

LINCOLN HIGHWAY ASSOCIATION
CALIFORNIA CHAPTER

NEWSLETTER

**THE
TRAVELER**



EDITOR; Gary Kinst
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FALL

OCTOBER 2006



The Duarte Garage on Portola Avenue Livermore, California

This Historic building is maintained by the Livermore Heritage Guild and serves as a Lincoln Highway Museum.



A CONTINUOUS CONNECTING IMPROVED HIGHWAY FROM THE ATLANTIC TO THE PACIFIC

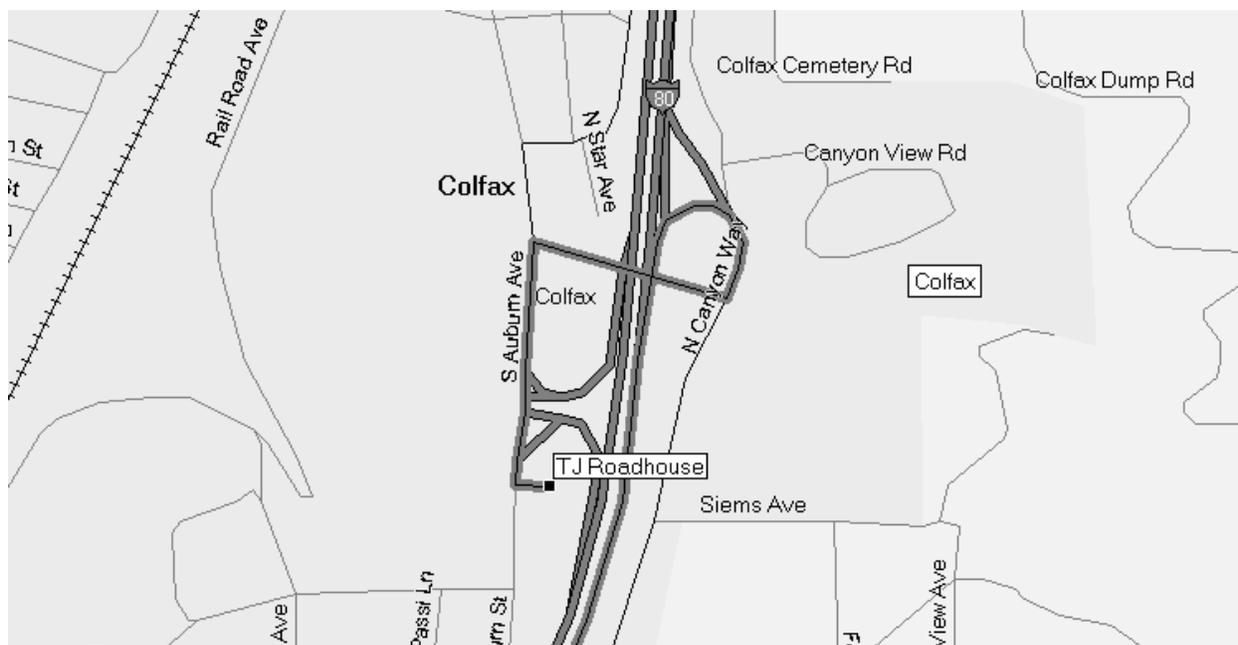
Robert Dieterich, President
California Chapter
Lincoln Highway Association
September 23, 2006

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A Letter from your President to California Chapter Members

Next Chapter Meeting: TJ's Roadhouse in Colfax, October 7, 2006

A new restaurant has opened in Colfax on the Lincoln Highway. I would like to start our next chapter meeting there at 12:00 noon on Saturday, October 7, 2006. As we have been doing recently, we can order lunch off the menu at noon (The good news is that they will serve breakfast till 1:00 p.m.) and then start our business meeting when we finish eating around 1:00 p.m. TJ's is on South Auburn Avenue just south of the I-80 interchange and on the west side of the freeway. It is across the street from the McDonald's we used to stop at on our tours. Coming from the Sacramento area, you would take the Colfax exit, head south on Canyon Way and take the first right turn in just a few hundred yards crossing the freeway to South Auburn Avenue. Turn left, drive past the southbound freeway entrance, and come to TJ's on your left across from McDonald's. The restaurant is up a short flight of stairs. Their phone is (530) 346-1040. The map below may help.



