

LINCOLN HIGHWAY ASSOCIATION
CALIFORNIA CHAPTER

NEWSLETTER
**THE
TRAVELER**

EDITOR
Gary Kinst

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



VOL. 10 NO. 2

SPRING

APRIL 2009



Kinst photo

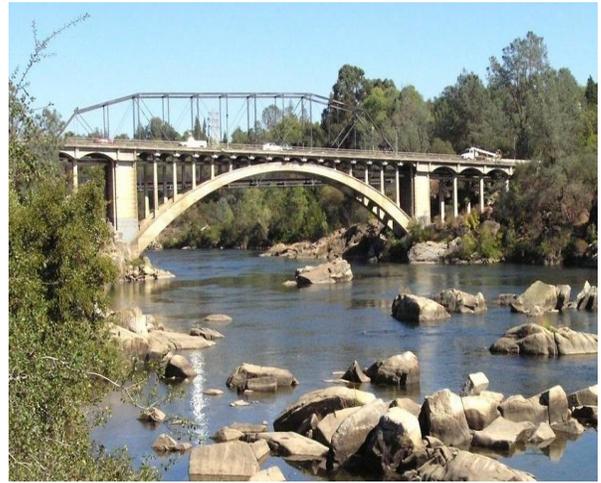
GOLD CREEK BRIDGE
One of the Folsom Bridges

FROM THE EDITOR

COVER PHOTO

The bridge on this issues cover is the Gold Creek Bridge built in 1915 on what is now Orangevale Ave.

The Suspension Bridge in the foreground of left photo dates from 1861-1862. It was lost in the flood of 1862. The Railroad Bridge, built in 1858, was 92 feet above the water and was removed in 1866. The Ecklon Toll Bridge built in 1862 collapsed in 1892 and was replaced by the Truss Bridge 1893 - 1917. The Truss Bridge can be seen in the right photo behind the Rainbow Bridge. The Truss Bridge was relocated to Siskiyou County in Northern California in 1930 and was known as the Walker Bridge crossing the Klamath River. It remained at that location from 1930 - 1990's when it was moved back to Folsom. It reopened on April 15, 2000. The Rainbow Bridge was built in 1916, was one of three bridges built under one contract between 1914 - 1916. These three were designed by State engineer Drury Butler. The Figueroa Street Bridge (1914) and Gold Creek (1915) are the other two.



The aforementioned bridges are the focus of the Folsom History Museum's new exhibit "Celebrating Folsom's Bridges". The exhibit will run from March 21 to May 10, 2009 . A preview reception was held Friday March 20th. Members of the LHA California Chapter were in attendance to join in the presentation of an original 1928 LH marker to the museum. The marker was one shown in the last Traveler having been discovered in Camino and donated to the LHA by Ray Helm. Our April meeting had been moved forward in order to coincide with this presentation which was scheduled to take place on Saturday the 21st. Photos and cover story of the presentation will appear in the July Traveler.

CHAPTER MEETING APRIL 4

Due to a change in plans at the Folsom Historical Museum our meeting previously scheduled for Saturday March, 21st had to be rescheduled. Our next Chapter meeting will be held at the Hacienda Del Rio Mexican Restaurant on Sutter Street, Folsom, CA. This restaurant features a luncheon menu and three private dining areas. Hacienda Del Rio is located on the NW corner of Sutter and Riley, which is the Lincoln highway, and is upstairs. Parking is available in front or behind on a lower level as well as one block west on Wool St. It is a substantial climb from the lower parking to street level.

There will be a program following the meeting at the Folsom History Museum, which is 1 1/2 blocks down Sutter Street. The program will include the viewing of the new exhibit on the Folsom Bridges and the Lincoln Highway. On display will be the recently donated 1928 concrete marker. Allow time to explore downtown Folsom. There is a lot of history to be discovered within a short walking distance. The historic rail yard, the Folsom Powerhouse 1895-1952 and a Lincoln Highway bridge over the Power House inlet.

CHAPTER MEETING JANUARY 3rd

Our first meeting of 2009 was held at the Banta Inn in Banta, CA. If our meetings continue to draw members, as have the last several, we will have to find larger gathering places. 24 folks attended the January meeting and again the agenda was quite full. Our guest speaker, Mr. Clayton Mehring of Tracy was unable to attend and hopefully can be rescheduled. Mr. Mehring was to talk and present a demonstration of Geocaching on the Lincoln Highway. Officers were elected and Bob Dieterich gave the State Directors report. Jo Ann and Dave Pelz reported on the Volkswalks program being developed to focus attention on the Lincoln Highway. We were happy to have Bob Chase attend the meeting and his presence gathered quite an audience as he mounted his Piaggio and drove off into the sunset. Apparently Rick Seback's documentary "A Ride Along the Lincoln Highway" has rekindled an interest in Lincoln Highway lore as membership has increased along with map and memorabilia sales. A complete recap of the meetings minutes will appear on the Chapters web site.



