



THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION – CALIFORNIA CHAPTER

www.lincolnhighwayassoc.org/ca/traveler



Editor; Gary Kinst

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Posted on the California Chapter Web site 2 weeks prior to Chapter meetings

VOL. 20 NO. 3

SUMMER

JULY 2019



ROBERT ALAN "BOB" DIETERICH May 18, 1937 – March 27, 2019

COVER

It is very rare that the cover of the Traveler features the same individual or topic in back-to-back issues. It is with heavy heart that we follow our previous issue, in which the California Chapter recognized Past President and State Director Bob Dieterich with the Chapters first Meritorious Achievement Award and announce that Bob passed on March 27, 2019.



Western Terminus 2004



Bob and Paul Gilger Banta Inn



Bob and Lloyd Johnson
Woodbridge Crossings Restaurant 2014



Clarksville Days 2017
Bob manning the LH Tent

Robert Alan Dieterich, 81, National LHA President 2008-2012, passed away suddenly at home on March 27th in Fair Oaks, California. Fittingly, he was in the family room with all his LHA books, Forums, maps, convention memorabilia, and the treasured awards he received.

Bob was born and raised in Illinois where he traveled the Lincoln Highway until his dad's AT&T job took the family to Leawood, Kansas. He went to high school there and on to Rice University on a scholarship for a year. He then transferred to the University of Kansas to become a Bonafide Jayhawker. He had so much fun it took him eight years to finish college, but he graduated with honors as a nuclear physicist. His first job was with General Electric at the Hanford, Washington nuclear site. He was the youngest physicist to operate one of the major plants there. He went to work in San Jose, California and then moved to Sacramento, California where the local utility company built a nuclear plant. He finished out his career as a nuclear consultant for twelve years.

Bob and his wife Adrienne raised their daughter Kristin in Sacramento. He was a good dad and supported all her school and 4-H horse project activities. Bob's proudest moment came when he walked Kristin down the aisle at her wedding. Bob enjoyed his son-in-law and two wonderful grandsons as well as years of Sunday dinners at their home,

Bob's Lincoln Highway days started in 1990 when he was crammed together with Greg Franzwa in the very back of a hot, crowded bus. The two hit it off, a wonderful friendship began, and Bob became immersed in all things related to the Lincoln Highway.

Bob felt so privileged to become friends with so many great people in the Lincoln Highway Association and was always impressed with the time and energy they invested in the conventions and general operation of the Association. How he loved the road adventures with Greg and Kathy Franzwa and Jess and Nancy Peterson during their book writing years. Bob felt so devoted to the LHA and the effort to preserve and restore such a dynamic part of our American history. He was deeply touched by the awards he was given and gladly served as the President for four years. He became a life member and served as Executive Advisor until his passing.

He so cherished the people who worked so closely with him and had such respect for their intelligence and values. He also treasured the twenty-one Lincoln Highway shirts which will remain as special reminders of that very significant and deeply satisfying part of his life.

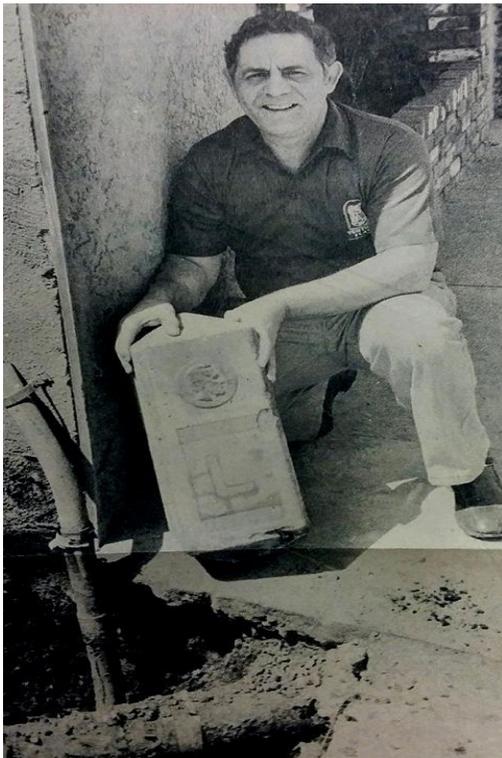
Adrienne Dieterich from the Forum

Bob will certainly be remembered as a champion of the LHA and a driving force in keeping the history of the Highway alive. Bob was a great mentor to me in my search for the history of this Great Highway and his contributions will be greatly missed.

Gary Kinst

Kay Shelton Kozak, Sue Jacobson Jess Petersen, Bob Ausberger and Jay Banta also provided personal recollections of their encounters with Bob while promoting the Lincoln Highway. Their stories can be found in the current edition of the Forum Vol. 26, No. 3 Spring 2019.

TORTILLA FLATS MARKER - Placerville



In an article from the Mountain Democrat, dated April 18, 1980, a photo depicts the discovery of a Lincoln Highway Marker head. It was discovered in front of the Tortilla Flats Restaurant during street repairs. Joseph Citarella, owner of Tortilla Flats, is shown holding the head near where it was found. The Marker with a large blue left arrow would have been originally located across the street in front of 573 Main Street. The marker head was placed in the wall near the entrance to the restaurant either during construction or a remodel.

APRIL CHAPTER MEETING

The California Chapter held its April meeting at Woodbridge Crossings Restaurant in Woodbridge. Another Great turn-out with 33 members attending. This time we had more than adequate room with everyone seated comfortably. Lunch orders were taken at 11:00am and was served while members chatted. Realizing that serving this many people requires more than 1 hour, a suggestion was made to schedule lunch 30-45 minutes earlier. The meeting was called to order at 1:15 pm. This meeting had a full agenda with more than a normal amount of comment causing it to run longer than what was expected. Several members had to leave prior to the presentations by State Director, Neil Rodrigues and Vice President, Trey Pitsenberger. President Joel Windmiller later texted members that those presentations would be repeated at the July meeting. The single most important item on the agenda was a tribute to Member Bob Dieterich who passed on March 27, 2019. Joel passed out sign inventories, to those attending, denoting location and condition of signs installed during our signing projects.





