



THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION – CALIFORNIA CHAPTER

www.lincolnhighwayassoc.org/ca/traveler

Editor; Gary Kinst



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WINTER

JANUARY 2018



IN THIS ISSUE

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11th Street Overcrossing Tracy

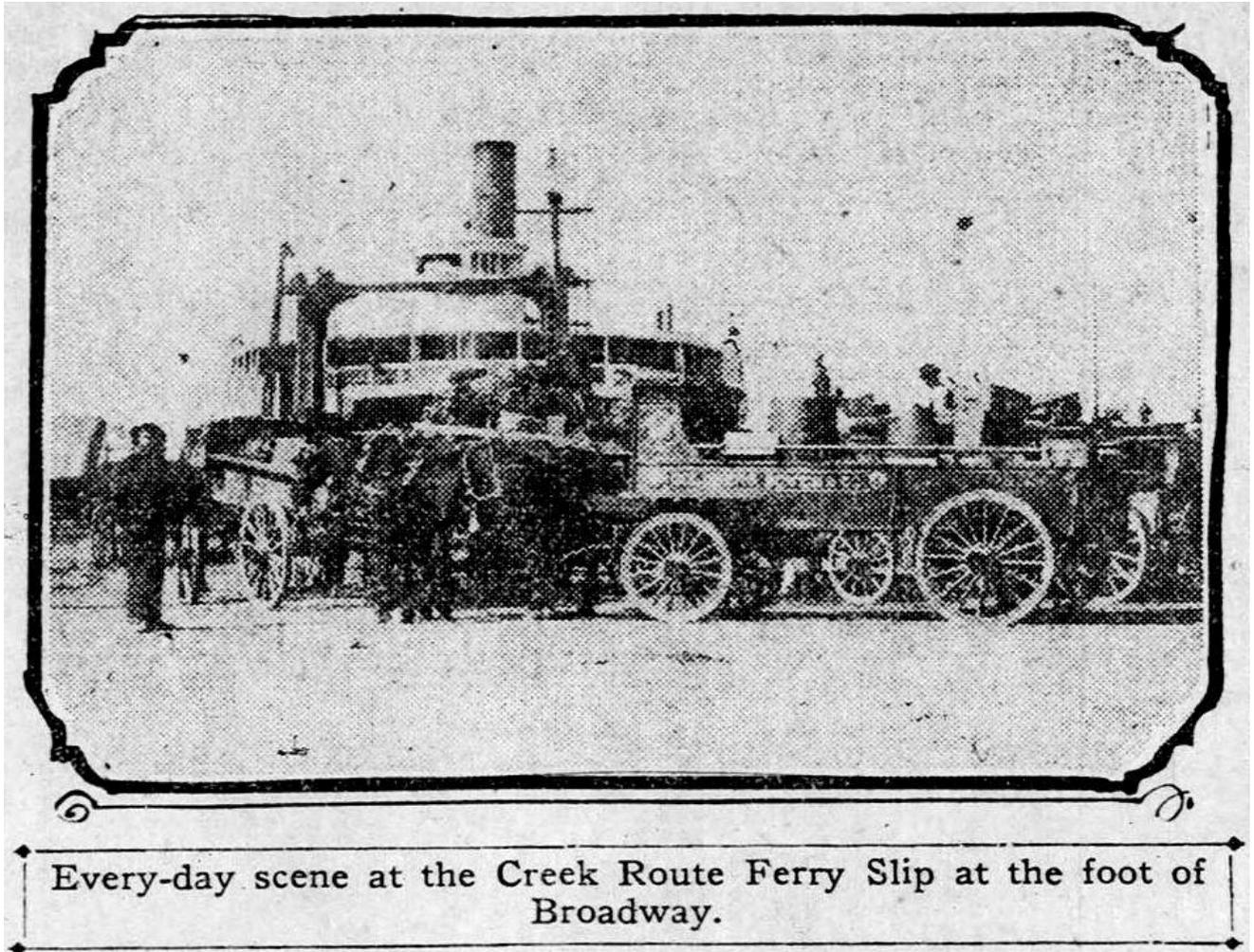
Lincoln Highway Exhibit PPIE

Placerville Discovery

And MORE.....

COVER

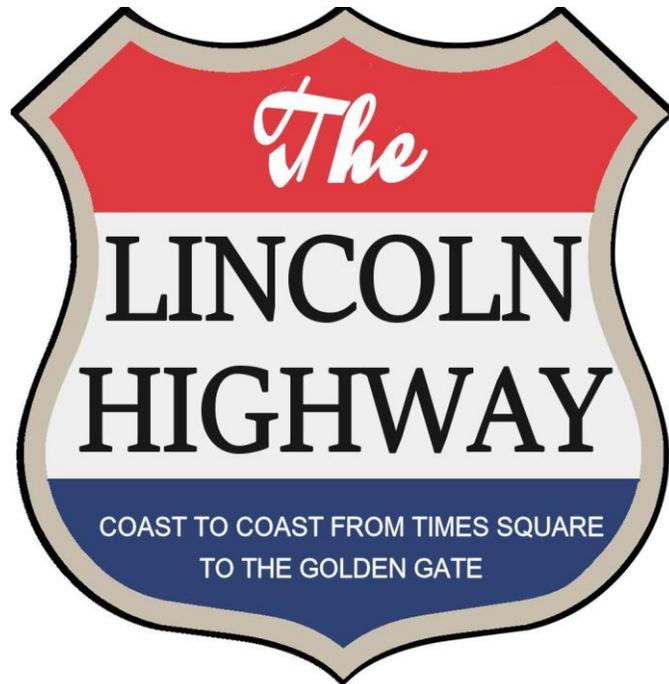
The photo on this issue's cover is the culmination of a 17yr search and it's feeling a lot like Christmas. A photo of the Creek Route Ferry slip at the end of Broadway in Oakland, was proving impossible to locate until recently when I joined the Oakland History Facebook Group and posted an inquiry regarding the Ferry. Almost immediately replies began pouring in. Mr. Kevin Walsh posted the cover photo which he found in the California State Land Commission Archives. Mr. Neal A. Parish followed up with a digital copy of the same photo found at www.trainorders.com, a group of which he is a member, The original is a 1930 George Russell photo. Ms. Dorothy Londagin provided the August 1910 Oakland Tribune photo seen below. Hopefully a photo from the 1920's will surface and make my search complete.



It would be 3 more years before the ferry, traversing San Antonio Creek, would be delivering Lincoln Highway travelers to the ferry building at the foot of Market Street in San Francisco. The opening of the Carquinez Bridge in 1927 would take away a large portion of traffic as the highway would be routed north of Oakland into Berkeley and onto the Berkeley Pier, where the newly numbered US 40 would touch shore at the Hyde Street Pier.



Season's Greetings



1926 CALIFORNIA HWY COMMISSION MAP



This map was posted on Facebook by the “Highway 99; The History of California’s Main Street” group. Upon close observation I noticed that there is no Hwy 50 and Hwy 1 which is shown is not identified. Research uncovered several interesting facts. The 1922 Victory Highway, which became California US 40, is shown but was not numbered until 1928 according to Wikipedia. The Lincoln Highway Association choose the route from Reno through Verdi, Nevada. to Truckee, Ca. as its primary route into California in 1913. In 1922 the newly established Victory Highway choose the same route between Reno and Sacramento sharing that alignment with the LH. The Lincoln Highway also choose the Lake Tahoe Wagon Rd. between Carson City and Lake Tahoe as an optional alignment for motorists desiring to see Lake Tahoe. In 1926 when the Interstate Highway system was created, the alignment over Donner Summit, now being designated the Victory Highway, was numbered US 40. The route over Echo Summit, now being the primary alignment of the Lincoln Highway, became US 50. So, the question is; why is Hwy 50 not shown on this map?

