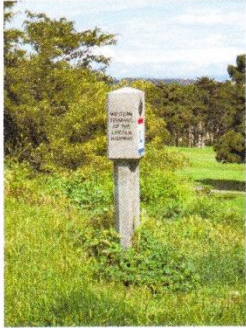


LINCOLN HIGHWAY ASSOCIATION
CALIFORNIA CHAPTER

NEWSLETTER

**THE
TRAVELER**



EDITOR; Gary Kinst

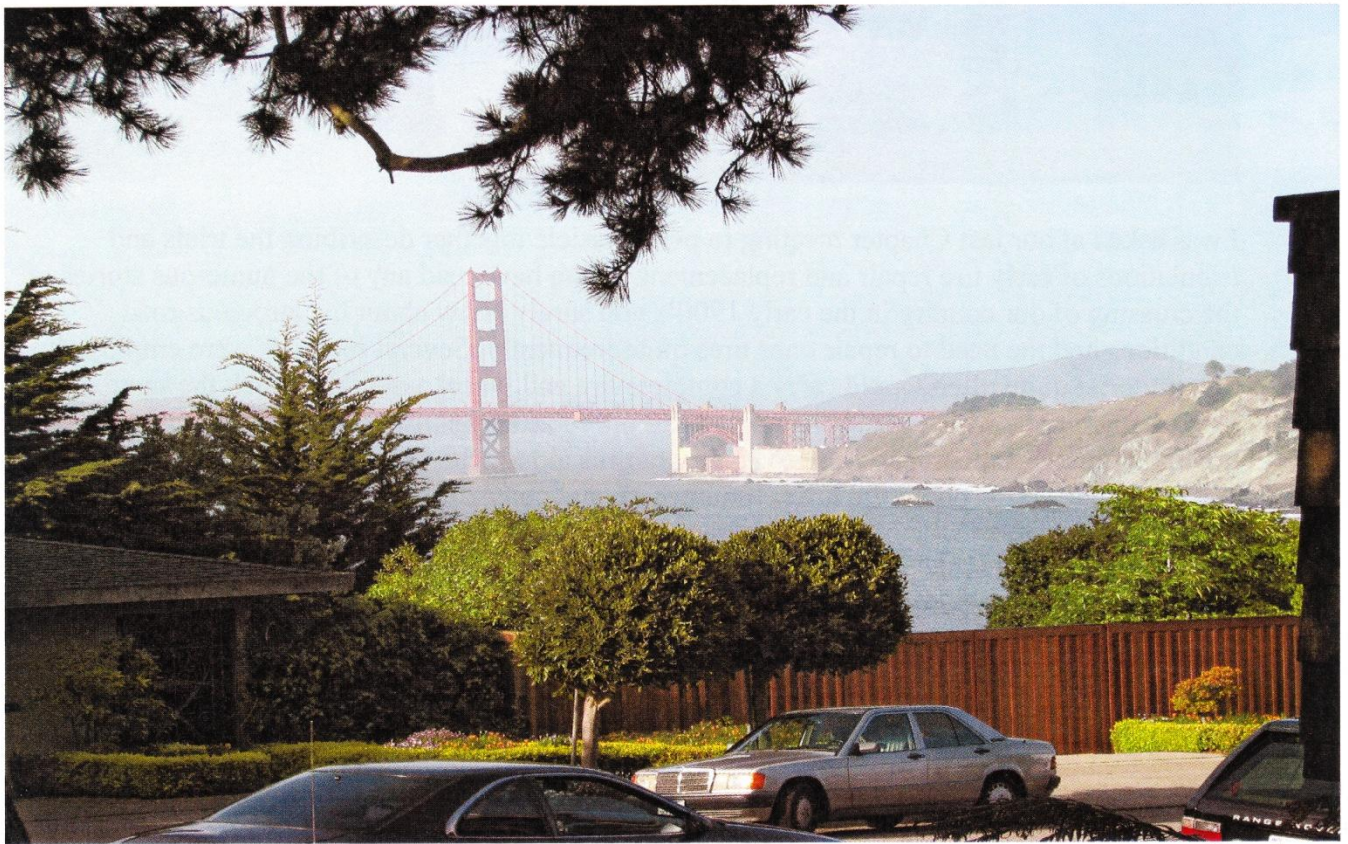
PUBLISHED QUARTERLY ON THE FIRST OF
JANUARY, APRIL, JULY, OCTOBER



VOL. 8 NO. 3

SUMMER

JULY 2007



Kinst photo

View from the last extant Western marker, California Driving Tour No.1 April 28, 2007

FROM THE EDITOR

Our Vision, What Should We Accomplish ?

