



THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION - CALIFORNIA CHAPTER

www.lincolnhighwayassoc.org/ca/traveler



EDITOR
Gary Kinst

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



VOL. 18 NO. 1

WINTER

JANUARY, 2017



Holidays on the Lincoln Highway



Joel Windmiller

I would like to update our Traveler readers on the following projects markers, plaques and signage.

Markers: Western Terminus Marker in Lincoln Park was tagged with graffiti in September. Friend of mine was visiting friends in the city. Received photo's of the damage asked if he wouldn't mind repairing the damage area on the marker. Following day marker was touched up plus anti graffiti coating was applied to prevent future damage.

Signage: Galt City Council final approval on December 10th to install of 10 signs along C , Church Street & Lincoln Way. Certificate of Appreciation was given to the Mayor, City Manager, Director & Deputy Director Public Works Department.

Kevin Shawver of Stockton & San Joaquin County Public Works Department installation of 8 signs. Along Lower Sacramento Road from Dry Creek Bridge Sacramento-San Joaquin County line to Woodbridge. Additional signage South of Stockton along French Camp Rd, Ash Street / Grant Line Rd & Banta Rd Just west of Tracy.

Michael Kaelin Project Manager for the California Chapter is currently working with the City of Lathrop for installation of 8 signs along Harlin , Mathley Roads.

Bridges: Folsom, California 1915 Orangevale bridge restoration project to replace the deck, railing and spandrel supports when completed bridge will be structurally updated to allow emergency vehicles use this historic bridge. Project is currently proceeding on schedule estimate completion date late 2017. Structural framework for the new deck has been completed unfortunately winter storms has delayed further progress on deck construction.

Chapter VP Neil Rodriques has reported on the LH Old Stone Bridge just south of Strawberry is in need of some shoring or we take a chance of it crumbling into the creek, and then we lose a very interesting member of the old highway.

At the base of the stone arch the rocks and soil have eroded away at creek-bed and if we do not fill in these gaps on either side of the arch the bridge will crumble.

Plaques: Restoration project progress report: Lincoln Highway Historical Plaque in Lincoln Park next to the terminus marker. Sign, grant & insurance documents have been received signed and sent to Nathan Tinclair San Francisco Recreational & Parks Department. Restoration-replacement will soon begin with the removal of the current plaque by Craig Dawson from Media Solutions San Francisco. Plaque will be evaluated to determine if restoration or creation of replacement plaque is required. Chapter will be notified on the evaluation results.

JULY 9th CHAPTER MEETING – TRUCKEE

For reasons unknown, a recap of the July meeting held at the Hotel Truckee in Truckee, Ca. was not published in the October Traveler. My apologies. The meeting attracted 40 people including several new visitors. A complete recap of the meeting can be found in the minutes posted on the Chapter's web site www.lincolnhighwayassoc.org/ca.



Members and guests enjoying lunch in Moody's Bistro



Norm Saylor
Jimmy Lee

Pres. Joel Windmiller
Jim Bonar



Jim Bonar making his presentation
"Lincoln Highway Lecture 102"

OCTOBER 8th CHAPTER MEETING – RANCHO CORDOVA

The California Chapter held its Fall chapter meeting at the Rancho Cordova City Hall, in Rancho Cordova. Even though the turnout of 24 people was smaller than usual, it was still a very informative meeting. Those in attendance included members of the Rancho Cordova Historical Society. The meeting was preceded by a presentation by Shelly Blanchard, Executive Director of the Cordova Community Council, who filled the group in on the details and agenda for the Great American Road Trip Days Lincoln Highway Celebration scheduled for Sunday October 9. Thanks go to the Cordova Community Council and the City of Rancho Cordova for the use of the San Joaquin Room and for a fantastic complementary lunch.

The meeting was called to order at 1:00pm. Topics open for discussion were the current LH signage projects in Galt, Lathrop El Dorado Hills and Truckee. The progress of the restoration of the Western Terminus interpretative plaque and the monument in Lathrop. Paul Gilger gave a recap of the Packard Car tour and the grueling attempt to conquer the Lincoln Highway in California in 4 days. An update on the Orangevale bridge was given and State Director, Bob Dieterich, reported on a proposal to have the historic town of Clarksville and the remaining section of original Lincoln through that area incorporated into a regional park. The park would be an El Dorado County Regional Park and would assume the name “Clarksville Regional Park”.



(01)



(02)



(03)



(04)

PHOTOS FROM PAGE 3

- (01) Shelly Blanchard, RCCC, presentation on Lincoln Highway Days
- (02) Buffet Lunch
- (03) Bob Dieterich and Mike Kaeelin reading minutes
- (04) Mike Kaelin presenting designs for arrows to be added to existing and future signage

Note: Complete meeting minutes can be found on the Chapters web site;

www.lincolnhighwayassoc.org/ca

RANCHO CORDOVA – LINCOLN HIGHWAY CELEBRATION

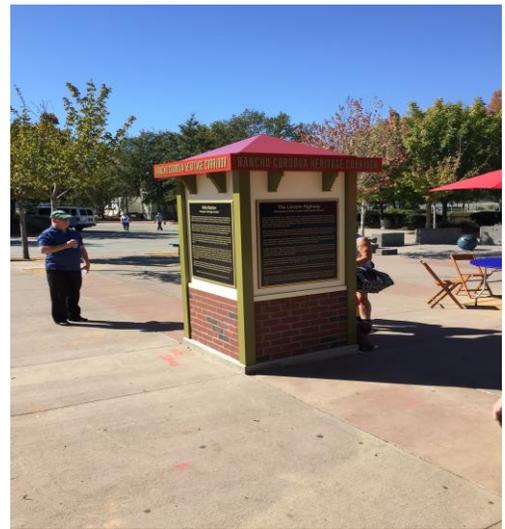


Mills Station on the Lincoln Highway 1925

On Sunday October 9th, the Rancho Cordova Community Council, Rancho Cordova Historical Society and Ranch Cordova Department of Public Works collaborated to promote a Lincoln Highway Days Celebration. Approximately 300 people attended the event which began with a poker run. 60 cars dating from the teens to the 1970's participated in the car show. Exhibitors included the California Chapter, Lincoln Highway Association, Local Boy Scout Troup #363, Rancho Cordova Historical Society and members of the Placerville & Sacramento Valley Railroad. The unveiling of the kiosk was part of the dedication ceremonies which was presented by master of ceremonies, Mayor Davis Sander. The Mayor's speech included the history of the Mill Station building, Pony Express, Sacramento Valley Railroad and history of the Lincoln Highway including the Southern route through Ranch Cordova "Mills". 8th district State Assembly member, Ken Cooley, gave an account of the alignments within his district and remembrances of traveling on old Auburn & Folsom Boulevards as a child. The second floor of the station was home to Lincoln Highway history and photo display. While people toured the exhibits a video presentation "This Highway Dedicated to Abraham Lincoln" was being shown.



Restored Mills Station



New Kiosk



Secretary Myrna Johnston and President Joe Windmiller at the California Chapter booth



Several of the vintage autos displayed in the car show

RANCHO CORDOVA HERITAGE CORRIDOR

The Lincoln Highway "America's First Transcontinental Road"

The Lincoln Highway was conceived in 1912 and promoted by American industrialists determined to create one transcontinental highway from existing paths, trails and city streets. Spear-headed by the Lincoln Highway Association, the route was designated in 1914 and stretched from Times Square in New York City to San Francisco, where the 1915 Pan-Pacific exposition was held.

There were two Lincoln Highway routes from Reno to Sacramento, and the southern or Pioneer branch follows today's U.S. 50 west from Carson City, around the south shore of Lake Tahoe to Placerville, and on to Sacramento through what today is Rancho Cordova.

That route followed a path just north of this monument, today's Folsom Boulevard. The area was known as Mills, and the road was traveled by farm trucks carrying grapes, pears, hops and other produce which grew in the riverside fields to market.