OCTOBER CHAPTER MEETING

The California Chapter held its Fall Chapter meeting on October 7th at Pete's Restaurant & Brewhouse in Folsom. The meeting was attended by 25 members and 2 guests. Alan and Misty Call discovered the Lincoln Highway display table while attending Clarksville Days and decided to see what we are all about. State Director, Bob Dieterich, reported that approx. 5,000 people attended this year's Clarksville Days event and that the Lincoln Highway table drew a substantial portion of those attending. As faith would have it, several members who normally take pictures, including myself, were unable to attend and therefore the lack of photo coverage. Webmaster, Jimmy Lin, reported on the number of hits being recorded on the National site as well as our California site. The California web site sessions have increased 21% and the number of users by 25%. I was excited to learn that the hits for "The Traveler" have increased 25% along with a 12% increase on Facebook. The Lincoln Highway Facebook Group site is a great way to stay current with other folks' interest in the Lincoln. It has become a terrific source of vintage photos and fact filled stories. Current Secretary, Myrna Johnston, announced that she will stepping down from her position after the minutes for the January meeting are approved. The meeting was adjourned at 2:35pm and was followed by a Paul Gilger slide presentation on the Northwoods Tour and his return trip across Canada.

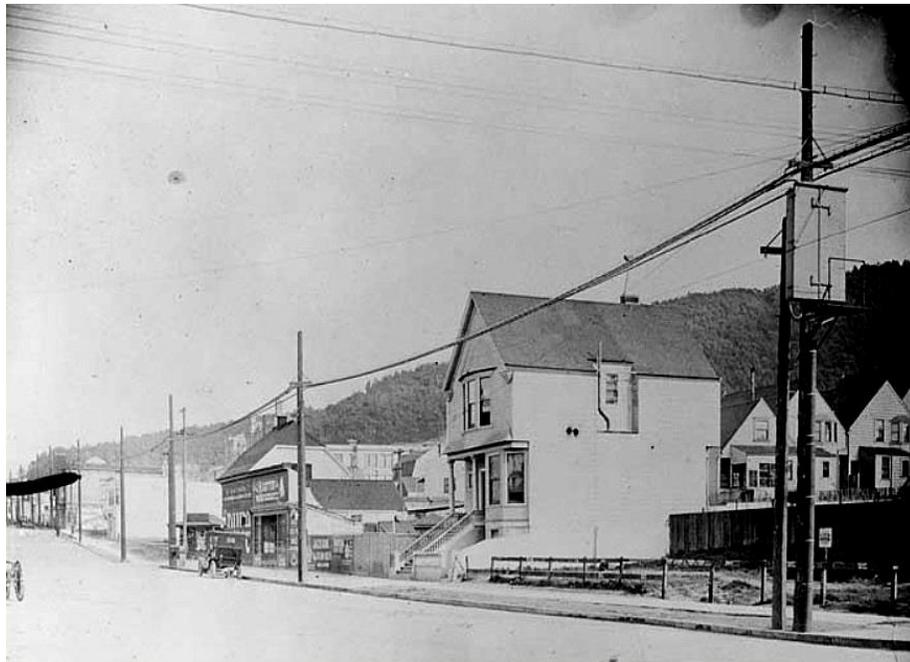
The complete minutes for the October meeting can be viewed on the Chapters web site.



MYSTERY DRIVE-IN OFF THE TRAVELED WAY



This 1934 photo appeared on the Lincoln Highway Facebook site and was contributed by John Catani. The photo originated in an article which appeared on sfgate.com, by Senior Producer, Katie Dowd. The article contained photos of old midcentury San Francisco restaurants. This novelty eating, and beer rest stop was reported to be located on the Lincoln Highway in San Francisco and provided weary travelers with electric broiled steaks and 20-cent waffles. Member Russell Rein and myself researched Polk's Crocker-Langley 1934-1937 San Francisco city directories and found no listing. Member Brian Butko first saw the photo 10 years ago and reports that correspondence with Katie Dowd did not reveal the location. In my recent communication with Ms. Dowd, she revealed that the photo was acquired from the Getty Images Archives and that no physical address was attached to the photo. California Chapter member and Stockton, California Historian, Kevin Shawver, was able to locate an address with the help of a 1937 City of San Francisco phone book showing "The Stein" located at 1300 9th Avenue at Irving Street, one block south of Lincoln Way, not the Lincoln Highway. Further research uncovered several more photos dating from 1915 to 1973 and were found on the outsidelands.org website. The address on the building, above the "S", is 519, which has raised more questions than answers. Research continues to determine the street on which this business was originally located. One suggestion points to 519 34th Avenue at Geary which was on the LH.



Irving St. looking east towards 9th Ave. c1915

The Irish Tavern is located on the southwest corner with a vacant lot on the southeast corner



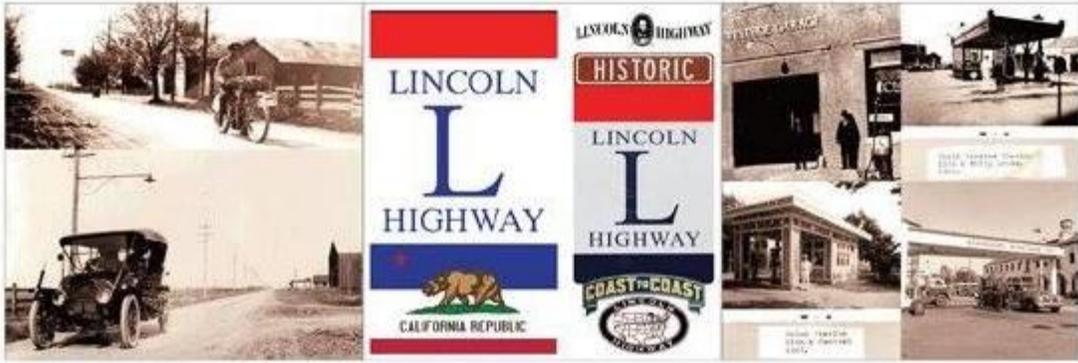
Mac's Place and The Stein pre-1970



c 1973

TRACY OVERCROSSING OPENING

• TRACY ARTS COMMISSION PRESENTS •



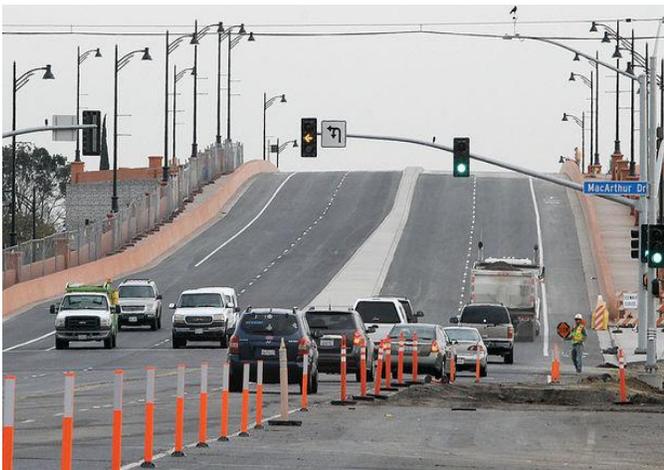
11th St. Bridge Civic Art Project Reception

Tuesday, November 14th, 2017

6 – 8 PM

Pombo Lobby – 2nd Floor

A small and casual reception was held at the Grand Theater in Tracy Tuesday evening, November 14th, to showcase the art work which will adorn the bridges' railing pilasters. Those in attendance were highly impressed by the photos to be used in displaying the Lincoln Highway and associated Tracy businesses along 11th Street. President Joel Windmiller along with member Kevin Shawver and Myself answered a stream of questions during the two- hour reception. Interest in the Lincoln Highway story and how it affected local history proved to be something that intrigued all in attendance. Photos shown in the above flyer represent a sample of the photos which will appear on the 36 16"x16" porcelain signs to be affixed to the bridge railing pilasters. Two of the Lincoln Highway signs incorporating the California Republic logo will be placed on the Western end of each railing, while two of the ones displaying the Historic replica sign will be placed at the Eastern end.