Greg Gassman, Myrna Johnston, Paul Gilger, Treasurer Grant Gassman

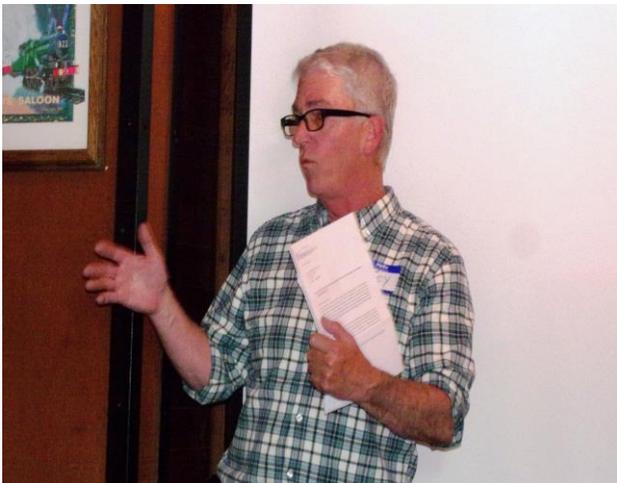


Scott Miner Paul and Sally Hoeprich

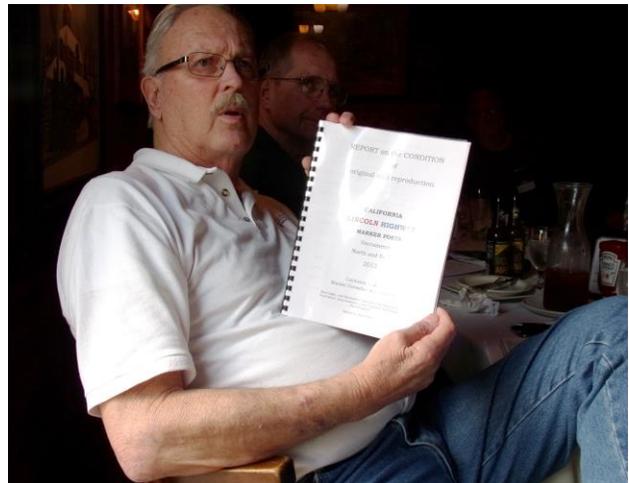
Joel modeling the new Chapter polo shirt



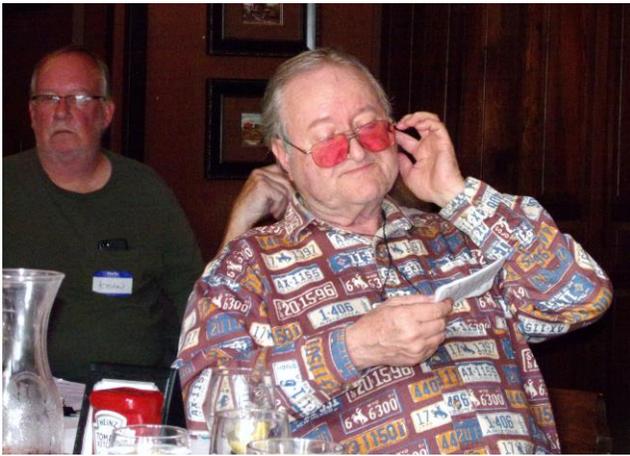
President Joel Windmiller and member Scott Miner display the Chapters new banner to be used at events such as Chapter meetings and Clarksville Days.



V.P. Trey Pitseberger giving his presentation.



Chapter Historian, Gary Kinst presenting a brochure he has compiled describing locations and status of all known L:H Markers and monuments in California.



Field Rep and Sign Project Manager, Mike Kaelin reviewing notes before his presentation.



Chapter Secretary Paulette Johnston (hat) taking notes as President Joel Windmiller gives presentation

The Board of Directors gave their reports along with Committee heads. Our new LH Chapter brochure was available for members to enjoy and take copies to hand out. Most of old business was passed over due to time issues which allowed for discussion related to new business. As always, the complete minutes can be found on the Chapters web site; www.lincolnhighwayassoc.org/ca

Photos courtesy of State Director, Neil Rodrigues

NOTE: If you happen to find your photo in the Traveler and it is unidentified or incorrectly identified, Please contact me with the missing or incorrect info so you can be properly identified in future Travelers.

Thanks; Gary



June 2019

This year has been a busy one for the Chapter in January elected a new Vice President Trey Pitsenberger. Trey has helped the chapter with promotion with his Adventures in California History YouTube segments. 2019 Clarksville Days participating at the chapter booth giving a hands-on history of the Highway. Passing out lecture talking to visitors about the history of the highway. In addition, showing them the 1915 concrete paving in front of the booth.

State Director Neil Rodrigues stepped down chapter VP to focus on the promotion of the Highway at the national-state levels. Neil created a Lincoln Highway History pamphlet has been passed out at meetings, events, national conference. California Chapter brochure was finally created after many long hours thanks to the efforts of chapter historian Gary Kinst and State Director Neil Rodrigues. Chapter printed a test run of 1000 brochures which was received with high praise from the members and the general public.

Clarksville Days: 2019 attendance was down from the record levels of 2018 was due to Centennial celebration for the Rainbow Bridge 1928 alignment of the Lincoln crossing the American River. Chapter booth was a big success with the crowd. The possibility of future development of Clarksville was discussed in April with Moe Mohanna emailed the chapter to meet with chapter board to discuss the future of the Bass Lake-Clarksville area. Meeting results the area north of US 50 will have some development as for 1915 concrete will be saved.

The chapter now has a Facebook page "Lincoln Highway in the Golden State" which focuses on Lincoln Highway history, photos, and information here in California. Next time you're on Facebook please check out our page!

Marker Restorations: After years of summer heat and winter storms some of the replica markers posted along the route. Markers are showing signs of concrete spalling and colors fading. Four markers two located in West Sacramento, Gold Run & near the Donner Summit Bridge in Placer County. Concrete weatherized coating to protect from further concrete deterioration which makes the markers look like new. Freshen up the colors so the red, white and blue look and stand proud for the chapter.

Placer County Railroad Subway Project: Contacted the Placer County Public Works Department in Kings Beach concerning painting our red, white and blue Lincoln Highway "L" on all the Railroad subways between Applegate and Baxter's constructed between 1927-31 for US 40 in the Sierra Nevada mountains. Original alignment of the Lincoln crossed the railroad tracks at grade crossing. Painting our symbol on the subways will assure the driver there following near the route.

