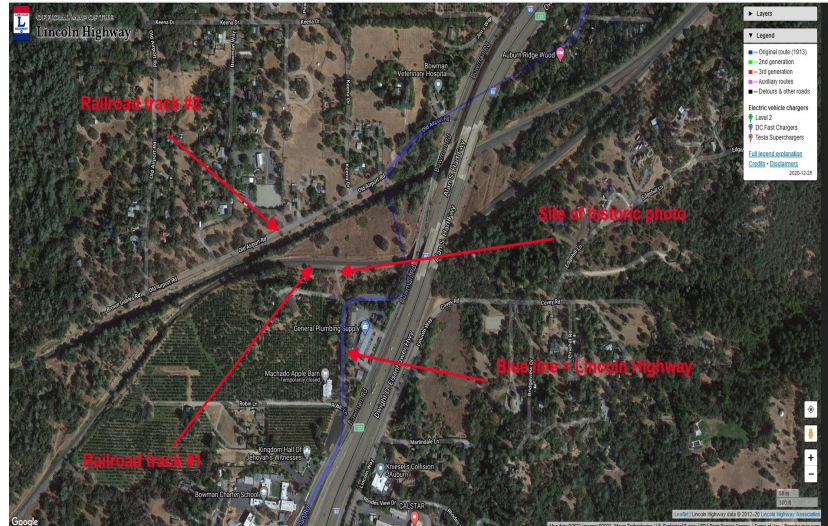
Bowman crossing and a newly found alignment of the Lincoln Highway.



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The map at right will show the general area and some of the features discussed. We can see the two rail lines, the Lincoln Highway's blue line, and the crossing pictured in the historic photograph. East is to the right, west to the left. Notice how the crossing in the historic photo is actually west of our Lincoln Highway map shows the crossing. Click map for a larger view.