Saturday, November 11, 2017 opening



President, Joel Windmiller points to a Caltrans photo of the opening of the 1936 bridge



Member Kevin Shawver, Myself, Joel Windmiller



Myself with William Wilson



Local dignitaries enjoying the reception

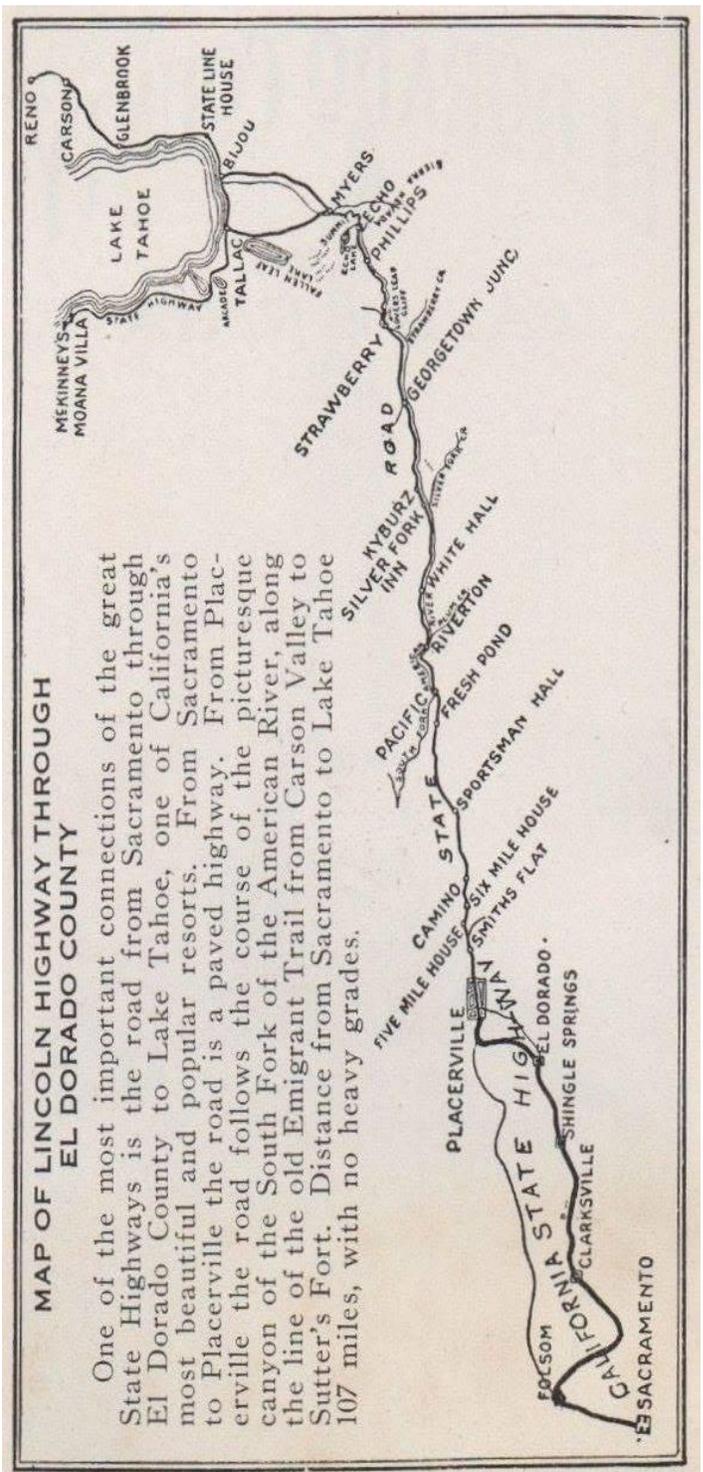


Myself with a sampling of photos to be displayed on the 64 concrete and brick pilasters

In attendance were the Mayor of Tracy, Robert Rickman, Mayor Pro Tem, Veronica Vargas, City Council Members Nancy Young and Rhodesia Ransom, Interim. City Manager, Randall Bradley and Assistant Kuldeep Sharma, Tracy Art's Commission Chair, Nila Dhugga and Vice Chair, Anne Marie Fuller, Tracy Art's Commissioners Jeff Borges, Jenese Borges Soto and Dave Tillman, Executive Editor of the Tracy Press, Michael Langley, Tracy Historical Museum Archivist, Ellen Opie and members of the LHA California Chapter, Gary Kinst, Joel Windmiller, Kevin Shawver.

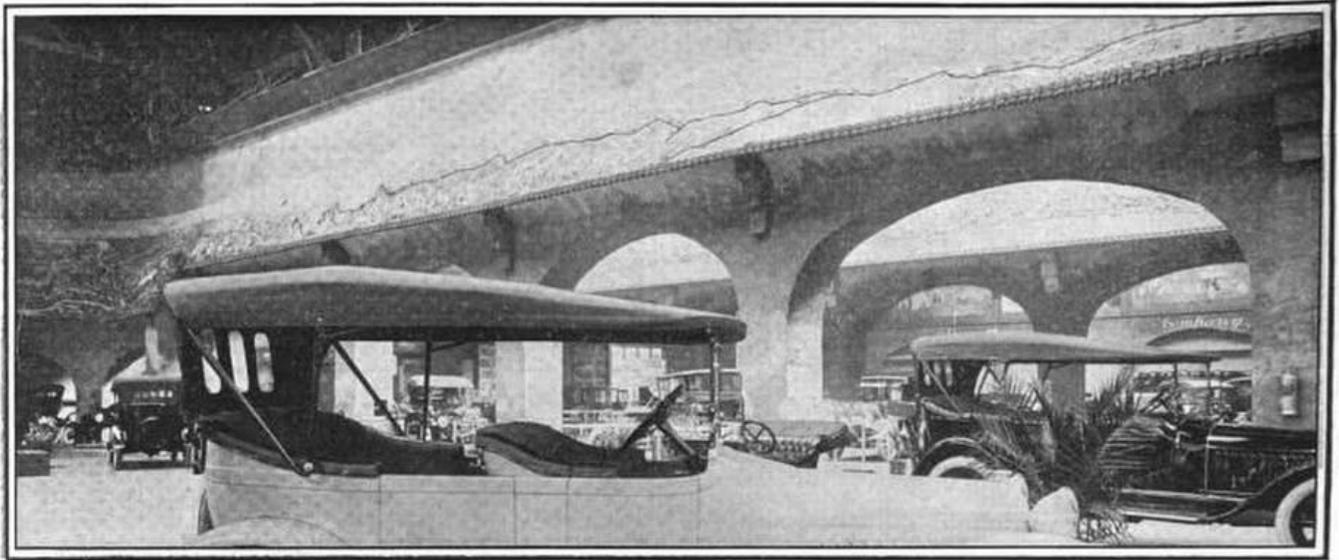
The official dedication date has yet to be determined, although May 2018 appears most likely, as whether is a factor in the bridges completion. The temporary by-pass bridge needs to be removed and work on MacArthur Ave needs to be completed before work on the bridge railings can proceed. There are ongoing discussions as to the placement of the two plaques describing the history of the Lincoln Highway and its impact on the City of Tracy.