Donner Memorial Sign Replacement: Last winter's record snowfall up in the Sierra Nevada average approximately 20 to 30 feet of snow made it necessary to use rotary snowplows to clear roads. Our Lincoln highway signs installed on the sign pole at the Donner Memorial Park entrance. When the rotary plow snow contacted our signs, it tore them apart. Donner Memorial requested and reimburse the chapter for replacement signs. Prior to delivery, thicker aluminum backing was installed on the sign. Replacement sign will be installed by the July 13th Chapter meeting at the Historic Rainbow Lodge

July Chapter meeting at the Historic Rainbow Lodge: After years of attempts to contact the owners concerning holding a chapter meeting at the Rainbow Lodge. State Director Neil Rodrigues tracked down the current property managers and owners. Talked about the possibility of holding a chapter meeting and lunch at the lodge after several emails and phone calls an agreement was reached and on July 13th our summer meeting. This meeting will be one to remember and will be talked about for years to come. Time of writing composing this report 41 members and interested individuals will enjoy an afternoon at the Historic Rainbow Lodge.

BASS LAKE VILLAGE Clarksville

Moe Mohanna Development Co.



Overlay aerial photo showing site of Bass Lake Village (green area) and the routing of the Lincoln Highway and US50. Insert photo is view from event center looking down on Lincoln Highway.



Event Center



Looking out over proposed development



Joel and Paul on tour of property



Group photo at amphitheater
Neil, Doug, Moe, Joel, Fran, John, Roland, Paul, Noah



Amphitheater



Lunch and discussions



Display showing proposed project



Roland, Joel and Neil (camera man) walking Old Bass lake Road

9th ANNUAL CLARKSVILLE DAYS



Entering Clarksville from White Rock Rd.



Neils' classic Rambler and the Chapters' display
Trey and Joel



Vintage Model A's entering the grounds



President Joel Windmiller

President Joel Windmiller reports that the attendance for the 2109 Clarksville Days as on par with previous years. The Chapters' display booth was manned by Joel, State Director Neil Rodriques and VP, Trey Pitsenberger. The team was able to answer the many questions asked by folks stopping by to check out the displays. The new California Chapter brochure was a hit, and disappeared quickly.



A few of the display tables on the Lincoln



A site LH travelers would have passed



The Kyburz Home



1918 Carson Creek Bridge on White Rock Rd.

JULY CHAPTER MEETING

The California Chapter will hold its July meeting at the Rainbow Lodge on Hampshire Rocks Road along the old Lincoln/Victory/US40 alignment. Agenda items previously scheduled to be discussed at the April meeting will be taken up at this meeting. Those items will include the West Capitol Avenue rehabilitation project, White Rock Road project, Mossdale Bridge replacement project, West Sacramento LH Markers and Truckee sign replacement.



Mark Your Calendars **Summer Chapter Meeting** **Saturday July 13th 2019**



The California Chapter of the Lincoln Highway Association has organized our summer meeting location to be at the beautifully historic **“RAINBOW LODGE”** on the old Lincoln Highway in the awesomely scenic Sierra Nevada Mountains!

The LHA CA Board has rented the entire lodge for the day!

The Lodge originally called the Rainbow Tavern and Trout Farm, has Lincoln Highway history, and was built in 1927 and opened to the traveling public both summer and winter.

The CA LHA has worked with the Rainbow Lodge owners and management group to hold our meeting with lunch and presentation, here at the lodge.

The Lodge is nestled in the Sierra Nevada Mountain Forest right on a very scenic portion of the Lincoln Highway, and overlooking the Yuba River.

Meet and Greet will start at 10 am

To enjoy the beautiful Sierra Nevada Surroundings and the historic Rainbow Lodge itself.

Catered Lunch will begin at 11:30 am

Meeting will begin at 1:00 pm

Presentation will begin at 3:00 pm

“Donner History along the Lincoln”

BBQ Luncheon on the Deck / Yuba Room

Menu:

BBQ beef burgers served with all the fixings, Including lettuce, tomato, pickles, onions and cheese

- BBQ Knockwurst and Bratwurst
- Homemade potato salad and coleslaw
- Fresh watermelon for dessert
- Beverages: Sodas, coffee and/or tea
- No liquor or beer will be served at this event.
- Lunch will be served in Yuba Room

If weather does not allow outdoor dining

We will have a simple BBQ lunch out in the back patio with a view of the river, and hold the meeting and presentation inside

in the Presentation Room after lunch.

We are limited on the number of participants (50) so an RSVP with confirmation of your participation and a payment for

lunch (a cost of no more than \$35 per person) to participate will be necessary by June 21.

Meeting Coordinator Contact: Neil Rodrigues email neil_rodrigues@yahoo.com 408.374.6288 home 408.506.6288 Cell

The \$35 cost includes the BBQ Lunch and the LHA CA Chapter member's portion of the lodge rental cost for the day.

"This meeting will be popular and there is limits to attendance, so to get your name on this list and reserve

your attendance at this meeting send \$ 35 check or money order postmarked by June 14 made out to "Lincoln

Highway California Chapter" 1136 Capri Drive Campbell, Ca 95008-6007

Rainbow Lodge, 50080 Hampshire Rocks Rd, Soda Springs, CA 95728 (530) 562-5060

Map to the Rainbow Lodge

Meeting Location: Rainbow Lodge, 50080 Hampshire Rocks Rd, Soda Springs, CA 95728 (530) 562-5060

If traveling East on Interstate 80 from Central California area: Exit at the BIG BEND exit #166. Turn Left onto Hampshire Rocks Road and travel about 1 mile to the Rainbow Lodge.

If traveling West on Interstate 80 from the Donner/Truckee area: Exit at the BIG BEND / RAINBOW ROAD exit #168, then turn LEFT and cross over Interstate 80 to Hampshire Rocks Road and follow the "Lincoln Highway" about 1 mile to the Rainbow Lodge.