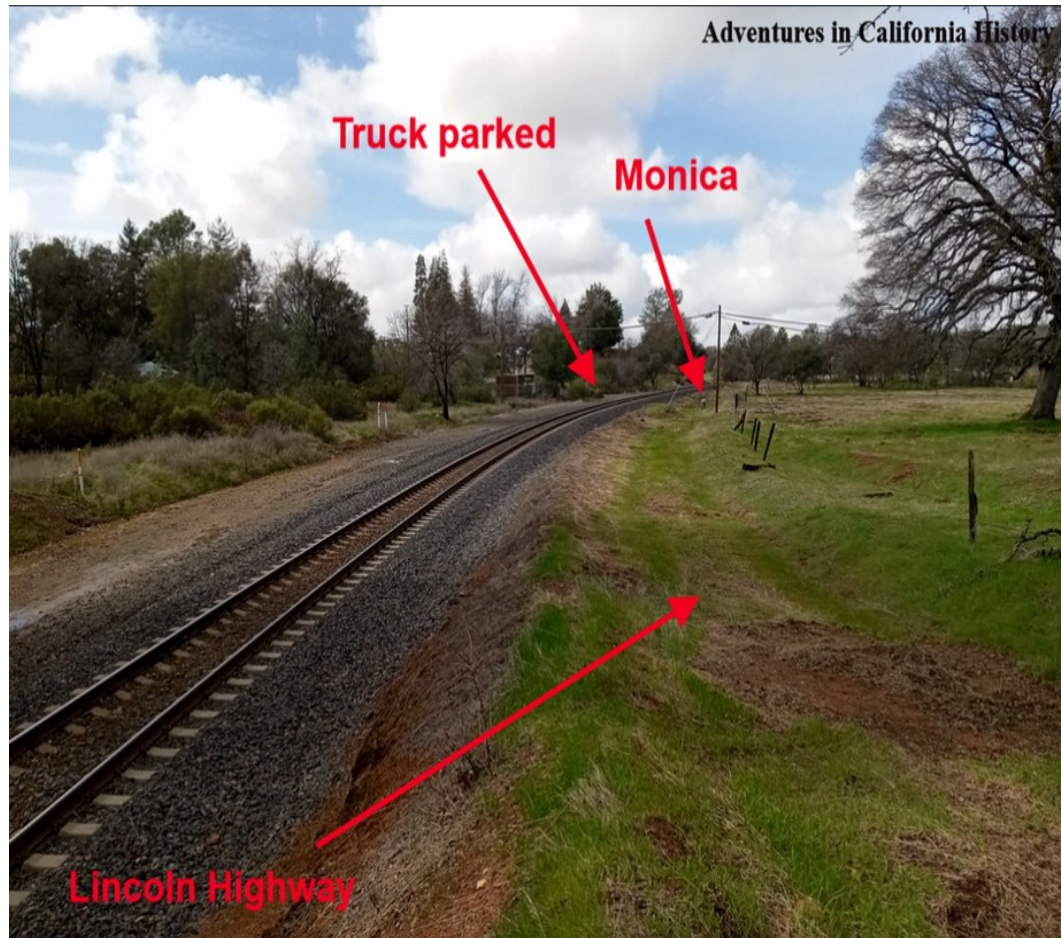


The same spot as the historic photo, but today. You can see our truck at the left.

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In the photo at right, we have moved east and can now see the road's impression at right. It appears that once you crossed the first rail line, you would take a hard right and head east. You can see Monica in the background on the road. Our truck is on the other side of the tracks at the crossing.



While the impression we were following could be the road, it would be nice to find some more evidence that this was indeed the transcontinental highway's route. We found the evidence because of the recent clearing of trees and shrubs in this area. We found a [state "C" monument](#) facing east and another just a few yards away. These markers were placed along state routes from 1914 to the 1930s. Finding these markers is a great affirmation you are on the right track.

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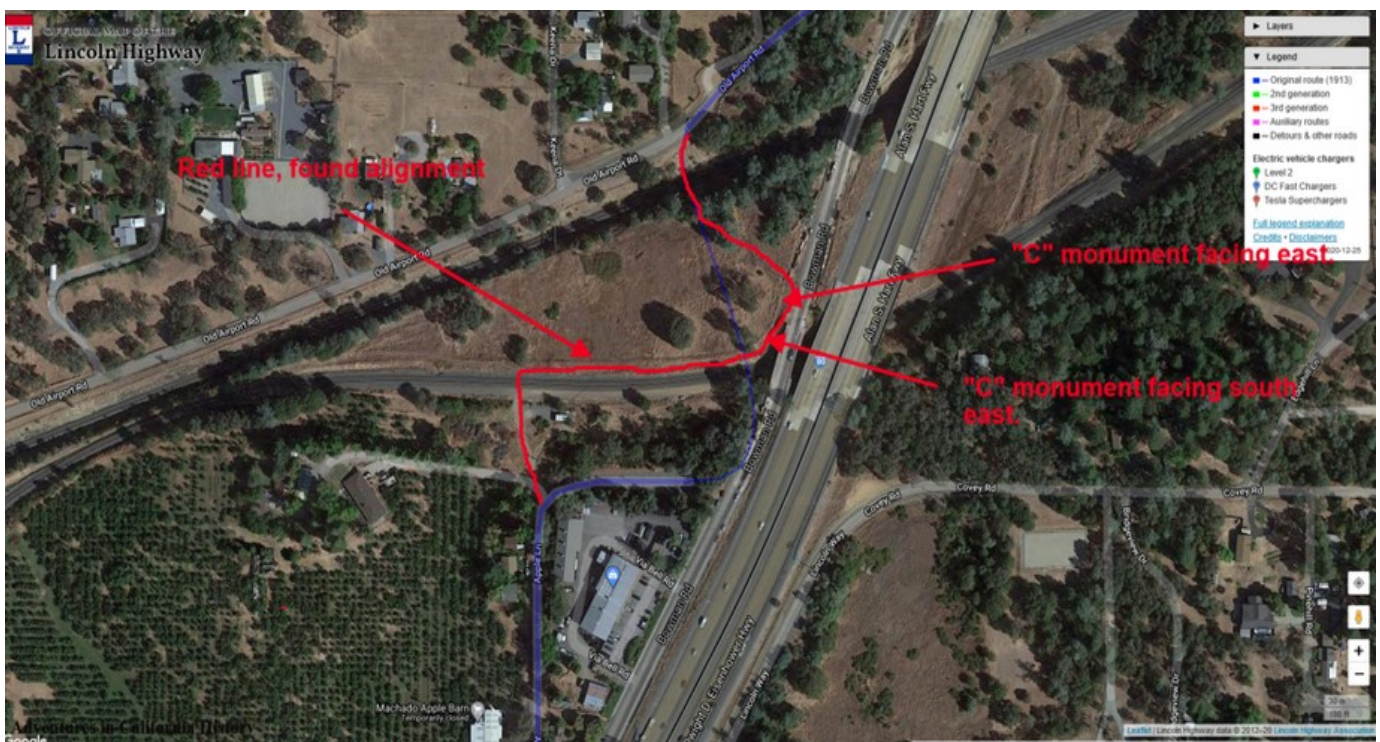
Here we see Monica by the “C” monument. The taller metal sign has the letters R/W on it, which means “right of way.” Placer County has put these metal markers at the site of these older stone monuments. This makes finding the old monuments much easier in this county than others who don’t mark these. We found another marker just a few yards from this one, giving us the road’s general route. See the map on the next page.