1915 EL DORADO COUNTY MAP



Posted on the Lincoln Highway Facebook Group site by President Joel Windmiller

1915 PPIE LINCOLN HIGHWAY MURAL



RELIEF MAP OF LINCOLN HIGHWAY, ONE OF A SERIES OF MAPS OF TRANSCONTINENTAL ROUTES WHICH MAKE UP THE CEILING BORDERS AT THE PANAMA-PACIFIC EXPOSITION

Probably the rarest photo of the Lincoln Highway mural as scene in the Palace of Transportation Building at the 1915 Panama-Pacific Exposition. Posted on the Lincoln Highway Facebook site by member Russell Rein, this photo was found by Lanny Hartmann, a member of the Lincoln Highway Electric Motorists Facebook Group, in a copy of Motorist Magazine May 6, 1915. Further research revealed that other, before unseen, photos taken during the construction phase of the mural in 1914 can be viewed at www.calisphere.org. They are part of a collection at the Henry Madden Library, Cal State University, Fresno. Reference numbers for the 8 photos are; EXP915a-J-1,2,18,21,27,28,29,30.

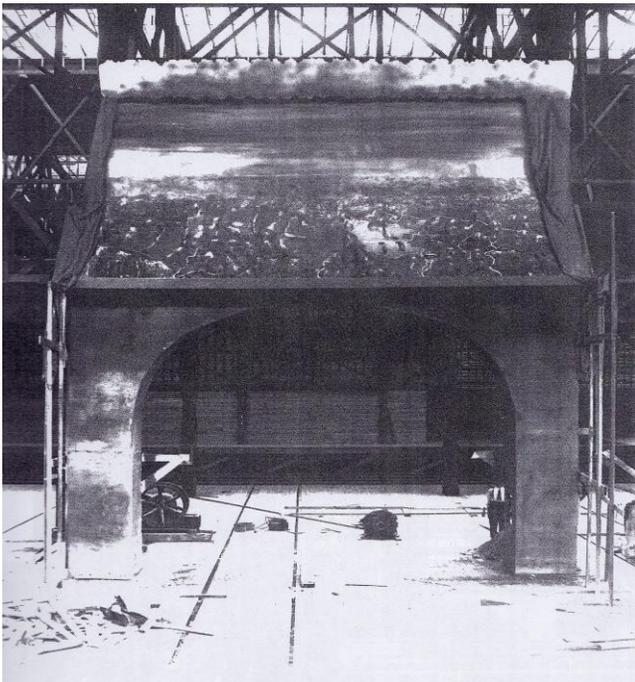


photo # 1

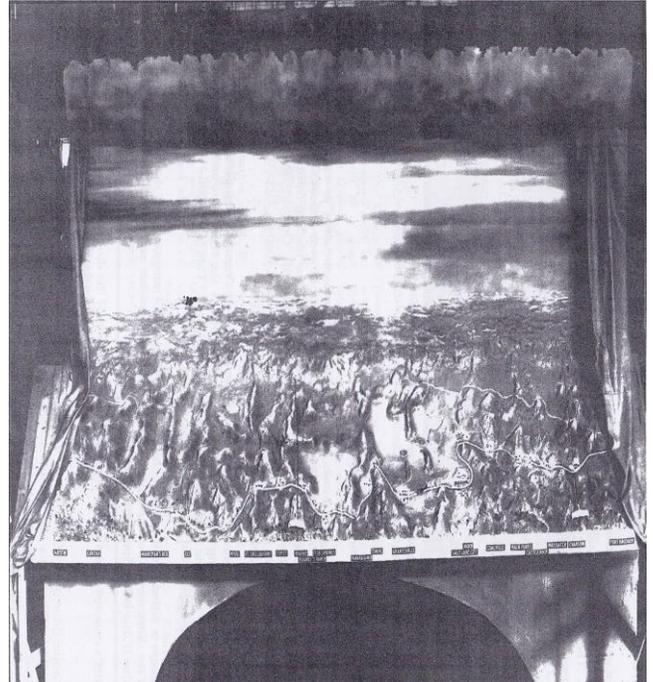


photo # 2

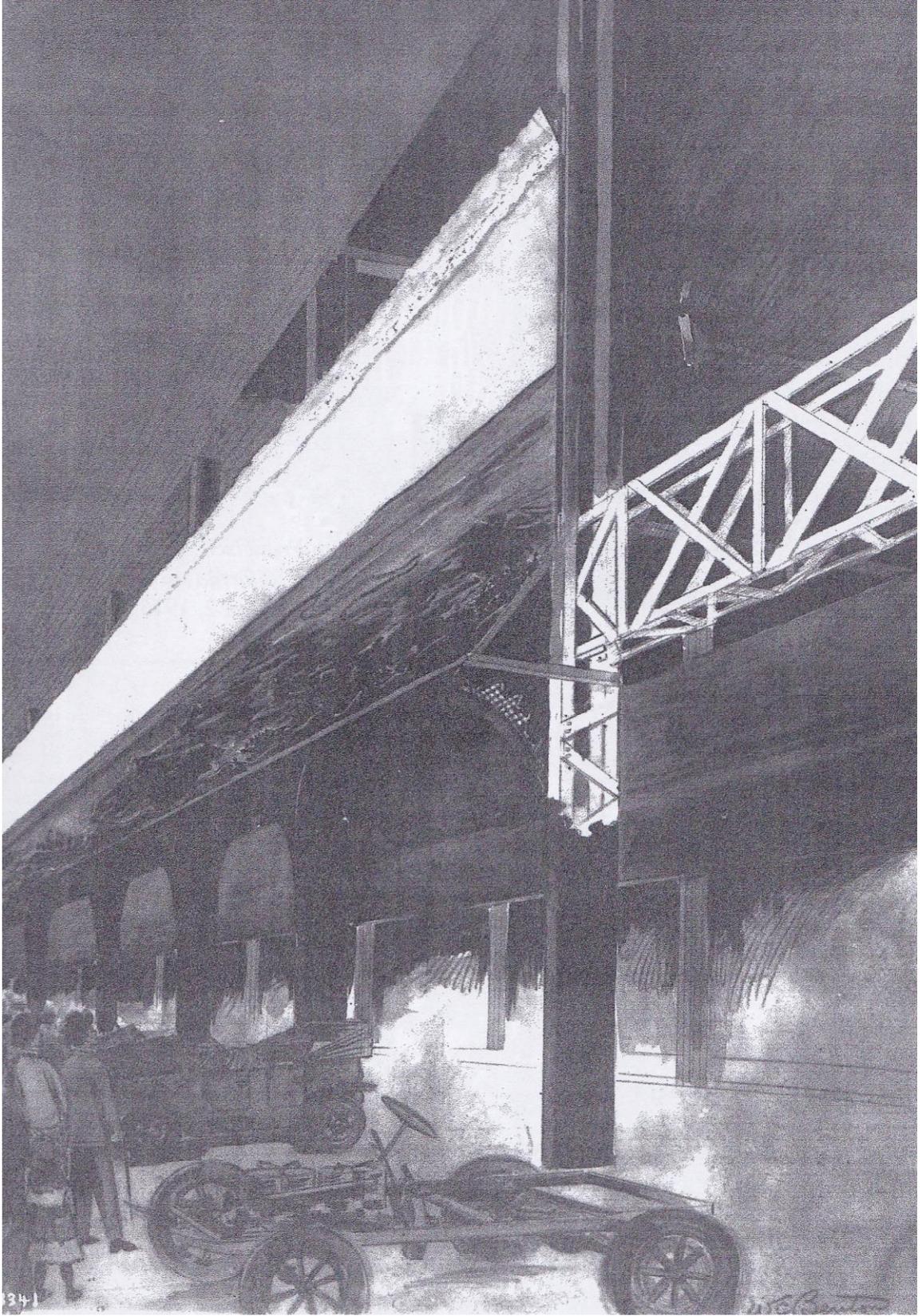


Photo # 3

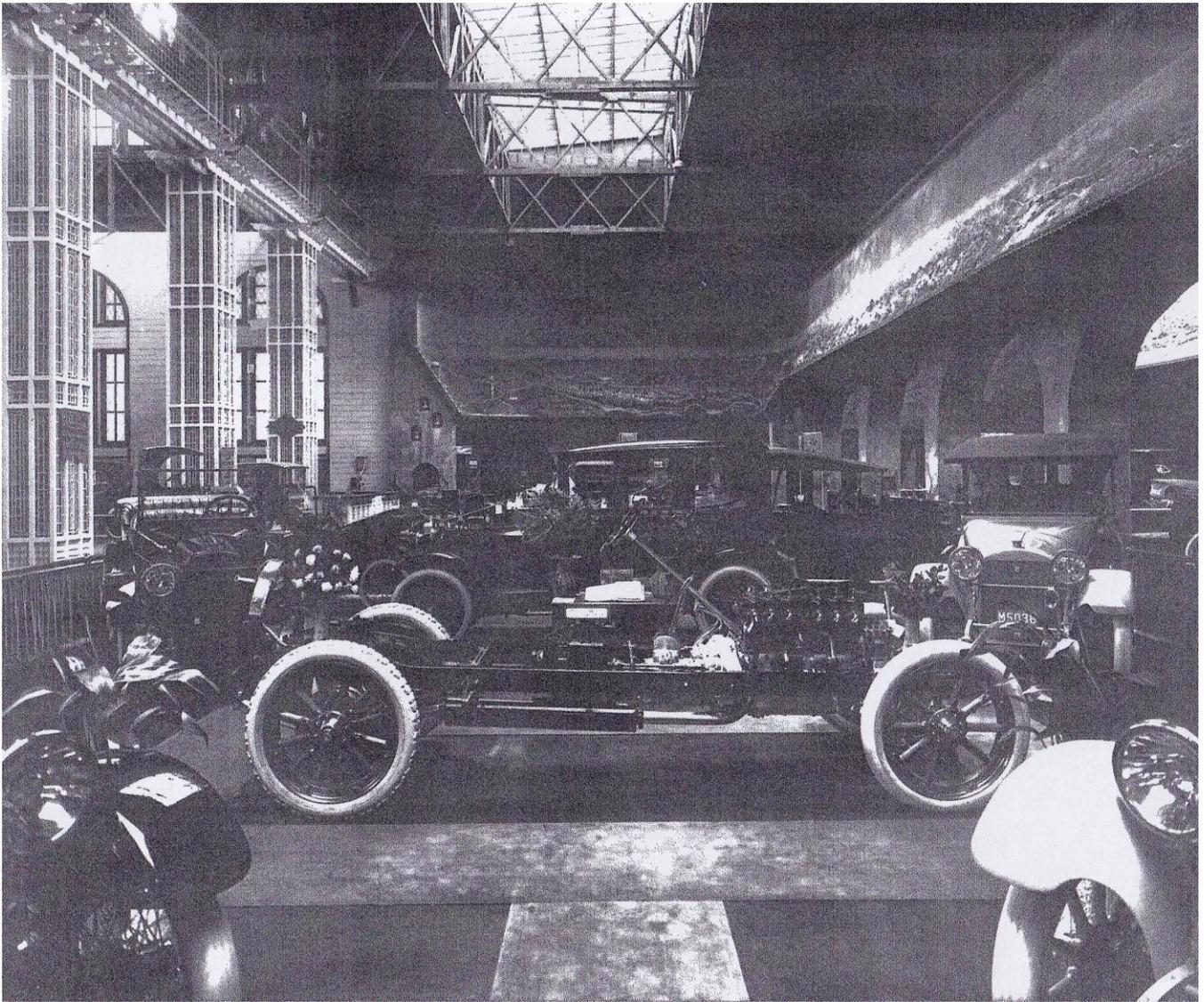


Photo # 4

Photos numbered 1–4 were copied from an unpublished book entitled “The Saga Of The Western Terminus” edited by former California Chapter member George Clark. These photos were found in the archives of the San Francisco Public Library, San Francisco History Room. They remained unnoticed by Lincoln Highway researchers until uncovered by photo archivist Ms. Patricia Ackre in 2002.

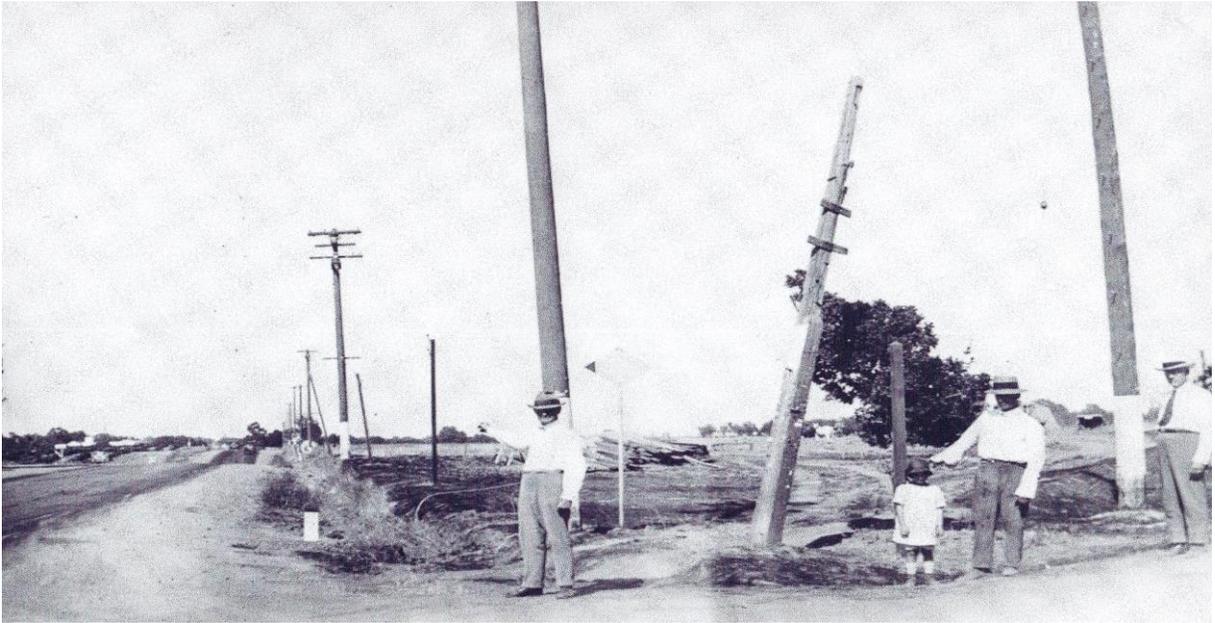
Photo #1 is titled, “Drawing of Lincoln Highway, Palace of Transportation, November 5, 1914. This photograph depicts the size of the arch and diorama section, Gentleman wearing tie can be seen standing inside of right leg.

