

LINCOLN HIGHWAY ASSOCIATION
CALIFORNIA CHAPTER

NEWSLETTER

THE

TRAVELER

EDITOR
Gary Kinst

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



VOL. 10 NO. 4

SPRING

OCTOBER 2009



FROM THE EDITOR

COVER

Picture in your mind September 1, 1928. The Boy Scouts of America are staged at predetermined locations across America on the Lincoln Highway. Approximately 3,000 concrete markers were cast and 2,436 of those have been delivered to the staging areas. Locations for their installation have been selected by Gael Hoag, Field Secretary for the Lincoln Highway Association. At 9:00am on Sept. 1st the Scouts began the installation process. Holes had been dug and markers delivered at approximately 1 mile intervals, with the exception of areas which contain numerous changes in travel direction within that 1 mile section. In sparsely populated areas of the West, i.e. Wyoming, Utah, the markers were installed at a later date by County Highway crews.

The photo on this issues cover represents what this installation process would have looked like to passing motorists in 1928 and was taken at the Chapters July meeting on the property of Steve McKinney near Shingle Springs.

CHAPTER MEETING SATURDAY JULY, 11



The Chapter meeting itself was a rather informal discussion regarding events on the MVPA Military tour and a recap of the 2009 Convention. The main focal point of the meeting was the presentation of Will McKinney's Eagle Scout project and the installation of the 1928 marker. The photo on left shows the Pedestrian bridge and trail leading uphill to the viewing/rest area and the Lincoln Highway. A group of approx 60 attended the dedication including Will's family , friends and members of Scout Troup #700 from Rescue, CA. Photo on right shows the seating provided by Will and his family on the original section of Highway. Speakers including Will's Scout Master, his Cousin Steve , Bob Dieterich, Paul Gilger along with Norm Root gave words of encouragement and acknowledgement of Will's achievement. Eddy McKinney, a member of the color guard, presented the before and after dedications. Will gave a short speech outlining his Eagle Scout project and the construction process for the park. He also gave thanks to the Lincoln Highway Association for their support and help in making this tribute a reality. Norm also recounted the history behind this particular marker. After the ceremony a Delicious barbeque lunch was provided by David and Cindy McKinney.



Chapter members pose with Will behind the newly installed marker

PRESENTATION OF AWARDS



National President and California Chapter Representative Bob Dieterich delivered awards to Paul Gilger (left photo) and your Editor for contributions to the Lincoln Highway Association. These awards were presented at the National Conference in South Bend, Indiana, but unfortunately Paul and I could not attend. Paul received his second "Exemplary Friend of the Lincoln Highway Award" for his work on the California Chapters Driving Tours, my award was a commemerative letter approving my request for a grant from the Lincoln Highway Endowment Fund for plaques to be erected in Truckee and Hayward.

TRACY HAPPENINGS

Mike Kaelin, California Chapter member and Field Representative for Alameda and San Joaquin Counties, achieved one of his goals with help from the Tracy Westside Pioneer Association and Tracy's Department of Public Works. Mike has been instrumental in helping to preserve the Summit Garage in the Altamont Pass along with the signing of historical buildings along the Lincoln in Alameda and San Joaquin Counties. Tracy already has four smaller historical signs, similar to "no parking signs", positioned along 11th Street but several are difficult to see. Thanks to Mike two new signs were placed on both the East and West sides of Tracy, highly visible and unobstructed.



City worker John Strmiska attaches the Historic Lincoln Highway sign to a new post located at the intersection of Civic Center Drive and 11th Street. This is a very fitting location as it is near the new court house and across from the newly reconstructed Tracy High School building, which was rebuilt to reflect the original 1917 architecture. The signs were created by Sign-A-Rama of Tracy



City worker Chris Foley attaches the Historic sign to its new pole on westbound Byron Road near the intersection of Corral Hollow Road. David Lee, President of the West-Side Pioneer Association, Mike Kaelin of the California Chapter and Onalee Koster, Director of the Tracy Historical Museum oversee the installation. Sam Matthews, Editor Emeritus of the Tracy Press and Tracy's "Premiere Historian" was also there to witness and report on the event. The California Chapter of the Lincoln Highway Association would like to extend a special "THANK YOU" to the Westside Pioneers for their donation of the two signs. Photos are by Glen Moore of the Tracy Press. Mike is continuing his work with representatives of Alameda County to have signs placed in the Altamont Pass corridor in the near future.