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Covey Rd., which we originally had our route marked on, is actually a road that crosses over Highway 80. We do not believe the Lincoln Highway route crossed where we had originally marked it. Below we have marked where we believe the route actually crossed the first tracks and then made its way towards crossing the second set of tracks. There a long-gone bridge crossed the second set of rail tracks.



To summarize, the Lincoln Highway crossed the first set of tracks at a different place than we had earlier thought. After crossing the first set of tracks, the road makes an immediate right, following alongside the rail line, just before where the present Bowman Road is, a sharp left, then another left to head towards crossing the long-gone bridge over the second set of tracks.

These changes to the route are sent to the Lincoln Highway Associations' cartographer. If they agree with our findings, we will change the official map to show the newly found route.

Auto camping on the Lincoln Highway

By Kendall MacGregor



One hundred years ago the combination of cheap transportation with the inexpensive Ford Model T and the 'Good Roads Movement's' creation of the Lincoln Highway made seasonal long-distance vacation travel possible for middle-class motorists. The highway beckoned to those travelers, but it didn't always provide for them. A trip from the mid-west to California could take two weeks or longer, and none of the amenities modern travelers rely on: motels, roadside rest areas and chain

These intrepid travelers were pitching camp wherever they ended up for the night and roasting a can of beans over a campfire. "There were at that time no worth-while highways or camps and the tourists after a hard days drive of some forty or fifty miles often had to spend the night by the lonely roadside," according to the Tin Can Tourists website.



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Municipalities generally allowed auto campers to stay for free in their city parks at the time, though local businesses -- mostly local hotels -- often objected, deriding the practice as unsanitary, unsavory, and a nuisance. Campgrounds began to spring up here and there to cater to the auto campers, though the rules for campers often differed from facility to facility. Businesses soon sought to cater to these new customers and pressured their municipalities to provide improved facilities for these travelers.



Roseville in the 1920s was uniquely situated to cater to this trade. Located at the intersection of the cross-country Lincoln/Victory Highway and the North-South U.S. Highway 99; travelers bound for Oregon, San Francisco and the National Parks all passed through town and need a place to stay.

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Beginning in the late teens, Royer Park, created in 1917, was still in development and the city trustees were considering a municipal auto park adjacent to the park across Dry Creek to accommodate the many motor tourists that were traveling through the area. Campers had been using this area informally for a few years as it was adjacent to the water in Dry Creek and within walking distance of the amenities in town. This development was also viewed as a priority by the Woman's Improvement Club and the Roseville Chamber of Commerce.

