



THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION - CALIFORNIA CHAPTER

www.lincolnhwy.org/ca/traveler



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Visiting Marker 2361 originally located (across street) on SE corner of M Street and 5th in Broderick adjacent to West Sacramento

Cover and April Chapter Meeting

The California Chapter held its April membership meeting in West Sacramento. Lunch was served at Vince's Italian Restaurant on Harbor Blvd. just off the Lincoln. After an excellent Lasagna and salad lunch the meeting was called to order at 1:30. Minutes of the meeting can be found at the Chapter Web site. The meeting drew one of our largest turn-outs of 32 members and guests. Guests included members of the West Sacramento Historical Society, several prospective members and our guest speaker Luke Rizzuto from Los Gatos. The meeting was adjourned at 3:00 sharp.

Luke Rizzuto, who gave his presentation at the Blackhawk Museum in Danville, Ca on March 31st., was approached by member Mike Kaelin and invited to speak at the April meeting. Luke provided the group with a power point presentation entitled "The Longest Auto Race". Luke is the proud 3rd owner of a 1918 Chevrolet V-8 touring car, only 1 of seven known to exist. The second owner was the Ford Museum in Dearborn, Michigan from whom he was able to purchase this very rare auto. 2008 was the 100th anniversary of the famous 1908 New York to Paris auto race. Numerous cars entered what was to be a re-enactment of the historic race. Financial difficulties lead to the events promoters filing for bankruptcy and entrants losing their large entry fees. Luke was fortunate, as he had been unable to locate sponsors to cover this large fee. Undeterred Luke decided to stage his own race, which was held solely in the United States in 2008 following the original American route. A dozen cars participated in the race from Newark, New Jersey to San Francisco. The plan was to drive the entire course in 2009 with the stipulation that China grant permission. That unfortunately did not happen. With the American route finished, Luke has plans for 2013 to complete the European route from Japan, across Russia, China and stopping at Paris, France before completing the race at San Francisco. This 22,000 mile portion of the race is expected to take 65 days. Not all of the 1908 cars followed the same route, so in 2013 Luke plans on following the route chosen by George Schuster who drove the winning Thomas Flyer which took 167 days to reach Paris. Information on the 2013 event can be obtained at <http://larworldtour.com>. Luke has a You Tube video that is entertaining . Google Luke Rizzuto You Tube Video. After Luke's presentation, members adjourned to the parking lot where our Tour(s) would begin. Mike Kaelin and a friend joined Luke in the touring car for a trip down West Capitol Avenue and motel row .We then proceeded to Tower Court to view a replica LH monument and a section of pre US 40 pavement once used to handle traffic between Sacramento, over the Yolo Causeway, prior to the opening of the Carquinez bridge in 1927. This section was considered to be a Lincoln Highway alternate. The photo on this issues cover shows the group posing by the LH monument.



Luke Rizzuto



meeting at Vince's



The original 1907 Thomas Flyer



Flyer arrives in San Jose 1908

After viewing Tower Court, the tour headed west toward the Causeway turning on Harbor and under Hwy 80 to River Road and the intersection of Road 127. This is where the original Tule Jake road from Davis entered West Sacramento. Unfortunately there is a gate across the road barring entrance. While gazing down the levee road, that Google Earth says is the Tule Jake Rd., we noticed a service truck approaching. While we were moving cars to allow the truck to pass through the gate, several members explained our reason for being gathered at rivers edge to the driver and low-and-behold he left with the promise that we would lock the gate behind us. So off we went, in the dust of a 1918 Chevrolet V-8 touring car on the Tule Jake Road. Huell Howser of PBS Televisions "California's Gold" would probably have said "It doesn't get any better than this". About 2 miles down the levee we reached a dead end and could only guess where the old road had entered the Yolo basin on its way west to Davis. We had also planned to visit the West Sacramento Historical Society Museum and the 1925 Sacramento Northern Railroad crossings, but those will have to be visited at a later meeting. Just not enough time when your exploring historical sites and enjoying such good company.



turning toward Sacramento on
West Capitol Avenue



El Tejon Motel



view of the 1918 Chevrolet V-8



Tule Jake Rd. is on levee in left of photo



end of road at edge of Yolo Basin. Causeway is in background of photo after a jarring ride down Tule Jake, Luke checked the car for missing parts



learning where the original was located



Joel thumbs a ride in Luke's Chevy

There's No Way to Get There From Here

Traveling between Sacramento and the San Francisco Bay Area was no easy task prior to 1916. Travelers could ride the train year-round and attempt the rough road across the valley, but only during the dry months. For 5-6 months out of every year the roads were almost impassible , except to buggies and wagons. Especially troublesome was the road across the Yolo Basin between Davis and Sacramento. There have been trails and rough paths in California from the time of the Indian, through the Spanish, Mexican and American occupation. These routes, traveled by early pioneers became more widely used during the gold rush of '48 - '49. According to some sources the most important of these trails was the Pena Pass Road which connected Sutter's Fort to the Sonoma Mission. The road, although not the shortest route, provided an essential need for survival, water. Lagoon Lake, south of Vacaville, provided that water. The road which passed through Vacaville and Fairfield stayed close to the hills to avoid the sections of valley which became inundated each year. All across the United States, riders on horseback were being replaced with buggies which evolved into horseless carriages. These motorized buggies demanded the need for a better roadway upon which to travel. California State engineers set out to accomplish that task, first by leveling and surfacing the roads then taking out the many curves, which made driving the high speed vehicles dangerous. The first commercial automobiles began arriving in Sacramento in the late 1890's. In 1905 27 cars were sold in Sacramento and in 1910 sales increased to 700 cars. By 1911, people in and around Sacramento were purchasing cars at the rate of seventy-five per day. The need for better roads became obvious. The "Good Roads Movement" , promoted in part by the California Automobile Club, lead to the construction of many new roads in the area. Once new roads were established the need for paving became a necessity to maintain the integrity of the road surface. But there still remained a gap between Sacramento and Davis. In 1855, in an attempt to make the Yolo Basin passable for as many months as possible, a plank road was constructed. Similar in design to ones being used to cross the desert in Southern California, it was subject to annual flooding and constantly required rebuilding. Finally in 1862 it was abandoned. Between 1862 and 1916 a temporary road was constructed across the basin on a yearly basis. After annual flooding ceased, and the muddy floor dried, a wagon would be sent across the basin establishing that years route. This new road became known as the "Tule Jake" road. With the rapid increase in automobiles traveling, or attempting to traveling the area, a more permanent solution was needed. Thus began the discussion of a permanent structure to allow traffic to cross the basin year-round. Work began on a trestle in November 1914. When completed in March of 1916 it was touted to be the "longest concrete bridge in the United States" and the "Longest trestle in the world". The trestle at 3.1 miles long and 21 feet wide was 18 feet above the basin floor and had cost just under \$400,000 (\$5.6 million in today's dollars). The posted speed limit was 10 mph. The completion of the newly named "Yolo Causeway" shortened the route to San Francisco by 30 miles. Saving 30 miles didn't necessarily mean saving time. If one chose to take this alternate route, avoiding the Lincoln Highway down the valley through Stockton, over Altamont Pass into Oakland, you still had to take a ferry from Vallejo to Crockett. The wait and subsequent ferry trip could delay the traveler up to an hour. It wasn't until 1927, with the completion of the Carquinez Bridge, that this alternate route would prove beneficial. The current causeway was built in 1963. Parts of the original trestle can be seen at the West Sacramento end under the current causeway.

The following news-clippings tell the story of the need for the Yolo Causeway and the controversy that developed because of it.

Yolo Causeway

(extracted in its entirety from "Davisville '68 The History and Heritage of the City of Davis" published by The Davis Historical and Landmarks Commission 1969)

Construction of the Yolo Plankroad Turnpike was a boon to travelers headed for the mines of the Mother Lode. A charter for this road was originally granted in 1855 to Jacob L. Lewis, William Green, J.P. Hooper, W.C. Wallace, George W. Foster, Joshua B. Tufts and Judge William Ralston. The road they built, extending 4 1/2 miles west of the Sacramento River to the Tule House, was an early-day attempt to build an all-weather highway across what is now the Yolo Bypass. Travelers by this route connected with the Putah Creek Turnpike en route to San Francisco and the Buckeye Road to the western foothills, on which regular stage lines operated, weather permitting. The toll roads did not endure, and the planks of the Yolo Turnpike soon disappeared in the tule swamp. The Tule House, which had served as a hotel and early stage stop, floated away from its stilt-like foundations during several floods and was relocated at Four Corners (intersection of Road 30 and 105) near the Jacob Snyder ranch.