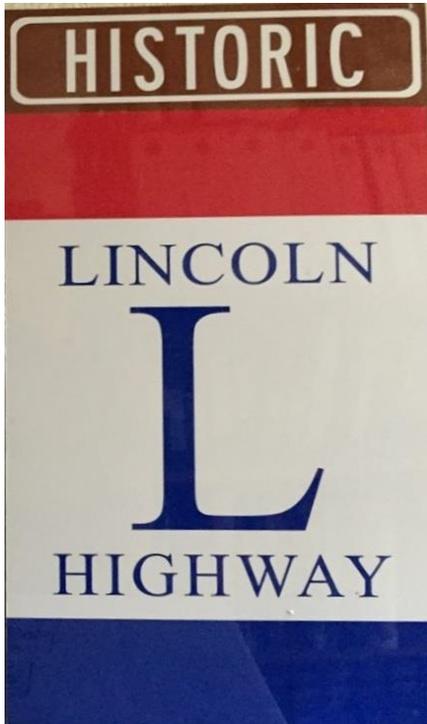
A SURPRISE DISCOVERY



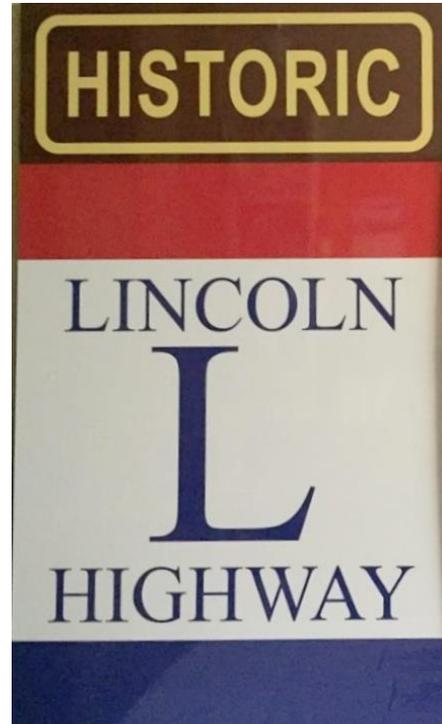
Member Kevin Shawver had an opportunity to ride in a restored 1928 Ford Tri-Motor passenger plane which was visiting the Stockton Airport. While flying over the Stockton Deep Water Channel and the San Joaquin River, Kevin spotted a piece of Lincoln Highway history moored along the San Joaquin. The restored Southern Pacific ferry boat "Klamath" is of the few surviving boats that plied San Francisco Bay transporting Lincoln Highway travelers to San Francisco. The ferry is currently for sale and it been suggested that that the Chapter purchase it for our club house. L.O.L.



NEW LINCOLN HIGHWAY SIGNS



Sign currently being used



New design



Sign with optional arrow

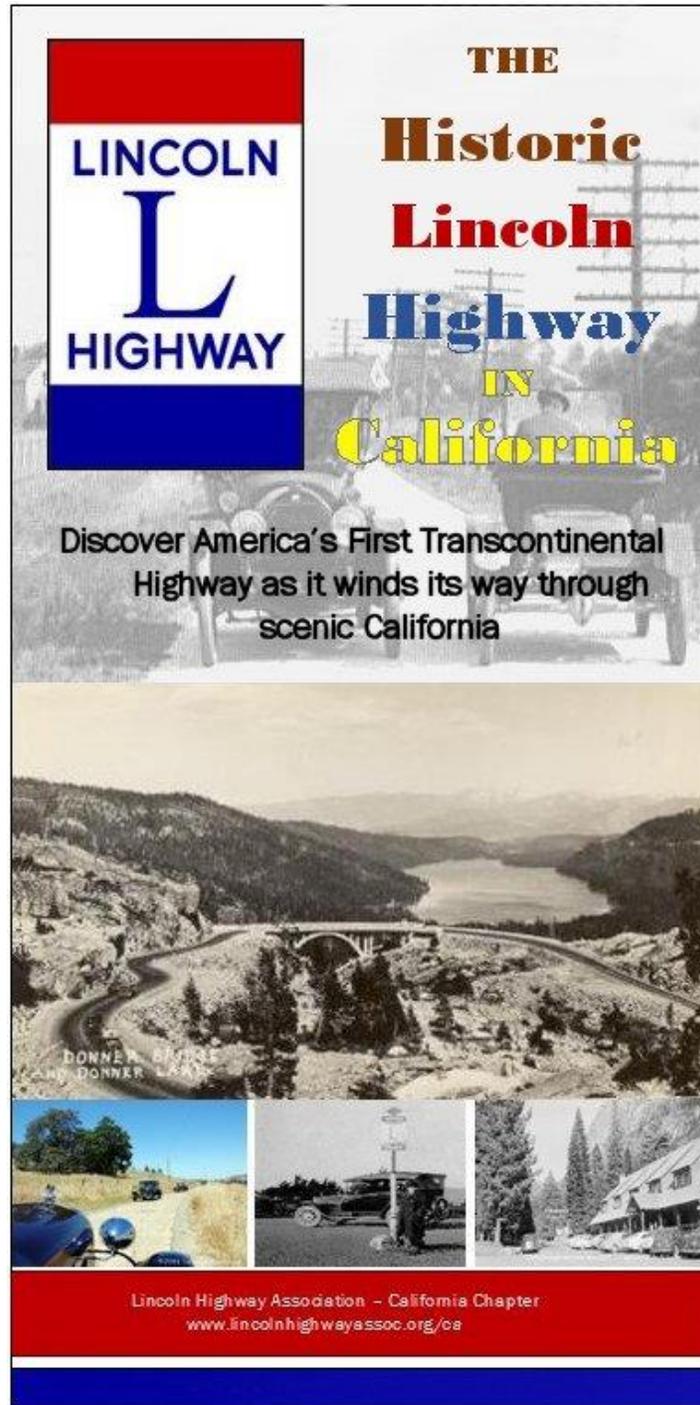
The California Chapter has redesigned the sign it has been using for several years while signing the Lincoln Highway. This new sign will be used in future installations along with replacement of previous signs lost or damaged. The new sign features a bolder "Historic" font and use of the correct color "yellow" which will make it easier for drivers to see while motoring along the route. Provisions have been made to add a directional arrow to the signs in the red banner when a directional change is required.



Chapter Vice President, Trey Pitsenberger, using our new sign to illustrate how it would appear if sanctioned by the town of Placerville. Trey is standing on the Lincoln Highway in downtown Placerville.