An editorial in the Press Tribune stated "there are great many things to be done here. An organization could do much. The city trustees are willing to do much but they want something more than suggestions, they want somebody to back them up in these matters. An Auto-Park ought to be put in. It has been suggested that it be on the north side of the creek on the 3 acres the city owns"

TOURIST CAMPERS

A survey into the expenditures of a group of automobile tourists and campers in the New-England States discloses that they spent on an average of \$64.55 per person, the daily cost of each for the trip in question amounting to \$2.49.

Included in the survey were 551 persons and their expenditures were divided into three general groups. For lodging they spent \$1,422.85; for meals \$3,622.65, and in retail stores \$9,370.80. The camping parties average 3.7 persons to the automobile and 26 vacation days on the trip.

Here is something that Roseville can use as a basis for estimating the value of tourists' trade, for touring will average up about the same in all parts of the United States.

Roseville, located at the junction of the Victory and Pacific highways, thus has better advantages to profit by tourist trade than have many other California cities that are making special effort through maintaining auto parks with conveniences that really appeal to tourists.

With the opening of the Victory highway through Nevada, Roseville will have largely increased automobile tourist traffic this year and each year hereafter.

Is our auto park in shape to the proper facilities for these tourists?

It is very apparent that friendly places that make a special effort in this direction will profit by catering to the needs of the automobile tourist. Comfortable camps with modern accommodations and police protection form the best advertisement any town can have.

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In 1921, a community house, the first to be built in Roseville City park, was created with tables and benches for picnics, running water and a sink. It was dedicated by the Women's Improvement Club, the building offered as a convenience for the many tourists using the town's free auto camp.

Later that year the City, Chamber of Commerce and the Women's Improvement Club sponsored a city-wide cleanup day which included improving the camp area with improved grading, trees and shrubs and a shower house and toilet. Hot dog sandwiches and coffee were provided by WIC and a bonfire was planned for that evening. These improvements became a priority when it came to the attention of those present that Roseville was being widely advertised by San Francisco papers as having municipal auto camping grounds and this publicity was rather premature in the work of providing it and the facilities had not yet been completed.

DRAFTING CLASSES IN NEW SHOP BUILDING

Classes in Mechanical Drawing are held in the drafting-room in the New Shop Building. Here the boys make the geometrical constructions and working drawings which are necessary to gain a fundamental knowledge of drafting.

Many demands are made upon this department by nearly every school activity. At times the drafting-room resembles a commercial sign painter's shop, and at other times all the students may be found working on posters for a school play.

An accurate survey of the campus has been made by the students, and from the notes a map has been drawn, and is kept up to date.

This department is ever ready to cooperate in all matters pertaining to civic welfare and improvements. An idea of what has been done this year may be obtained from the following:

A map of the Roseville-Lincoln highway, showing accurately the location of every tree that was planted this year by the Chambers of Commerce, has just been completed. Each tree is named after the person who donated it. These names appear on the map, which will be recorded in the County Court House.

A cover design and map of Placer County were made in this department for the new county folder, and were accepted by the Placer County Chamber of Commerce. The cover design for "Rose Leaves" was also made in this department.

A landscape map for the new Sierra Vista Park was planned and made in this department, submitted to the City Trustees and accepted by them. The park was laid out by the Classes in Surveying, and eighty-eight trees were planted by the city.

Twenty-five arrows directing tourists to the Roseville Auto Camp were letter for the Roseville Chamber of Commerce, and much other work beneficial to the local community was executed by this department.

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The following year more improvements were provided in the form of improved grading and signage and the park had become a community project. The Parks Director, assisted by some of the boys of the surveying class at Roseville High School, made a complete survey of both the main part of the city park and the auto section and made a map at the same. The map showed locations within the park itself and proposed improvements, as well as, stalls and other details in the auto park. In addition, the High School woodworking shop received an order from the chamber of commerce for a hundred painted stakes which would be used to mark up the grounds, 10 covered tables for the convenience of the campers, and 10 arrow shaped signs to direct autoists to the campgrounds.