In 1918, nearby Mather Air Field opened, and by the 1950s, Aerojet General began building rockets nearby. While Folsom Boulevard remained the backbone corridor of the community, the sight of farm trucks gave way to daily commuters to Aerojet and Mather as Rancho Cordova literally took flight.

By 1925, the United States had gone from having one named highway to a confusing system of many and thus a numbering system was born. The Lincoln Highway was broken up into parts of U.S. Highways 1, 30, 530, 40, and 50.

By the late 1940s, the memories of the Lincoln Highway started to fade away. A generation of Americans had grown up with paved roads and numbered highways and had never heard of the Lincoln Highway.

However, not everyone has forgotten. The Lincoln Highway Association was reactivated in 1992, and remains dedicated to preserving the highway and its fascinating history, celebrated by the Rancho Cordova Heritage Corridor along the original Lincoln Highway route.

The Pony Express "Connecting the Country"

The famed Pony Express was an overland mail service delivering messages, newspapers, mail, and small packages from St. Joseph, Missouri, across the Great Plains, over the Rocky Mountains and the Sierra Nevada to Sacramento by horseback, using a series of relay stations spaced about 10 miles apart over 2,000 miles.

The Pony Express never stopped at this site, but certainly passed by. The first two stations out of Sacramento were Five Mile House and Fifteen Mile House, located near or in what is Rancho Cordova. Five Mile House was located on the south side of Folsom Boulevard one block west of Power Inn Road. Fifteen Mile House was located on the south side of White Rock Road one block east of Sunrise Boulevard.

The first Pony Express rider to pass this spot was Sam Hamilton, who raced past at 3:45 a.m. on April 4, 1860, heading east. After riding seven miles from Sacramento, he followed the road on the north side of the Sacramento Valley Railroad tracks on what closely follows today's Folsom Boulevard. Past here, the route turned east onto White Rock Road towards Placerville. All eastbound and westbound trips, which sometimes included moving the mail by rail and river steamer, followed this route.

The completion of the transcontinental telegraph and lack of profit doomed the Pony Express after only 19 months of operation. Wells Fargo & Co. took charge of the Pony Express segment from San Francisco to Placerville on July 1, 1861, and Pony Express mail was mostly delivered by train in both directions between Sacramento and Folsom until the last delivery to San Francisco on Nov. 20, 1861. The last Pony Express rider to pass this place was a westbound trip on June 30, 1861, closing this chapter of the remarkable story of the Rancho Cordova Heritage Corridor.

Brought to you by the City of Rancho Cordova's Community Enhancement Fund

RANCHO CORDOVA HERITAGE CORRIDOR

Sacramento Valley Railroad "First in the West"

In 1852, shortly after the Gold Rush, forward-thinking businessmen led by Charles Wilson incorporated the Sacramento Valley Railroad (SVRR), the first railroad west of Missouri. Wilson hired 28-year old Theodore Judah to design the alignment which runs along R Street in Sacramento and the open flat land that is today's Folsom Boulevard.

Built in 1855-1856 along the south bank of the American River with eventual plans to continue over the Sierra Nevada Mountains, the 23-mile SVRR was constructed from English Iron, 5-foot gauge rails laid two blocks at a time. By January 1856 the SVRR had reached Granite City (today's Folsom), and Judah was off to larger projects with the famed Big Four and what would become the Transcontinental Railroad.

Meanwhile, passing through rich farmland and open prairie, local railroad stations were soon established along the SVRR at Routier, Mills and Citrus to enable Rancho Cordova farmers to get their produce to market.

In 1862, during the Civil War, Abraham Lincoln signed the Pacific Railroad Act, spurring the creation of the nation's first transcontinental railroad. Bypassed by the newly incorporated Central Pacific Railroad constructed from Sacramento over Donner Pass to the north, the SVRR built its final extension - the Placerville & Sacramento Valley Railroad (built 1863-1865), from Folsom to Placerville. In a failed attempt to beat their rival over the mountains and fulfill SVRR's original vision.

Known as the Southern Pacific "Placerville Branch" since 1898, and in continuous operation since 1856, the Union Pacific Railroad still carries freight along a portion of this route. During the 1950s through the 1970s, the rail supported Cold War and Space Race efforts at both Mather AFB and Aerojet, making Rancho Cordova something of a Cold War boomtown. The historic Mills Station Building was relocated and rebuilt, and light rail transit service was opened to the Mather/Mills Station in 2002 by Sacramento Regional Transit to serve a burgeoning Rancho Cordova job center, further evolving the economic importance of rail along the Rancho Cordova Heritage Corridor.

RANCHO CORDOVA HERITAGE CORR

Mills Station

"Along our Heritage Corridor"

The heritage of Rancho Cordova is deeply rooted in the historic corridor which passes this location, blazed by dreamers heading east from Sacramento to early gold mining towns in search of fame and fortune in 1849. It is one of the most historic corridors in California.

At 11 miles, the road forked near the site of this monument. The Coloma Road went north along the river to Coloma and the northern mines, while the south fork headed for White Rock and the southern mines. This area was first known as Hangtown Crossing, heralding the road to "Hangtown" (now Placerville) where many gold fever hangings took place.

This dusty path eventually gave way to improved roads and "way stations," the first railway in the far west and saw the Pony Express come and go. The area became known as Mills and the road running through it became part of the first transcontinental highway. Today we know the road as Folsom Boulevard, the historic backbone of the City of Rancho Cordova.

Between the 1850s and 1880s, a community of vineyards and orchards grew up here. John Studarus Jr. built what today is the Mills Station Building in 1911. It housed a tavern and grocery store with a large second floor ballroom. Over time, the Mills Station Building also served as a post office, library, gas station and restaurant, serving the needs of farmers, vintners, business people, rocket scientists and Air Force officers. It has even been picked up and relocated a couple of times, reopening in 2002 as a light rail transit station where it stands today.

In recognition of its place in local history, the Mills Station Building's image and sage of this heritage corridor is honored as the centerpiece of the Seal of the City of Rancho Cordova, incorporated in 2003, more than 150 years after gold-seekers first passed this place.

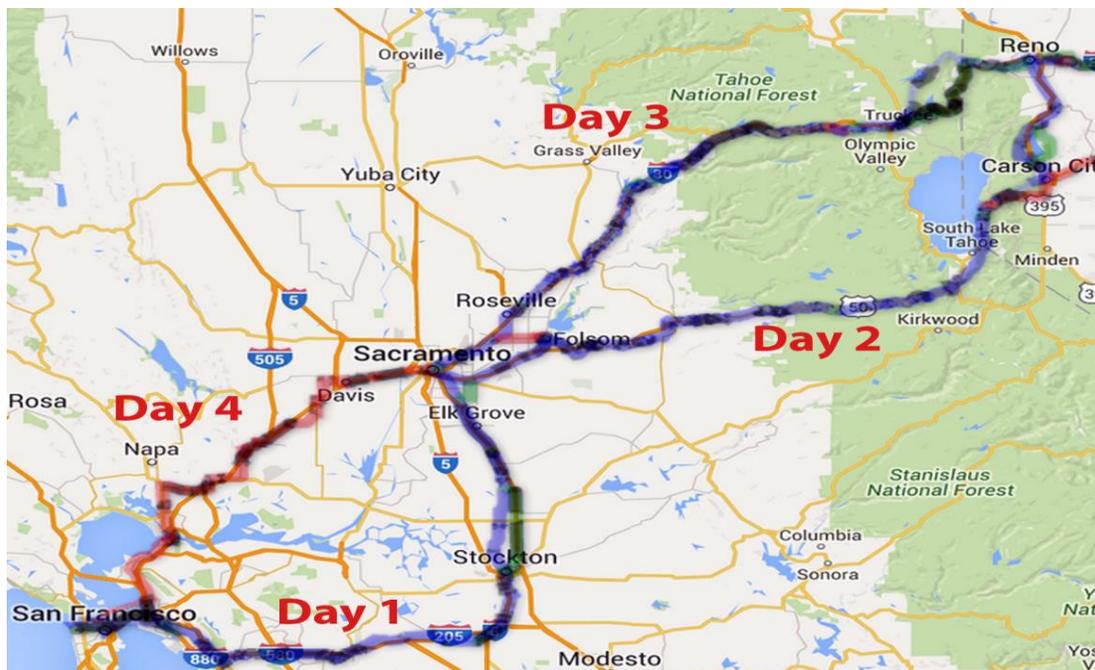
Brought to you by the City of Rancho Cordova's Community Enhancement Fund

