

LHA NV CHAPTER CLEAR CREEK TOUR 2018-8-25



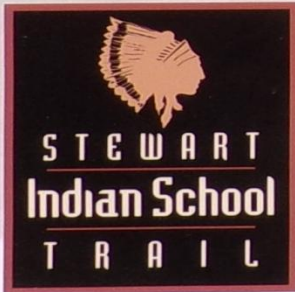
As experienced by
Neil A. Rodrigues
LHA CA Dir/VP



1928 to 1957 Lincoln Highway - Day Trip from Carson City, NV to Spooner Summit.



We met at the historic Stewart Indian School for orientation and group photo.



- 1 #**
Welcome Message
- 2 #**
Administration Bldg.
- 3 #**
Small Girls Dorm
- 4 #**
Small Boys Dorm

- 5 #**
Auditorium
- 6 #**
Steam Tunnels
- 7 #**
New Gym & Classroom Bldg.
- 8 #**
Infirmary

- 9 #**
Agriculture
- 10 #**
The Quad
- 11 #**
Old Gym & Athletic Fields
- 12 #**
Shops (Carpentry)

- 13 #**
Bakery/Post Office
- 14 #**
Dining Hall
- 15 #**
Band Room
- 16 #**
Wa Pai Shone

- 17 #**
Older Girls Dorm
- 18 #**
Employee Cottages
- 19 #**
Superintendent's Home
- 20 #**
Stone Buildings