Endowment Fund

I've reported before and articles have appeared in the *Forum* regarding the association's Endowment Fund. An individual chapter can receive up to \$5000 per year towards projects that satisfy the fund's requirements. The awards will be made following a contest with up to \$10,000 per year total awarded to winning proposals. I would like everyone to come up with ideas for discussion at our next meeting.

Western Terminus Interpretive Plaque

George Clark reports that some vandalism occurred at the bus stop shelter adjacent to our marker and plaque. Someone tried to literally blow up the shelter and succeeded in blowing out one of the glass panels. However, our marker and plaque escaped damage. Also, some graffiti has appeared on the post for the plaque, but George has taken matters into his own hands with a can of black spray paint, and the graffiti is nowhere to be seen.

Clarksville

The town site of Clarksville (now a ghost town), the Tong Ranch (Bass Lake Road), and surrounding land has been sold to a developer. I attended a formation meeting of the Clarksville Area Historical Society. They have organized with a main goal of protecting the town site and the Lincoln Highway through the town. The developer seems interested in preserving as much history there as possible, but we need to follow this closely. I would like to have a meeting there soon with all interested members and the developer for a tour of the town site and a discussion of his plans.

Lincoln Highway at Donner Lake

As you recall, a private property owner has blocked access to the historic Lincoln Highway at the west end of Donner Lake. He contends the easement does not exist since no one knows exactly where it is located and, if it does exist, it is only for the transportation of livestock. We think we know exactly where the trail is located, but it is a complicated issue involving the definition of "stock trail." Three of us plus Leon Schegg from the Nevada Chapter met with the property owner and agree he has legitimate concerns over the protection of his property, but feel a compromise can be reached concerning access to the trail. The Nevada County Supervisors sided with the property owner and asked Caltrans for permission to abandon this trail. Caltrans responded that an environmental report would be required before they would even consider the question. As of now, it looks like the supervisors have given up on their request for abandonment; however, we would still like to reach some agreement with the owner over use of the trail.

Towe Museum

I was contacted some time back by a docent at the museum regarding the Lincoln Highway. Then, I was invited to lunch at the museum this last week. There has been a change in leadership at the museum and they are very interested in the Lincoln Highway. There is already a display there, and they now want to set aside a section of their gift store devoted to the Lincoln Highway. We need to support this museum in any way we can.

Sincerely,

Robert Dieterich
President, California Chapter
Lincoln Highway Association

From The Editor

July 22 Chapter Meeting



Kinst photo 2006

Members of the California and Nevada Chapters met for a joint tour of the 1915 alignment from Lake Tahoe to the Orangevale Bridge at Folsom, CA. Photo was taken at Echo Summit with Lake Tahoe in background. Members include (left to right); Lee Schegg, Lloyd Johnson, Geno Oliver, Lani Bonar, Chester Ross, Paul Gilger, Bob Dieterich and Jim Bonar. The tour included many photo stops and lunch at the Sportsman's Hall near Placerville.

From our Members



Bireley photo 2006

Jerry Bireley, a member from Livermore, CA, mailed this photo, of his restored Vernloyd Service Station, after reading the article on the Summit Garage. The station opened in May of 1933 on the Lincoln Highway one mile west of the Duarte Garage. The station was built by Dora Anderson and named after her two nephews; Verner and Lloyd Anderson. If you are in the area, the station and adjoining garage are a must see.



Clark photo 2006

Photographic proof that at least two people have discovered the new Western Terminus Plaque. As these two young ladies remain un-identified, it is pure speculation that they are indeed tourists or members of the Highway Association and have not been abducted by George and forced to pose for this photo.