1915 ORANGEVALE BRIDGE RESTORATION



Photos taken by Joel Windmiller showing progress on deck replacement of Orangevale bridge

PACKARD INTERNATIONAL – LINCOLN HIGHWAY TOUR



The San Diego Region of Packards International Motor Car Club sponsored the “California Lincoln Highway Classic Car Tour” which took place on September 23 – 26 following the 1913 and the 1928 alignments of the Lincoln in California. The participants gathered in Burlingame on Thursday Sept. 22nd for the pre-tour dinner and an overnight stay at the Holiday Inn Express.

Day One, Friday the 23rd, the group officially began their 4 day tour at the Western Terminus in Lincoln Park.



The Western Terminus Marker

27 folks entered the event although Saturday was the only day when they all participated. 15 cars including Six 1932-55 Packards, One 1925 Lincoln and Eight 1961-2016 cars made up the field. Bay Area traffic proved to be an obstacle as the tour left San Francisco and headed toward their first stop at the Blackhawk Museum in Danville, a side trip not on the Lincoln.



Blackhawk Museum, Danville

After touring the Museum and enjoying lunch, the tour proceeded to the Duarte Garage in Livermore. Commute traffic through Altamont Pass was so congested that VP Neil Rodrigues had to pull his car across the highway, blocking traffic, to allow the participating cars to re-enter the highway. Photo stops were made at the Summit Garage at Altamont, the Banta Inn, the Lincoln Shopping Center sign on Pacific Avenue, Stockton and Historic Woodbridge. The Hotel Stockton and the Henderson School were by-passed due to the time lost in traffic. Day One ended in Sacramento with a late arrival (7:00pm) at the Holiday Inn Express near Cal Expo. It had been an exhausting day, with guide Paul Gilger promising better days ahead.

Day Two began with a morning stop at the Eldorado County Historical Museum in Placerville.



LH Marker at museum in Placerville



Downtown Placerville

Photo stops included Sportsman Hall in Pollack Pines, Bridal Veil Falls, Strawberry Lodge, Echo Summit Lodge, Cave Rock and the Bowers Mansion near Carson City, NV,

Day Three's first photo stop was at the Verdi Casino, Verdi, NV. followed by the morning stop at Donner Memorial State Park west of Truckee. Following Donner Pass Road the Tour stopped for photo opps at the Rainbow Bridge and lunch at Donner Ski Ranch. Additional photo stops were at the Forest Gift Shop and the new Lincoln Highway/US 40 monument on Ophir Road near Newcastle. The day ended at the National Automobile Museum and Harrah Collection in Reno for dinner.



Verdi Casino (predecessor to Boom Town)



Donner Party Monument



Group photo at Rainbow Bridge



Forest Gift Shop, Cisco Grove



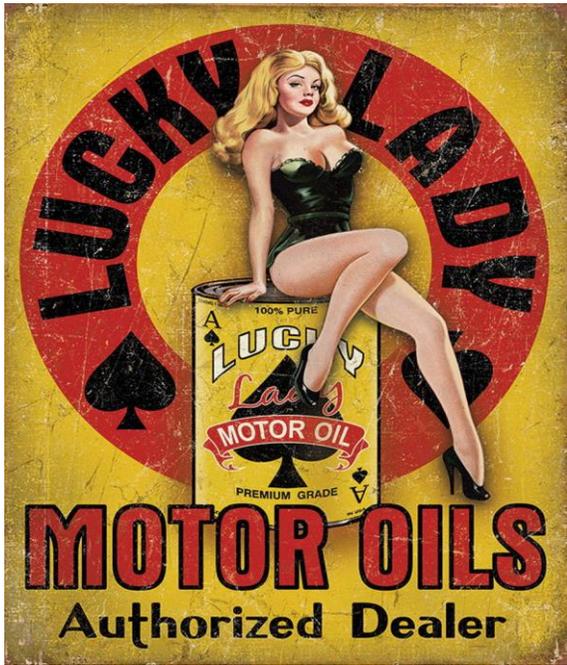
Ophir Road Monument, Newcastle

Day Four began with photo ops along the 1928 alignment between Sacramento and San Francisco via the Carquinez Bridge. Stops included the State Capitol building, the El Tejon Motel , West Sacramento, the Milk Farm sign,I-80, and a morning stop at Fenton's Creamery at the Nut Tree in Vacaville. I believe it was at this point when the group realized that they had taken on more than they had bargained for. The first three days were exhausting and the mention of San Francisco was sounding very inviting. Scheduled photo ops in Vacaville, on Cherry Glen Road and Rockville were by-passed and the Tour headed straight for the USS Hornet in Alameda where lunch awaited. The Western Terminus and the Palace of Fine Arts were also skipped as the weary travelers reached San Francisco for the post tour wrap-up and dinner at Sixto's Cantina in Burlingame.



On deck of the USS Hornet with San Francisco in backdrop

The photos shown in this article are a few of the over 1,000 photos taken by VP Neil Rodrigues who participated in his 1961 Rambler Classic.



The Mark of Quality

Lasting Achievement

WRITTEN indelibly in the annals of automotive progress is the record of Firestone's service in building tires to the highest conceivable standard.

In pledging Most Miles per Dollar to the public over two decades ago an ideal worthy of the whole industry was expressed.

Yet of even greater importance was the will and the confidence from the start to make it practical for all times.

The rapid but logical growth of the Firestone organization is tangible evidence of the force and soundness of the principle behind it. The name Firestone has gone far and wide because it has demonstrated that Most Miles per Dollar is a real and vital factor.

The Firestone Gum-Dipped Cord is the highest expression of Firestone talent—a lasting achievement in this important industry.

Most Miles per Dollar

Firestone

RANCHO CORDOVA SIGNAGE



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The Rancho Cordova Signage Project was a joint venture between the City of Rancho Cordova Public Works Department, the Rancho Cordova Heritage Corridor and the Rancho Cordova Historical Society. Twenty signs were installed on Folsom Blvd, between Hazel and Bradshaw. The signs were purchased by the City of Rancho Cordova.