In 1923 the Chamber of Commerce assumed management of the City Auto Park and constructed a 14' x 60' covered pergola to provide ample meal serving facilities for the travelers. The C of C also provided a register to learn the names and destinations of their guests and to get feedback on guest satisfaction and how improvements might be made. That year travelers from 29 states, Canada and Mexico stayed in the park. Improvements in later years included improved water and sanitation and a footbridge linking the Auto Park to Royer park across Dry Creek.

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By 1925 increased competition by private operators, led the Chamber to lease the operation to private operators. Several similar camps had been erected within the vicinity, including a "Cabin Court" on Riverside Blvd, offering heated cabins with indoor plumbing and a garage (an early version of the Motel)



In 1929, erection of the Veteran's Memorial Building prompted the end of the park as the children's playground would be moved there and grass planted. Some of the Auto Camps of this era still exist today, as trailer parks on the old hi-ways and bi-ways in the area

Photos credited to the Tin Can Tourist website and Press
Tribune via Newspapers.com.

DeLuxe Hotel & Auto Park, 1927

FAIRFIELD



DeLuxe HOTEL & AUTO PARK



ACCOMMODATIONS

Cottages with showers and Frigidaires -- Hotel rooms with shower -- Hotel suites with bath -- Modern cabins, heated -- Private garages -- Simmons furniture throughout -- Fine shade trees and special grounds for camping -- Restaurant in connection -- All American help -- Local and long distance telephone.

RATES	
Hotel Rooms - - - - -	\$1.00 to \$3.00
Cottages with Frigidaires - - - - -	2.00 to 2.50
Modern Cabins - - - - -	1.00 to 1.50





Cool, green lawns shaded with spreading trees, driveways and walks lined with shrubbery, make most pleasant surroundings for the comfortable cottages.



A spacious lounging room, furnished in Chesterfield furniture, writing desks, radio, Frigidaire fountain and other conveniences is provided for the comfort of our guests.



The DE LUXE HOTEL and AUTO PARK

affords every type of accommodation required by the motorist, whether on business or pleasure bent. The Sportsman out for a few days hunting or fishing will find this court an ideal place to make headquarters.

From here many interesting one-day side trips may be taken to such scenic wonders as the Petrified Forest and Spouting Canyons at Calistoga, the Forest of Geysers, Mission at Marysville and Navy Yard and other places equally interesting.

**Meeting Minutes for January 9th 2021****Zoom California Meeting at 1:00 PM****Post by Chapter Recording Secretary Paulette Johnson****1. Meeting Called to Order at 1 PM**

- a. **As people logged in, it seemed there was a lot of difficulty logging in to the zoom. Mark Hoffman offered his businesses zoom for the next meeting that may not require as many steps to log into.**

2. Introductions / Attendance Sign-in Zoom Count [23 attended]

Joel Windmiller (President)
Neil Rodrigues (State director)
Trey Pitsenberger (Vice-president)
Paulette Johnston (Recording Secretary)
Grant Gassman (Treasurer)
Jimmy Lin (Webmaster)
Mark Burnside
Bob Chase
Chuck and Nora Elderton
Greg Gassman
Paul Gilger
Paul and Sally Hoeprich
Mark Hoffmann
Myrna Johnston
Julia Oversloot
Jeff Petersen
Steve Ross
Lee Schegg
Frank Squire
Kendra Stoll
Joe Teresi
Bill von Tagen

3. Approval of October 2020 Meeting minutes [online]

- a. **Jimmy motioned to approve the October meeting minutes, Greg seconded.**

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4. Officer , Staff , & Committee Reports

A. Neil Rodriques: State Director

- a. Illinois and California Conferences have been postponed an additional year Illinois in 2022 and California in 2023.
- b. National liked the idea of the donation button, so they will be moving forward on adding that to the website.
- c. New Groups.io [Neil]: Please sign up for the new distribution list for communication within the chapter. www.groups.io and then search for LHACA@groups.io