Photo #2 is titled the same as photo #1 and is the same section shown from a different perspective, It depicts a section of the route between Fort Bridger and Austin.

Photo #3 is an artist’s concept depicting the construction of a section of the diorama titled, “Drawing showing Map of Automobile Roads, Palace of Transportation.

Photo #4 is titled, “In the Automobile Section, Palace of Transportation” depicts a longer section of the diorama but detail is elusive. The section at end of exhibit may be the final section depicting California.

FLORIDA INN – AUBURN BLVD at GREENBACK LN.



Coldani Family at Auburn Boulevard (on left) and Placerville Rd. 1925



Florida Inn and Richfield Station owned and operated by Henry and Ann Coldani
1926

An article which appeared in a 1927 Northern California newspaper had the following to say about the Florida Inn;” **FLORIDA INN DOING WELL**; Carmichael has her Twin Gardens and Sylvan has her Florida Inn, so both communities are well provided with first-class eating facilities. The Florida Inn, operated by Mr. and Mrs. Henry Coldani, is located on the intersection of the Auburn road and the Greenback lane. Although only opened last fall, the place is now well patronized by the traveling public and people from the surrounding districts, One of the special features of the place is the chicken dinner served for 49 cents. People wonder how the place got its name. That’s a long story. The Coldani’s made a stake in the Florida land boom, so naturally have an affection for the place. Recently they have had the honor of entertaining a number of groups from business firms from Roseville and Sacramento. Poultrymen of this section can well look to the Florida Inn as a possible outlet for their surplus fryers, for on some Sundays as many as 200 chickens are served.