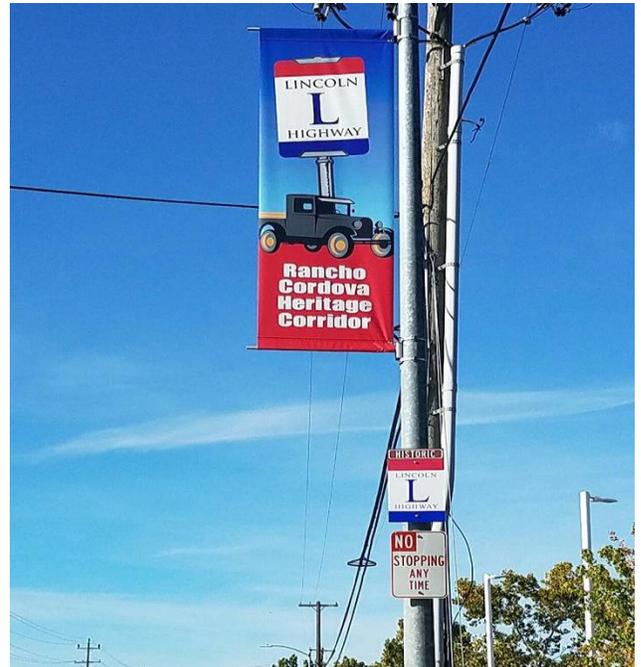
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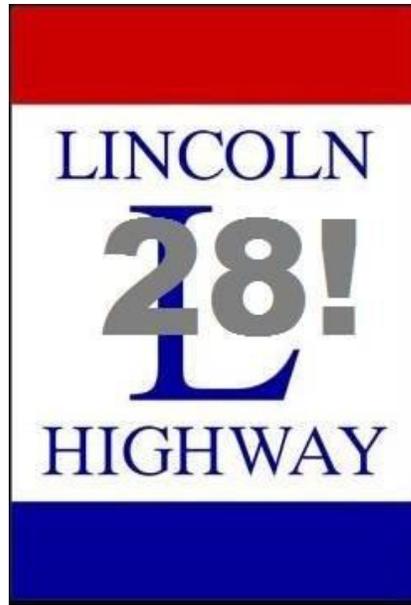


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Signage Locations

- (01) East & West bound at Hazel
- (02) East & West bound at Mine Shaft Road
- (03) Westbound at Mercantile Dr.
- (04) Westbound at Citrus Road
- (05) Westbound at Sunrise Blvd.
- (06) East & West bound at Zinfandel
- (07) Westbound at Sunrise Blvd.
- (08) East & West bound at Mather Field Road
- (09) Eastbound at Rod Breauday Road.
- (10) One of the banners on Folsom Blvd. installed at every major intersection between Hazel and Sunrise

SAN JOAQUIN COUNTY SIGNAGE



TWENTY EIGHT NEW SIGNS!

Today, August 19, 2016, an agreement was signed between San Joaquin County and the Lincoln Highway Association to provide for the installation of 28 "Historic Lincoln Highway" signs along San Joaquin County's roads in unincorporated areas. The signs will start at the Sacramento County line and extend to the Alameda County line. This project will include the towns of Woodbridge, French Camp, Mossdale, Banta, and Mountain House.

Other projects are in the works to install signage in the cities of Lodi and Lathrop which are under the jurisdiction of separate government entities. The LHA is also hoping to add to existing signage in Tracy as well.

The goal of these projects is to see the installation of signage along the entire route of the Lincoln Highway through our county and it's cities and towns. The San Joaquin County project is a major step in reaching this goal.

The Lincoln Highway Association, and I personally, wish to extend our heartfelt gratitude to the San Joaquin County Board of Supervisors and to the staff of the San Joaquin County Department of Public Works for their support and contribution to this project.

We also wish to extend thanks to the hundreds of members of this Facebook page for their continual support and encouragement. The initial project for signage in the City of Stockton was a success because of you.

Thank you very, very much!

Sincerely,

Kevin Shawver

Signs have been posted along Lower Sacramento Road between the Sacramento County Line and Woodbridge Road.



S/B at Jahant Road



N/B at Liberty Road



S/B at Liberty Road



S/B at Woodbridge Road



N/B at Woodbridge Road



N/B at Jahant Road



One of two Signs in Lathrop at intersection of French Camp Road and Ash Street. Installed Wednesday November 16th in front of the Beattie Lincoln Highway Service Station and Beattie store. Photo on right shows directional arrow added by the San Joaquin County DPW.



Signs installed in Woodbridge on Lower Sacramento Road. Left photo is looking north. Right photo of sign placed near Woodbridge Crossings Restaurant. Original sign was placed in front of building.

GALT SIGNAGE



Parties involved in Galt signage project (L to R); Galt City Manager, Eugene Palazzo, Deputy Public Works Director, Mark Clarkson, LHA California Chapter President, Joel Windmiller, Galt Mayor, Mark Crew, DPW Director, Steve Winkler. Joel presented the board with certificates of appreciation for their work on this project and a Historic sign for display purposes.

Early in 2016, Chapter President Joel Windmiller, presented the Galt City Council with a proposal to install Historic Lincoln Highway signage along the route of the highway through Galt. The proposal was received with a great deal of enthusiasm and was approved at the November 15th City Council meeting.

The following photos are those installed along Lincoln Way

Plans are being made to have signs installed at Simmerhorn Road and at Church and G Streets.



NB at A Street



NB at Elm Avenue



NB at Kost Road



NB at Terrace Way



SB at A Street



SB at Elm Avenue



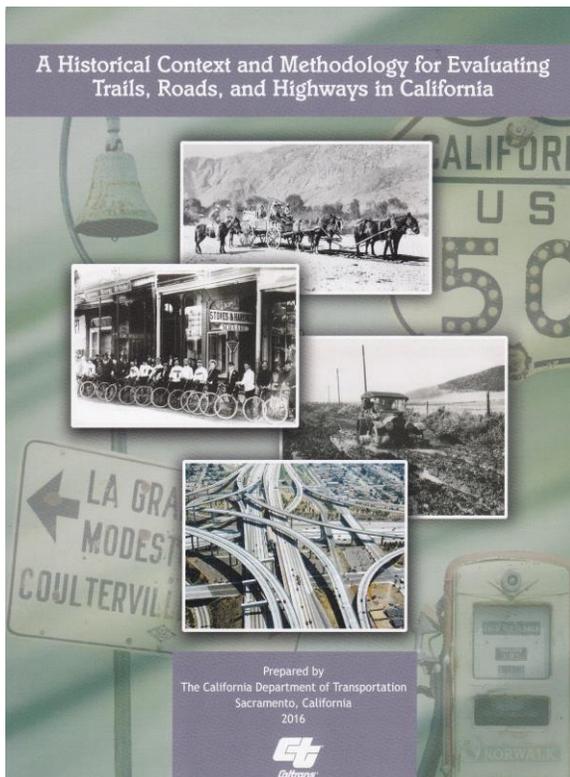
SB at Kost Road



SB at Terrace Way

On a side note; an article appeared in the Galt Herald of November 23rd, written by stall writer Karen Everett Watson, reporting the Galt City Council having approved the historic Lincoln highway signs. In the article, reference was made to the fact that “The town of Galt was where the last connecting road was built to finish the Lincoln Highway”. The article also mentioned a publication by web master James Lin on the history of the Lincoln and comments made by President Joel Windmiller during an interview. Neither of those sources made any reference to Galt being the last link. The question is; Have any of you Lincoln Highway historians every heard of a final link other than Utah or Nevada?

NEW BOOK FROM Caltrans



The book we have been anxiously awaiting finally arrived in mid-December. The report is the sixth in a series of thematic studies prepared by Caltrans in the past 5 years. This study provides a broad historic overview documenting the development of trails, roads, and highways in California from prehistoric time to today’s modern highway system.

Dana E. Supernowicz, Caltrans Architectural Historian, was the primary author of this 225- page report. Deborah Cismowski, Caltrans History Librarian, and the Chapters contact at Caltrans, contributed to the study.

For information regarding the acquisition of a hard copy of this report, contact;
Chief, Cultural Studies Office
Caltrans, Division of Environmental Analysis
P.O. Box 942874, MS 27
Sacramento. CA 94274-0001

Online copies in pdf format can be viewed at:
www.dot.ca.gov/ser/guidance.htm#highway

THE LINCOLN HIGHWAY IN GALT



1915 Caltrans photo

Upper Stockton Road entering Galt from north turning right onto A Street



1915 Caltrans photo

"A" Street Galt. Upper Stockton Road turns left onto Church Street.