B. Joel Windmiller: President

- a. We will continue to maintain zoom meetings due to the plague.
- b. Nevada chapter will be holding off on all activities for at least six months and we have decided to adhere to that timeline also. Therefore our meeting in April 3rd will be scheduled for zoom.
- c. EBay auctions with original 1928 markers that are for sale. Discussion about what should be done about acquiring the posts.
 - i. One has a medallion one does not.
 - ii. Seems like it might be more of a question for National to see if they can buy back these markers.
 - iii. Since one is in Nevada and one is in Indiana, contact will be made with those chapters to see if they have any interest in trying to purchase.
 - iv. Contact will also be attempted with the Marshall County Historical Museum in Plymouth, Indiana to see if they have any interest in purchasing a marker.
- d. Glenn Beck update: He is still scheduled to travel from east to west along the Lincoln Highway and photograph all the markers
- e. Digital copy of a real-to-real tape of Elmer Butts has been acquired and passed on to Trey. Mr. Butts was 90 years old when this interview was made. The tape has good sound quality. He traveled the highway in the 1930's as a mail carrier. This was when mail traveled from Placerville to Tahoe. Butts would stay overnight and make the return trip the next day.

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LINCOLN HIGHWAY ASSOCIATION
CALIFORNIA CHAPTER

f. Gary Kinst: He is sheltering in place and is wishing us well hoping to see us in the future. He is gathering photos for power point updates and is working on articles for further Traveler issues. Props to Trey for a great first issue as editor of the Traveler.

C. Trey Pitenberger: Vice President/Signage/Traveler

a. Traveler: first issue was a challenge, but now that he has the basic set up, it will be easier to input in the future. Please sent on articles, photos of any travel on the LH as well as any human interest stories.

b. Signage: he contacted the PCWA talk about a monument that is in ill repair along the LH. The monument is fading and it needs some care. Trey filled the hole with a concrete patch. There was discussion about what could be put on top of the monument to keep the numbers and writing from fading.

C. City of Folsom

i. They have a 1928 post in storage. They have been wondering what they should do with the post. After some research, Trey found that it was donated to the City of Folsom in 2009. It was a celebration of Folsom Bridges.

ii. They are excited about putting up signs in Folsom. There is a real interest in being a part of the history of the LH. Trey will hold a zoom meeting in the near future about how to go about getting this done. Hopefully the post (from above) can be put somewhere along that part of the highway. He will also suggest that the post gets placed in the museum to prevent vandalism. There was discussion about putting the original post in the museum and making a replica post that could be placed outside.

1. If needed Bill Von Tagan motioned to approve action for Trey to contact Folsom about the various ideas above. Lee seconded the motion. No vote was taken on this motion.

2. More discussion as to whether this is an original LH Post from 1928. Trey will look into

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LINCOLN HIGHWAY ASSOCIATION
CALIFORNIA CHAPTER

d. Trey has expanded his horizons once again by joining the LH marketing team.

D. Grant Gassman: Treasurer's Report*

- a. Two deposits from National: \$153 and \$189**
- b. Two reimbursements: Hard drive to Trey \$60. PO Box rent for \$90**
- c. Balance contact chapter for details.**

E. Paulette Johnston: Secretary

F. Gary Kinst: Chapter Historian*

- a. He is sheltering in place and is wishing us well hoping to see us in the future. He is gathering photos for power point updates and is working on articles for further Traveler issues. Props to Trey for a great first issue as editor of the Traveler.**

G. Jimmy Lin: Website update

- a. Shared a power point page showing usage numbers and trends.**
- b. Trey has begun to help out on our social media accounts. Twitter and Instagram**
- c. Jimmy showed some options for online membership and donation buttons that can be added to the website. More research will be done as well as discussion with National before we add these buttons to our website.**