From The Editor

Continued

The Summit Garage

Michael Kaelin, representing the Lincoln Highway Association, attended a BBQ /Rally at the Alameda County Fairgrounds on Friday July 28. The BBQ was a “get-to-know-you” event for the Honorable Scott Haggerty, Vice Chairman of the Alameda County Board of Supervisors. In attendance were the folks from the Tri Valley Youth Services, the current Mayor and past Mayor of Pleasanton, the Honorable Guy Hueston our State Representative, the Mayor of Livermore and approximately 600 other friends and supporters. At that time the California Department of Water Resources was thought to be the new owner of the land incorporating the Summit garage. It turns out that the new owner will be Mr. & Mrs. Robert Vieux Jr., who purchased the 112 acre parcel, which includes the Summit Garage and adjoining buildings. Roberts father currently owns a nearby ranch. The balance of the parcel, north of the railroad, was sold to the State. Dan Silveira, of the TVYS, has received a Conditional Use Permit, signed by Tom Egan (the current owner), allowing the TVYS to continue operation thru May 2007. Mr. Vieux informed Dan that he will not renew the lease come May, and that he has no intention at this time to remove the Garage. Scott Haggerty assured those interested in the preservation of the Summit Garage that he would not allow anyone to “bulldoze” any remaining structures in Altamont. With Mr. Vieux as the new owner, our chances of preserving these historic buildings are still in question. The saga continues.

The Duarte Garage



F. H. Duarte erected the Garage in 1915 on the new Lincoln Highway. The rear or southern section was added in 1923. Along with providing automobile repair service, the Garage sold Associated Gasoline and Oil products. With the new addition the Garage began selling Durant, Star and Flint automobiles. Robert Livermore Jr. was a salesman at the Garage in the early 1920's. When the new US 50 alignment by-passed Central Livermore, the Garage was converted into a machine shop to repair farm and winery equipment. The Garage is currently owned by the City of Livermore and leased to the Livermore Heritage Guild, which operates the Lincoln Highway Museum within the Garage. Bill Junk, curator of the Museum, graciously opens the doors each April to allow the California Chapter to enjoy lunch while Touring the 1915 route to San Francisco. We would like to thank Bill and his staff for making the visit a highlight of our tour.



THE INTERPRETATIVE PLAQUE

**Western-Terminus of the Lincoln highway
Lincoln Park, San Francisco, California**

By George Clark

During the latter years of my business career, I was a Division Vice President for one of the larger savings and loan associations in the country. I had assistants. They had ideas; I had ideas, which, if deemed feasible, ideas would become reality. I did not do details; someone on my staff would handle details. Also at that time, I was acquainted with certain individuals at City Hall, which seemingly served to propel matters to a conclusion relative to city ordinances, politics and whims. I have been retired now for a quarter of a century and all my City Hall contacts and business acquaintances have vanished. The current Mrs. Clark does not do secretarial work nor does she do detail.

Norman Root, National Director of the Lincoln Highway Association, was successful in gaining permission from the City of San Francisco to erect a replica Western-Terminus Marker; he built said marker which was positioned in Lincoln Park on 14 June 2002. The legendary "Bernie" Queneau handled the unveiling with decorum. It was while attending the California Chapter June 2002 meeting, I suggested that an interpretative plaque be considered and meeting attendees were in accord. I foolishly offered to oversee the endeavor not realizing I would have to do the details. At that time I was 83 years of age. As of this writing, I will be 86 in three months time. Here is what happened during the aging process.

It was during the month of July 2002, I commenced work on the text and concept. The text had to be carefully written; permission to use certain photographs had to be secured; various concepts drifted through my mind and City Recreation and Park Department officials had to be consulted to determine their requirements. Then it was on to consult with Craig Dawson, graphics designer and proprietor of Media Solutions in San Francisco. Craig's talents are always in demand but he said he would try to accommodate us. His initial concept was to my liking and I instructed him to proceed and print a likeness so that I might take it to the next Chapter meeting for membership viewing. Upon approval (no one said they didn't like it), a bid had to be secured from the plaque fabricator and several pages of City forms completed. There were other matters and events which hindered. Mrs. Clark wanted to go to Europe and I was organizing what turned out to be our last Ship's Reunion. We did both.