Original sign being unveiled by member of California State Automobile Association
Sign as it appeared installed at Auburn Blvd. and the Placerville Rd. in 1927



1936

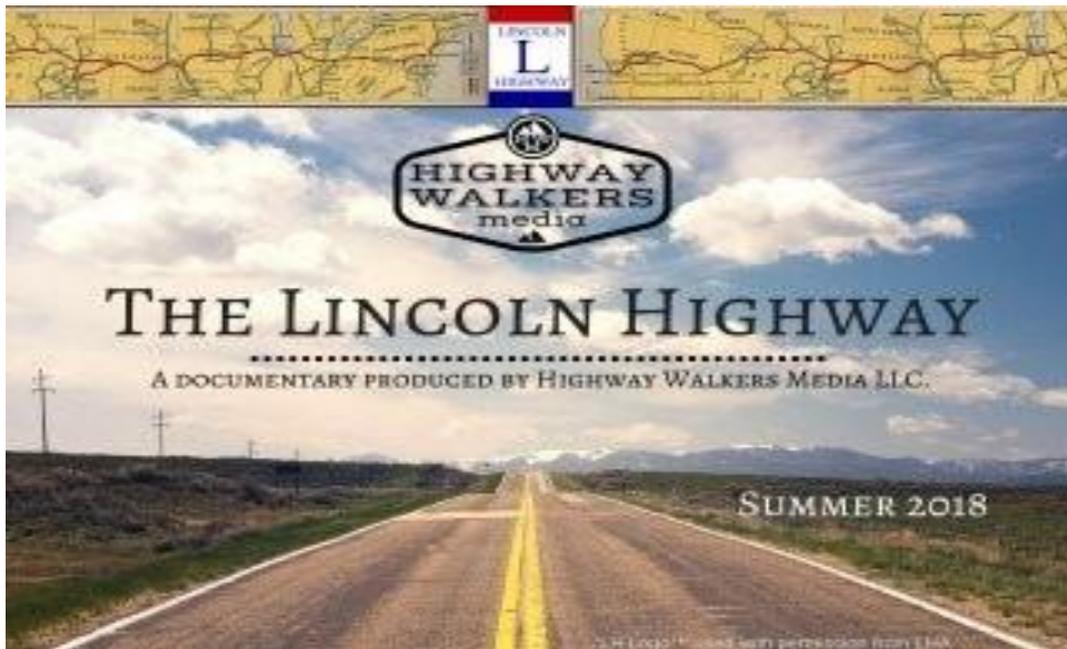
Original photos of Auburn Blvd intersection and of the Florida Inn were provided by Hank Coldani, grandson of Henry and Ann Cordani.



Florida Inn Service Station August 1936



Auburn Blvd. at Greenback Ln. 2009



History. Humor. Adventure. That's what it's all about! We are working with the Lincoln Highway Association to make a film that honors the history AND reflects the present. If we meet our ultimate fundraising goal (\$106,000), Josiah and Darrell will travel the entirety, conduct interviews, have adventures... dressed as **Abraham Lincoln**. LH logo™ used with permission from the LHA

Coast to Coast on the Lincoln Highway

Two friends set out to discover the story of the highway that connected America, both its history and the heritage it gives us today. They travel in any way they can from driving a luxurious old car to horses, hot air balloons, and hitchhiking. All the while Darrell and Josiah seek to learn about the history and local attraction and promote the highway by raising awareness and encouraging others to explore. This is a story about the people along the way as much as it is about the highway itself.

Darrell and Josiah of [Highway Walkers Media](#) have completed four previous films. Their films can be seen on the Oscar affiliated website, Shorts TV, the Emmy nominated, Dudes on Media and on public television. They took their film on the *Jefferson Highway* on an international screening tour and to fourteen states!

We'd film this documentary in the summer of 2018 with a screening tour in the communities along the route in the Fall/Winter. This is a fundraiser to cover the production costs. If we are able to meet our ultimate fundraising goal (\$106,000); we will collaborate with National Geographic and Josiah and Darrell will travel the entirety, conduct interviews, have adventures... dressed as Abraham Lincoln.

We will make a feature length documentary with an edit catered towards television, web shorts, and, with enough support, a series for television audiences. Our goal is to get the film on every public television station in the states the highway passes through.

Stylistically a mash-up of Anthony Bourdain and “Rock the Park,” with a dash of Ken Burns and a touch of comedy, this story is the Lincoln Highway’s, uncovering the past while participating in the present.

It is a journey, not only from end to end, but from high to low and back again: the sky-scraping wealth of New York City, through the farmlands that feed our nation, along The Loneliest Road in America, and finally to the sun-speckled western land to dip fingers and toes in San Pablo Bay and the Gulf of the Farallones. It would seem the gift of the Lincoln Highway is pondering such diversity and connectivity and realizing it’s all our heritage. **It brings new light to Guthrie’s modest lyrics, ‘This land is your land.**

Our mission is to make films that challenge the viewer to explore local, implore them to take risks, and empower them to get out and go. Our journeys are tangible, shared experiences showing that our nation is worth exploring and the Lincoln Highway is a **story we’ve longed to know and to share.**

NOTE: The California Chapter was approached by Josiah of Highway Walkers seeking a contribution for their Lincoln Highway documentary. Upon further inquiry it was determined that the contribution was not necessarily monetary but aimed more towards social media, historical and logistical support.