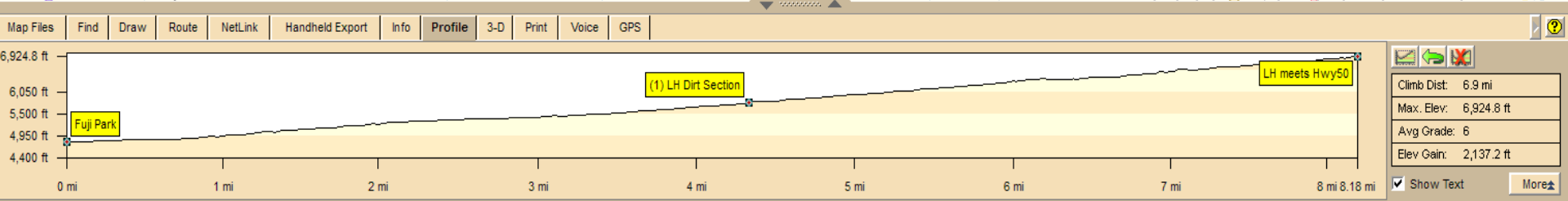
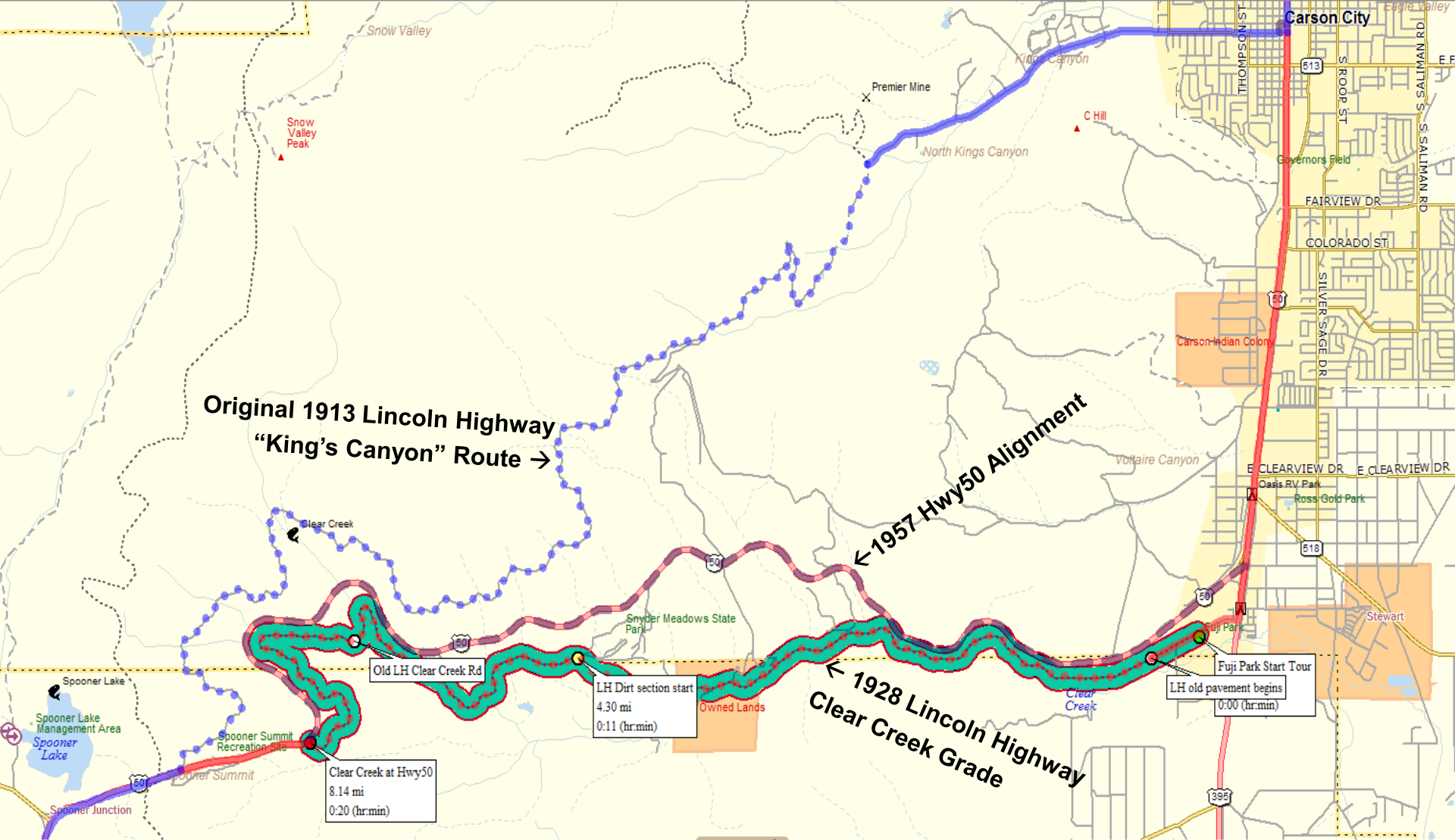
Stewart Indian School Campus opened in 1890 to educate American Indian children.



Tour Group at Stewart Indian School – introductions and tour briefing.



Tour Group Photo in front of Stewart Indian School, 1928 Small Girls Dorm Building.



Green line depicts Clear Creek alignment route and below a topography profile.



Looking South on Hwy 395 at the Clear Creek Road intersection, Carson City, NV. This is where a Boy Scout Marker was placed to direct LH traffic to Clear Creek Road.



Ormsby County Poor Farm , Daun Bohall Collection , NV ST Museum

We met at Fuji Park and walked to the sight of the Ormsby County Poor Farm, for underprivileged individuals up until 1937. The Social Security Act was signed in 1935. Two Civil War veterans died while staying at the farm and these are their graves.