On or about 15 August 2003, with all the required material in hand, I visited Mr. Mike Morlin, Acting Supervisor, Northern Division, Recreation and Park Department (whose office adjoined the office of the Head of R&P Dept.). I well recall our meeting. Mr. Morlin first viewed our application form and found it to be in order. He then unrolled the full-size likeness of our proposed interpretative plaque and studied it for several minutes. He looked up and said, "This is impressive" and "There's a lot of history here." Two weeks later, I received a letter from Mr. Morlin stating that the Department was in the process of a study which would create uniformity of all Park signs and that we might expect to receive a reply in "9-12 months". Why didn't he tell me that at the time of our meeting? (I'm now 84 years of age).

In the meantime, back at City Hall, a new Mayor has been installed. Former Mayor Willie Brown was termed out of office and was succeeded by socialite Mayor Gavin Newsom. Former Mayor Brown, having spent most or all of the City's surplus monies, caused Mayor Newsom to make severe personnel cuts inasmuch as there were no funds left with which to continue to have a good time. The Head of Recreation and Park Department was one of the first to be dismissed followed shortly thereafter by the departure of Mr. Morlin.

At the time the concrete replica marker was set in 2002, I became acquainted with Ms. Candie Mattson, a supervising gardener in the R&P Department. Candie had prepared the site for that event. She became interested in the plaque project and confirmed what I suspected. Many changes and dismissals were underway; the Department was in disarray. It was now operating with a temporary Acting Department Head. Candie suggested it might be timely to re-submit another application package which she would hand-carry to an individual who might further advise us. After revising our cover letter three times, Candie thought it was ready to submit to one of authority for approval (in the meantime, Candie told me that our original package was discovered in one corner of Mr. Morlin's office). Progress is being made. Also, I learned that in the past, such submissions require approval of a five-member committee (the committee name I cannot recall) and that, since Mayor Newsom's inaugural, said committee had been reduced to a committee of one. More progress.

In November 2005, I received a call from Candie saying I was to meet with the committee member at the site for the formal and final consideration. Candie asked if I could meet her (Candie) ten minutes earlier inasmuch as she had some information to impart. When we met, she told me that she was concerned that if the plaque was placed at the point we proposed it would not meet "wheel chair accessible" requirements. A few minutes later, Ms. Mary Ticken, project Director of the San Francisco Recreation and Park Department, arrived as scheduled. Ms. Tienken, a pleasant young lady, appeared to be somewhat new on the job (and perhaps concerned relative to her tenure in the light of Mayor Newsom's cost-cutting edicts). I knew she would be going "by the book". Indeed, almost immediately, Miss Tienken said this site was not wheel-chair compatible and a concrete ramp or walkway would have to be built. This matter had entered my mind a month or so ago and I had discussed it with Bob Dieterich, California Chapter President, thus we had a secondary position in reserve if required. When I agreed to relocate the plaque to the secondary position, Ms. Tienken said that would be acceptable. A week later, I received a telephone call from her saying that we had her approval to install our plaque with the proviso that our plaque must contain the logo and colors of the Recreation and Park Department, San Francisco. This would create an additional cost. Mr. Dawson, while designing the plaque, kept it to three colors to lessen the cost. Now he had to negotiate with Ms. Tienken in our behalf to change the Department's color policy, which he did successfully. Ms. Tienken was most gracious in allowing us to make this change. Then it was two months for the fabrication and shipping process.

At 10:00 am on the morning of 11 February 2006, the interpretative plaque for the Western-Terminus Marker of the Lincoln Highway in Lincoln Park, San Francisco was unveiled. At that moment I had become 85 ½. I had aged considerably and my appreciation expanded for those who do detail.

What is the moral of this story? I can't say – but think about this: In 1909, it took 59 days for Alice Ramsey to drive from Manhattan, New York to San Francisco, California – The first woman to do so. In 1919, it took 62 days for an Army convoy of 81 military vehicles and 282 men to journey from Washington, D.C. to San Francisco. In 1977, it took 195 hours and 38 minutes for three American astronauts to go to the moon and back. In 2003-2004-2005, it took 817 days for the Recreation and Park Department of San Francisco to process and approve an application for a Lincoln Highway interpretative plaque for placement in Lincoln Park, San Francisco.

Things Go Better With Coke.

George Clark, San Francisco, California
16 August 2006

We are now taking reservations for the Lincoln Highway California Tours!