“I’m standing on Main Street in Placerville, which was the Lincoln Highway in the day. Our goal as the California Chapter of the Lincoln highway Association is to resurrect the metal signs that once guided drivers across the country. You can see me holding an example of one of our metal signs. We will be meeting with the City Council this May in the hopes that they will install a small number of these along the route in their jurisdiction. We have placed these signs in other towns like Tracy. Stockton, El Dorado Hills, Auburn, etc. Placerville is a natural choice for this project as it’s Main Street is steeped in history.” Trey Pitsenberger

NEW California LH Brochure



The NEW Lincoln Highway California Brochure has been completed, and an initial printing of 1,000 copies was available in time for our April Meeting. As this is our first attempt to produce a brochure created to assist travelers and LH enthusiasts while following the California alignments, we realize that it can always be modified and improved over time, and therefore we welcome your input. The presentation is such that travelers can compare then and now. The brochure measures 4" x 8" and is a five- fold 20 panel presentation.

MEMBER JACK DUNCAN PASSES

Jack Duncan author of the 2001 book "To Donner Pass from the Pacific".
A Map History covering 150 Years of California's Lincoln Highway, Victory Highway, US-40, I-80, Henness Pass, Pacific Turnpike and Dutch Flat Donner Lake Toll Roads from 1852-2002"

Friend of the Lincoln Highway and California Chapter member has passed away to the Golden Highway



Jack Eugene Duncan 12/1/1924 - 5/2/2019

Jack passed away peacefully at his Newcastle home surrounded by his family. He is survived by his daughter Carla Cox, son David (Judy) Duncan, and daughter Linda (Neil) Wyse. Other survivors include four grandchildren, two great grandsons, nieces & nephews. He was pre-deceased by his wife Cleona, brother William Duncan, sister Fay Leonard and his parents John and Eva Duncan. Jack grew up in Stirling City, CA., a logging town northeast of Paradise. His family moved to Vallejo, CA while Jack was in high school. In 1943 Jack enlisted in the Army as an Aviation Cadet, attended navigator training and was commissioned as a 2nd Lt in 1944. He served in the Army Air Force as a navigator on C-46 transport aircraft in the Pacific Theater and was slated to transport troops into Japan for the mainland invasion when the war ended. After returning to civilian life, Jack attended UC Berkley, graduating in 1951 with a Bachelor of Science in Mechanical Engineering. His first job as a new graduate was in Richmond, CA, designing and building a hydraulic press. He and his young family moved to Livermore, CA in 1953, where he worked at Lawrence Livermore Laboratory in nuclear device development for 29 years. Jack met his future wife Cleona in 1943 when he was stationed briefly in Colorado during WW11. They corresponded during the war, and were married in Vallejo, California in 1948. They raised their three children in Livermore, California. The family was very active, going on camping and jeep trips, water skiing, snow skiing, backpacking, white water rafting, and travel vacations to Alaska, Canada, and the western states. Following their retirement,

Jack and Cleona built a home outside of Newcastle where they enjoyed their country life for 37 years. They continued to live an active life together, traveling to Europe, China, Greece, and around the United States, and enjoyed activities with their children and grandchildren. A fourth generation California native, Jack developed an interest in researching transportation history in Northern California, authoring two books: To Donner Pass From the Pacific and A Study of Cape Horn Construction on the Central Pacific Railroad. His passion for repairing motor vehicles continued into retirement, leading to his restoration of a variety of antique cars, in which he and Cleona travelled on Model T Club tours and in various local parades. During his life, Jack was active in his son's Boy Scout troop, the Mother Lode Model T Ford Club, the Placer County Historical Society, Native Sons of the Golden West, and the Placer-Sierra Railroad Heritage Society. He served on the Placer County Grand Jury. A memorial service will be held Thursday, May 16 at 1:30p.m. at Pioneer United Methodist Church, 1338 Lincoln Way, Auburn, California with a reception to follow. In lieu of flowers, the family requests that friends of Jack donate in his name to the Stirling City Historical Society, the Placer County Historical Society, or a charity of their choice. For more information contact Chapel of the Hills at (530) 885-3773 or visit our website at www.chapelofthehills-auburn.com.

GAEL HOAG

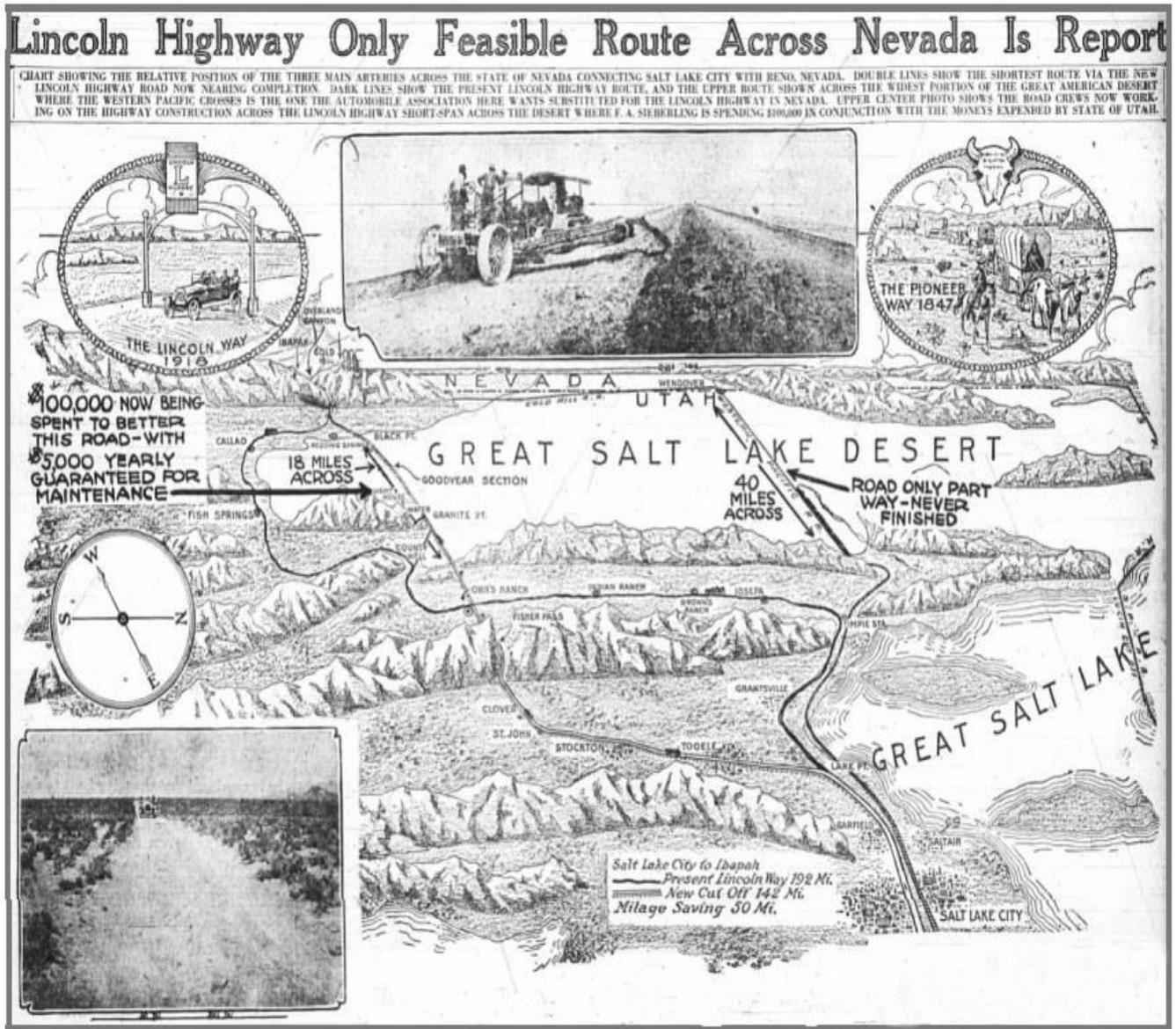
Victory and Lincoln Routes across US By Gael Hoag Field Secretary Lincoln Highway Association (submitted by Joel Windmiller) **San Francisco Examiner Article from March 12, 1922**