Kinst photo

COMMERATIVE PLAQUES

The California Chapter has been approached by the Ancient and Honorable Order of E Clampus Vitus to assist in the installation of two plaques commemorating the Lincoln Highway. Myron Gershenson is working with the Joaquin Murrieta Chapter # 13 to install a plaque at the intersection of A St. and Foothill Blvd. in Hayward. This location is the most southern point on the Lincoln Highway and deserves recognition along with the most northern point, the Eastern Terminus and the Western Terminus. Bob Dieterich has been approached by the Chief Truckee Chapter # 3691 for assistance in the erection of a plaque adjacent to the railroad depot in Truckee, CA. This plaque will describe the history of the Lincoln in the Truckee area and will be placed near the existing Victory Highway Eagle monument. Landscaping and a bench are also in the plans. There is also talk of replica Lincoln Highway concrete markers to be installed at both of these locations as well. An application grant has been prepared and submitted to the LHA Grant Review Board for consideration.

DISCOVERIES

Rich Richmond from Rescue, CA. mailed several photos from a hidden section of Lincoln north of Newcastle. A portion of this alignment, which lies on private property, had been previously explored by Bob Dieterich when he was approached by the Placer County Water Agency. The agency was replacing a water main in the area and brought the existence of the road to Bob's attention. Rich, who came upon the section on one of his explorations, was allowed on to the property by the owners niece. Subsequent attempts have not been successful. Lloyd Johnson sent two Google Earth satellite images which show the Lincoln as it crosses Ophir Rd onto Stone House Rd and right onto Forgotten Rd. The image coordinates are 38 deg 53' 26.29"N - 121deg 05' 31.38"W and 38deg 53'34.20"N - 121deg 05'17.13"W. I choose not to include them in this article as they are viewed best in color and on a computer.



The photo on the left is on Forgotten Rd. looking down the highway toward Stone House Rd. The right photo is looking up the highway from the gate at Stone House Rd and Forgotten Rd. Rich guesses that the bridge was built sometime after 1913 but prior to 1931. There are two "C" markers on the left in the left photo.

GREG FRANZWA

We are happy to report that Gregory has been showing signs of improvement and that his treatments appear to be keeping the cancer in check. Apparently the hundreds of letters and e-mails from well wishers had a positive effect. The California Chapter wishes Greg a speedy recovery and hope to see him back on the Lincoln real soon.



LOCAL INTEREST

A fellow highway historian and potential LHA member, Jason Bezis and I have been communicating regarding his interest in highways in San Joaquin County. Jason has authored several articles pertaining to local roads. Jason is an Economic/Legal Analyst for Jack Faucet Associates in Oakland. He has over 10 years experience in transportation analysis which explains his interest in our States highway system. Several years ago he published an article of the realignment of Hwy 24 (the Victory Highway) around Lafayette California where he currently resides. Most recently he published an article for the Livermore Heritage Guild newsletter. The story in Volume XXXIX No. 6 celebrated the 70th birthday of the Altamont Pass re-alignment of 1938. He included several Caltrans photos showing pre and post construction. His current project focuses on the 100 anniversary of the 1909 San Joaquin County bond measure that appropriated \$ 1,890,000 to pave and oil 288 miles of road. Lower Sacramento Road was the first section to be paved. In 1911 a continuous highway had been completed from the middle of the steel bridge over Dry Creek through Stockton to the middle of the bridge over the Stanislaus River. Jason attended my presentation in Livermore and along with meeting Betty Armstrong we were able to share info and photos of the Pass. Zack Johnson of the Stockton Record is preparing an article which he expects to appear in the record prior to March 16th, the 100th anniversary date. More to follow.....



Sign located on 1938 Livermore Pass



Armstrong Station and Cafe at Carroll Rd.

MORE LOCAL INTEREST

I received an inquiry from a Mr. Jeff Rubin, who is with the Pinole Historical Society, in regards to the history of San Pablo Ave. thru Pinole. The City of Pinole told Jeff that the road (Main Street) was constructed in 1912 and renamed San Pablo Ave. with the arrival of the automobile.

After 1925, with the numbering of State Highways, it would become US 40 and in 1927 with the opening of the Carquinez Bridge it would also be an alternate route of the Lincoln Highway. According to Wikipedia it is currently classified as State Route 123. The road from Martinez to Oakland was one of the oldest in the Bay Area. Originally called Camino de la Contra Costa (road of the opposite shore) meaning the road opposite the presidio and the settlement of San Francisco. It was also known as a "Camino real"(a royal road property of the Spanish crown). From 1821 , through the Mexican independence and American era, up until 1852 it was referred to as the Contra Costa Road. On July 15, 1852 the Court of Sessions of Contra Costa County ordered the construction of a more direct and improved road between Rancho San Pablo and San Antonio (Oakland). This new road was called "The San Pablo Road, and followed the same general route, eventually becoming San Pablo Ave.