1919 MILITARY CONVOY



Gathering of vehicles in Stockton



Passing in front of the Banta Inn

The MVPA Military convoy arrived in Stockton at approx. 5:30pm July 7 after stopping at the Towe Auto Museum in Sacramento for lunch. The convoy bivvacked in the College Square Shopping Center on March Lane for approximately two hours to allow spectators to view the collection of World War I and II vehicles. Mike Kaelin and Myself were able to meet a number of participants who were eager to share their experiences with us. Most were tired and glad to know the end was near. The California Chapter had planned to escort the convoy into and thru California to the Western Terminus. This unfortunately did not transpire as Terry Shelswell of the MVPA already has his itinerary set, which did not allow for any deviations. We were allowed to follow the Convoy to Sacramento. Michael befriended Terry in Stockton , and after a dinner meeting it was decided that Michael would escort the Convoy from Banta to Livermore. Somehow or another the departure time from Stockton was moved up 1 hour. All the publicity which had been published in San Joaquin and Alameda Counties became worthless. Folks who had planned to witness the event took their positions along the route only to realize that the Convoy had already passed. Michael and I were able to contact both the Tracy and Livermore Historical Societies of the change, so not everybody was left in the lurch. The Tracy Police Department provided an escort from Banta thru Tracy.



Michael leads the Convoy from Corral Hollow Rd. onto Byron Road on the west side of Tracy



photo courtesy of David Abrahams LHG

1919 Dodge Touring passes in front of Duarte Garage in Livermore. The Garage was 4 years old when the original convoy passed this way.

100th ANNIVERSARY of ALICE'S DRIVE



Alice Ramsey with her crew 1909

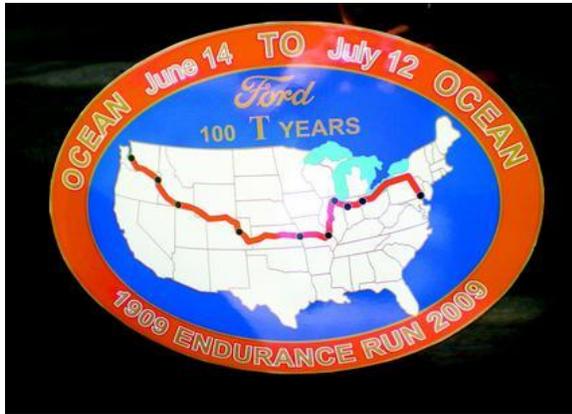


Emily Anderson and crew 2009

I'm sure most of our readers followed the recreation of Alice Ramsey's 1909 pioneering cross country auto trip which attempted to follow the original route as closely as possible, well almost. Emily Anderson of Seattle Washington started her journey on June 9 from New York City and followed what in 1909 would later become the route of the Lincoln Highway. Emily and her crew, driving a recreation of Alice's 1909 Maxwell Model DA, experienced similar misfortunes such as numerous breakdowns and foul weather. Although Emily experienced less problems with flat tires she had more than her share of engine problems. A problematic connecting rod bearing was the biggest culprit causing unexpected lay over's and loss of travel time. Finally Emily and her entourage crossed the Golden Gate Bridge into San Francisco on July 9 ending a 31 day adventure that she would not soon forget. In 1909, Alice wasn't awarded the pleasure of driving on concrete or macadam roads and her approx 4200 mile journey reached Market Street in San Francisco on August 7, 28 days later than Emily.

Apparently when Emily reached Reno, Nevada on July 5 a meeting was held and upon advice from the uncle and aunt of one of the members of the film crew the final leg of "Alice's Drive" was abandoned for a lesser congested and more scenic route. Those folks, who live in Marin County, apparently don't travel into California's Central Valley very often or ever. Needless to say I don't think I'm the only Auto and Highway enthusiast that was extremely disappointed to follow their daily blog, which was sketchy at best, only to find out that they would not be coming thru Stockton, Tracy and over the Altamont Pass. Yet again, history has been cheated.