By the time you read this, those of you with e-mail will have received a questionnaire from me asking your opinion about what projects the California Chapter of the Lincoln Highway Association should attempt. What accomplishments should the Chapter strive to achieve ? What is important to you ? . If you have not yet answered my e-mail, please do so. If you do not have e-mail please contact me with your vision for OUR association.

Norman F. Root

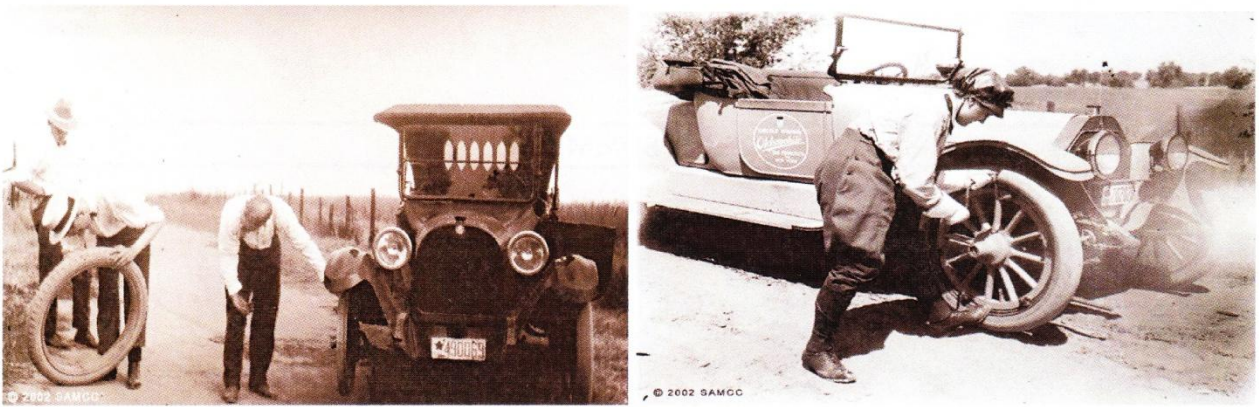
President California Chapter - Lincoln Highway Association

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Sacramento, CA. 95821

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Tire Repair



I was asked at our last Chapter meeting to put an article together describing the trials and tribulations of early tire repair and replacement. If you have read any of the numerous stories of the crossing of our country in the early 1900's you surely know about the atrocious road conditions and the need to repair ones tires quite frequently. Several methods were employed. The motorist quite often would carry a complete tire and wheel assembly, much the same as our current spare tires, which made changing a flat tire relatively simple. For those motorists traveling great distances, carrying several extra tires along with inner tubes was recommended. As seen in the above photo the tire is mounted on an "outer rim" which in turn is bolted or clamped to the wheel assembly, being either solid or spoked. The tire would be removed from the rim, using hand tools, and either replaced or the tube repaired. Tube repair was accomplished by vulcanizing a patch over the hole. As illustrated, gender was not a factor when it came to repairing flat tires. In the early 1920's tire-vulcanizing businesses were as numerous as garages.

Wiggins Trading Post

Mr. John Serpa, of Lathrop, approached the Editor requesting information about installing a monument recognizing the Lincoln Highway. Mr. Serpa plans on erecting an appropriate marker on property at Thompson and Harlan Roads (Lincoln Hwy), the location of the Wiggins Trading Post from 1924 – 1967. Francis Wiggins operated the Store and Filling Station. Francis's Grandson Richard operates the Wiggins Trading Post in Chilcoat, CA. on Hwy 70. The California Chapter has offered to assist Mr. Serpa in his endeavor.

The Summit Garage UPDATE

Michael Kaelin certainly is feeling some frustrations dealing with the slow pace of the Alameda County bureaucracy in obtaining the Historic Preservation paperwork for the “Summit Garage”. This is something George Clark no doubt can relate to. However there are some recent hopeful signs. After contacting County Supervisor Tom Haggerty, who is an old roady himself, phone calls are being returned and e-mails answered. Anyway, the process continues. Tri Valley Youth Services has lost their lease and a new tenant is slated to occupy the Garage July 1. The owner has no plans to remove the existing structures and welcomes the installation of Altamont and Lincoln Highway signage.