Tour #4 Sat. Oct 28, 2006: 1928 Central Valley Route: Sacramento to San Francisco via Carquinez Strait

2007 Tours

Tour #1 Sat. April 28: 1913-1927 Central Valley Route: Sacramento to San Francisco via Altamont Pass

Tour #2 Sat. June 23: Sierra Nevada Southern Route: Sacramento to Lake Tahoe via Echo Summit

Tour #3 Sat. Aug 25: Sierra Nevada Northern Route: Sacramento to Nevada via Donner Pass & Dog Valley

Tour #4 Sat. Oct 27: 1928 Central Valley Route: Sacramento to San Francisco via Carquinez Strait

Each tour - \$40 per person.

All tours are one-day trips beginning and ending at the Holiday Inn "Sacramento I-80 N.E."

5321 Date Ave. in Sacramento, at the Madison Ave. exit off I-80

Boarding at 8:45 am. Departure at 9:00 am sharp!

You may select a single tour or any combination of tours.

Please fill out order form below and mail with check or money order in the amount of \$40 per person per tour

made out to "Lincoln Highway California Chapter", to:

Lincoln Highway Association California Chapter, PO Box 2554, Fair Oaks, Ca 95628-2554

Name: _____

Street Address: _____

City, State, Zip: _____

Phone Number: _____

Tour #4 2006 _____

Indicate the number of people in your party for each tour: Tour #1____ Tour #2____ Tour #3____ Tour #4____

All tour participants agree that the Lincoln Highway Association, the California Chapter of the Lincoln Highway Association, its officers, directors and agents, shall have no responsibility or liability, in whole or in part, for any loss, damage, or injury to person or property, or any act of omission resulting from, arising out of, or occurring during any activity, program, tour, meeting, meal, or other service or facility furnished or supplied in conjunction with the tours. All participants must sign and date below:

Signature #1: _____ Date: _____

Signature #2: _____ Date: _____

Signature #3: _____ Date: _____

Signature #4: _____ Date: _____

Please include other dated signatures, if applicable.

Order Lincoln Highway Driving Maps for California now!

We have received hundreds of orders from all over the United States for our very popular Lincoln Highway Driving Maps for California. They are essential for exploring the Lincoln in California.

Please fill out order form below and mail with check or money order made out to

"Lincoln Highway California Chapter", to:

Lincoln Highway Association California Chapter, PO Box 2554, Fair Oaks, Ca 95628-2554

Name: _____

Street Address: _____

City, State, Zip: _____

Phone Number: _____

Number of map sets: _____ x \$10.00 each = _____

Packaging and postage + \$6.00

TOTAL: = \$ _____

MARK YOUR 2006 / 2007 CALENDAR

Saturday **October 7, 2006**
12:00 noon

State Chapter Meeting
T J's Roadhouse
South Auburn Ave., Colfax, CA.

Saturday **October 28 , 2006**

Tour #4 Sacramento to San Francisco
via Yolo Causeway & Carquinez Bridge

Saturday **January 6, 2007**
12:00 noon

State Chapter Meeting
Location to be announced

Saturday **April 7**
12:00 noon

State Chapter Meeting
Location to be announced

Saturday **April 28**

Tour #1 Sacramento to San Francisco
1913-1927 Central Valley Route
via Altamont Pass

June

2007 Lincoln Highway Convention
Fort Morgan, Colorado

Saturday **June 23**

Tour #2 Sacramento to Lake Tahoe
Sierra Nevada Southern Route
via Echo Summit

Saturday **July 14**
12:00 noon

State Chapter Meeting
Location to be announced

Saturday **August 25**

Tour #3 Sacramento to Verdi, NV.
Sierra Nevada Northern Route
via Donner Pass & Dog Valley

Saturday **October 6**
12:00 noon

State Chapter Meeting
Location to be announced

Saturday **October 27**

Tour #4 Sacramento to San Francisco
Central Valley Route
via Yolo Causeway & Carquinez Bridge

NOTE: All tours depart the Holiday Inn Sacramento Northeast, Madison @ I 80
at 9:00 am. Boarding begins at 8:45 am.



Participants of Tour #3, 2006 posing at Donner Summit

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