H. Speakers/Presentations:

- a. Neil has two lined up when we can all begin to meet again.**

I. Tours: Mark Hoffman

- a. He working on an around town type of tour. Business has been slow and this has definitely been a tough time for his company**
- b. He is hoping to have two day trips in the spring that have outdoor stops along the highway.**

5. Old Business

- a. Facebook "Lincoln Highway in the Golden State" [Trey]**
- b. Adventures in California History LH [Trey]**
- c. Lincoln Highway Historic Highway Status in California [Trey-Joel]**
- d. Signage/Markers [Trey-Joel]**
- e. Members**

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6. New Business

A. Officer Elections [Joel]

- *President: Joel Windmiller
- *Vice President: Trey Pitsenberger
- *Treasurer: Grant Gassman
- *Secretary: Paulette Johnston
- *Field Secretary: Trey Pitsenberger

i. Joel motioned to keep the board as it currently is due to no one jumping in and requesting to be in any of the positions currently up for election. Lee seconded.

B. 2021 Illinois /2022 California Conference's [Neil]

c. National Board Meeting: National Conference will be moved 2022 and Sacramento will be moved to 2023.

d. National liked the idea of the donation button, so they will be moving forward on adding that to the website.

C. New Groups.io [Neil]: Please sign up for the new distribution list for communication within the chapter. www.groups.io and then search for LHACA@groups.io

D. Donation-Membership website [Trey]

E. Traveler New Editor [Trey]

F. Chapter Activities 2021 dealing with COVID 19 [Joel-Members]

G. Members

7. Meeting Adjournment

- a. Jimmy moved to adjourn the meeting and Trey seconded.
- b. Meeting was adjourned at 2:25 pm
- c. Next Lincoln Highway Zoom Meeting: April 3, 2021 at 12:30pm.

Respectfully submitted by
Paulette Johnston, Secretary
January 9, 2021

Edited by Joel Windmiller and Jimmy Lin





LINCOLN HIGHWAY ASSOCIATION
CALIFORNIA CHAPTER

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Marker and Membership Chairman

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State Director

Promotional Chairman

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James Lin

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* Indicates Board Member

California Chapter LHA Web Site Maintained by James Lin

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



LINCOLN HIGHWAY ASSOCIATION
CALIFORNIA CHAPTER

MARK YOUR 2021 CALENDAR

Saturday, April 3, 2021

State Chapter Meeting

12:30

(Location TBA)

Saturday July 10th 2021

State Chapter Meeting

12:30

(Location TBA)

Saturday, October 2, 2021

State Chapter Meeting

12:30

(Location TBA)

Note: Announcement of chapter meeting locations are mailed via postcard to all current members approximately two weeks before the actual date and posted on the California Chapter website. Contact Joel Windmiller regarding the 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

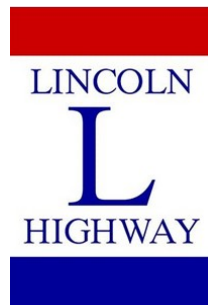
Note: For additional information on the 2021 LHA Conference, go to www.lincolnhighwayassoc.org

Note: Meetings are preceded by lunch which is scheduled for noon unless otherwise noted. Official meetings commence at approximately 1 pm.



There's a lot to see and do on the Lincoln Highway. Whether you're a resident of one of the Lincoln Highway states, a visitor or someone interested in learning more about the Lincoln Highway, the LHA is for you! Many sections of the right-of-way are still in place waiting for you to explore them...

**To learn more about joining us, click the
Lincoln Highway logo below.**



Click the above logo to learn more!

Resources for Lincoln Highway
enthusiasts

(click the link to be taken to the site)

[The Lincoln Highway in the Golden State on Facebook.](#)

[California Lincoln Highway Association on Facebook](#)

[The Lincoln Highway on Facebook](#)

[The Lincoln Highway on Donner Summit, a photo collection from
the Donner Summit Historical Society](#)

[Adventures in California History, Lincoln Highway posts](#)

[The official Lincoln Highway map](#)