For several years there has been considerable wrangling between exponents of various highway associations whose objectives have been San Francisco. Instead of getting together and boosting the road building game, each has endeavored, more or less, to tear down the work of its rivals. What has been the result? The Easterner has formed a firm. Belief that all the bad things said of each route is true and that there is no good road to San Francisco; there-fore a very small percentage of the tourists has attempted to make the central drive across the continent. The result has been disastrous to Central California; the venturesome autos has sought ether objectives. The origin of this contention arose from the belief that Nevada, owing to its sparse population and low percentage of appropriated public lands subject to taxation, could not afford to build more than one east and west road. Naturally, there was emulation for that avenue. The new Federal Highway act has proven the fallacy of this supposed hypothesis by making a more fair distribution of its aid photographed; today, the only question is, which route across Nevada will be first completed? It is certain both the Lincoln Highway and the Victory Highway will be built as rapidly as each can solve its financial problems. NEVADA PROBLEM SOLVED. Interests in Central California are now endeavoring to help the Victory route in the solution of this question: the Lincoln Highway has solved its Nevada problems and is assured of rapid completion. On January 21 the State highway engineer of Nevada visited the headquarters of the Lincoln Highway, in Detroit, and with Lincoln Highway officials discussed every mile of the Lincoln Highway in Nevada; where there was lack of local funds the deficit was supplied and when the program was complete it was found there was still a considerable balance left in the fund the association had appropriated for Nevada. Right now there is a stalemate in Utah; the routes of the Lincoln Highway and Victory Highway both lie in Tooele County; the State wants to build one, the county the other; the State must furnish the designations on which Federal funds shall be used, the county must furnish the money. Utah refuses to designate the Lincoln Highway in its Federal program; Tooele County say it won't build any western highway until the Lincoln Highway is recognized.

And at this juncture it might be in order to state that every foot of the Lincoln Highway, from New York to San Francisco, is a part of the Federal highway system, except in Tooele County, Utah. As the Lincoln Highway is the oldest and sole surviving of the pioneer transcontinental highways, as it has been recognized everywhere it runs except in that one county, and as it has spent \$125,000 in that county already and has offered to make further donations to assist in bridging the desert, the Bureau of Public Roads recognizes that there would appear to be an injustice attempted and has held up the programs of both Utah and Nevada until it can have its own engineers make a thorough investigation. This means at least a year of delay in constructing a route across Western Utah. The actual physical construction of its road has always been the secondary aim of the Lincoln Highway Association; its primary object is the encouragement of good road building. Patently, then, the tangle is defeating the very object for which we strive. To relieve this situation the Lincoln Highway has offered to withdraw its request for Federal investigation if Utah will give even secondary designation to that piece of road in its own State, which Utah solemnly contracted to build and toward the construction of which it accepted aid from Carl G. Fisher of Presto-lite to the extent of \$35,000 and \$100,000 from the Goodyear Tire and Rubber Company and F. A. Seiberling, its former president.