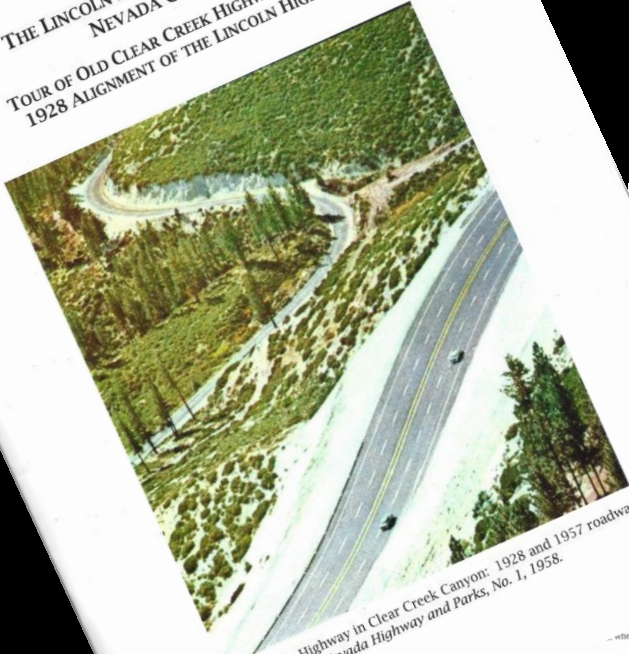


We boarded our truck-driven cart from where the tour will be viewed.



Tour-Guide Janette Bloom, narrated from the cart all the while we drove up the canyon.

**THE LINCOLN HIGHWAY ASSOCIATION
NEVADA CHAPTER
TOUR OF OLD CLEAR CREEK HIGHWAY AND THE
1928 ALIGNMENT OF THE LINCOLN HIGHWAY**



The Lincoln Highway in Clear Creek Canyon: 1928 and 1957 roadways
Nevada Highway and Parks, No. 1, 1958.

In more modern times, people exploring the old roads would ford the creek here in their vehicles. Since Clear Creek is the only year round tributary to the main stream of the Carson River, its water is very important to the entire Carson River watershed. At the urging of the Carson Water Conservancy District, the Washoe Tribe fenced the land in the 1990's and closed the roads to all traffic.

Stop # 4: Pinnacle Rocks/Water Diversion



These steep cliffs or pinnacles near the mouth of Clear Creek Canyon were formed by emigrant wagon travel, so it is likely that this section of the road was not developed until the 1860's or 1870's, either as part of Walton Toll Road or later by the Carson River and Flaming Company (C. & T. L. & F. Co.).

The original road ran alongside the creek between the pinnacles and the canyon. It is located higher on the cliffs near where the pinnacles and the canyon meet. The department realigned this and other sections of the old road in 1928 to improve the grade for automobile travel. The road is now on U.S.F.S. land, are popular with rock climbers who nickname them "The Dragon" and "The Dinosaur."

The road from the Pinnacles is a diversion point that provides access to the State of Nevada. The diversion, installed some time ago, provides access to the Stewart Indian School through a pipeline. The corridor is owned by the Nevada Chapter of the Lincoln Highway Association.

**A Day Trip on Old Clear-Creek Highway and the
1928 Realignment of the Lincoln Highway**

Join LHA members Janette Bloom and Jan Marson on August 25 for a day trip exploring Clear Creek Canyon in Carson City. We will gather at 9:30 a.m. at the Stewart Indian School main entrance at 5700 Snyder Avenue. First we will travel the Stewart Indian School Trail (via car or on foot) while using cell-phones to hear alumni and employees relate their personal experiences at the school. We then head up Clear Creek Canyon to explore the 1928 alignment of the Lincoln Highway. Suggested donation (includes lunch): \$15.00 payable to "Nevada Chapter LHA." Please RSVP by August 20th to Cindy Ainsworth at cainsworth2271@att.net.



Snyder Avenue Entrance to the Stewart Indian School



Start the tour at the Map of the Stewart Indian School Trail

Historic sites along the original Clear Creek Canyon portion of the Lincoln Highway include a small cemetery at the former Ormsby County Poor Farm (now Fuji Park) where two civil war veterans are buried, Stewart Indian School ranch lands, a billboard painted on the canyon wall during the 1895 Presidential campaign, WPA-era culvert and bridge rock work, and a former Forest Service Job Corps Camp - all this in only 5 miles!