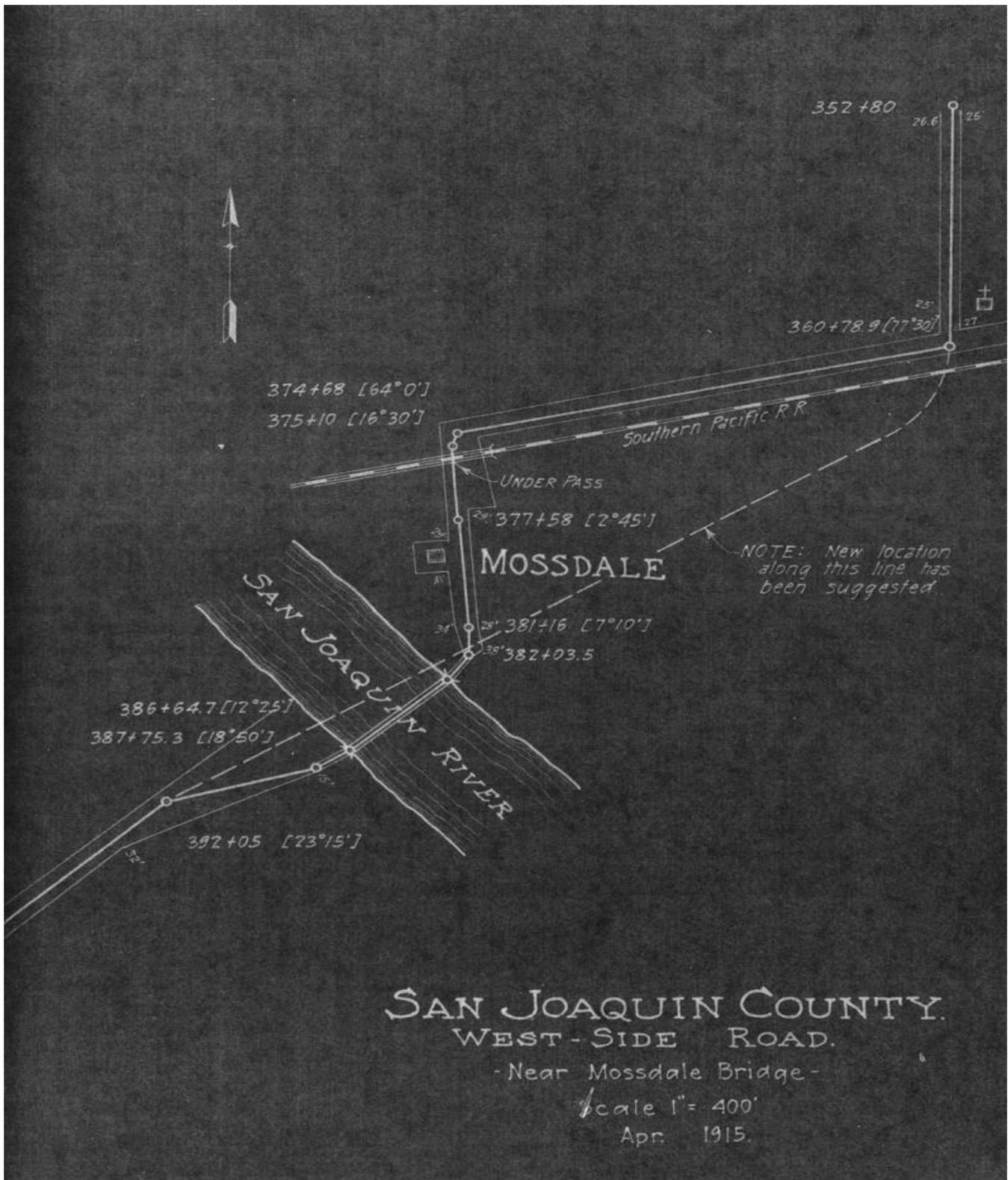
It was decided that this request would need to be discussed at the January chapter meeting. The request was received in late November with a 10-day deadline. Hopefully the documentary is still on track in January and a contribution may still be helpful.

MOSSDALE REVISITED

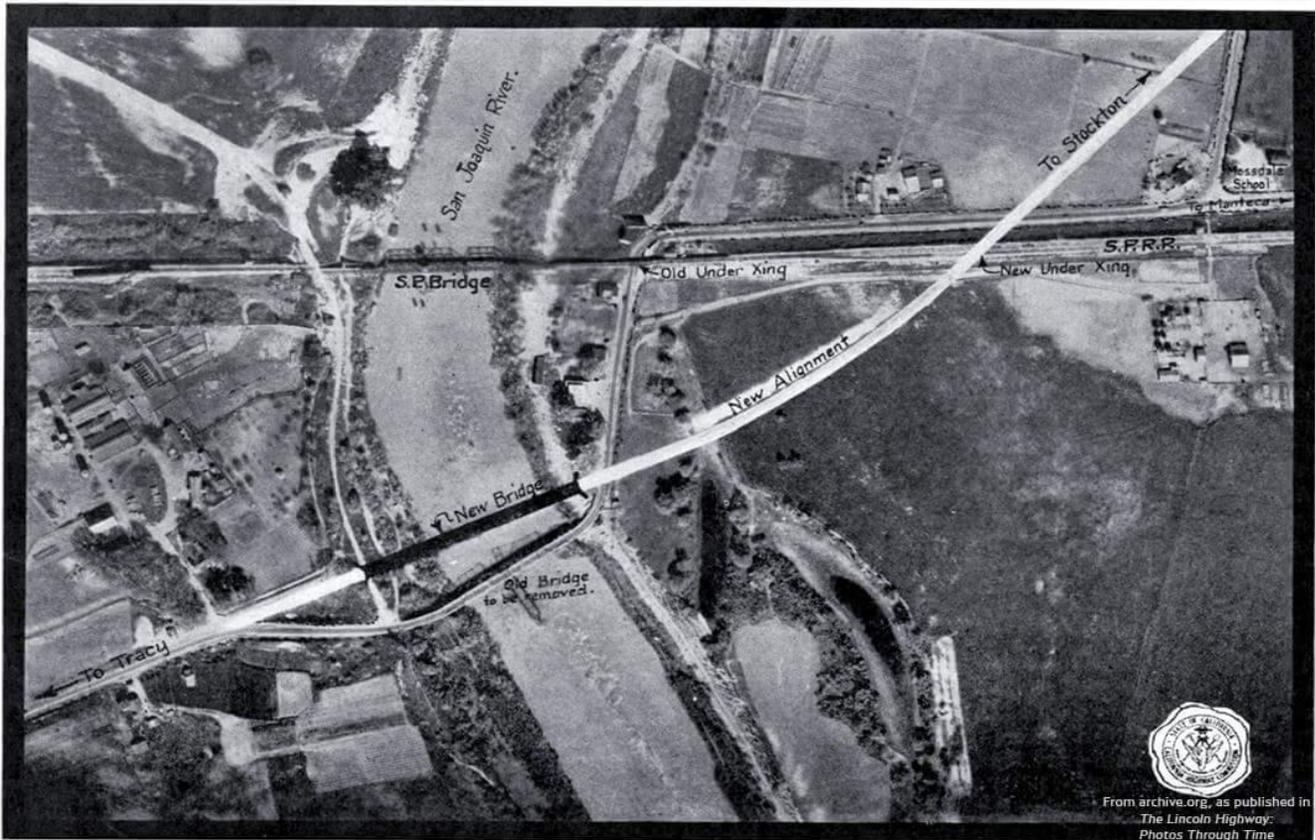


The July 2014 issue of the “Traveler” contained an article relating to the area known as “The Mossdale Y” located on the Lincoln Highway, adjacent to the San Joaquin River, between French Camp and Tracy. During searches for the original alignment, as far back as 2004, there was a section of concrete discovered in the area between the current boat launch area and the SRR trestle. The concrete was assumed to be a section of original paving, although it didn’t have the same surface appearance of other discovered sections. Mr. Tony Quilerolo, a long-time local resident, living near the Mossdale “Y” pointed out to member Michael Kaelin and Myself that the original alignment did not pass under the SRR trestle where we had always assumed, We had taken for granted that the location of the concrete slab was on the original alignment.

The above photo shows a cropped section from a April 21, 1927 drawing by the California State Highway Department. Notice, in center of photo, the store and gas buildings located west of the abandoned portion of State Highway. This store and service station were owned and operated by Charles Abersold between 1914 and 1917. The operation was sold in 1918 and Aversold became a ½ partner with Salvador Mauro at the Mossdale Garage, services station and lunch room located on the north- west corner of the Mossdale “Y”. The map shows the highway angling further away from the levee than we had previously believed. The alignment over the concrete slab would have the highway passing beneath the trestle approximately where the name McCord abuts the trestle.



April 1915 drawing also showing the presence of a structure between the bridge and R/R trestle. The highway alignment and underpass are to the right of the structure. The proposed 1926 realignment is also noted on this early drawing. Also note the absence of the Mossdale Garage at the "Y", but the presence of the Mossdale School. (right side of drawing). The 1915 bridge replaced the original wooden structure constructed by San Joaquin Co. in 1900. 1927 drawing also indicated that the 1915 bridge was a swing design, spanning 271.5 feet.