The "Tule Jake Road, " which replaced the earlier turnpike, remained the only road from Davisville to Sacramento until completion of the Yolo Causeway, on December 22, 1915. Impassable except in summer, its easterly course across the tules was re-charted each year by the first wagon to "make it through," according to old-timers. Daughters of Mathew Clancy recall leaving their home in Davisville at four a.m. for a day of shopping in Sacramento, adding that the carriage ride could rarely be made before the fourth of July or after the first fall rain. Early-day automobile drivers brave enough to attempt the journey frequently found themselves mired in alkali mud holes, although road improvements)proposed by the Davisville Chamber of Commerce) were undertaken in 1906.

Fortunately, completion of the railroad bridge across the Sacramento River in 1870 provided an alternate form of interurban travel except during heavy floods, when even the tracks were washed out, as they were in 1871, 1894, and 1907.

Small wonder that many Davis residents joyfully participated in the gala festival held in Sacramento on May 11-14, 1916 to celebrate the opening of the Yolo Causeway. The *Woodland Democrat* proclaimed its importance by stating: "Immediate commercial development of the entire valley is assured as a result of the building of the causeway, the longest concrete bridge of its type in the world. The causeway bridges the waters which have so long made impossible social and commercial intercourse between the two sections of the richest valley in the state."

Announcement that the State highway, part of the ocean-to-ocean Lincoln Highway (US 40), would pass through Davis was heralded as another important milestone in the city's development. Markers of this historic roadway still stand on the corners of First and E and at Second and B Street. Before completion, in 1943, of the freeway, which bypassed Davis to the south, the road to San Francisco continued west on Russell Boulevard to Cactus corners, passing through Dixon, Vacaville, Fairfield, Vallejo, Richmond, and Berkeley, whence automobiles were ferried across the bay until completion of the Bay Bridge, in 1936. Highway improvements in the last 30 years have now made it possible for motorists to travel via Interstate 80 from the Bay Area, through the Sacramento Valley, over the Sierra Nevada, and beyond without any stop required.

NOTE: The Yolo Plank-Road established in 1855 ran from the Sacramento River to 5 miles SE of Woodland. The west end was at the "Tule House" at the edge of the Davis marshland. The Tule House was a stage stop and hotel built on stilts.

WOODLAND DAILY DEMOCRAT

December 12, 1910

SUGGESTION FOR STATE HIGHWAY

A Route Outlined by a Correspondent at Dixon

Would Run Directly South from the Woodland Depot for Six Miles-Plea for Unity

Ed. "Democrat"; Owing to the numerous controversies which have arisen over the question of a public road over the tule basin, all interested parties must discuss the question with the utmost frankness. It cannot be denied that the people of Woodland and other points north have a right to demand that the road come their way. Also that the people of Davis and points south have an equal right to demand that their rights be considered. This opposition, from south and west, will be no light matter, and if due care is not exercised, the whole proposition will end in a hopeless tangle, and no one will get anywhere.

By looking over the Yolo county map and comparing distances one may arrive at a fair conclusion, and thus be in a humor for compromise. A possible route would be directly south from the Woodland depot Six miles to the southwest corner of section 28. Then directly east by the compass for 13 miles to Sacramento. This makes the length of the entire road 19 miles from Woodland and 24 miles from Dixon. Woodland would only traverse 2 extra miles in making this distance, while the distance from the south and west would be no greater. This would bring the junction of the road 3 miles north of Davis. This route would be merely a matter of square corners and the extra distance covered would be of little consequence when it is for the good of all. This suggested route takes in barley six miles of tules and the cost of building and maintaining is less than any route yet suggested.

The levee route from Woodland is convenient in one way, yet would have a tendency to drive business away, as it would be used principally as a convenient means of reaching Sacramento. As it is, it would merely an entrance to Woodland's back yard.

By maintaining the direct route south from Woodland, that place would be on the main route, while Sacramento would be the incident from a tourist standpoint. The prime object of the highway act is to establish the shortest routes between county seats. It cannot be denied that our people will want the best, yet they cannot have everything, so must unite their efforts. This suggested route would come within the meaning of the act. A state highway must have laterals, so the road across the tules would be the connecting link between the highways down the valley on both sides of the river,

I see no reason why the electric road could not take advantage of this suggested route, as it would save building across the tules twice and do away with extra angles.

It behooves our people to move slowly in this matter and get together on a more business-like basis, at the same time keeping a weather eye on the Ethiopian in the woodpile.

E. H. Foster

WOODLAND DAILY DEMOCRAT

July 19, 1913

PROPOSED YOLO HIGHWAY ROUTES

A majority of the board of supervisors have been intemperately, and we believe unjustly, criticized in refusing to appoint viewers to appraise the value of a right of way for a state highway over the Yolo basin, on a route determined by the engineers of the state commission.

For several months we have been content to publish the news and developments in the agitation in relation to the route most available over the basin, without editorial comment, for the reason that in the very beginning, when we were endeavoring to protect the taxpayers of the county by urging the selection of a route that would accommodate the most people and cost the least money, some of the very people whom we were trying to keep on the state highway map accused us of working selfishly in the interest of Woodland at the expense of other portions of the county.

The accusation was so unwarranted and so manifestly unfair that we concluded, possibly with too much haste, that rather be the target for misrepresentation we would leave the discussion to others, and if the outcome of it should be, as we anticipated, the imposition of an unnecessary burden of taxation upon the county and the selection of a route unsatisfactory to a very large majority of the people, the responsibility would rest upon others.

But in view of the fact that R. H. Beamer is fighting the battle of the taxpayers practically unaided, and the further fact that the motives of the members of the board of supervisors who agree with Mr. Beamer have been impugned, we consider it a public duty to review the whole question. This duty seems more imperative if it true that their critics are trying to gain sympathy and support of the board are basing their action on the demand that the route must be direct from Sacramento to Woodland. Such an assumption is absolutely and unqualifiedly false. Nobody is insisting on such a route.

It is true that over two years ago, when the situation first began, many Woodland people urged that the state highway over the basin should parallel the Sacramento-Woodland Electric railroad.

It was demonstrated, conclusively, we believe, that the cost of construction and maintenance over this line would be much less than over any other, and that was the main consideration, in view of the fact that the great bulk of the cost would fall upon Yolo county.

Residents of Davis and Dixon wanted the road on a direct line from Sacramento to Davis, and for obvious reasons, Oakland, Sacramento, Napa and Sonoma automobile owners, consulting their convenience and without taking into consideration the cost to Yolo county, favored the latter route.

Residents of Winters proposed the Tule Jake road as a compromise, and the people of Woodland as well as the board of supervisors accepted the suggestion as the best solution to the problem.

Later a conference of representatives of all the West Side counties was held at Willows and it was unanimously agreed that the Tule Jake route was the most available. When the conference adjourned it was with the distinct understanding that all literature would be prepared on the assumption that this route was the unanimous choice of all the counties and that it would be recommended to the state highway.

Ever since that meeting the people of Woodland, indeed, a very large majority of the people of the county, have totally supported that recommendation, while others, if there be any truth in current rumor, have secretly and persistently connived to nullify it.

The law contemplates that county seats be connected by the state highway, where practicable. So anxious were the people of Woodland to make any reasonable concessions that would insure the construction of a highway that they, without any protest, agreed that the line of the West Side highway should run along the county road directly to Plainfield and that they, at their own expense, would construct a road west from the city limits to connect with the state highway at Brown's corner. Does that look like Woodland is trying to hold up the state highway or "hog" anything?

A report has been industriously and persistently circulated in other counties in the effect that Woodland and a majority of the supervisors are in a conspiracy to prevent the construction of a highway over the basin because they cannot have their way and because Woodland wants to "hog" everything. And this report has been so ingeniously worded and peddled as to impress those who are not familiar with all the circumstances with the idea that there is some truth in it.

Now, there has never been a time since the unanimous agreement was reached that Woodland and a majority of the supervisors have not been willing to stand by that agreement and incur the debt and responsibility necessary for the construction of the road. Can their critics truthfully say as much?

Mr. Beamer was unanimously appointed as the representative of the board to carry out the provisions of that agreement. He worked unselfishly and effectively and in perfect good faith until he discovered that the engineers of the state highway commission, acting in conjunction with others who were parties to the agreement, had no intention of giving any head to the recommendation of the West Side counties. Then he threw up the job and washed his hands of the whole affair. Now, everybody knows that Mr. Beamer is an enthusiastic supporter of good roads and that he is an earnest advocate of a highway over the Yolo basin, but he wants Yolo county people to have a square deal and will not be a party to any proceeding that means anything else.