OLD ROUTE 66 - NATIONAL TRAILS ROAD

Although the story I'm about to tell you doesn't directly relate to the Lincoln Highway, several members of the California Chapter feel that it warrants your attention. The United States Marine Corps is planning to increase the boundaries of the 29 Palms base. Several possibilities are being considered. One on the table is expanding east into Wonder Valley. The north eastern portion of Wonder Valley is made up of equal parts private property, wildlife preserve and BLM lands. A portion of this expansion would claim land up to the southern edge of Old Route 66 and perhaps the road itself just east of Bagdad and Amboy. Judging from the maps the USMC is circulating, access to the Amboy Crater (a National Historic site) would be denied to the public. What impact this will have on Route 66 in the area is unknown at this time. Kell Brigan, our Chapters Treasurer, is currently contacting property owners in Wonder and Johnson Valleys along with various Route 66 Associations to join in letter/study comment campaigns to help in the preservation of this section of highway. I know a lot of you Lincoln Highway fans are also Route 66 fans. Helping preserve any of our historic highways benefits all of us. If you wish to help, please contact Kell Brigan. She is listed on the back of the Traveler.

LHG PRESENTATION

In February I was approached by Marie Abbot of the Livermore Heritage Guild and asked if I would be interested in giving a power point presentation on the Summit Garage and Mountain House. The show was to last 30-40 minutes. Even with newly discovered information in hand I knew it would be difficult to talk for 40 minutes on those two locations alone. So I opted to provide a photo journey from Sacramento to San Francisco via the 1913-27 Pioneer Route. The presentation took place at the Civic Center Library in Livermore Wednesday Feb. 14th. Starting with a short history of the Lincoln Highway and it reason for being , I combined vintage photos with current photos and provided a brief footnote to relative locations on the route. Once reaching Mountain House and the Summit Garage I provided the audience with the information they were seeking. The 40 minute presentation stretched itself to 55 minutes. Somehow I didn't lose a sole. What surprised me the most was the number of questions and personal stories that followed the show. Marie handed out LHA brochures, sold CD copies of my book and several of Michael Wallis' "The Lincoln Highway" and added three new members to the LHG. A surprise guest was Mrs. Betty Armstrong who's late husband Bill Jr. was the last to operate the Summit Garage.

What we need to do as a Chapter is to provide more of these presentations to local civic groups, museums, car clubs and libraries. As I found ,the interest is there we just need to tap it.



Bill Armstrong Jr., Irene and Bill Armstrong Sr.



The Military Vehicle Preservation Association is planning a reenactment of the 1919 military expedition that traveled from Washington D.C. to San Francisco in 1919. The reenactment will begin in Washington on June 13th and travel thru 11 states arriving in San Francisco on July 8. Following the original Lincoln Highway as closely as possible the convoy will arrive in Placerville, one of the 1919 stopping points, on July 7, 2009, where a celebration is planned.

MARK YOUR 2009 CALENDAR

Saturday **APRIL 4**
12:00 noon

State Chapter Meeting
Hacienda del Rio Mexican Restaurant
702 Sutter Street
Folsom, CA

Saturday **APRIL 25**

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

JUNE 16 - 20

2009 National Conference
South Bend, Indiana

Saturday **JUNE 27**

Tour # 2 Sierra Nevada Southern Route
Sacramento to Lake Tahoe
Via Echo Summit

Saturday **JULY 11**
12:00 noon

State Chapter Meeting
McKinney Ranch Cutty Sark Court
(off Mother Lode Drive between
Shingle Springs and El Dorado)

NOTE: The event will be the dedication of Will McKinney's Eagle Scout project

Saturday **AUGUST 29**

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

Saturday **OCTOBER 3**
12:00 noon

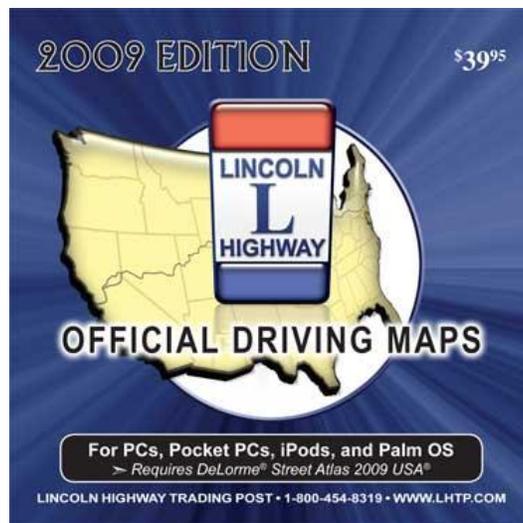
State Chapter Meeting
Location to be announced

Saturday **OCTOBER 24**

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



Participants of Tour #3, 2006 at Donner Summit



New Coast to Coast Driving Map CD