

LINCOLN HIGHWAY ASSOCIATION
CALIFORNIA CHAPTER

NEWSLETTER
THE
TRAVELER

EDITOR
Gary Kinst

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California State Archives photo collection

COVER PHOTO

This railroad underpass was built in 1910 on the north side of Newcastle. The old State highway, after winding thru Newcastle, passes thru this underpass before merging with Taylor Road on its journey to Auburn. Notice the Lincoln Highway Logo painted on the telephone pole in the cover photo.



BRIAN BUTKO'S BLOG

The Lincoln Highways News web site posted by Brian Butko seems to be the place to look if you want to keep current with what's happening in Lincoln Highway Land. A February entry regarding the Summit Garage, in the Altamont Pass, drew the attention of two grandchildren of one of the earliest operators of the Garage. In 1900 a Mr. Egan purchased 3 adjoining parcels at the Summit of Altamont Pass. The Summit Garage was erected on the center parcel. Mr. Eaton leased / rented the Garage to Frank Towle. His grandchildren Dean Towle and Susie Ghandehari reported that he ran the Garage from 1906 until 1914. Dean and Susie's father, Robert Towle married Pearl Armstrong, daughter of Jack and Mabel Armstrong. Bill Armstrong Sr. leased the Garage from Mr. Egan in 1927. Bill Sr. was proprietor until 1977 when Bill Jr. assumed responsibility. The Armstrong's, whose name still appears on the building, retired in 1991. An investigation is underway to determine the relationship of Jack and Bill Armstrong. The last property owner, Antoinette Egan, is the great-great granddaughter of Robert Livermore, from whom the property was originally purchased. Mr. Al Vieux is the current owner.



Armstrong Family collection

FROM THE EDITOR

CHAPTER MEETING

The California Chapter met July 12th at Lou LaBonte's Restaurant in Auburn for it's quarterly meeting. As with our last two meetings there was considerable discussion. Topics discussed included Bob Dieterich's election as the National President along with a recap of the Wyoming Conference, the acquisition of 2 original marker posts, the current status of our California Driving Tours, the placing of signs along the various routes and developing more member and community involvement in the Association. Details of these discussions can be found on the Chapters web site. While we were conducting our meeting, our waitress approached Norm and handed him an application and a check for membership into the LHA. It appears that we were being heard through-out the restaurant and peaked the interest of several patrons, one of which was so captivated that she joined on the spot. Our newest member is Teena Miller, a teacher from Vallejo, Ca. We provided her with a current copy of the Traveler, explained the benefits of the Association and welcomed her aboard.



As with all of our meetings we conclude with a short tour of seldom seen sections of the local Lincoln Highway. Our host at this meeting was Loretta Powell of Weimar, who along with our trusty scout Norm led us into the bushes and brambles to a hidden section of highway between Auburn and Bowman. We discovered remnants of the original alignment, long forgotten bridge footings and the site of the original Lou LaBonte's.



Norm, Loretta Powell, Bob Salinas,
Lloyd Johnson



Location of highway bridge at end of
Apple lane off Bowman Road

CHAPTER MEETING continued



Lloyd Johnson and Norm pointing out where the highway once crossed the railroad prior to the completion of the underpass on Applegate Road.

RICK SEBAK'S Lincoln Highway Documentary

I had the pleasure Saturday Sept. 13 of talking with Rick Sebak of PBS television station WQED in Pittsburgh, Pennsylvania. Rick and his crew have been traveling the Lincoln Highway from coast to coast filming his new documentary "A Ride Along the Lincoln Highway" which will air October 29th on PBS. Paul Gilger sent an e-mail requesting any help our members might provide in supplying Rick with photos of the Creek Route Ferries that transported Lincoln Highway travelers from Oakland to San Francisco between 1913 and 1927. Photos of the relative ferry slips were also requested. I was able to provide Rick with a half dozen scanned photos from books in my collection. Unfortunately they would not meet the criteria needed for reproduction into the HD format for his film. As a last resort, I submitted a photo of the Golden Bear auto ferry approaching the Berkeley Pier in 1927, which he hopefully can use. Although not used on the Creek Route it is a close representation. Myron Gershenson provided a map of Bay Ferry Routes and a Ferry Ticket. Russell Rein contributed a vintage post card of a ferry at San Francisco.



Rick Sebak (center) with Dr. Bernard Rosenbaum and Bob Chase "The Piaggio Guys" at the Heinz History Center in Pittsburgh, PA. while on route from San Francisco to Times Square on Piaggio MP3 Scooters

RICK SEBAK continued



Ferry Boat Golden Bear entering slip at Berkeley Pier 1927
San Francisco Public Library photo archives

Just Where, in Davis, Were the 1928 Lincoln Highway Marker Posts Set? By Norman Root

The list of “Original Locations of the Markers of the Lincoln Highway, 1928” list:

- LP 50 ft. West of underpass, Davis (2365)
- RP opposite 503 First St., Davis (2366)
- RP NW corner First and C St. Davis (2367)
- DP on University Hotel corner, Davis (2368)
- DP SE corner 4th and D Sts., Davis (2369)
- DP on N side 150 yards East of junction with Woodland Rd. (2370)
- DP on S side 150 yards West of junction with Woodland Rd. (2371)