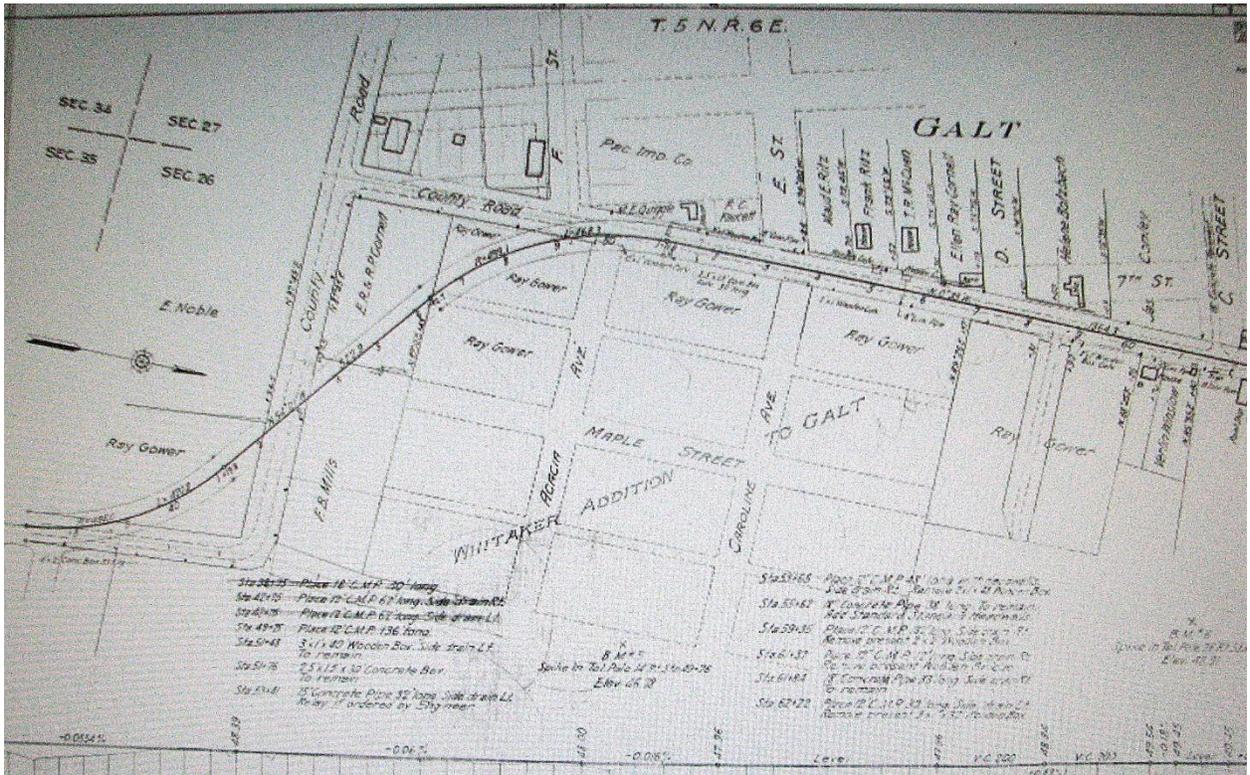
Recently there has been speculation by members of the Galt community that the Lincoln did not follow the alignment as laid out by the LHA Mapping Committee. Before the Chapter and the Galt Historical Society proceed with the installation of signage through Galt this question needs to be resolved.

The question that needs attention is whether the Lincoln followed the County Road, Church Street (currently Lincoln Way), through Galt or did it turn right onto "A" Street upon entering from the north, and proceed west to 4th Street where it is suggested that it followed 4th to "F" Street. At "F" Street it would have turned left and continued east to rejoin Church Street. This route would have brought the Lincoln through downtown Galt as some feel was the case.

A 1915 B. F. Goodrich Route Book of Central California provided directions between Sacramento and Stockton on what they designated as Route 82. Instructions begin in Sacramento at the corner of 10th Street and K Street. Arno Station was reached at 22.2 miles. At 23.0 miles the motorist was directed to turn right at x roads, which would be Lower Sacramento Road and Arno Roads. At 25.5 miles he was directed to pass thru another x road (a left turn would lead to Conley). At 27.6 miles the highway crossed a railroad (this must have been a spur as the highway is east of the mainline). At 28.2 miles the motorist reached the jog onto "A" Street and Church Street as seen in the accompanying photos. There was a note at this point that Galt was one half mile if the motorist went straight avoiding the left jog onto Church Street. At 28.6 miles a left turn was made onto what would have been "G" Street. Directed to continue straight at 29.1 miles and to bear left and cross the long steel bridge, at 29.7 miles, which crossed Dry Creek. The motorist exited Galt and headed south on Lower Sacramento Road toward Woodbridge.

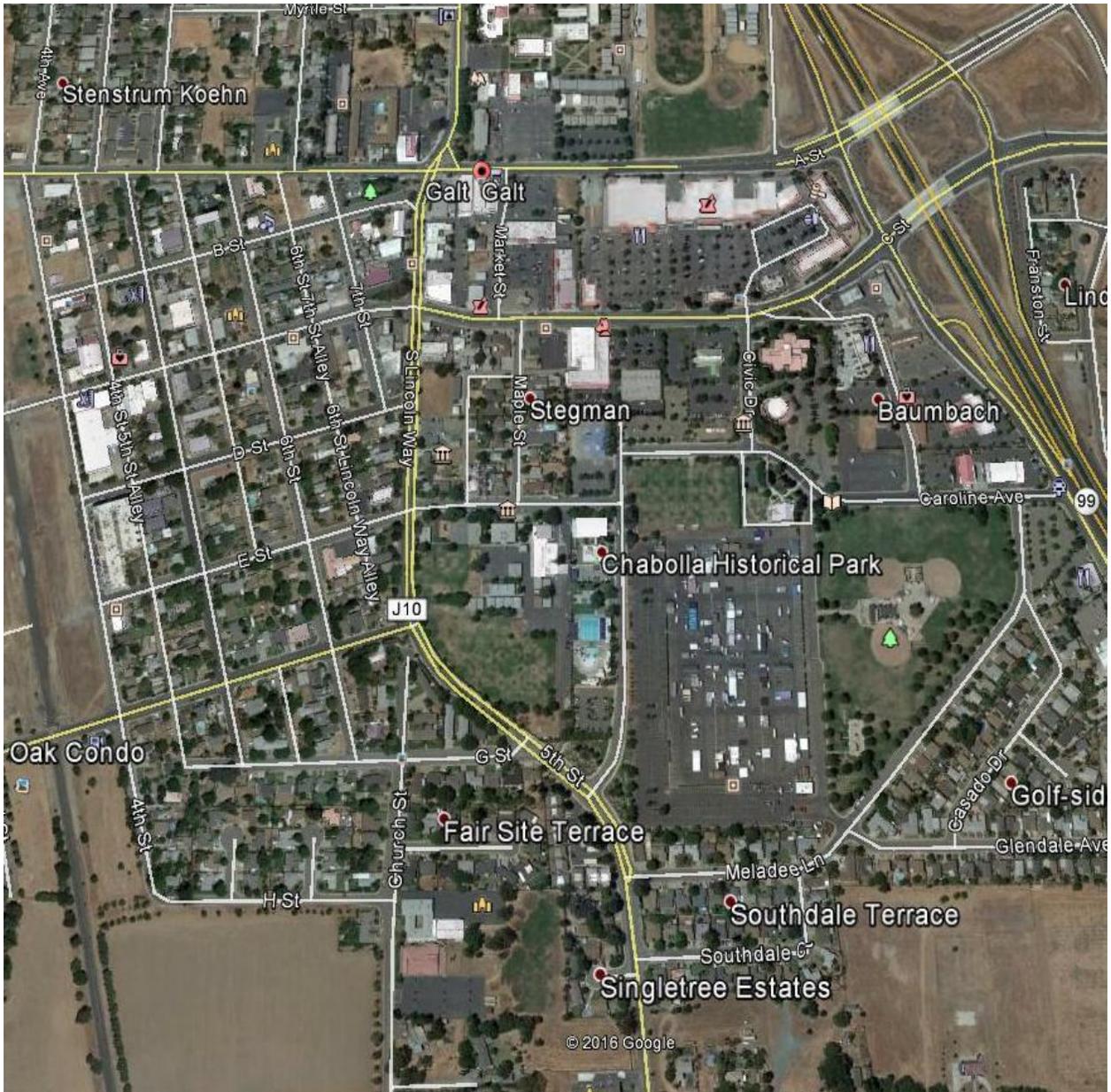
Pencil sketches obtained from the University of Michigan and copied from Gael Hoag's copy of the 1915 Official Lincoln Highway Road Guide support these directions and also confirm crossing a railroad before entering Galt. A 1901 map, showing ferry service on the Lower Sacramento River, also shows a railroad connecting with the mainline just north of Galt and leading to the Carbon Dale area.