1909 CROSS COUNTRY "OCEAN to OCEAN" RACE ANNIVERSARY



While the MVPA Tour and Alice's/Emily's reenactment were taking place a little known piece of history was also being reenacted. In 1909, 4 years prior to the dedication of the Lincoln Highway, an automobile endurance race was run between New York and Seattle. The race which started June 1 travelled 4106 miles and ended 22 days later on June 22. The contest, sponsored by millionaire Robert Guggenheim, was a publicity campaign for the 1909 Alaska-Yukon-Pacific Exposition but it also provided Henry Ford with an advertising and media blitz for his new Model T Ford. Although Ford # 2 crossed the finish line first, it was later disqualified due to an illegal engine replacement. The second place finisher, a 1909 Shawmut, was declared the winner although the media continued to claim Ford the victor for many years. You can see from the map that a portion of the race followed what would later become the Lincoln Highway. The photo, which was taken at the finish, shows Bert Scott (driver) and C.J. Smith in car #2 with Robert Guggenheim (man in derby to left of steering wheel) and Henry Ford (at right of photo) greeting the racers. In 2009 55 Model T's entered the Centennial Run which began on June 14 and finished July 12 at the Drumheller Fountain in Seattle.

OTHER HAPPENINGS

Vice President Paul Gilger reports that he met with Dennis Crowley September 11th in Sacramento. Dennis is the gentleman who is walking the Lincoln from San Francisco to New York. His first section was from San Francisco to Sacramento. The second leg was from Sacramento to Fallon, Nevada via the 1913 Pioneer route. Paul drove Dennis over the second leg so that he would understand the intricacies of that route. Good Luck Dennis.....

Paul also reports that he is scheduled to meet with two people from England near Salt Lake City and escort them to the Western Terminus. Sue Barr and David Heathcote are here in the U.S. preparing a book about the history of motorways and are currently driving the Lincoln from New York to California. This story reminds me of a book I recently acquired on E-bay, "The Wonder Book of Motors - The Romance of the Road" edited by Harry Golding and published in England in the 1920's. It was part of the Wonder Book series and advertised as a children's book. 256 pages of photos, sketches and text describing the first roads, motor camping, the art of driving and the principles of the motor engine. Definitely worth taking a look at.

A silent film clip from the Ford Motor Company's 1924 promotional film entitled "Fording the Lincoln Highway" is currently being shown on You Tube. It is a small excerpt from a documentary of the 10-millionth Model T Ford touring the Lincoln. The original 30 minute film is stored at the National Archives, although rumor has it only 6 or 7 minutes still exist.
<http://www.youtube.com/watch?v=NQ9hV7X87zA>

PRESS RELEASE

DONNER SUMMIT HISTORICAL SOCIETY OPENS MUSEUM

Soda Springs, CA August 15, 2009

The Donner Summit Historical Society celebrated the opening of its museum and visitor's center Saturday, August 15, 2009.

Over 200 people attended the inaugural opening of the DSHS museum in downtown Soda Springs. Visitors enjoyed viewing historical photographs related to Donner Summit along with post cards, maps, and documents along. Hot dogs and refreshments were served.

Visitors also witnessed the presentation of the first Summit Pioneer Awards. On hand to receive the awards were Bill Klein, who pioneered Summit ski instruction and helped to popularize the sport; Johnny Ellis, who built the first rope tow on Donner Summit, and helped to make skiing accessible; and Dennis Jones, who also helped develop Summit ski instruction.

Bill Klein; Johnny Ellis's ninety-one year old widow, Evelyn Ellis; and Dennis Jones's niece, Starr Walton Hurley, accepted the awards in front of an appreciative audience.

Norm Saylor, founding member and president of the historical society, acted as master of ceremonies entertaining the crowd with stories about the Summit and the beginning of the modern era of skiing.