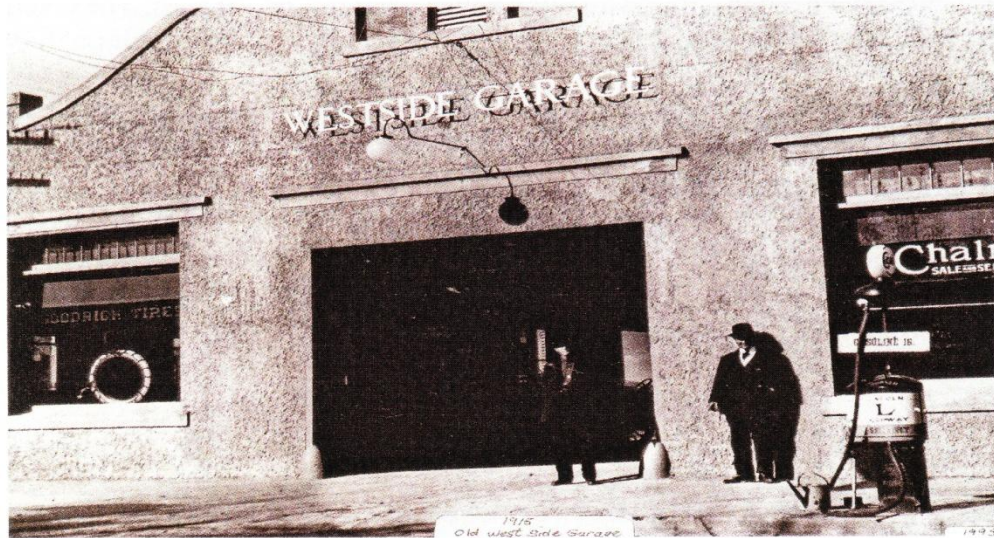
California Chapter Polo Shirts

The California Chapter has a limited supply of white cotton short sleeve polo shirts available with the California’s Chapter Logo embroidered above the left breast. If orders exceed the supply we will have additional shirts produced and either mail them to you or have them available at our chapter meetings. The price per shirt is \$24.95 plus \$4.50 shipping and handling. They are offered in Medium, Large, XL and 2X L. Please mail checks to Gary Kinst 34735 Bernard Drive Tracy, CA. 95377. Proceeds go to the California Chapter.



CALIFORNIA CHAPTER
LINCOLN HIGHWAY
ASSOCIATION

LH Logo

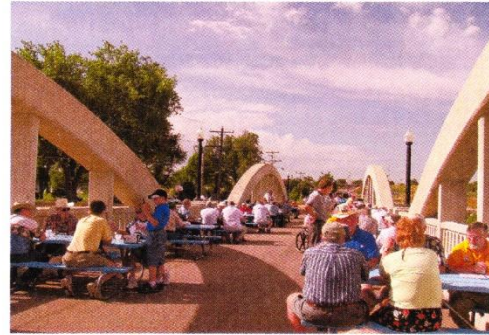
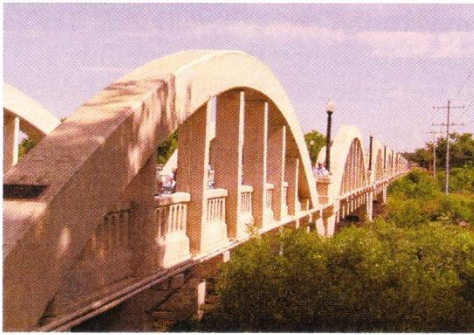


Tracy’s Westside Garage in 1915. Located on northeast corner of 11th Street (Lincoln Highway) and Center Street. The photo was recently discovered in the Tracy Historical Museum’s photo archives. The pump in right of photo is a Bowser model 241 (1913). Bowser was the first manufacturer to offer above ground pumps and also the first to offer local highway insignias painted on the pumps body. This is the only known picture in the archives showing the Lincoln Highway Logo.

Colorado is Pretty, Proud, Persistent and Stubborn

By Norman Root

Here are a few of the highlights from the Colorado National Lincoln Highway Conference held June 17-22, 2007 at Fort Morgan, Colorado.



Breakfast on the South Platte River Bridge

The Pike's Peak Route

A year before incorporation of the Lincoln Highway Association and the final route location selection was announced; "Good Roads" interests in Colorado Springs incorporated their own Lincoln Highway Association and began making road improvements over the Rocky Mountains west of Colorado Springs to insure that the great national road would go through their town. They hoped that road improvements at Ute and Tennessee Passes would clinch the deal. They promoted the Lincoln Highway Pikes Peak Route, put up signage, and printed picture post cards.

Well, there is no easy way to travel west across the Colorado Rockies. Prior cross-country routes bypassed Colorado all together. The Santa Fe Trail crossed south of the Colorado Rockies through New Mexico, connecting with the Spanish Trail to Los Angeles. The Overland Emigrant Trail and the Trans Continental Railroad both crossed north of Colorado through Wyoming.