From the very beginning it has been apparent that the engineers had predetermined where the route should be, without waiting to make a survey, and in this they have been encouraged by certain interests that are only too anxious to violate an agreement to which they were a party. We have it on good authority that the only surveys made were along the line of the Southern Pacific. The only survey made on the Tule Jake road was from Plainfield to the edge of the tule. Both the engineers and the members of the commission have listened to Mr. Beamer, but they have refused to discuss with him the advantages

of one route over the other, and there is no question but that he can demonstrate to the satisfaction of any unprejudiced mind that the Tule Jake route is the cheapest and most available route and will accommodate more Yolo county people than the other.

That a line direct from Sacramento to Davis, thence southwesterly through Dixon would be shorter for the people of San Francisco, Oakland and other bay cities and counties cannot be disputed. But there are other considerations of more importance than that of shortening the road for the special accommodation of automobile owners. The farmers, fruit growers and other taxpayers of Yolo county should have a hearing

Such a line would not be as convenient as the Tule Jake route to a very large majority of the people of Yolo county, and it would materially increase the burden of their taxation. They must pay all the interest on the cost of construction. Not one dollar of this would fall upon the people of other counties who are clamoring for a shortening of the road by two or three miles.

The people of Sacramento, Solano, Alameda, and Francisco, Napa, Sonoma and other counties can have all the facilities they demand, over the Tule Jake road and all they are required to do is travel over a road two or three miles longer, but which will mean a savings of many thousands of dollars to the taxpayers of Yolo county.

The Tule Jake road crosses the basin at a much narrower point than does the line adopted by the engineers, and therefore would cost much less. It reaches high land on the west at a point nearly equidistant from Woodland and Davis. The great bulk of the county is north of the line and more than 75 per cent of the taxable property is north of the route which the Willows conference recommended. The route adopted by the engineers crosses the basin almost on a line with the southern boundary of the county between Winters and Davis, and it leaves the county at Davis. Is it fair, right or just to increase the cost of construction of the road just to accommodate the people of the bay counties, to the great disadvantage of the people who must pay all the cost? Is there anything unreasonable in the contention of Woodland people and those who live north and west of the county seat? Are the supervisors to be censured because they are trying to secure the most convenience for the most people and at the least expenditure of money?

So far as the "Democrat" is concerned, we are willing to submit the whole question to a referendum and if 75 per cent of the people do not sustain the action of Mr. Beamer and a majority of the board of supervisors we will make no further protest against the arbitrary action of the engineers.

WOODLAND DAILY DEMOCRAT

June 11, 1913

THE TULE JAKE HIGHWAY OPEN TO PUBLIC

A number of automobiles, crossing Tuesday from Davis to Sacramento over the new Tule Jake highway, marked the unofficial opening of that much needed road to public travel. The road is still incomplete and will not be entirely finished for several weeks, but the bridges and fills are in and the autos which came across experienced no difficulty, according to Supervisor William J. Leinberger of District No. 1, Yolo county. The surface of the road is mostly black loam and firm even now for a fair crossing.

WOODLAND DAILY DEMOCRAT

July 11, 1914

TULE JAKE ROAD NOT YET SAFE FOR MOTOR TRAVEL, WARNS SUPERVISOR LEINBERGER

Woodland motorists who have been contemplating a trip to Sacramento Sunday over the Tule Jake road were warned today by Supervisor Leinberger that the road is not yet fit for traffic, and that it will not be for several days. The impression has gone out that this road was open, and many auto parties had been planned for the races and the ball game in the capital city Sunday. Leinberger stated over the phone that there are many dangerous places in the road, and it would be unsafe to attempt to use it.



Crossing the Tule Jake road 1913

VACAVILLE REPORTER

January 1, 1915

GREAT YOLO BASIN ROAD

First Unit Will Be Finished By July

Assurance that the construction of the state highway across the Yolo basin from Sacramento to Davis will be completed well within the specified time and that rapid progress has already been made, is given in the report of the committee on roads and highways of the chamber of commerce, which has been filed says the Sacramento Union.

The report, signed by Chairman J. H. Stephens, reviews the work of financing and promoting the construction of the highway and says that the credit belongs mainly to the Sacramento chamber of commerce, which appointed the committee early last spring to promote the work.

The California highway commission estimated the cost of construction at \$627,000, but as there was no demand for highway bonds last spring, an additional bonus of \$18,000 was necessary. The plan of the chamber that the city and county share half of this expense each was acceptable, but as there was insufficient money in the advertising funds, the Sacramento clearing house provided the additional \$18,000 through the banks and the city and the county was to pay them back as soon as funds are available.

Of the \$627,000, a buyer was found for \$177,00 worth of bonds, and the remaining \$450,000 worth was taken up by the banks.

The work on the first unit of the highway contract for which was let to the Graff Construction Company of Seattle, for \$239,703.80 will be completed within the time limit of 300 days from July 31, 1914, exclusive of Sundays and holidays according to the report. This work takes in the first 16,000 feet of the new highway, including the concrete trestle over the Yolo basin. Rapid progress already is reported by the state highway commission. To facilitate the rapid construction, the state highway commission will let the contracts for the second and third units as soon as possible.

The report acknowledges the indebtedness of the commission to Chief Engineer Fletcher of the state highway commission, and also to the attorney of the commission. It claims that credit for pushing the work through is claimed from undeserving sources adding that there is credit enough to go around for all, but that the chief credit belongs to the Sacramento chamber of commerce.

WOODLAND DAILY DEMOCRAT

February 11, 1916

THE YOLO CAUSEWAY TO GET VALUABLE ADVERTISING

Sacramento and Yolo counties are reaping, the first fruits of the construction of the Yolo causeway, although that great structure is not yet finished.

The maps of the Lincoln Highway in preparation for the coming season will show the main route of that highway between Sacramento and San Francisco running across the causeway and by way of Benicia to Oakland. The literature sent out by the Lincoln Highway Association will carry the pictures of the causeway as one of the chief engineering features of the continental road. It will be published as the greatest structure of the kind in the world-and it is.

These facts were disclosed at the meeting of the progress and prosperity committee of the Sacramento Chamber of Commerce which is working with the highway committee of that body in connection with the Yolo causeway celebration.

Upson also announced that the Lincoln Highway Association had agreed to change the route between Placerville and Folsom to follow the line of the state highway instead of the Green Valley road, as at present. Between Auburn and Sacramento the road will also follow the state highway and abandon the present route.

OAKLAND TRIBUNE

May 14, 1916

NEW CAUSEWAY OPENS SHORT ROUTE

Sacramento Celebrates Wedding to West Side Country

The big causeway celebration that ends today in Sacramento, thereby marking the fourth day the carnival spirit has reigned supreme in the capitol city, has proven a successful medium in proclaiming to the motoring public of the state of California that one of the most remarkable engineering feats in the building of the California State highway system has been completed and for the first time in history an all-year-round road is now open over the Yolo basin.

This new road over the lowlands in the Sacramento valley west side country shortens the distance between Oakland and Sacramento by lose to thirty miles. It is made possible by a new concrete causeway over the Sacramento-Yolo lowlands, which is claimed to be the largest structure of its kind in the world, and in addition there are so many features in its construction that lift it out of the ordinary causeway or bridge type. The following facts are a condensed resume of the most important features during its construction period.

The contract for the work was let July 31, 1914. Pile driving on the wooden trestle on the west end began on November 1, 1914. The first concrete pile was driven January 3, 1915 and the last concrete pile in October of the same year. The entire causeway, with wheel guards in place, was completed December 11, 1915. This causeway has been built on the unit system, the flooring resting on precast concrete piles.

The causeway, which is twenty feet in height and allows for a roadway of twenty-one feet in the clear, is three miles in length. The cost of the causeway was about \$130,000 per mile. It spans a swamp land hitherto impassible. It is a wonderful piece of road work. Much credit is due to the state highway officials in engineering this road over what has always been considered a swampy barrier that for eleven out of twelve months of the year effectively separated Davis and Sacramento to the autoists. And by connecting those two cities we have another new link in our wonderful state highway system that bids fair to become popular with the motoring public seeking a shorter route from the capitol and bay cities.

For the benefit of the motoring public of Alameda and Contra Costa counties the automobile department of The TRIBUNE enlisted the services of "Lena" the famous veteran pathfinding Pathfinder car of transcontinental fame, and her pilot, L. M. Maynard, and made a trip over the new causeway route this week to secure the data for the accompanying map of the road from Oakland to Martinez by way of the Martinez ferry and the causeway. The road-scarred veteran Pathfinder car, hero of three transcontinental map-making trips and claiming over 268,000 official miles to her credit and many thousand unofficial miles besides, hummed over the road as smoothly as a new six. In the party with Driver Maynard were Bert Presley of the Arnot and Presley agency for the Pathfinder cars in this territory, L. E. Warford of the Lincoln Highway Association and the writer.