Interest to motorists are the remnants of boxed-in springs that provided roadside water to travelers on the Lincoln Highway Association, Nevada Chapter

Following a break for a box lunch, there's an option to continue touring further on the abandoned roadway through Forest Service land. The stretch of the highway above the old Job Corps'outh Camp is accessible only by foot (unless the Forest Service leaves the gate open) and winds its way up to Spowner Summit. For those adventurous enough to hike the 5 miles to the Summit, a return shuttle is recommended. Although nature has all but reclaimed this portion of the Clear Creek Highway, the spectacular views of Carson Valley remain. OF interest to motorists are the remnants of boxed-in springs that provided roadside water to travelers on Old Clear Creek Highway.

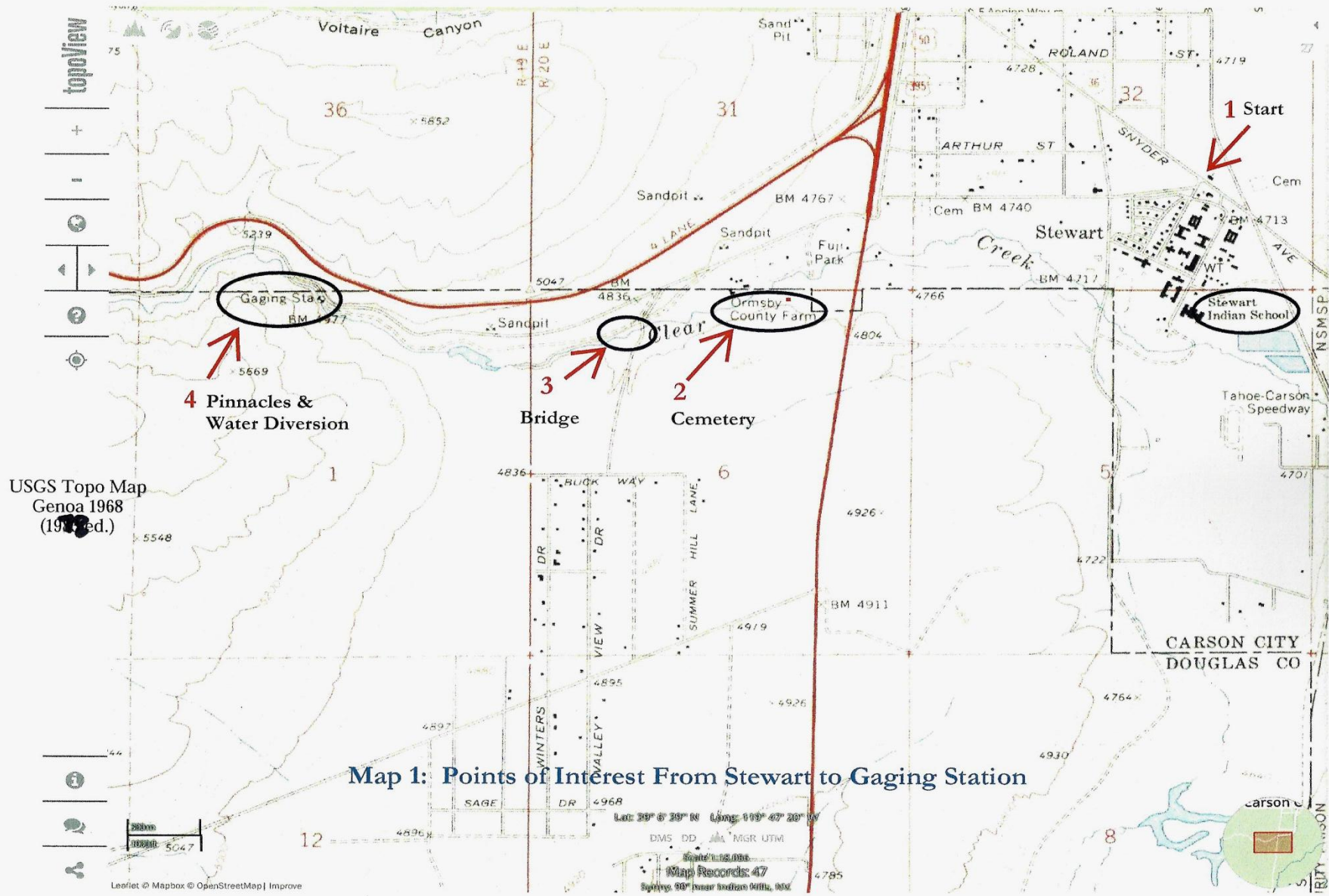