In August 1913, the final Lincoln Highway route location was announced at the National Governor's Conference, ironically being held in Colorado Springs. The Lincoln Highway would not pass through Colorado. That very night, Colorado's Governor began an aggressive appeal campaign. The Lincoln Highway Association caved a month later and announced, during their final incorporation in September, an alternate Colorado Loop through Denver.

Colorado Springs realizing that they had lost, eventually renamed their route the Pike's Peak Ocean to Ocean Highway.

Northeastern Colorado Lincoln Highway Association.

Not good enough. The Denver Loop did not pass through Greeley, another "Good Roads" hot bed. A second Colorado Lincoln Highway Association was born. Now the Greeley people were insistent and persistent. Their route, which branched away from the Denver Loop at Fort Morgan, was probably the best-signed and marked portion of any of the legitimate Lincoln Highway segment in the country. Mapmakers were preyed upon to label the Greeley route as the Lincoln Highway. Some mapmakers including Rand McNally, continued to use that designation into the 1930s and 40s.

The Dueling Billboards.

The Greeley people, with the assistance of the Automobile Club of Southern, California; had a huge billboard erected in Big Springs, Nebraska, directing Lincoln Highway travelers to use the Colorado Loop, as the shortest and best Lincoln Highway route to San Francisco. The real Lincoln Highway Association countered with their own billboard with similar language directing travelers to use the Cheyenne Route.

The billboards grew larger and larger and route markers became more prevalent. Greeley interests even bought a gasoline station in Big Springs, which readily offered traveler's advice on which was the proper route to take. By 1915, the Lincoln Highway Association was fed up with Colorado. Because of the persistent internal bickering between Colorado Springs, Denver and Greeley; and because of the so-called misuse and abuse of the Lincoln Highway name, the Association kicked Colorado out of the Association. Road lovers in Colorado are still mad today. The real Lincoln Highway Association had to print information in their guidebooks, warning motorists to not be fooled by the fraudulent signs in Big Springs. The final admonition stated "THE LINCOLN HIGHWAY DOES NOT ENTER COLORADO."

Now everyone wants to see the dueling billboards. They're probably not there anymore, but I still wanted to see where they had been. The Stubblefields of Nebraska arrived at the conference late. They explained that they had stopped in Big Springs to make sure everything was ready for the next day bus tour. I warned, "There'd better be some giant billboard there." They just smiled.

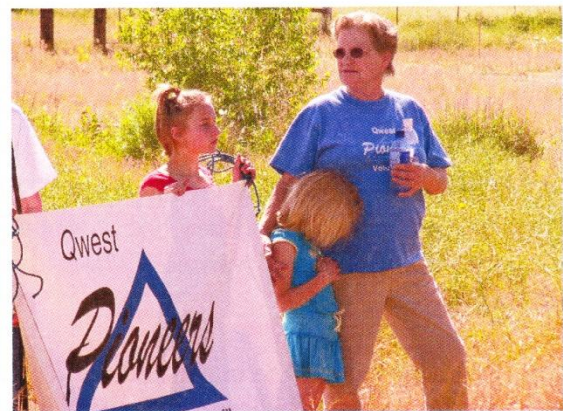
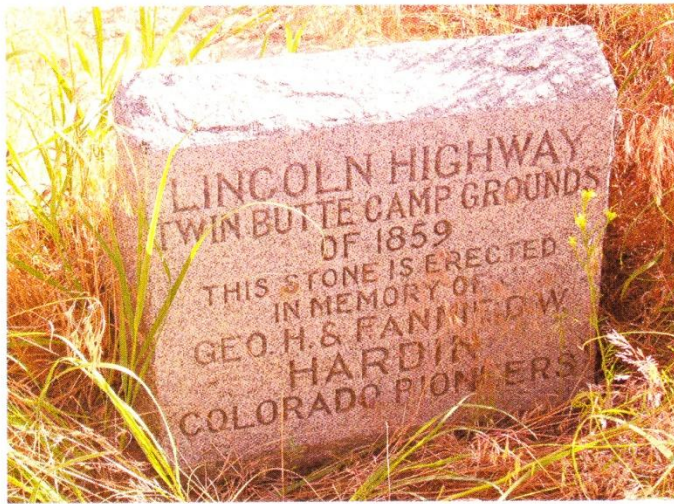
Conference goes on the bus asked the tour guide if the billboards were still there. With a straight face, the guide assured us that all traces of the signs are long gone. He did pass around an old photo and pointed out that a house seen in the right background was still there. Well at least, I'd probably be able to approximate their original location. I brooded during the next hour on the bus thinking that I would have been happy to help built some temporary billboards for the tour.