The Pathfinder car recently came to Oakland from San Diego, serving as the official car of the San Diego exposition. It made the run north with the high gear sealed and the ensign carburetor adjustments sealed. It was then sent to Sacramento to take part in the causeway celebration and to complete arrangements for the wedding of the trail's caravan that is expected to motor to the exposition in the trail set by the Pathfinder car during the coming week. The car was driven from Sacramento to Oakland over the Lincoln Highway in order to make the map-making trip for The TRIBUNE and then on the same day with no more formality than filling up with gas started back again to Sacramento over the causeway route, making the round trip easily in the day besides making many stops for photos en route. After reaching Sacramento the car was started home at once over the Lincoln Highway again. No new car could have given a better performance.

EDMUND CRINNON

OAKLAND TRIBUNE

March 30, 1916

"OPTIONAL" ROAD PLAN DIES HARD

Sacramento Clings to Attempt to Cut Off Oakland

By-Pass Boosters Meet Defeat; Letter Shows Object

Emphasizing as their purpose no change in the existing route of the Lincoln Highway but the designation of the new Yolo by-pass as "an optional" route, Sacramento road boosters, in the face of certain defeat, are continuing their efforts to cut off Oakland from the great national thoroughfare.

The "optional road" plan is a result of a combination of San Francisco and Sacramento to make the latter the last stop of tourists for the city across the bay, according to the local road men who say that "optional" in reality means a change in the highway. The position of San Francisco in the matter is readily understood, in view of the fact that many of the Lincoln highway tourists are making headquarters in the east bay cities, but why Sacramento, a city given the highway largely through Oakland efforts, should take its present stand, is a matter they find more difficult to understand.

L. S. Upson, Sacramento consul for the Lincoln Highway association, and one of the leaders in the effort to have the Yolo causeway designated as the highway, has made the claim that he has been virtually promised that the destination would be made. Now that it is apparent that the Sacramento effort will come to nothing, he has expressed his surprise and, incidentally, shows something of the character of the efforts that have been made to cut this city off the route, and admits that the original plan of the highway was to leave Sacramento out. It was Oakland that changed that plan.

"FIGHT OUR BATTLES"

"There was some talk at one time," in the way Upson puts it, "of the crossroads being used, but the highway was finally routed through here. Sacramento can fight her own battles regardless of any other town."

A letter from Upson to A. F. Bement, secretary of the Lincoln Highway association at Detroit reads:

"A. F. Bement, Detroit Mich.

"Dear Sir: Your communication of the 17th came to me as very much of a surprise. If you will look over my back correspondence on this subject, you will ascertain that I forwarded to Mr. Pardington a duplicate of the map that I sent you. In my prior correspondence on this subject you will also note a statement from me that I did not think it advisable under any circumstances to do away with the Lincoln Highway route by the way of Stockton. Stockton is an important city, and it is necessary to have it on the Lincoln Highway.

"My contention all the time has been that this new route to San Francisco should be marked as a part of the Lincoln Highway. In other words, there should be two routes to San Francisco, one by the way of Stockton, the other by way of Davis.

"As stated before, the state of California has expended over one million and a half dollars in completing this link to San Francisco. It is one of the biggest engineering feats that they have undertaken. The expanse of water that it crosses is four miles, and it unites the entire eastern and western sides of the great Sacramento valley. Heretofore in the winter this big expanse of overflowed water could not be crossed for a distance of 100 miles up and down the Sacramento valley.

"We are to have a monstrous celebration over the completion of the causeway. I have told the committee that the Lincoln Highway would branch at Sacramento, one route to San Francisco by the way of Stockton, and the other across this new causeway.

"It is needless to say I have compromised myself, as I have had this subject up with you, and officials of the Lincoln Highway, and representatives of the Lincoln Highway for the last three years. I took it up first with Fredrickson, and explained this route and what we wanted to do, also took it up with Ostermann when he was here, and I have had several letters from you on this subject.

"WILL DO NO HARM"

"It will do no harm to mark this as one of the optional routes to San Francisco, not only on account of the short distance to the metropolis of California, but the fact that it connects our entire state system of highways. California has expended eighteen million dollars on her highway systems. She is about to bond herself for fifteen million more. We are going to make California the mecca for the tourists of the entire world.

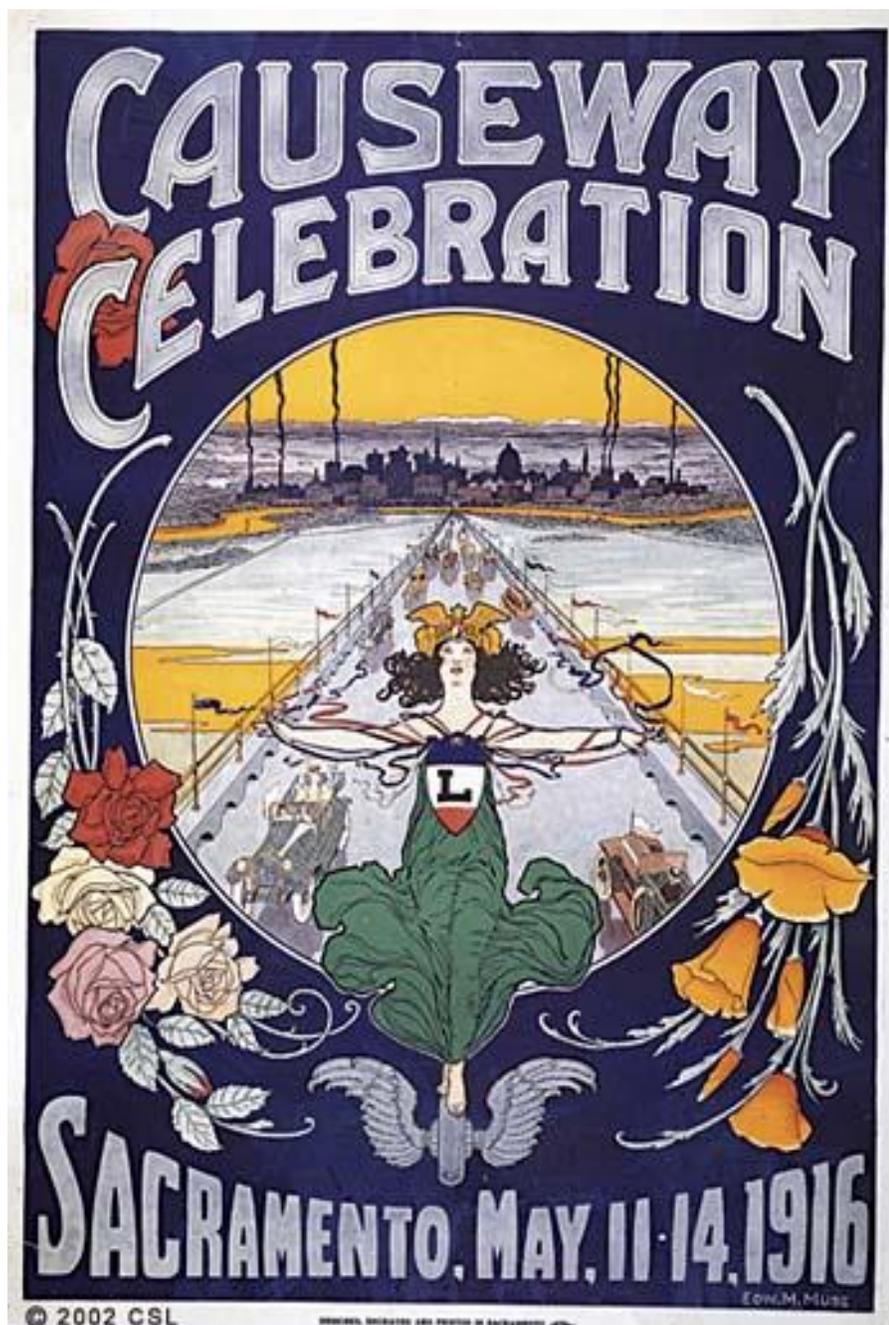
"I am sending you a copy of the reproduction of a large poster the Causeway Celebration committee is getting out, and you will note the Lincoln Highway is given the most prominent place in this poster. There will be thousands of these distributed all over California. I am also sending you a communication received from the executive secretary of the Causeway Celebration committee. Yours truly,