The road to Cayote Mill headed north from this site, crossed present day U.S. 50 near the former Clear Creek Archery Range, and turned east toward Carson City, perhaps down Voltaire Canyon, and intersected with Jack's Valley Road. The original Jack's Valley Road lay close to the mountains to the west of downtown Carson City, roughly where Curry Street is today. It then headed south and crossed Clear Creek above Fuji Park, probably where the old bridge is located on the Washoe lands in the lower canyon.

The Nevada Territorial Legislature also referenced the Cayote Saw Mill as a landmark when it issued Rufus Walton a toll road franchise in December of 1862:

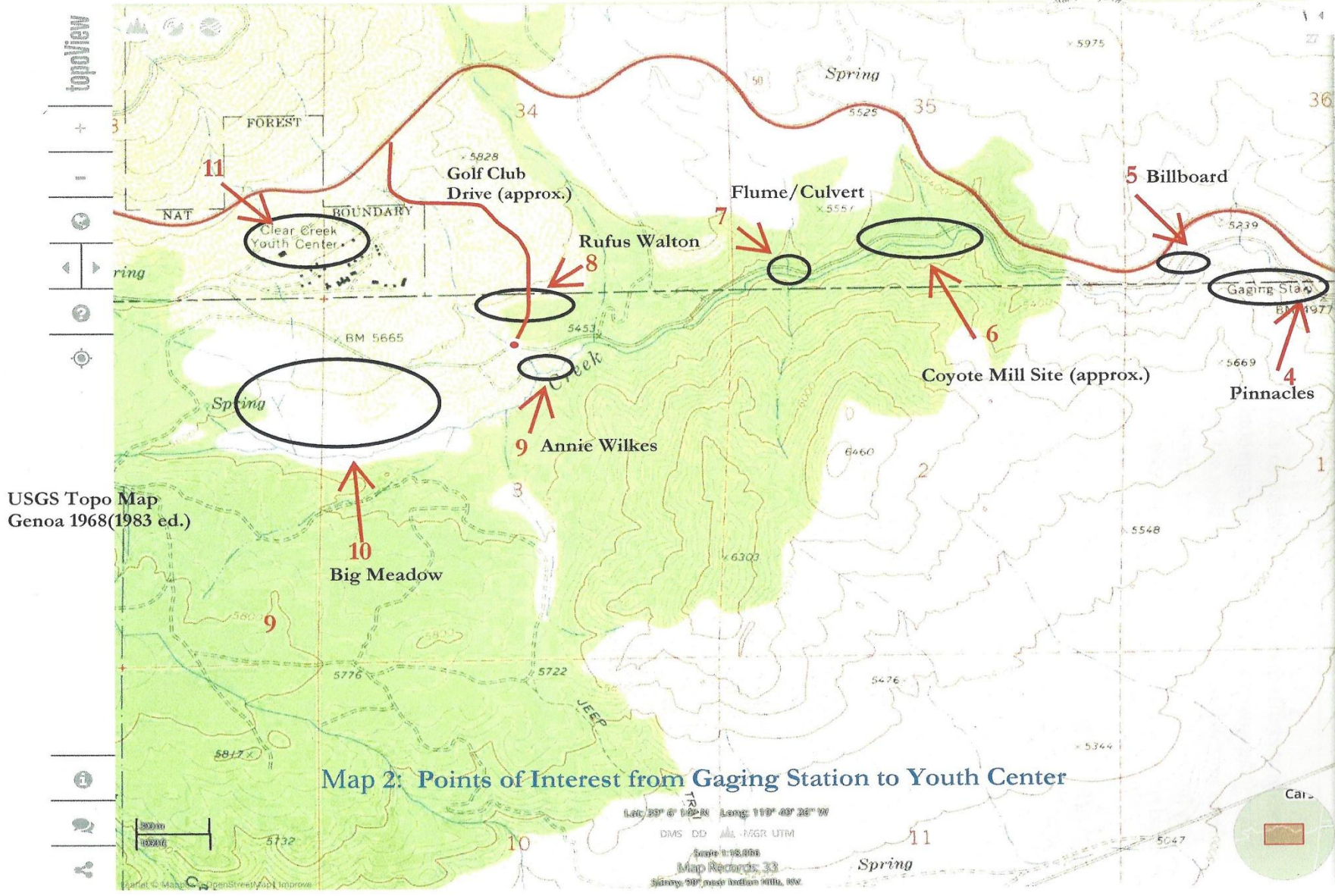
Rufus Walton and Westley Lambert ... are hereby granted the right and privilege of ... from the entrance of Clear Creek Canon into ...