As the buses turned the corner into Big Springs I thought I saw something that resembled the dueling billboards on the side of a truck. The buses stopped a long block short. Conventioneers pressed forward in disbelief. I was anxious as I ran forward amongst the yellow shirted mass each with our cameras at ready. The storming mob was stopped about a half block short by Bob Stubblefield shouting into a bull horn and wielding what looked like an AK-47, (very effective crowd control) until all had taken their unobstructed photograph. The awed crowd then moved forward reverently to examine and touch the huge banners attached to the side of a long stock truck jackknifed across the street in the exact spot where the dueling billboards had once stood. Jim Ranniger's well-kept conference surprise was well worth the cost of the entire conference.

The unauthorized Greeley branch.

Two days later the westbound tour busses stopped along the grassy Colorado prairie in the middle of nowhere. Many asked, “Why are we stopping here?” Laying in the grass along side the road is a stone slab broken from its concrete footing slab. Words engraved on the slab say, “LINCOLN HIGHWAY, TWIN BUTTE CAMPGROUNDS, OF 1859, THIS STONE IS ERECTED, IN MEMORY OF, GEO. H. AND FANNIE D. W., HARDIN, COLORADO PIONEERS”. This is the only known Lincoln Highway marker in Colorado.



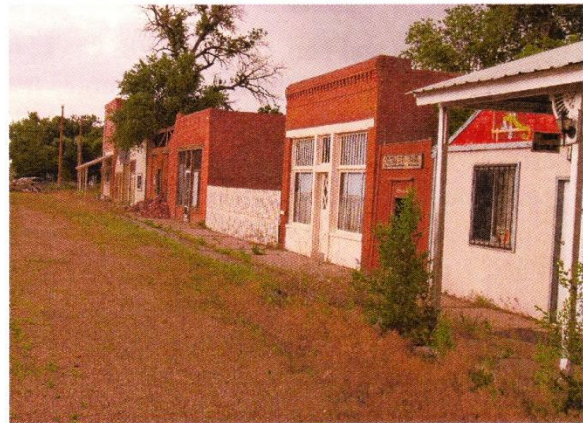
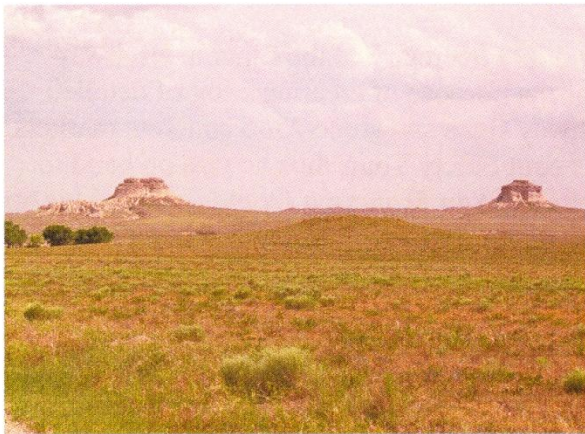
Members of the local Qwest Telephone Pioneers plan to erect a new pedestal and interpretive pull out here. They have \$2000 from a recent memorial for a man who loved roadside historical markers and stopped to read every one he ever saw. The grieving widow and two young granddaughters were there to explain their project, a real tearjerker.

George Hardin was a Civil War veteran who fought at Glorietta Pass. People asked which side he was on. The committee didn't know. If Hardin was a Colorado Pioneer he most likely was a member of the First Colorado Volunteers who fought a Rebel Army at Glorietta, New Mexico in defense of Fort Union, a major army supply depot. Only only a small force manned the fort since most of the soldiers had been sent to Virginia. When it was learned that a Confederate army from Texas was marching north up the Rio Grande towards Fort Union and the gold mines in Colorado, the First Colorado Volunteers were quickly raised and literally ran over Raton Pass into New Mexico, hoping to beat the Rebels to Fort Union. The two armies met at Glorietta Pass about twenty miles east of Santa Fe. A handful of the Coloradoans were able to sneak around the battle lines and burn all of the confederate supplies; food, wagons and mules. They then chased the poor starving, naked Rebs all the way down the Rio Grande Valley back to Texas. Many historians argue today that this battle may have been the decisive battle in defeating the South.

James Michener's "Centennial" Venneford Ranch

The pre-conference tour followed the old Lincoln Highway across Wyoming from Sherman Summit into Nebraska at Pine Bluff. From there it became the Venneford Ranch tour south towards Fort Morgan.