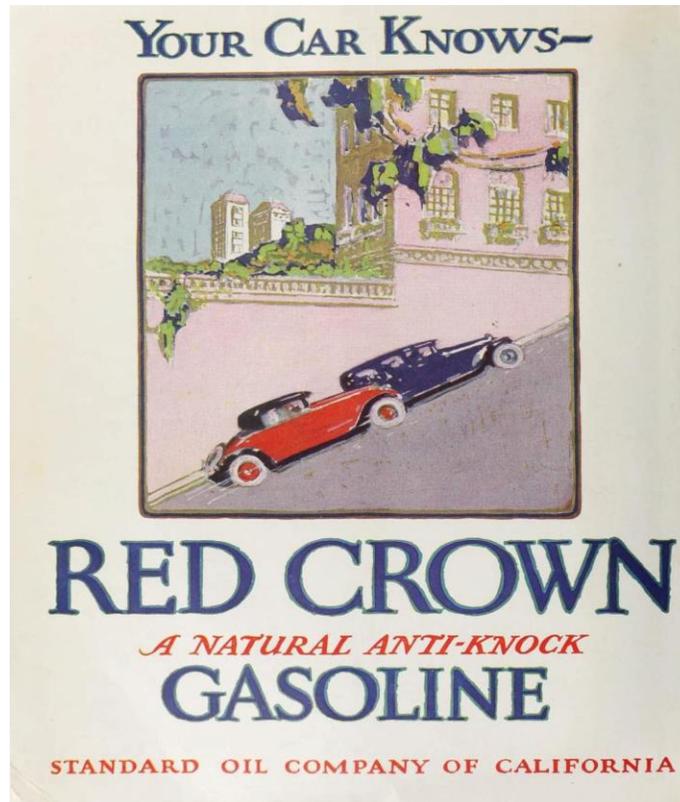
MEMORIAL ADOPTED. The following memorial has already been adopted by over thirty organizations in Nevada, such as chambers of commerce, boards of county commissioners and city councils, including the Governor and State Road Commission of that State, as many more will adopt .it during the month. Hon. Charles K. Mabey, governor of Utah, Salt Lake City, Dear Sir: Utah Highway route across Nevada; and Whereas. Nevada has designated the Lincoln Highway route for Federal aid; and Whereas, The- business prosperity of central Nevada depends largely on securing direct communication with Salt Lake City, thereby my closely cementing the business relations of Nevada and Utah; and Whereas, The failure of Utah to provide a direct connection with the Lincoln Highway's route across Nevada would tend to alienate the friendly business relations between those two states; and Whereon, the particular community which now petitions you would be directly, financially benefitted by your compliance with this request; and Whereas, the Lincoln Highway Association has heretofore given large sums of money to Utah and Nevada to assist. In constructing its route across those states, relying on the gratitude and good faith of both states to. Include such Improved portion In their interstate roads; and Whereas, every section of the Lincoln Highway between the Atlantic and Pacific oceans, except that portion lying In Tooele county, Utah, has, been designated as part of the Federal Highway ayes-tern; and Whereas, the Federal aid act provides that all State designations are tentative and subject to change until approved by the Secretary of Agriculture, which approval has not yet been given; Now, therefore, we hereby petition that you request and cause the State Road Commission of Utah to so reallocate its Federal aid program as to provide Federal aid on the road via Tooele, Fisher Pass, Granite Mountain Ibapah, known as the Lincoln Highway route. That this can be conceded by Utah is apparent from the fact that the regional director of the Bureau of Public Roads who has Utah under his supervision has told Lincoln Highway officials that 95 per cent of the inhabitants of Utah will be served by 1,200 miles of highways, which will leave 270 miles, just double the amount necessary to include the Lincoln Highway. Utah is entitled to Federal aid on 1,470 miles. The Lincoln Highway promoters want to see the Victory Highway completed; they want to see a network of highways all over the nation; if the Lincoln Highway had not aroused a spirit of competition it would have failed of its purpose; it has always and always will court and encourage friendly competition. We hope others will try to build better than we do so that we will have to put forth greater efforts to make ours the pattern route; but we have high ideals and any route that hopes to supplant the Lincoln Highway as the main street of the nation will have to go some. If the Victory Highway wants that honor, we say, more power to it. We are all working to the same end, to get a highway across the nation with San Francisco as its sole objective. If two are built, all the better; but neither should be retarded by the other.

Dear Sir: Whereas, The recently enacted Federal Highway act provides that each State shall designate roads which alone shall receive Federal aid until all so designated are completed, the construction of which will require from ten to fifteen years; and Whereas, Utah, being the eastern gateway to all of Nevada, It is vitally important to Nevada that the Utah connections adequately serve all parts of Nevada; and Whereas, The program for Federal aid heretofore submitted by Utah does not provide the most .direct avenue possible to a very large number of cities and towns In central Nevada, localities which, through lack of transcontinental railways, must depend on highways for east and west communication; and Whereas, The only western outlet which Utah has heretofore designated will not provide a direct connection with the Lincoln We Live Up to An Ideal of Service



Oakland Tribune March 29, 1918

TRIVIA



TODAYS LINCOLN HIGHWAY

“While Monica and I were exploring the Lincoln Highway near Kybruz, Ca., we came across this beautiful 1900’s bridge with water flowing from all the rain and snow melt. This part of the Lincoln Highway traversed a very steep portion of the American River channel. So steep that the famous Johnson-Cut Off Trail by-passed this section for a much higher location along Weber Mill Road and Peavine Ridge, avoiding the narrow channel for the rolling ridge tops. Eventually, a trail was made through this area in the 1860’s and the Lincoln follows much of that. Present day Highway 50 passes through here as well.” Trey



Stone Culvert at 29- mile Guard Station

TODAYS LINCOLN HIGHWAY Continued

“This is Fry Creek. Along with the old roadbed for the Lincoln Highway. Mystery as to how one crossed this fast-moving creek. Did you ford (cross) this, or was there a small bridge here at one time? The concrete object we see at the end of the video still needs to be explored. Way to slippery for me to attempt the climb to investigate that day.” Trey

The video Trey refers to can be seen on the Lincoln Highway Group Facebook site



GREEN VALLEY ROAD REALIGNMENT?

To Mark Lincoln Road in Green Valley

Special to the Union.

PLACERVILLE (El Dorado Co.), March 18.—It is reported in Placerville that the Green Valley-Rescue Good Roads club proposes marking the Green Valley road in this county with the official emblems or signs of the Lincoln highway, and that full authority for this move has been granted by a vice president of the Lincoln Highway association, with headquarters in Detroit. These signs will be placed within the course of a week.

Mrs. George Wing, secretary of the Green Valley-Rescue Good Roads club, wrote the El Dorado chamber of commerce for financial assistance to defray expenses of placing the signs. The commercial club referred the letter to Dr. O. P. Fitch, Lincoln highway consul for this county, and was advised by him that he had not been officially notified of the change of plans in the official routing of the highway in this county, and so far as he was advised the Lincoln route still followed the state road through El Dorado and Shingle. The State Lincoln highway consul was appealed to, but he could volunteer no information as to change of routes. As a result, the Lincoln highway authorities have been consulted, and a reply is expected from them within a few days.

The Green Valley road will be the sole means of travel between Placerville and Folsom this year because the El Dorado-Shingle-Diamond Springs road will be torn up by state road construction.

“Fascinating article from Sacramento Union March 19, 1915 on a possible change in alignment. The “Green Valley/Rescue Good Roads Club” proposes marking their section of road with official Lincoln Highway signs, and that this has been approved by the Vice-President of the National Lincoln Highway Association. Later in the article, we find out that the local council for the area has not been given the approval to change the route. The reason for the change is the State highway was being torn up for construction in Shingle Springs which is on the Lincoln.

Back in 1915, there were two ways to get from Placerville to Sacramento, the Lincoln and Green Valley Road. Green valley Road is very historic in that it was the main wagon road from the gold fields near Placerville to Sacramento. It's this road that James Marshall traveled to tell Sutter of his gold discovery near Coloma. It is also the Pony Express route.