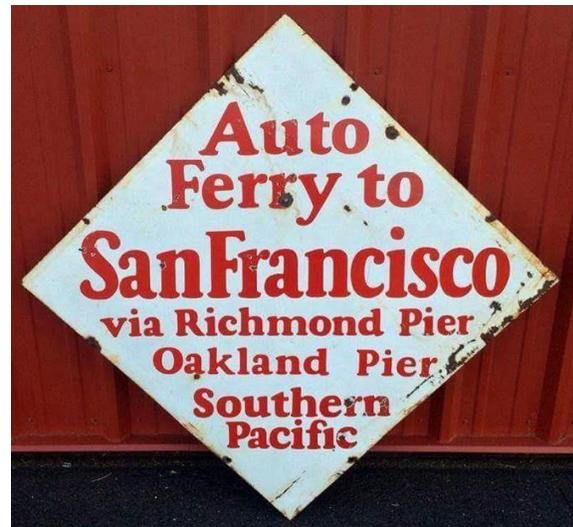
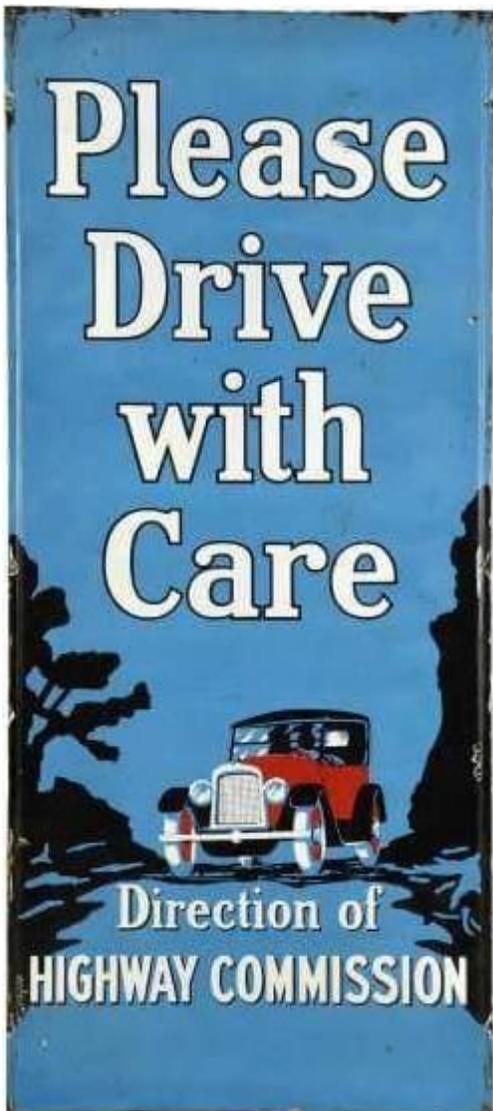


The Lincoln Highway entered Galt from the North (right edge of map) on what in 1923 was designated the County Road. Other maps, including Google, show the County Road as Church Street. The map also shows this County Road intersecting another County Road on the South end of Galt. This intersecting road is "G" Street which traveled east prior to turning south on Chabolla Street. After leaving Galt the County Road became Lower Sacramento Road. The S Curve shown in the above 1923 As-Built-Plan eliminated the right angle turns in the Lincoln Highway.

Research has shown that the routing of the Lincoln avoided the central district of those towns it passed through. The reasoning behind this was to avoid traffic congestion whenever possible. After researching numerous maps and driving guides from numerous sources, we have found no evidence to suggested that the Lincoln Highway varied from the alignment currently presented by the LHA Mapping Committee.



This Google Earth view shows the alignment through Galt. Notice the curve at the top of photo which eliminated the jog at "A" Street.



LIVERMORE - TRIVIA



Livermore Journal
April 16, 1931

An excerpt from this paper referenced a letter from County Surveyor, George M. Posey, to the Livermore City Council, in which he referred to the brick pillars at the junction of the County road with the State Highway to Altamont as being a "Public and Private Nuisance". He urged the Council to remove these nuisances upon which the City Council drafted a letter to the Board of Supervisors asking them to reconsider this request. The search is on for the date that the pillars were moved or dismantled.

GALT - TRIVIA

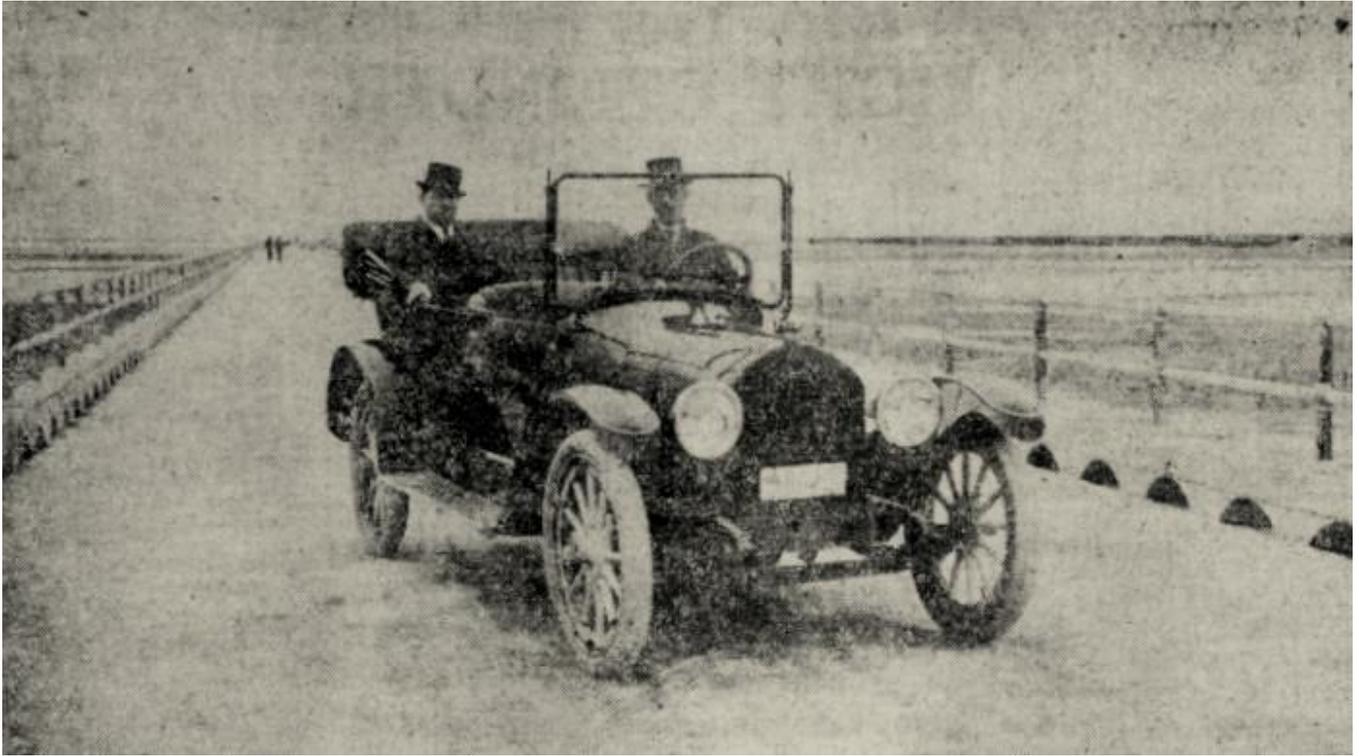
Sacramento Union
April 14, 1907

Bridge-builders are at work putting in a temporary bridge across Dry Creek, immediately south of Galt, to replace the structure that went out a few weeks ago during the high-water period. The temporary bridge will be far enough advanced by Monday evening to allow light rigs to pass over it. In the early fall months it is proposed to erect a substantial steel and iron combination bridge where the temporary work is now being done.