This northeastern Colorado plain, now the Pawnee National Grassland was the site of the filming for the television mini series "Centennial" by James Michener. This epic drama, a two hundred year saga of the settling of the West, is based upon typical actual events that occurred in this area. Most evident from miles around are the majestic twin Pawnee Buttes which were Rattlesnake Cliffs in the film. Near these buttes is where a rattlesnake killed Ellie Zendt and Alexander McKeag and Levi Zendt's trading post was built which later in the film is known as Zendt's Farm and even later becomes the town of Centennial. Rattlesnake Cliffs is also the place where Black Kettle's tribe is massacred.



The old Texas cattle trail is marked along the side of the road. This is probably the same trail depicted as the Skimmerhorn Trail in the film along which the first cattle were driven into Colorado. Near Fort Morgan is the now nearly ghost town of Orchard, which became the town of Centennial in the movie. An entire block of false brick storefronts remains of the movie set. This small farming community was the site of Hans Brumbaugh's potato farm. The grand Venneford ranch house in the film is not around here but is a former mansion now surrounded by a sub division in a suburb south of Denver.

A Fortuitous Find

By George Clark

In the Winter 2000 edition of the *Lincoln Highway Forum*, a much younger editor printed an image of a Lincoln highway metal sign with this caption:

The only acknowledgement the LHA's photographer could find at the eastern terminus of the Lincoln highway was this diminutive sign. It is on a lamppost on a trashy area of 42nd Street, somewhere between Times Square and the Hudson River. The picture was taken in 1917.

The photograph was obtained from Special Collections, University of Michigan -- the lettering on the sign is indiscernible.

Now an image of a similar metal sign has been found in San Francisco and there is no question as to its authenticity. The only question might be, why was it posted at such a late date -- well after US Route signs were being placed and named highway signs were to be removed?

In the spring and summer of 1928, Gael Hoag, Field Secretary of the Lincoln Highway Association, completed a cross-country trip for the purpose of creating a log of detailed instructions for the placement of Lincoln Highway signs and some 2346 concrete markers. He arrived in San Francisco just prior to the Boy Scout Safety Tour, thus he was on hand to participate in those ceremonies at Lincoln Park. The *San Francisco Examiner* noted his arrival in the Bay Area July 29, 1928 and carried a column reading, "CEMENT POSTS WILL GUIDE TRAVEL WEST" and goes on to read:

Marking a step only in importance to the initial mapping of the Lincoln Highway in 1913, the great transcontinental route will next month be completely marked with permanent concrete road signs.

This was the announcement of Gael Hoag, field secretary of the Lincoln Highway Association, who arrived in the bay district from Detroit Yesterday. Hoag has just completed a detailed survey of the 3000-mile route, detailing where every marker will be erected.

Thus we know Gael Hoag was in San Francisco (or the Bay Area) on July 28, 1928. Sometime between his arrival and October 13, 1928, he caused metal signs to be placed on mostly concrete trolley poles along the route from the Hyde Street Pier to Lincoln Park. This task was probably accomplished under the direction of the San Francisco Consul and his staff.

Russell Rein, Lincoln Highway historian and researcher of Ypsilanti, Michigan, reproduced notations from Hoag's logs but it is the California log, which is of interest.

From the Golden Gate Ferry slip at the foot of Hyde Street in San Francisco en route to the western terminus in Lincoln Park you would have passed 7 concrete markers and 30 enameled signs. While 2 of the original concrete markers remain, no metal signs (or images thereof) in San

Francisco have been viewed by the current LHA membership. Research in the winter of 2006 was rewarded with this find (see photo). Unfortunately, the image is not well defined nor does it state an exact location. A call to the *San Francisco Chronicle* photo archives resulted in a response that the negative no longer exists. The writer believes that the following depicts the exact location.

The caption tells us that this sign is on Van Ness Avenue. In the background there appears to be a massive retaining wall. There is only one such wall on Van Ness Avenue and that wall separates the city from Fort Mason, a former Army installation which features three deep-water piers for troopships departing for the Pacific during World War II. Thus it is believed this image depicts the intersection of North Point Street and Van Ness Avenue (attempts to read the street sign were unsuccessful). Rein's reproduction of Hoag's log indicated:

L S on concrete trolley pole NE cor. No. Point and Van Ness

L S indicates a left-hand turn. Traveling west on North point, this street dead ends at Van Ness and a left-hand turn must be made to continue to Lincoln Park – it is the only left-hand turn to be encountered in downtown San Francisco.

But, as always, there are questions to be pondered.