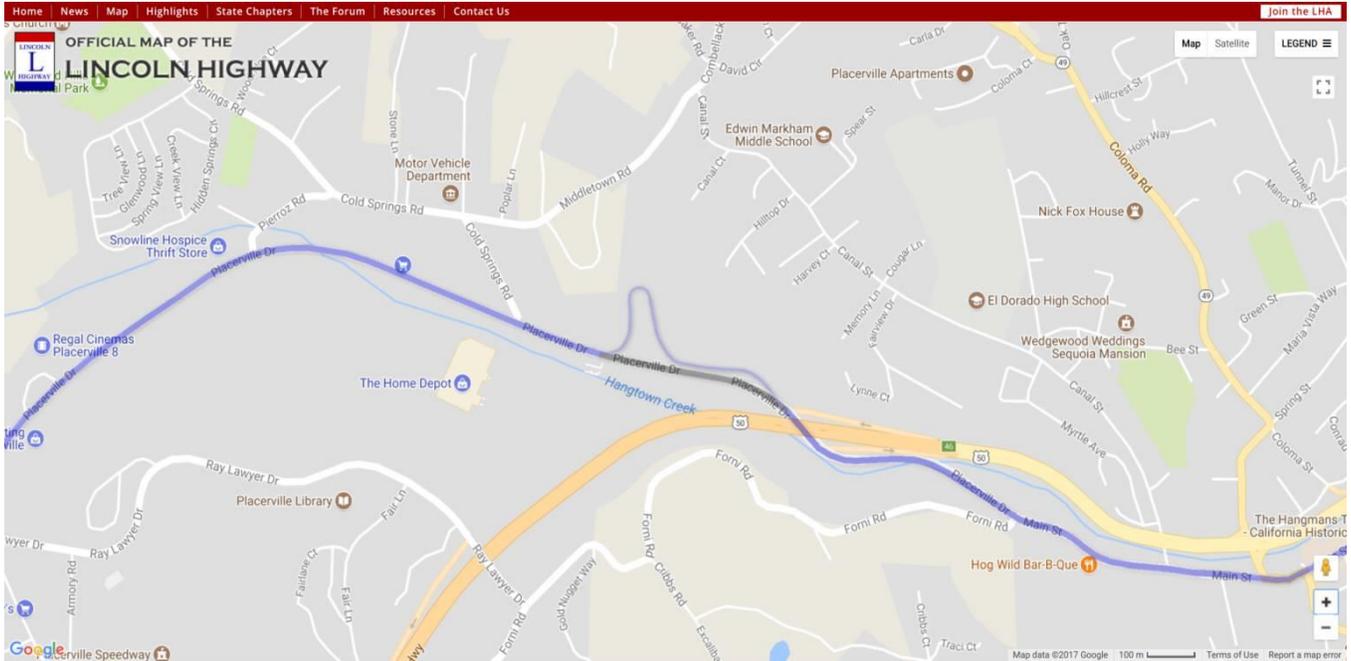
MOSSDALE FROM THE AIR—A contract has been awarded for the new bridge at the location indicated in the airplane view secured through the cooperation of the United State Air Service. Rights of way also have been dedeed the state by the county for the realignment of the highway, substituting two easy curves for six almost at right angles.

This aerial photo taken some time prior to 1925 showing the proposed realignment, also shows the presence of the Mosssdale Garage, Mosssdale School and numerous other structures along the highway. Local historians speak of a hotel located on the levee near the Mosssdale Bridge. This may be one of the structures seen in triangle between bridge and trestle.



The mysterious section of concrete at Mosssdale. The highway apparently passed under the trestle further to the right than previously believed. Interesting to note that the 1927 drawing indicates that the abandoned highway was oiled macadam not concrete. This entire area was ripped up in September of 2017 and no trace of a highway or previous structures exists.....

PLACERVILLE DISCOVERY



Lincoln Highway Facebook Group member, Trey Pitsenberger of Garden Valley discovered a lost section of the Lincoln in the Placerville area. The “Loop” seen in center of photo is a section of the original highway prior to the re-alignment of Placerville Drive.



Remnants of old highway located above Placerville Dr. appear to be approx. 6 in thick



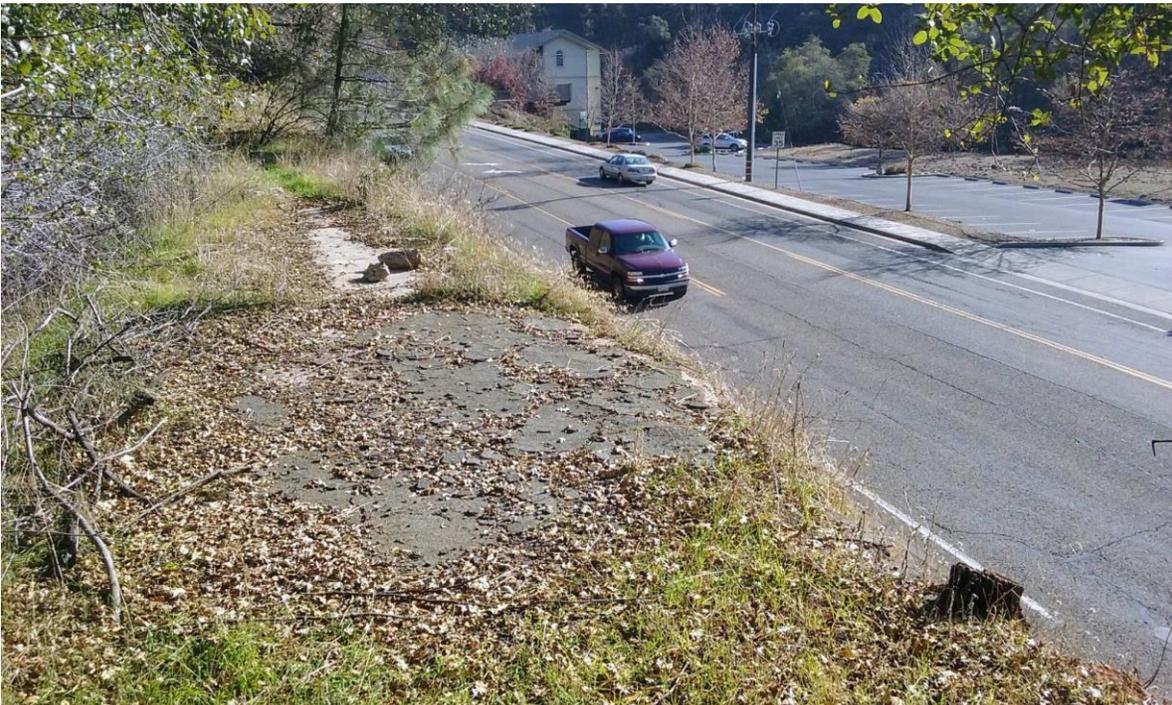
Looking up-hill toward downtown Placerville. This is the top of the hair-pin curve.



Longest stretch of Lincoln Highway concrete in Placerville, approx. $\frac{1}{4}$ mile in length. Looking up-hill approx. 500 yds. below preceding photo. It climbs up-hill and turns to the right and continues to climb until reaching above photo. Horseshoe curve followed contour of old canyon which would be later filled for new alignment of Placerville Dr.



Looking back downhill from previous photo. This appears to be private property



Looking east down on “new highway” (old US 50) outside of Placerville. This section of Placerville Drive was by-passed by the current US 50 in the mid 1950’s. Check out the Facebook Lincoln Highway Group site for other outstanding photos by Trey which include Smith Flat and Donner Summit.

MARK YOUR 2018 CALENDAR

Saturday **JANUARY 6, 2018**
12:00 Noon Lunch
1:00 – 3:00 Chapter Meeting

State Chapter Meeting
Banta Inn
22563 S. 7th Street
209 835 1311
Banta, Ca



Saturday **APRIL 7, 2018**
12:00 Noon

State Chapter Meeting
(Location TBA)

JUNE 2018

**2018 LHA CONFERENCE
NEW JERSEY**

Saturday **JULY 7, 2018**
12:00 Noon

State Chapter Meeting
(Location TBA)

Saturday **OCTOBER 6, 2018**
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

NOTE: For additional information on the 2018 LHA Conference go to www.lincolnhighwayassoc.org



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