Notables in the audience included Jennifer Montgomery, Placer County Supervisor; John Olmstead, famous naturalist; authors Jack Duncan, Mark McLaughlin, and Arthur Sommers. Hank Schwartz, who ran Northstar for many years; Jay Price, who ran Boreal; Don Belden, who was Sugar Bowl's mountain manager for many years; and Pat Malberg, the Placer County District 5 western slope supervisor's representative.

Next year the DSHS will celebrate the actual grand opening with presentations to three more Summit pioneers. August 14, 2010.

The Donner Summit Historical Society is located in Soda Springs at the corner of Old Highway 40 and Soda Springs Road. Open on weekends 10-4. Visit www.donnersummithistoricalociety.org for more information#####

Contact:

David Africa

Donner Summit Historical Society

916.632-2716

djafrica@sbcglobal.net

MARK YOUR 2009 CALENDAR

Saturday **OCTOBER 3**
12:00 noon
(SEE PAGE 11)

State Chapter Meeting
Smokey's Kitchen
12036 Donner Pass Road
Truckee, CA.

Saturday **OCTOBER 24**

Tour # 4 Central Valley Route
Sacramento to San Francisco
Via Carquinez Strait

MARK YOUR 2010 CALENDAR

Saturday **JANUARY 9**
12:00 noon

State Chapter Meeting
Location to be announced

Saturday **MARCH 6**
12:00 noon

State Chapter Meeting
Location to be announced

Saturday **APRIL 24**

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

JUNE 22 - 26
Saturday **JUNE 26**

2010 LHA National Conference Dixon, IL.
Tour # 2 Sierra Nevada Southern Route
Sacramento to Lake Tahoe
Via Echo Summit

Saturday **JULY 10**
12:00 noon

State Chapter Meeting
Location to be announced

Saturday **AUGUST 28**

Tour # 3 Sierra Nevada Northern Route
Sacramento to Verdi, NV
Via Donner Pass and Dog Valley

Saturday **OCTOBER 2**
12:00 noon

State Chapter Meeting
Location to be announced

Saturday **OCTOBER 30**

Tour # 4 Central Valley Route
Sacramento to San Francisco
Via Carquinez Strait

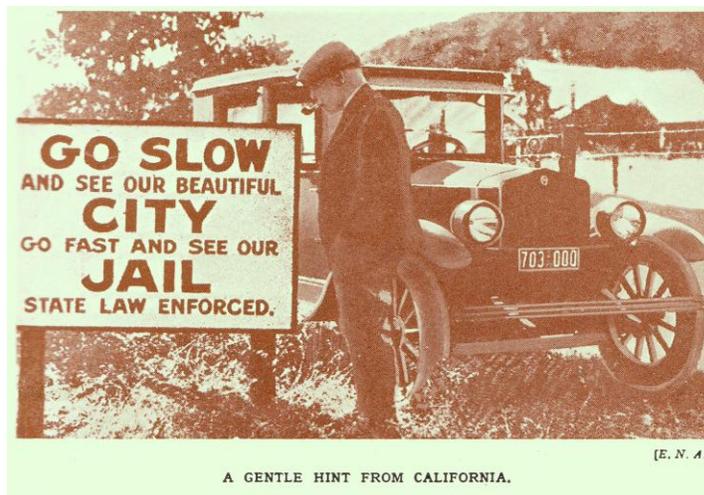


photo from book The Wonder Book of Motors

FROM THE PRESIDENT



Donner Pass, the most spectacular, historically significant, and scenic area on the entire Lincoln Highway. Our next Chapter meeting will be held at the eastern foot of the pass at Smokey's Kitchen, 12036 Donner Pass Road, in western Truckee. The date is Saturday, October 3, 2009, at noon. Seating will be outdoors in the patio. Dress for the weather.

Our first guest speaker will be Norm Saylor, who has recently formed the new Donner Summit Historical Society. He will tell us about the historical significance of the area and what the new society is doing. He will probably also tell us about their new museum in Soda Springs.

Our second guest speaker will be Bo Pollard from E. Clampus Vitus, the organization who wants to put up a Lincoln Highway plaque at the Victory Highway Eagle in front of the Railroad Station in downtown Truckee. We have promised to help support their effort.