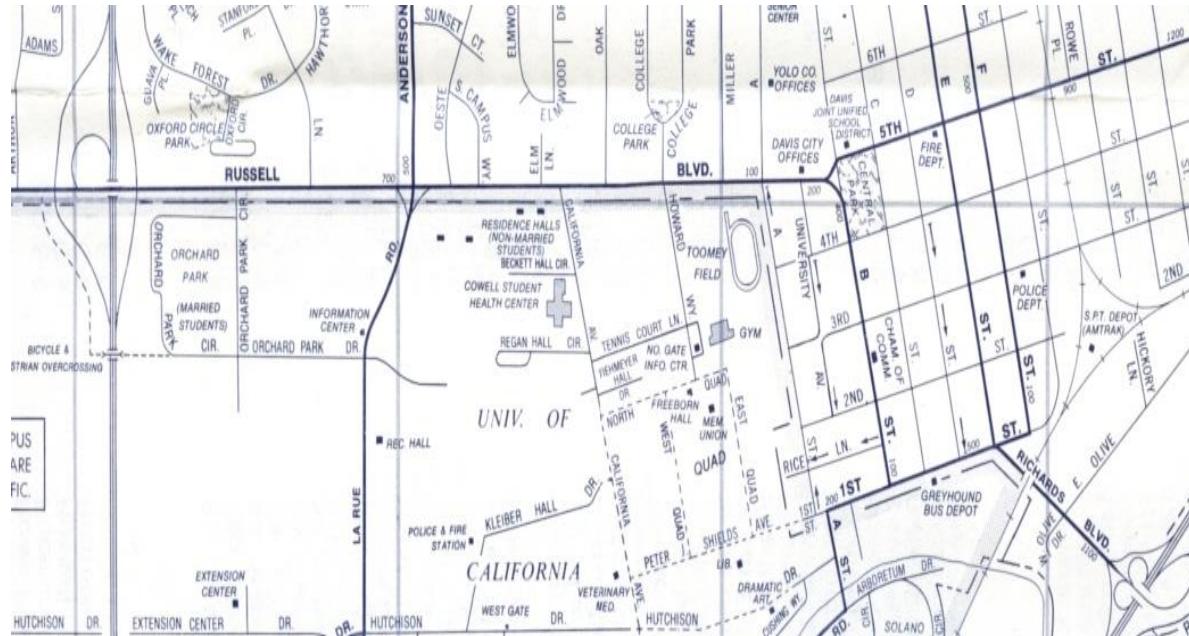
LP means a post with a left turn arrow

RP means a post with a right turn arrow

DP means a post with a vertical arrow (straight ahead, no turns)

Davis Marker Posts continued

The numbers in parenthesis were assigned by Russell Rein in 1997. There are no markings of any kind on the posts that distinguish them from each other. Now the trouble is, I see several discrepancies in the information I have: There is a newspaper article from August 1928 indicating that nine markers had been shipped by rail to Boy Scout Troop 1 in Davis. They were to begin setting their markers at the west end of the M Street Bridge in Sacramento. Those nine markers would only last through number 2368. Who then set the last three markers? I've heard that the streets in Davis have been renamed at one time i.e.: A Street became B Street and so on. Did this really happen? And when? Before or after Lincoln Highway days? Number 2365 listed as west of the railroad underpass is actually north of the underpass, but really means for westbound traffic. There is a photograph showing that marker on the east side of the highway in the curve, and it would correctly have a left turn arrow on it. Since there is only one left turn arrow post on the list, this must be the post that is now on the north east corner of 5th and B. Number 2366 would correctly direct eastbound traffic to make a right turn under the underpass. Number 2367 would correctly direct westbound traffic to turn right onto B Street at the next corner. All of the stars seem to line up so far, but the next two don't seem to fit the established norm. Number 2368 is a straight-ahead arrow on University Hotel corner. Where was the University Hotel? Was it someplace along B Street? Is this where Baker's Square is now? If it's not on B Street, which is believed to be the Lincoln Highway, why would there be a marker at all? Number 2369 is at 4th and D. That's a full two blocks away from the Lincoln Highway. What significant thing was there? Another hotel? A few years ago we decided that this description is a misprint, and assumed that it was somewhere along B Street, like maybe Baker's Square. During the 2003 90th Anniversary cross-country tour, The Davis Historical Society/Museum located two of the Davis Boy Scouts who helped put in those markers back in 1928. Maybe they can remember where the markers were planted. Now the important turn in Davis got no markers. We have photographs at Russell and B showing the old road curving there. So we know that B Street was the main highway. But there was no need for turn markers since, 5th Street was not there at that time and B did not extend to the north, there was no mistaking where the highway went. The final two markers in Davis were at the "Davis Wye", numbers 2370 and 2371. These were on Russell Blvd at either end of the T intersection with State Route 113 heading north towards Woodland. A straight through arrow marker has been reset to replace number 2371. There were four such markers in Davis so it's a 25% chance that the new marker is the same one that was originally set there.



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MARK YOUR 2009 CALENDAR

Saturday OCTOBER 4

12:00 noon

State Chapter Meeting
Baker's Square Restaurant
255 2nd Street / B St
Davis, CA 95616

Note: Joann Peiz will give a presentation on Lincoln Highway Volkswalks.

Saturday OCTOBER 25

Tour # 4 Central Valley 1928 Route
Sacramento to San Francisco
Via Yolo Causeway and Carquinez Strait

Note: Tour #4 will depart the Holiday Inn Sacramento Northeast, Madison @ I 80 at 9:00 am.
Boarding begins at 8:45 am.

Saturday JANUARY 3

12:00 noon

State Chapter Meeting
Location to be announced

Saturday APRIL 4

12:00 noon

State Chapter Meeting
Location to be announced

Saturday JULY 11

12:00 noon

State Chapter Meeting
Location to be announced

Saturday OCTOBER 3

12:00 noon

State Chapter Meeting
Location to be announced