Janette Bloom gathered a wonderful amount of history with knowledge of this area and delivered it via a 20-page booklet and 4-page handout, all including 26 historical photographs and 14 period and topographical maps for reference.



Map 1: Points of Interest From Stewart to Gaging Station

Janette Bloom's Orientation Map #1



Janette Bloom's Orientation Map #2



Leaving Fuji Park and civilization – Clear Creek Road



Spittoon Incident – leaped from Cart



...No more chewed tabakee for this one! Photo from Mike Mooney.



Quartz Mill location and deeded Indian parcel land part of the Stewart Indian School.



Looking over the deeded Indian parcel land.



...still looking over the deeded Indian parcel land. ...Big area.



Leaving the valley floor and climbing the canyon.



Approaching Chimney Rock





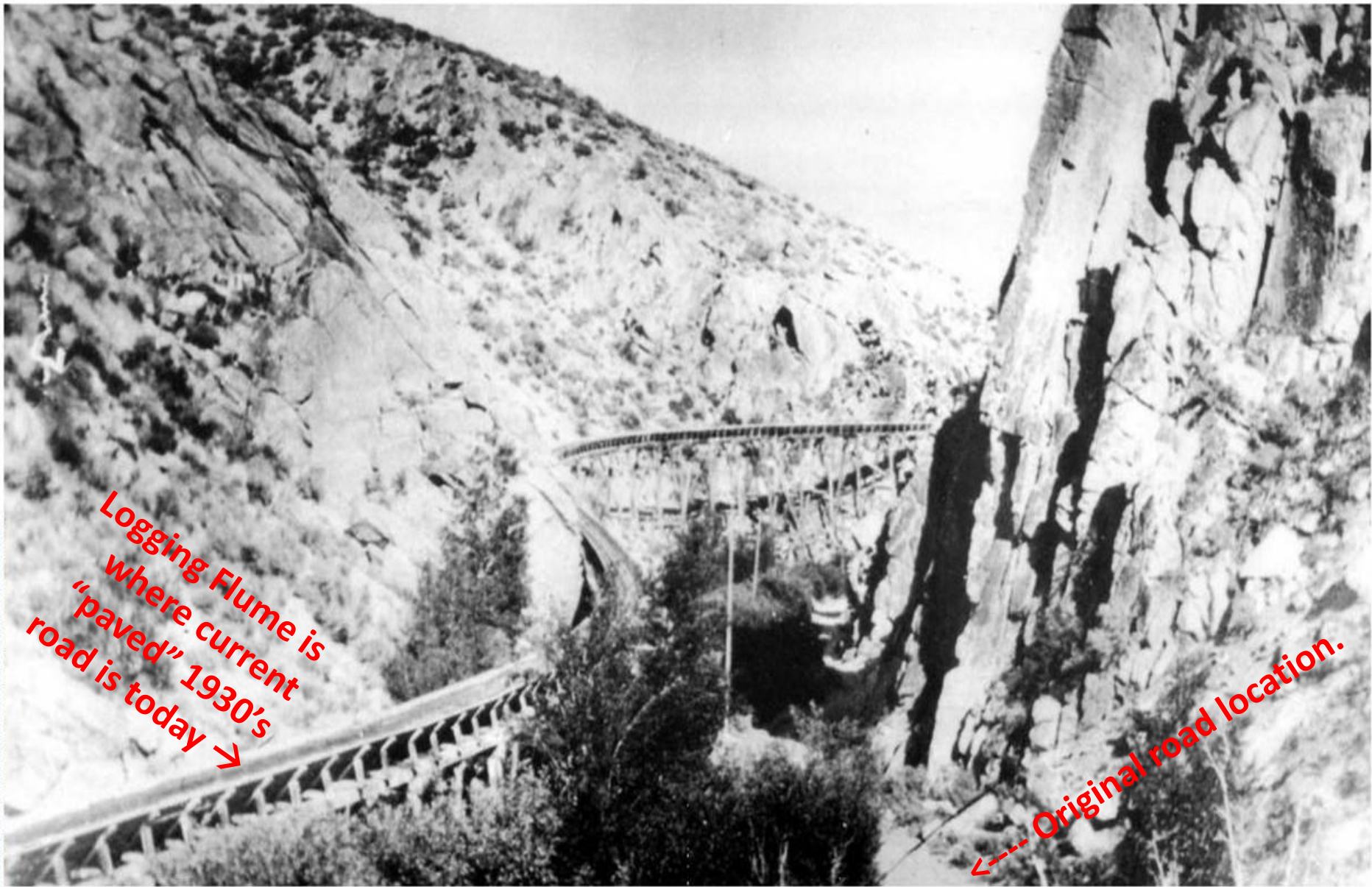
Chimney Rock



Stop at Chimney Rock



At Chimney Rock, looking East, down the canyon.



The Carson and Tahoe Lumber and Fluming Company's flume in Clear Creek Canyon. Clear Creek Road follows the old flume route.

**Flume at Chimney Rock – Original road is down below at base or Chimney Rock
– LH today is where Flume is in photo.**





Driving up the road just a little further...



Sign location →

**...we come to where the earlier 1927 un-paved road followed the curve of the hill...
...hiking over to see the famous Bryan / McKinley Election Campaign sign.**



...and discover this graffiti tragedy in 'millennial' vandalism form.



Fred Willis Day collection photo



The painted campaign sign as it was then, and as is today:



A sign of the times...

...and respect is a sign of the past.





Coyote Saw Mill Site, located here in the ~1860s.