Photo dated February 5, 1910 showing temporary bridge used during construction of steel truss bridge seen in background.

YOLO CAUSEWAY - TRIVIA



*Sacramento Union
February 27, 1916*

One morning last week, Charles A. Bliss and Walter B. Howe, in a Briscoe 4-38 and accompanied by a photographer and a representative of the Union, started for the new causeway just being completed between Sacramento and Davis, resolved on being among the first to put a car on that driveway.

The accompanying picture proves they succeeded. However, that was possible only because of the remarkable power of their little car, and its extraordinary clearance, as where a suspicion of a road existed, it was cut into deep ruts by heavy wagons employed in the construction work, for be it known the causeway ends about three miles beyond Washington, and over the intervening space the new road is in all stages of construction, and utterly impassable.. Therefore the pioneers were compelled to follow hog trails, wagon tracks and plow furrows, first in soft sand, then in softer mud, until they struck hard ground near the eastern end of the causeway.

Any one desiring to make the trip by automobile should go to Fifteenth and Maryland streets, West Sacramento city, turn to the right, and trust to luck; or better still, wait until the roadway is finished.

SACRAMENTO – TRIVIA

Lincoln Highway Garage
15th and K Streets

LINCOLN

L

HIGHWAY

Now Under New Management and Will
Be Conducted as a First Class
Garage and Service
Station

The Largest, Best and Only Absolutely
Fireproof Garage in
Sacramento

LINCOLN

L

HIGHWAY

Storage \$7.50 per Month
Including First-Class Service

COMPLETE LINE OF TIRES
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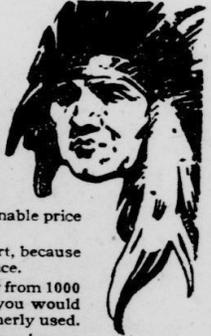
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Sacramento Union August 29, 1915

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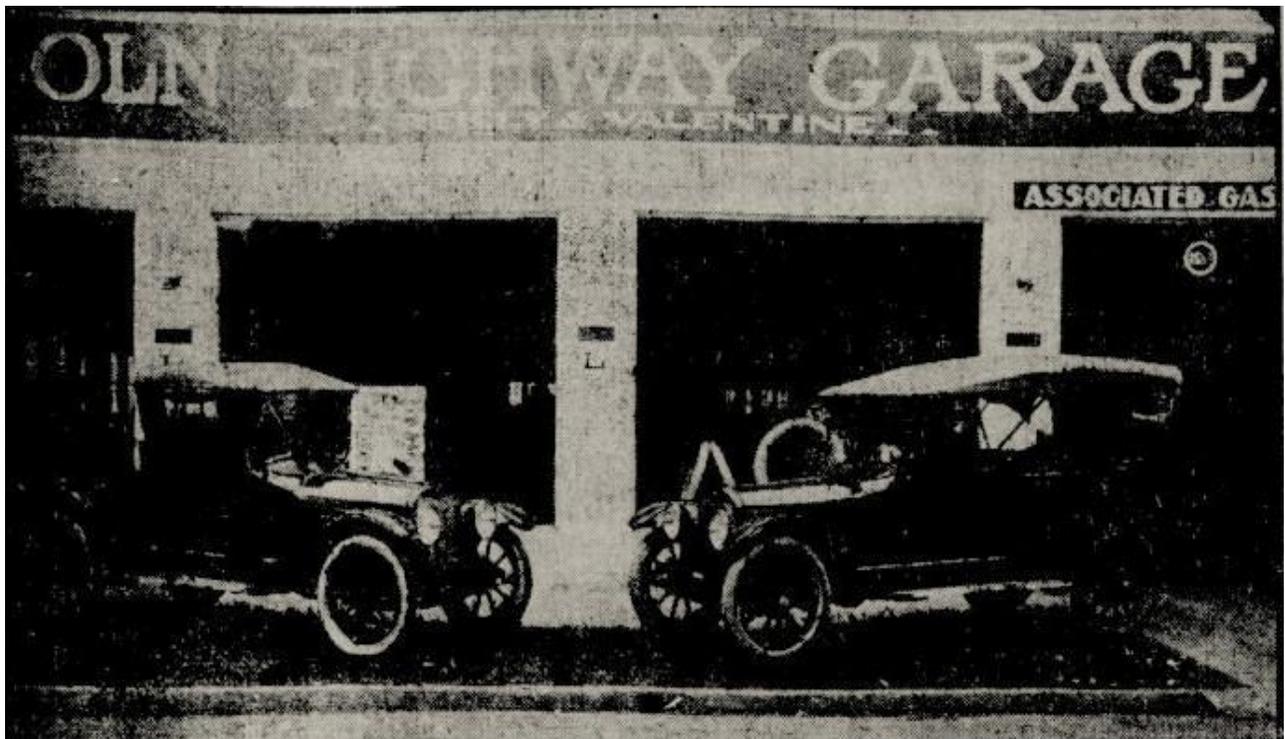
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Honest, clean, complete, fair to all, printing the news without bias or prejudice, the Sacramento Union is the best as well as the oldest of all daily newspapers in the West.

Sacramento Union September 17, 1916



Sacramento Union December 12, 1915

ARNO – HICKSVILLE TRIVIA

TRYING TO SELECT THE BEST ROUTE

Arno and Hicksville in Line of County Road Improvement.
The Hicksville Route Is on Higher Ground and Will Cost Less.