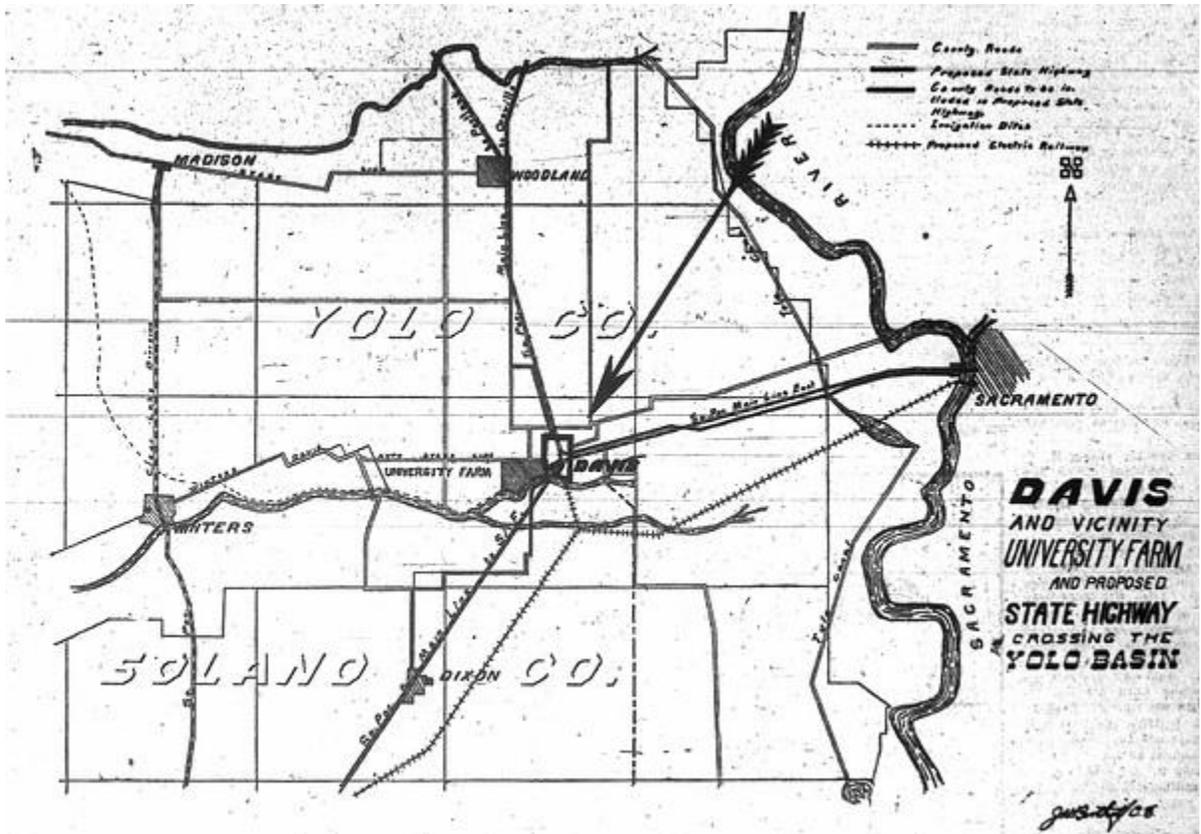
"L S. UPSON,

"Sacramento, March 25, 1916."

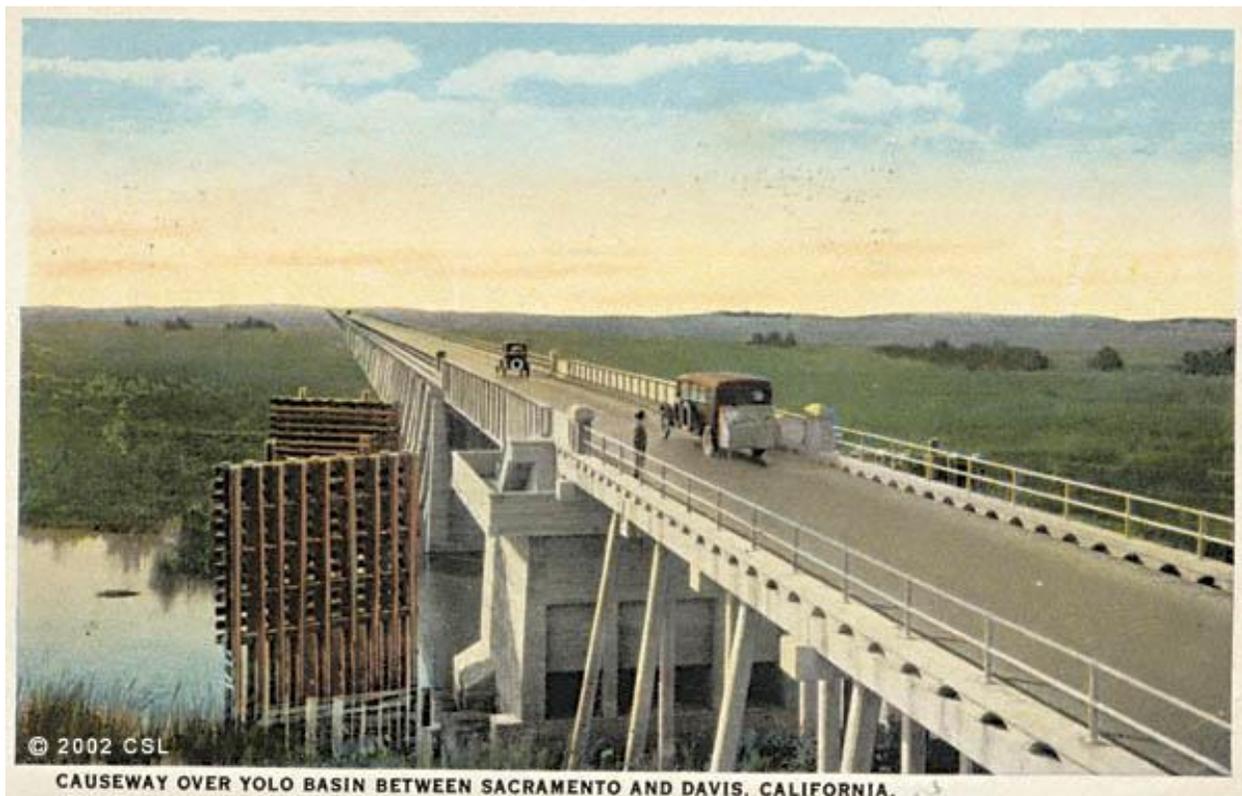
A meeting of all California consuls of the Lincoln Highway association will be held in Sacramento at some date probably prior to the Causeway Celebration.

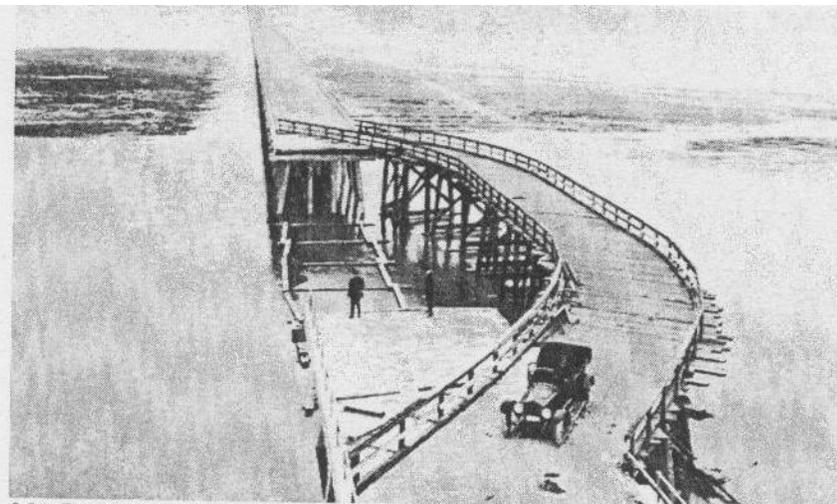
D. E. Warford, special representative of the association, is in Oakland.