Either way, back in 1915 with the Lincoln under construction Green valley Road was the only path from Placerville to Folsom. Was it ever “officially” the Lincoln? I would love to find out more.”
Trey Pitsenberger

Lincoln Highway Goes Through Green Valley

Special to the Union.

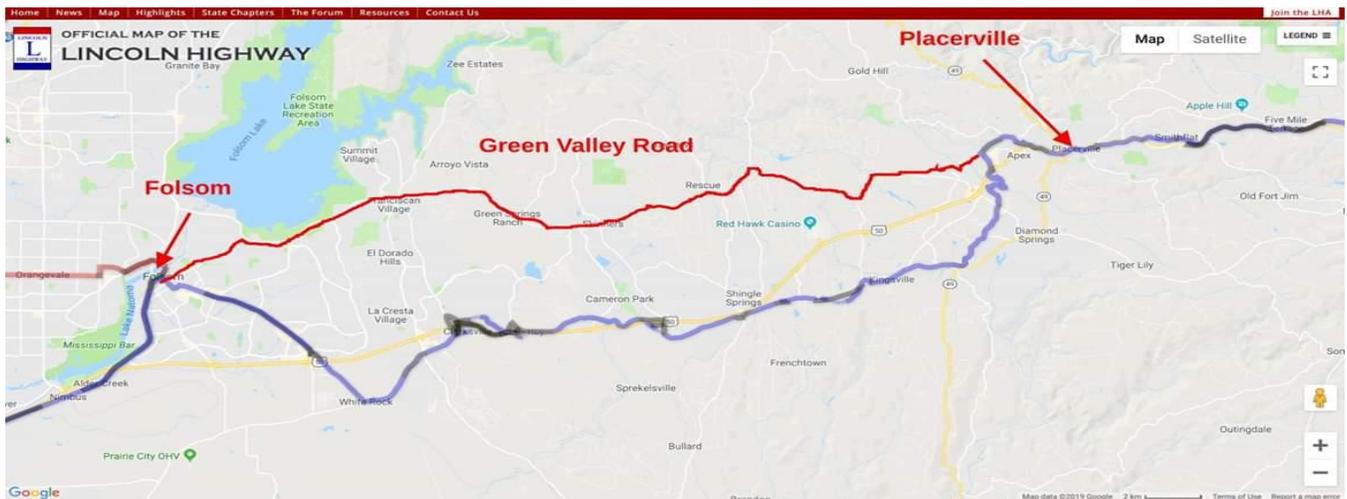
PLACERVILLE (El Dorado Co.), April 1.—The much mooted question of the official route of the Lincoln highway in this county has been definitely settled by A. R. Pardington, vice-president of the Lincoln Highway association with headquarters in Detroit, Mich. Replying to an inquiry by Dr. O. P. Fitch, Lincoln highway counsel for this county, Pardington writes that according to official maps on file in his office the Lincoln highway goes via Green Valley and Rescue and does not follow the state road through Diamond, Shingle Springs and El Dorado.

The local counsel a year ago had been advised by W. H. Frederickson, consul-at-large, that the Lincoln highway in this county would follow the state road and up to the present time Fitch has not received advices to the contrary. Residents of the Green Valley road have marked it a portion of the distance with the official Lincoln highway signs.

On account of the state road construction between Shingle and Clarksville this summer all automobile travel between Placerville and Folsom must perforce be routed by Green Valley, the Lincoln highway.

“Here in California, I have been researching whether or not the Lincoln Highway was “officially “ moved to Green Valley Road while construction commenced on the Shingle Springs, Clarksville route of the Lincoln. It seemed to be a case of Green Valley folks “wishing” the route their way. Quite a bit of competition for the Lincoln between Green Valley and Shingle Springs routes. There was a time when the traffic had to be diverted to Green Valley Road but was it signed an “official route”? This article from the Sacramento Union, April 1915, seems to say, yes.”

Trey Pitsenberger



CORRECTION

It was brought to my attention, by member Lou Padgug, at the April Chapter meeting that a photo of a flower mural in Rancho Cordova shown in Vol. 20 No.2 was incorrectly addressed. Lou, using his GPS, on the way to the meeting was unable to locate Gregor Drive. The correct address is Folsom Blvd. at McGregor Drive.

PLACERVILLE SIGNAGE

I met with the City Council of Placerville tonight, March 28. I didn't realize it, but there was a big meeting to vote on what to do with The Confidence Fire House and old City Hall, two of Placerville's oldest structures. Packed house and we got the first opportunity to speak. Proposed signing the route through Placerville, up to 12 different sites, and finding a historically accurate spot to plant that cement marker. They seemed interested, and a few questions were forthcoming, with one council member saying they had watched a PBS documentary on the highway. Mayor said he "looks" forward to working with us on these projects. I left them with the proposal, prices for the signs, which he indicated seemed a bargain and a membership application. Good meeting. We'll see what comes from it. At least we now have a foot in the door.

Vice President; Trey Pitsenberger

MARKER MAINTANCE & RESTORATION

President Joel Windmiller continues his program to keep all the Markers in California in tip-top shape. His most recent projects were the two Markers in West Sacramento and most recently the markers at Donner Summit and Big Bend, These markers were showing concrete scalling and required brushing, washing and applying a sealer coat and repainting the panels and the L. They certainly look much better when finished. Thanks Joel.



Donner Summit



Big Bend

MARK YOUR 2019 CALENDAR

Saturday **JULY 13, 2019**

10:00am Meet & Greet

11:30am Lunch

1:00pm Meeting

3:00 Presentation

State Chapter Meeting

Rainbow Lodge

50080 Hampshire Rocks Rd.

Soda Springs, Ca 95728

Saturday **JULY 13, 2019**

LH & Transcontinental Railroad

Sesquicentennial Celebration

Donner State Park Visitors Center

Sunday **SEPTEMBER 1, 2019** –

Monday **SEPTEMBER 16, 2019**

2019 Re-enactment of the 1919

Military Convoy Tour

Wash. D.C. to San Francisco

Saturday **OCTOBER 5, 2019**

12:00 Noon

State Chapter Meeting

Penryn (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: 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 2019 LHA Conference go to www.lincolnhighwayassoc.org

NOTE: Meetings are preceded by lunch which is scheduled for 12:00 noon, unless otherwise noted.

Official meetings will commence at approximately 1:00 pm



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