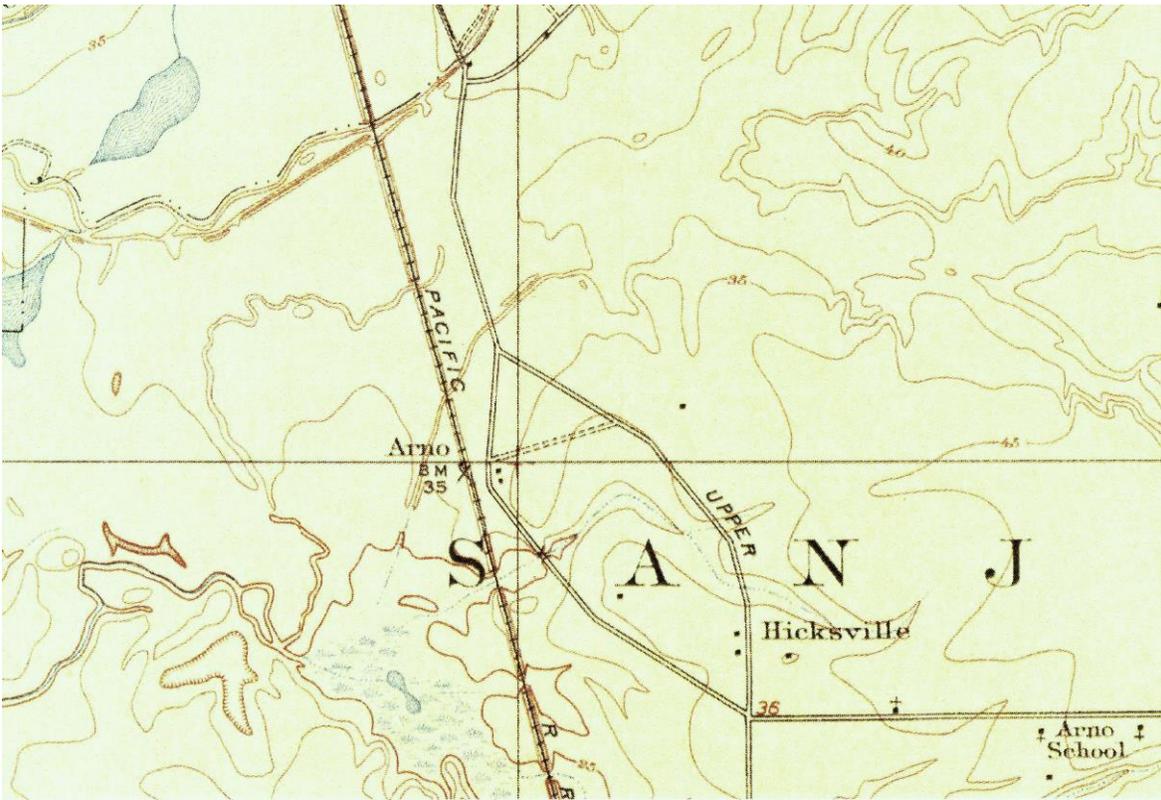
Sacramento Union
February 3, 1909

The people in the vicinity of Arno and Hicksville in Dry Creek township, north of Galt, are exercised as to whether the Arno* or the Hicksville road shall improved and become part and parcel of the Upper Stockton road. At a point about a quarter of a mile north of Arno yhe road forks, the west fork passing through Arno, the east through Hicksville, a quarter of a mile below which the forks join and continue south to Galt.

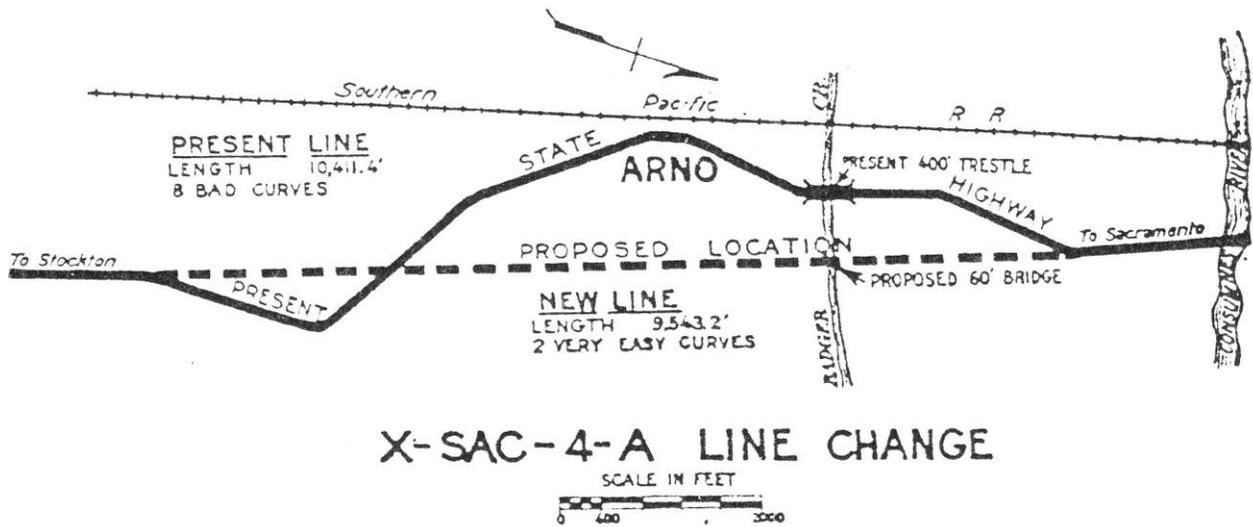
From the point where the roads fork to the point where they converge is not over a mile, and the oblong tract between is not more than a third of a mile wide. It happens that A. M. Valensin owns the tract, but it happens also that he prefers to have the west or Arno road improved. On the other hand County Surveyor Phinney and two other viewers appointed to examine the routes favored the Hicksville road because, first, it would cost less; second, because during flood periods the Arno road is under water while the Hicksville road is dry.

Attorneys Miller and Shelly, representing the Valensin holdings, were before the supervisors yesterday to urge on behalf of a number of petitioners that the Arno road be selected. They argued that along road there was every reason why a permanent highway should be located; along the Hicksville road, none. They dwelt upon the fact that the Western Pacific station, Arno, is near the north end of the thoroughfare as well as the settlement of Arno, the postoffice and several other buildings, and what they did not say was that the eastern or Hicksville road is high ground, an ideal location for a road, and the one now almost exclusively used.

The impression now seems to prevail, the Hicksville route will be selected, but the matter was referred to judiciary committee, with instructions to report on the 26th of February.



The route of the Arno and Hicksville roads can be seen in the above map. It appears that the Arno road was chosen as the route the highway would follow and the Hicksville road became the Upper Stockton road. Apparently Mr. Valensin and his attorneys had enough clout to persuade the judiciary committee. This 1925 map (below) shows the current State Highway alignment and the proposed realignment by-passing Arno.



MARK YOUR 2017 CALENDAR

Saturday **JANUARY 7, 2017**

11:30 am

Pre Meeting Lunch
Galt Historical Society Hall
550 C Street
Galt below water tower)

NOTE: Lunch, consisting of Salad, Roast Beef, Cheesy Potatoes, Zucchini Torta, Bread and Pie, will be prepared by the Galt Historical Society and will be \$15.00/person. Cash only, Please.

1:00 pm

Chapter meeting
Galt Historical Society Hall
550 C Street
Galt (below water tower)

Saturday **APRIL 1, 2017**

12:00 Noon

Sate Chapter Meeting
(Location TBA)

JUNE 20 – 24

LHA National Conference
Denison, Iowa

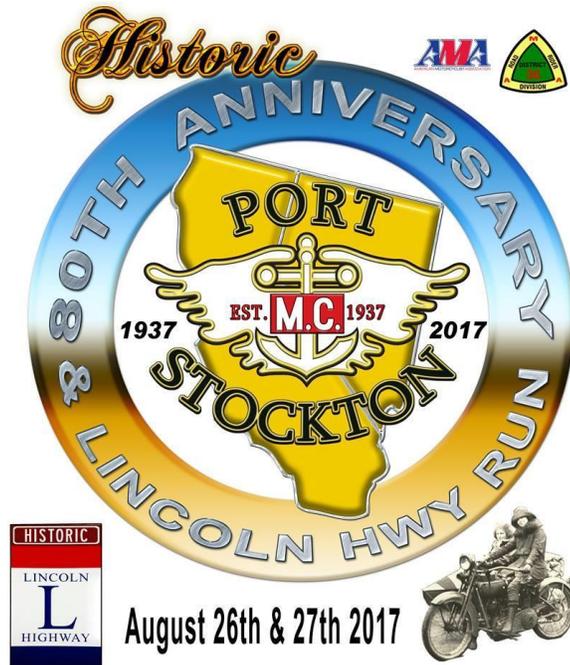


NOTE: For information on the 2017 LHA Conference go to www.lincolnhighwayassoc.org

Saturday **JULY 1, 2017**

12:00 Noon

State Chapter Meeting
(Location TBA)



Saturday **OCTOBER 7, 2017**
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: Chapter Meeting Locations marked ** are tentative

NOTE: For information on Car Cruise and Sports Leisure Bus Tours contact Paul Gilger. paulgilger@att.net or Joel Windmiller, joelwindmiller@att.net



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California Chapter LHA Web Site Maintained by James Lin
Log in at: <http://www.lincolnhighwayassoc.org/ca>