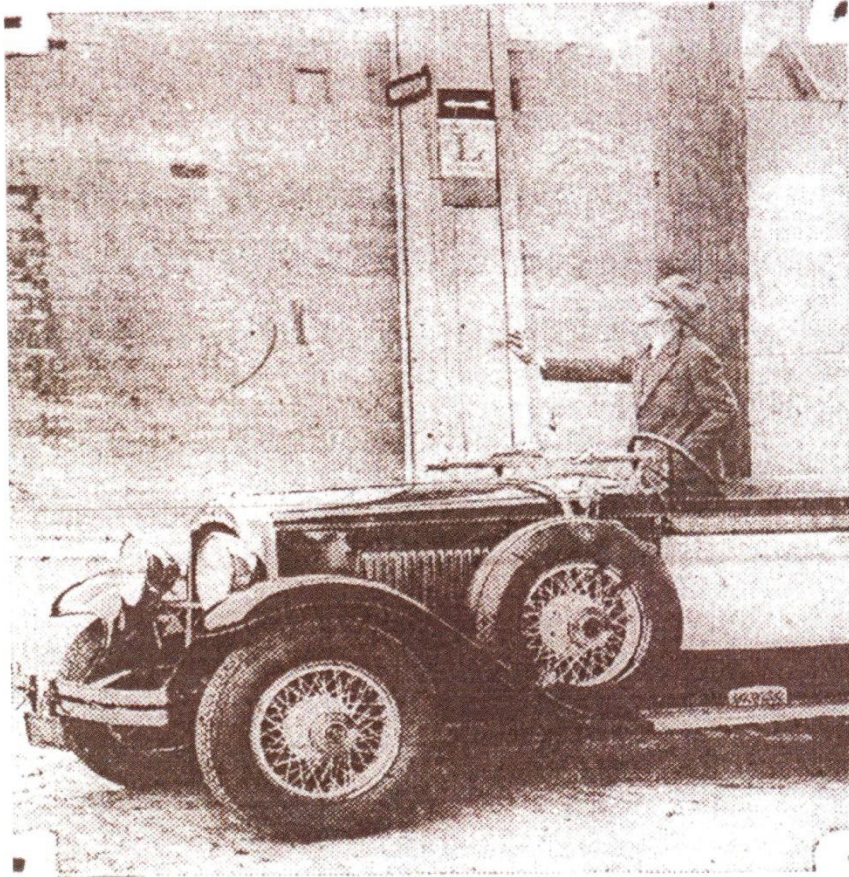
Drake Hokanson, eminent Lincoln Highway historian and author of *THE LINCOLN HIGHWAY, Main Street across America*, writes:

On November 19 (1925), W. M. Jardine (U.S. Secretary of Agriculture) approved the plan calling for some seventy-five thousand miles of numbered federal highways, and

The new federal highway system was a near fatal blow to the Lincoln Highway and a death knell for all other named highways of the country. Not only was The Lincoln broken up into several numbered roads, but the officials had ruled that all markers and signs for named highways would have to come down. Along with the numbering system, the American Association of State Highway Officials had adopted a much-needed standardization for highway warning and regulation signs, and as part of that package, decided that the signs for the many organizations must come down to avoid hazardous confusion.

Federal route signs were beginning to appear in 1926-27. Lincoln Highway concrete markers set in 1928 were apparently allowed with the proviso that they were to be posted at the far shoulder of the highway and were not to serve as directional markers. Why would Gael Hoag create a detailed log of signs and markers in late 1928 knowing that the posting of such signs probably would cause the displeasure of the American Association of State Highway Officials? When was the 42nd Street sign posted? It was photographed in 1917. Were other metal Lincoln Highway route signs posted across the country about the same time San Francisco signs were posted? Or would they have been posted earlier? Could it be that Gael Hoag knew the Lincoln Highway route between the Hyde Street Pier and Lincoln Park was not a federal route, thus he could post directional signs without fear of admonishment? Perhaps a *Traveler* reader can give us some insight as to Mr. Hoag's activities.

Lincoln Highway Signs



Attractive new Lincoln highway markers made their appearance on Van Ness avenue this past week. Pictured here is Bill Hanchett of the Reo Motor Car Company of California calling attention to one of the new signs. In the foreground is the attractive new Reo Flying Cloud Sport Roadster, a favorite with the younger set.

San Francisco Chronicle Sunday October 14, 1928

We are now taking reservations for the 2007 Lincoln Highway California Tours!

Tour #1 Sat. April 28: 1913-1927 Central Valley Route: *Sacramento to San Francisco via Altamont Pass*

Tour #2 Sat. June 30: Sierra Nevada Southern Route: *Sacramento to Lake Tahoe via Echo Summit*

Tour #3 Sat. Aug 25: Sierra Nevada Northern Route: *Sacramento to Nevada via Donner Pass & Dog Valley*

Tour #4 Sat. Oct 27: 1928 Central Valley Route: *Sacramento to San Francisco via Carquinez Strait*

Each tour - \$40 per person.