1911 Plan map for proposed State Highway across the Yolo basin





06A Building a draw section in the Yolo Causeway in 1916 to allow passage of channel dredgers in the Yolo bypass. (Ben Blow, *California Highways*)



1961 view of the new causeway along- side the original 1917 causeway

Clarksville Days 2012

The 6th annual Clarksville Day celebration was held Saturday May 5th. As in years past, the California Chapter was represented providing information on the Lincoln Highway in general and the history of the Lincoln through Clarksville. Bob Dieterich, Kell Brigan , pictured under the canopy. and Joel Windmiller promoted the Lincoln Highway Association in an attempt to bolster Chapter membership and make the public aware of the need to preserve America's first Coast to Coast highway



Bob Dieterich and Kell Brigan



Bob and Joel Windmiller



Entering Clarksville over the Carson Creek Bridge post 1918



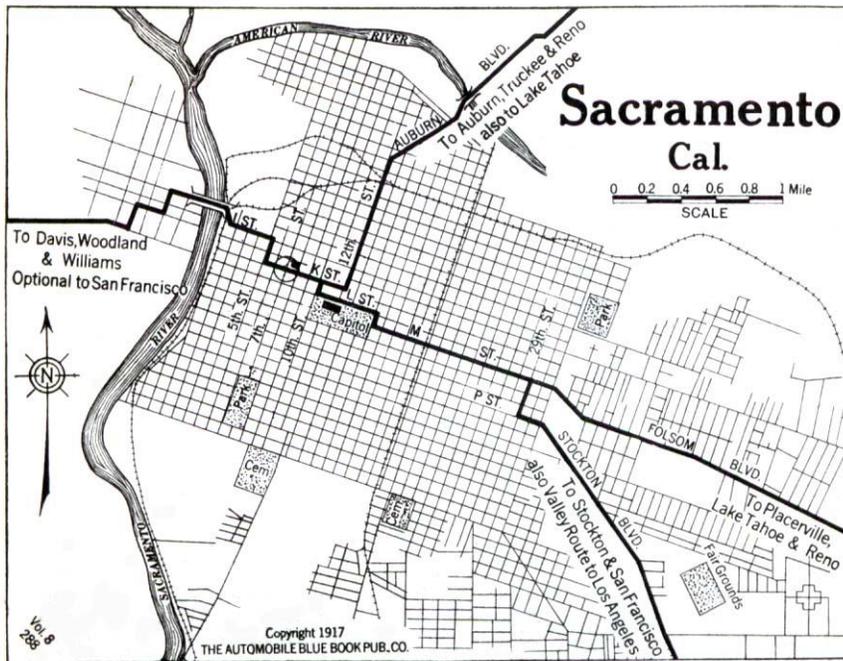
Due to local youths using the old section of Bass Lake Road for racing and partying a new gate had to be installed not only to protect property rights but to maintain the integrity of this very rare section of 1917 Lincoln Highway concrete.

The town of Clarksville is in the midst of a redevelopment project that will change forever the historic charm of this stop on the Pony Express Trail and the Lincoln Highway. Plans are to save the main road through town as a walking/bicycle path and as many of the original buildings as deemed possible.

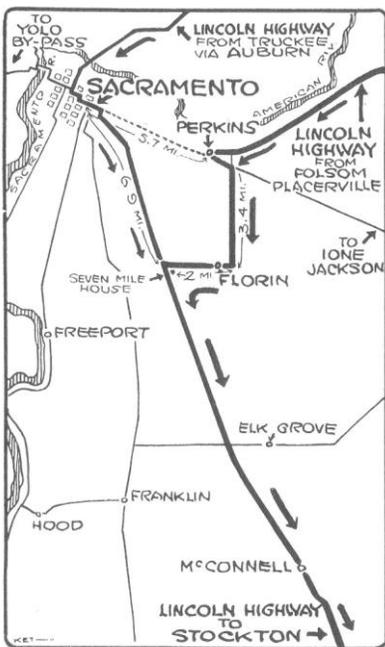
Cal Trans will begin work sometime in 2012 on the Silva Valley interchange on Hwy 50. Silva Valley Road will be routed over a new overpass north of the present Clarksville underpass and will align with old White Rock Rd. Country Club Drive will be extended to provide access to the Capital Korean Christian Church currently accessed by Tong Rd. Due to the elimination of Tong Rd. a gate will be installed at the church to allow access to Old Bass Lake Rd. (Lincoln Highway). Due to the construction, the area used for parking for the annual Clarksville Days will no longer be available necessitating the relocation and or a temporary suspension of the event. The 2012 event is the last to be held in Clarksville proper for some time.

Researching the Lincoln

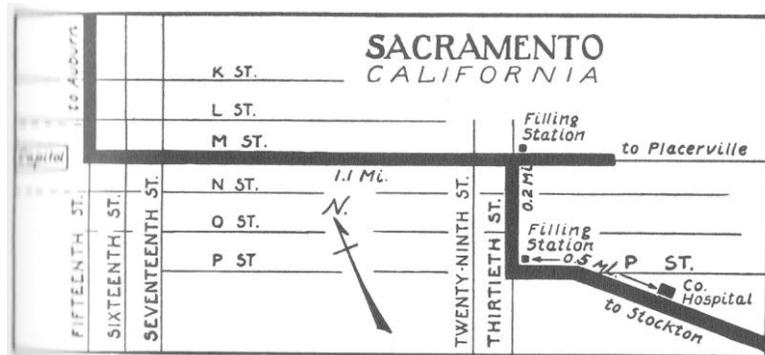
In early May, Paul Gilger approached the Chapter with a request to locate maps and any information we could gather to determine the route the 1913 Lincoln Highway followed through Sacramento. The route he was investigating was the one coming from Auburn and crossing the American River "the Northern Sierra Route". Paul and Jimmy Lin are putting the finishing touches on their Google maps, and have finally reached California, so this information would help confirm that route. Personal collections were opened and maps began pouring in. As with any research, confirmation from numerous sources is essential. If all sources provide the same conclusion you can almost be guaranteed you've hit pay dirt. Unfortunately in this case we came up with at least 6 different scenarios. Paul's main task was to discover how the 1913 Lincoln got under the Southern Pacific Railroad and over the American River before joining 15th Street. The 1924 map shows the Lincoln entering Sacramento on 15th Street and turning East on M Street, South on 30th and East on P before leaving the city on Stockton Blvd. Unfortunately 15th Street never extended north to the American River. The highway entered North Sacramento on Auburn Blvd. crossing the American River and followed 12th Street south to a point where it jogged over to 15th. The question is, onto what street did it jog? Page 505 in the Guide book also shows a cut-off route from Folsom to Perkins on the "Southern Sierra Route". In the upper left corner of the map you can see the Northern Route entering the city and making several jogs before heading south toward Stockton. All the maps show the pictured route over the American to be on 12th Street. 15th Street has always dead-ended on the south side of the railroad north of C Street. (The railroad runs on what would have been B Street). As the map is a sketch it is difficult to determine the actual streets represented. Paul pointed out a fact, that he uncovered during his research, being that one cannot rely on the darkly highlighted streets/routes on city maps as being the actual routes the Highway followed. If a map shows identifying signage along the route IE: the symbol LH, then there is a strong chance that the Lincoln actually followed that route at the time the map was printed. Although quite probably not the following week. In reviewing the collected maps several strong possibilities emerged. The Lincoln and the Victory Highway shared much of the Northern route until going separate directions South of downtown Sacramento. An early 1967 Richfield Sacramento city map shows the Victory (Hwy 160) entering on 12th Street to F Street where it jogged 3 blocks to 15th. At 15th it headed south to Freeport. The Lincoln would have followed 15th to M Street where maps show it turning south on either 29th, 30th, or 31st (Alhambra Ave.) where it turned east on P Street which becomes Stockton Blvd. Several of the maps show the highway jogging from 12th onto I (eye) Street, J Street, K Street, L Street before turning south on 15th. One shows a main route down 15th all the way to P Street. The earliest 1911 Thorpe's Road Map of California shows the highway splitting at C Street and heading both east and west. Confirmation of the 12th Street portion is the placement of signs and marker posts on 12th Street, L Street, 9th Street and M Street in 1928 directing traffic over the M Street bridge into West Sacramento and over the Yolo Causeway. The intersection of 15th and M was the control station in Sacramento. The final decision has been reached and the Google map will reflect a jog from 12th to 15th on F Street. As with everything in life, it's your choice. Sacramento offers numerous routes to explore so take the one that makes you happy and gets you where you're going.