All tours are one-day trips beginning and ending at the Holiday Inn "Sacramento I-80 N.E."

5321 Date Ave. in Sacramento, at the Madison Ave. exit off I-80

Boarding at 8:45 am. Departure at 9:00 am sharp!

You may select a single tour or any combination of tours.

Please fill out order form below and mail with check or money order in the amount of \$40 per person per tour made out to "Lincoln Highway California Chapter", to:

Lincoln Highway Association California Chapter, PO Box 2554, Fair Oaks, Ca 95628-2554

Name: _____
Street Address: _____
City, State, Zip: _____
Phone Number: _____

Indicate the number of people in your party for each tour: Tour #1 ___ Tour #2 ___ Tour #3 ___ Tour #4 ___
All tour participants agree that the Lincoln Highway Association, the California Chapter of the Lincoln Highway Association, its officers, directors and agents, shall have no responsibility or liability, in whole or in part, for any loss, damage, or injury to person or property, or any act of omission resulting from, arising out of, or occurring during any activity, program, tour, meeting, meal, or other service or facility furnished or supplied in conjunction with the tours. All participants must sign and date below:

Signature #1: _____ Date: _____
Signature #2: _____ Date: _____
Signature #3: _____ Date: _____
Signature #4: _____ Date: _____

Please include other dated signatures, if applicable.

Order Lincoln Highway Driving Maps for California now!

We have received hundreds of orders from all over the United States for our very popular Lincoln Highway Driving Maps for California. They are essential for exploring the Lincoln in California.

Please fill out order form below and mail with check or money order made out to "Lincoln Highway California Chapter", to:

Lincoln Highway Association California Chapter, PO Box 2554, Fair Oaks, Ca 95628-2554

Name: _____
Street Address: _____
City, State, Zip: _____
Phone Number: _____

Number of map sets: _____ x \$10.00 each = _____
Packaging and postage + \$6.00
TOTAL: = \$ _____

MARK YOUR 2007 CALENDAR

Saturday July 14
12:00 noon
State Chapter Meeting
Sportsman's Hall
5620 Pony Express Ct.
Pollock Pines, CA. 95726
(530) 644 4422

Take exit 57 off US 50. The Hall is about one mile east on Carson Road on the north side of the freeway.

Presidents Note: Following the luncheon meeting there will be a tour of old road sites in the South Fork of the American River Canyon, not seen on our van or bus tours. The tour includes sites on the old County Road, the Pony Express Trail, Johnson's Road on Peavine Ridge, Ogilby's Road, the Lincoln Highway, and Pease and McDonald's Road. Sportsman's Hall has been in continuous business since the opening of John Calhoun "Cockeyed" Johnson's first road into Placerville in 1852. During the Pony Express period the Hall served as a rider change station, the only one in California.

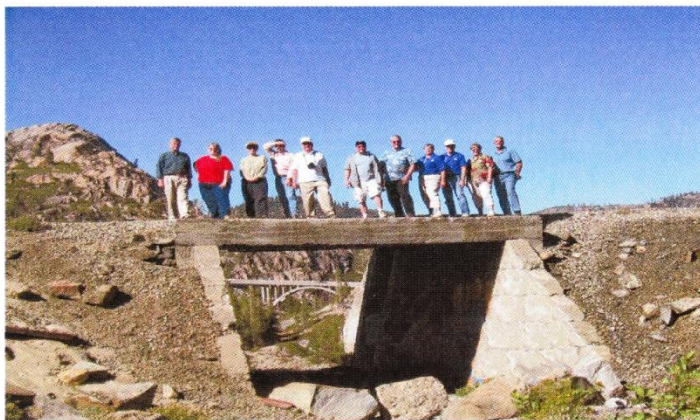
Luncheon sandwiches are priced between \$6.45 through \$9.95.

Saturday August 25
Tour #3 Sacramento to Verdi, NV.
Sierra Nevada Northern Route
via Donner Pass & Dog Valley

Saturday October 6
12:00 noon
State Chapter Meeting
Location to be announced

Saturday October 27
Tour #4 Sacramento to San Francisco
Central Valley Route
via Yolo Causeway & Carquinez Bridge

NOTE: All tours depart the Holiday Inn Sacramento Northeast, Madison @ I 80 at 9:00 am. Boarding begins at 8:45 am.



Participants of Tour #3, 2006 posing at Donner Summit