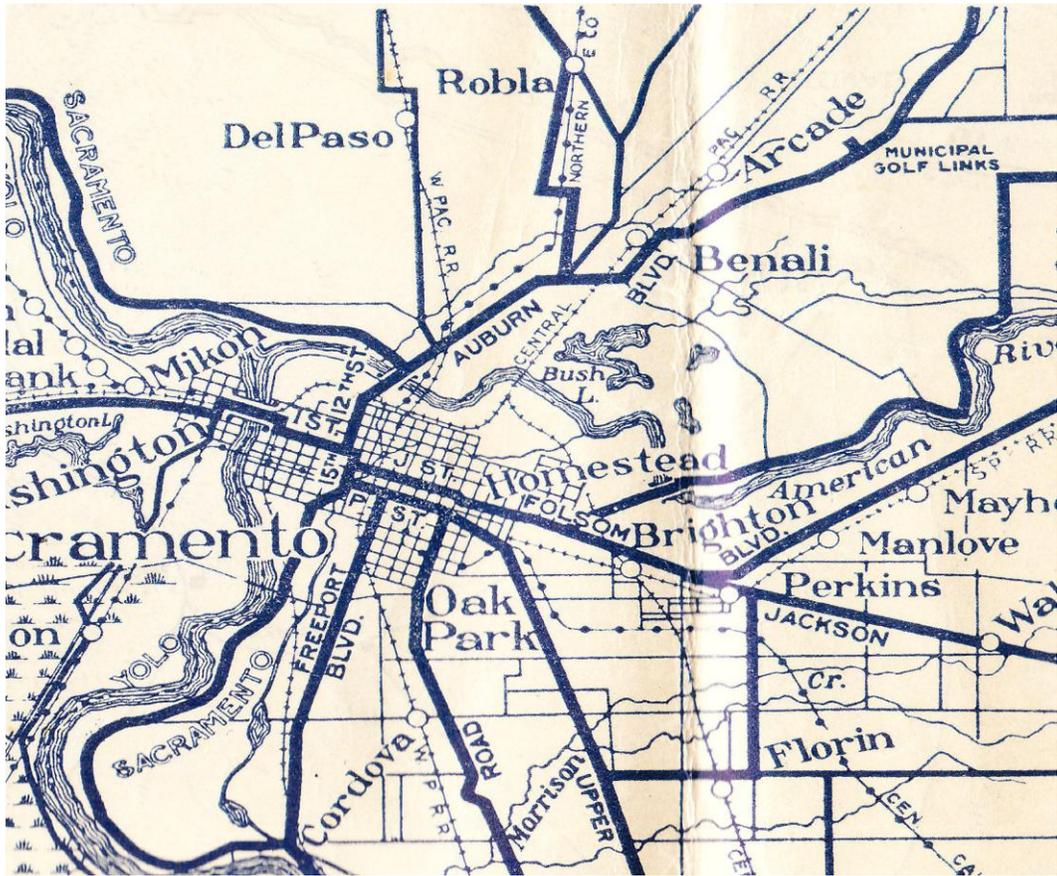
1917 Automobile Blue Book Golden Nugget Library



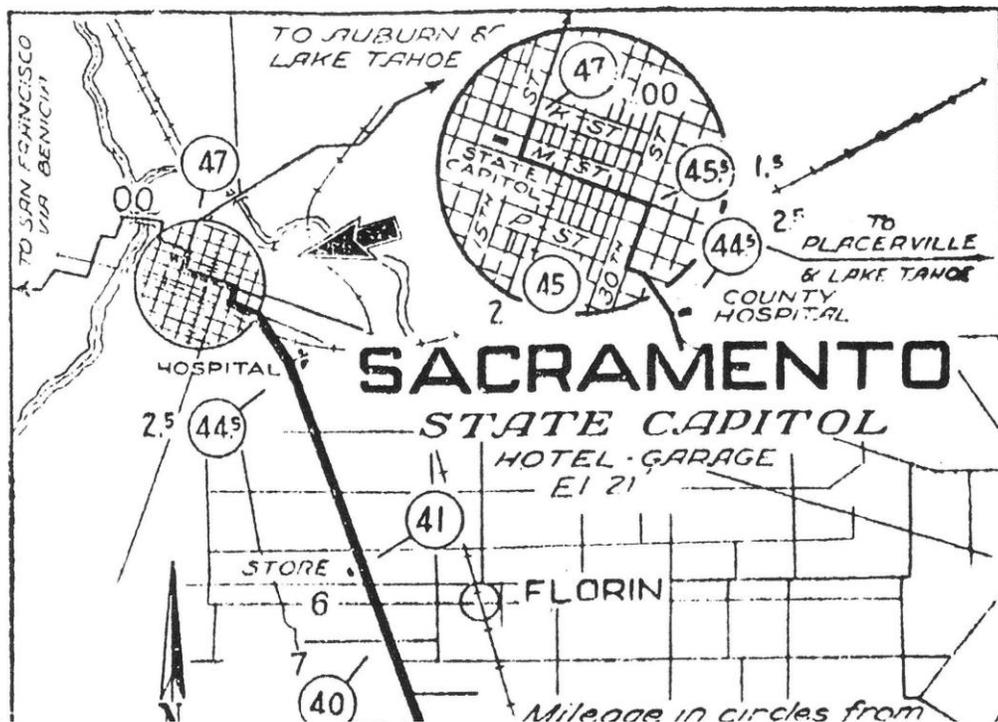
1921 Oakland Tribune & 1924 LH Guide Book



1924 Lincoln Highway Guide Book



1923 Rand McNally Automobile Trails Map



1915 Auto Club of Southern California
 This map corresponds with the section of map in the 1924 LH Guide
 and does not reflect the jog from 12th Street.

Applicants Exhibit No. B.
Dec 15-1927

Holmes - mt

PRINCIPAL AUTOMOBILE ROUTES THROUGH CITY OF SACRAMENTO

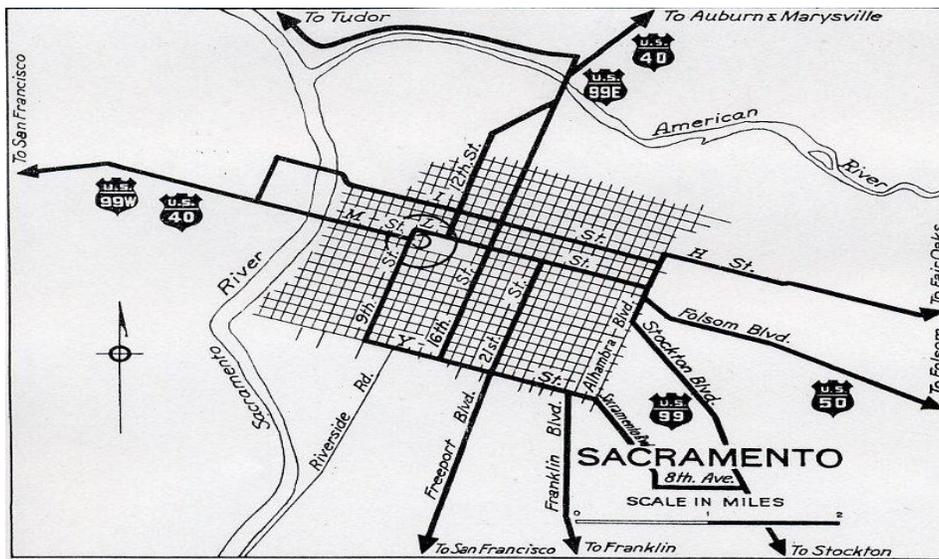
SCALE 1000'-1"



COPYRIGHTED BY THE
CALIFORNIA STATE AUTOMOBILE ASSOCIATION
1628 VAN NESS AVENUE SAN FRANCISCO CALIFORNIA

NOTICE TO MEMBERS: Should you find incorrect any information given in connection with this map, you will confer a favor, and assist in perfecting the service, by reporting same immediately to the Home Office, 150 Van Ness Avenue, San Francisco, enclosing this map.

727



1931 California Division of Highways



Del Paso Blvd. 1927



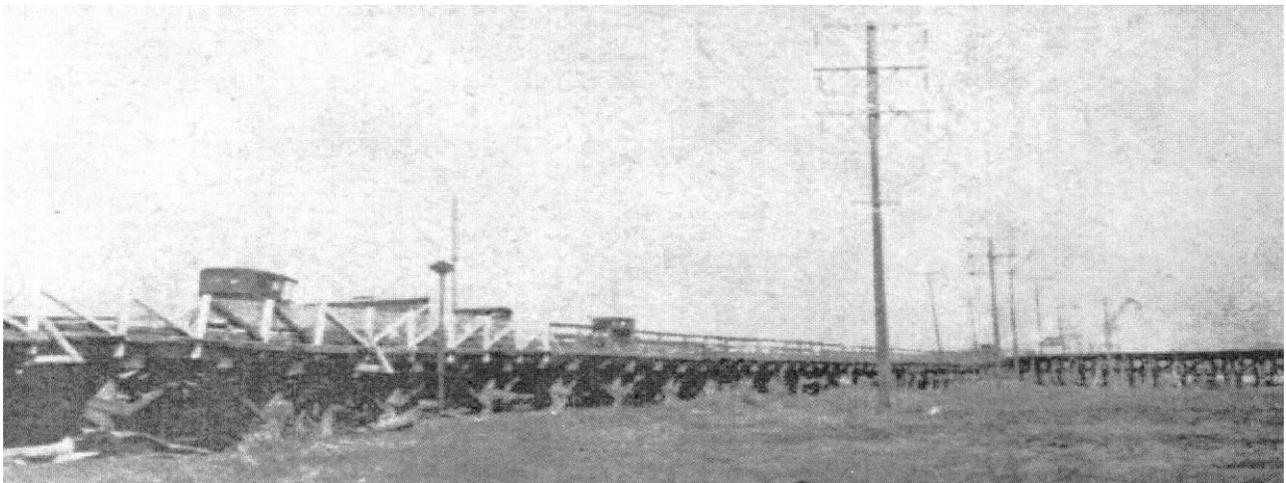
Del Paso Blvd 1927



9th and L Street 1916



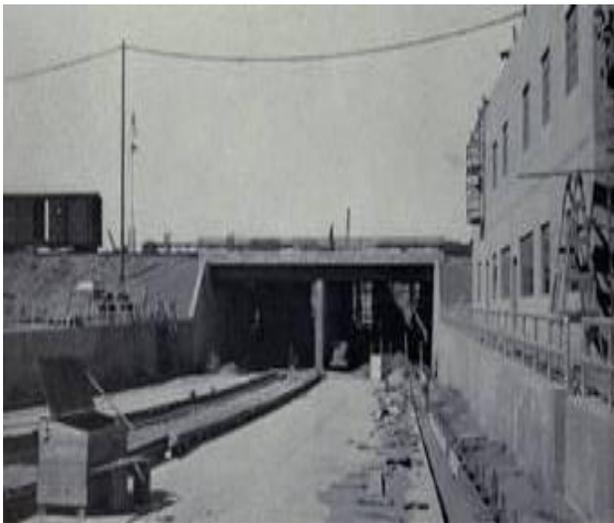
1967 Richfield Gasoline Sacramento City Map
 This map shows the route of Hwy 160 jogging on F Street



The second of 3 bridges across the American River. The first being built in 1815 was operated as a toll bridge by J. B. Haggin. The second (shown above) was built in 1887 and demolished in 1914. For a few short years it served the Lincoln Highway.



This 3rd bridge was constructed 20 feet downstream sometime after 1914. Originally of "Luten" design it consisted of two 112 foot-arches, two 117 foot-arches and one 125 foot-arch. The roadway was 21-foot 3-inch with a 4-foot sidewalk. With Lincoln Highway traffic increasing, the roadway was raised to sidewalk level and sidewalks eliminated, which added 4-feet to the overall width. In 1934 the upstream side was extended to create a 44-foot roadway with five-foot sidewalks and 12-foot curbs for pedestrian protection. 16th Street crosses center of photo while Auburn Blvd. slants to the right and joins 12th Street.



12th Street Subway 1949



12th & C Street 1926

The original subway under 12th Street was constructed in 1904-05. The subway was raised three feet in 1914 in connection with the levees north and east of the city.



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Cruisin' the Lincoln Highway, Sacramento to Truckee Sat., Sept. 15

Hidden in the suburbia of Sacramento, the foothills and mountains of the Sierra, is one of California most famous landmarks. Many of us cross or travel on the historic **Lincoln Highway** on a regular basis without even knowing it. The **Sports Leisure** offices sit one block off the old highway, and for many years we were on it, on Folsom Boulevard!

Now you can travel on and learn about this historic road that turns 99 years old this year. It was America's first cross-country highway. While it wasn't much to start, it became a vital first link in what is now the interstate highway system that moves people and goods all over the country every day. It started with the Lincoln.

From Sacramento, we'll take part of the original route of the old road (sometimes it's US 40, sometimes not) through Penryn and Newcastle. Gold Run, Baxter, Colfax, Nyack and Soda Springs are freeway off-ramps to most, but there's a story at each stop, and our expert Lincoln Highway guide will share them. Some of the original road still exists today. Certainly, there will be multiple picture stops, so bring your camera if you like documenting your travels in that way.

Lunch is at an old fashioned diner (featured on Drive-Ins, Diners and Dives on the Food Network) in Truckee, before we extend just a bit to catch a couple more landmarks on the old road and then head back down I-80 to Sacramento.

Bus Departure Schedule

South Hills Shopping Center	7:00am
(35 th Ave. & S. Land Park Dr. – front edge of the lot, near street in front of post office)	
Arden/Expo	7:20am
(Challenge Way between Arden and Exposition, park between Tri-Counties Bank and the fire station, bus stops on south side of Challenge Way)	
Madison & I-80	7:40am
(On Date Ave., south of Madison, adjacent to Office Depot and behind Boston Market)	
Roseville/Saugstad Park	8:00am
(On Douglas Blvd. West at Buljan Dr., ¼ mile from I-80, park and ride lot)	



Note: The bus departs at the times scheduled and no allowance is made for late travelers. We **strongly** advise that you arrive at your departure point at least ten minutes prior to the listed times. Should you decide to change your pick-up point for any reason, **you must notify our office at least 72 hours prior to departure.**

The cost of this tour is **\$110**, which includes transportation, narration en route and lunch. Travel Club Members may deduct \$1, Gold Members \$2, members of the California LH Association deduct \$10. Payment for your reservations is due within 7 days after you receive this confirmation. There will be a charge of \$70 for each reservation canceled within 21 days of departure, unless your space can be resold. We regret there can be no refunds for reservations canceled within 72 hours of departure or for passengers who are "no-shows" on the day of the trip. The price includes fuel surcharges as of April 1, 2012. **A portion of the proceeds from this tour benefit the California Chapter of the Lincoln Highway Association.**

Refreshments will be served upon departure. Lunch is scheduled for about 12:30pm. We plan to return to the first drop off point in Roseville about 5:30pm. Travel Club Members, bring your Day Tripper Cards with you to receive credit for the trip.

Important Things to Know: Our tours are designed with active travelers in mind and require moderate walking and general mobility to enjoy. While we welcome all, realistically travelers who require extra assistance are asked to have a companion capable of and responsible for providing that assistance. Please be advised that this tour features historic buildings and sites, some of which may be exempt from ADA requirements.

Additionally, if you have severe dietary restrictions, this type of travel may not be for you. Please advise us of any special needs at the time of reservation. For questions or concerns regarding wheelchair accessibility or policies regarding service animals, please contact our office.

Sports Leisure Vacations reserves the right not to accept or retain anyone on tour whose condition, **personal hygiene**, or **general behavior** impedes the operation of the tour or affects the rights of other travelers. We kindly remind you that **Sports Leisure Vacations** cannot be responsible for delays or omissions beyond our control (weather, traffic, construction, acts of God) nor does it assume any responsibility for any vehicle left at a pick up location. **No carry on alcohol is allowed on the motorcoach.**

MARK YOUR 2012 CALENDAR

JUNE 18-21

20th Annual LHA Convention
Canton, Ohio

Saturday **JULY 7**
12:00 noon

State Chapter Meeting
Judy's Place
1207 Pomona Street
Crockett, CA
510 787 7768

Saturday **AUGUST 25**

California Chapter Cruise and Tour
Sacramento to Lake Tahoe

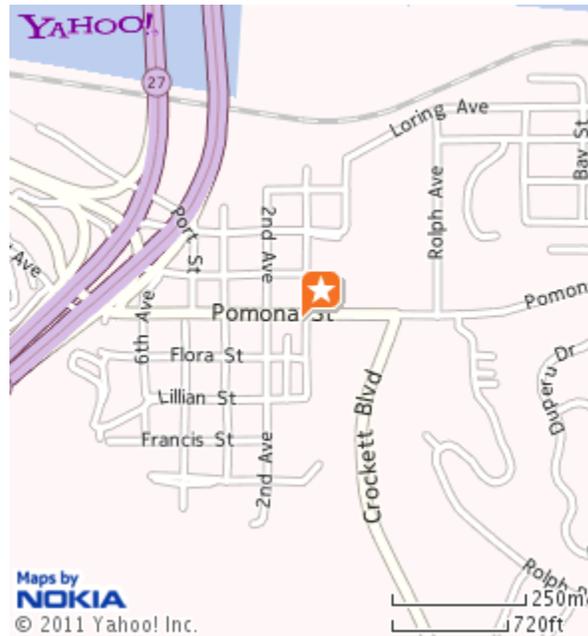
Saturday **SEPTEMBER 15**

California Chapter Bus Tour
Sacramento to Donner Pass

Saturday **OCTOBER 6**
12:00 noon

State Chapter Meeting
Location to be announced

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.



Judy's Place Crockett, CA

DIRECTIONS

From Vallejo :

- Cross Carquinez Bridge
- Exit # 27 / Crockett/Pomona Street
- Left on Pomona St.
- Destination is on right

From Richmond:

- I-80 E toward Sacramento
- Exit # 27 Pomona Street toward Crockett
- Left on Pomona St.
- Destination is on right

From Concord:

- CA-4 West
- Exit # 5 I-80 E / Crockett/Vallejo
- Right on Cummings Skyway
- Slight right onto Crockett Blvd.
- Left on Pomona Street
- Destination is on left

**LINCOLN HIGHWAY ASSOCIATION
CALIFORNIA CHAPTER**

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Fair Oaks, CA 95626**

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