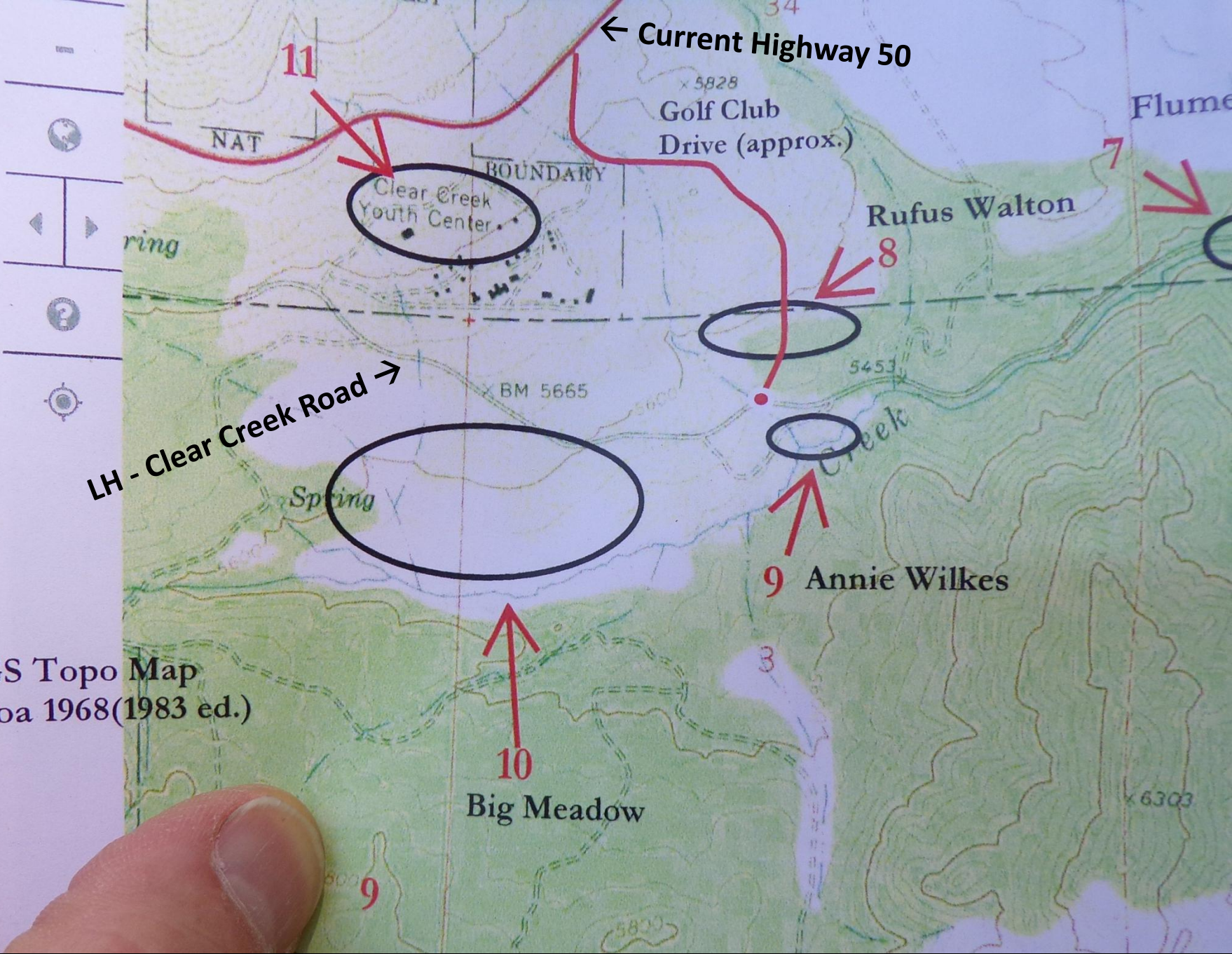




We stop and hike over to where the Flume Bed was located – no remnants found...



Another stop at “Big Meadow”, known for it’s 1860s “ The Big Bonanza” saw-mill days, cattle ranching and film making later in the 20th Century.



USGS Topo Map
Genoa 1968(1983 ed.)

Big Meadow location, Red line is current Hwy 50, Double line is old Lincoln Highway.



An un-developed look at the scenery one would embrace while traveling the Clear Creek / Lincoln Highway prior to 1957.



We make one last stop at pavement's end to share individual knowledge and Q&A.



We motor back down Clear Creek (LH) to have lunch at Fuji Park...



Beautiful terrain.





← Hwy 50 today

The new Highway 50 just above the old Clear Creek route.

FUJI PARK

named and dedicated in memory of

FUJI WOON

benefactress

1965

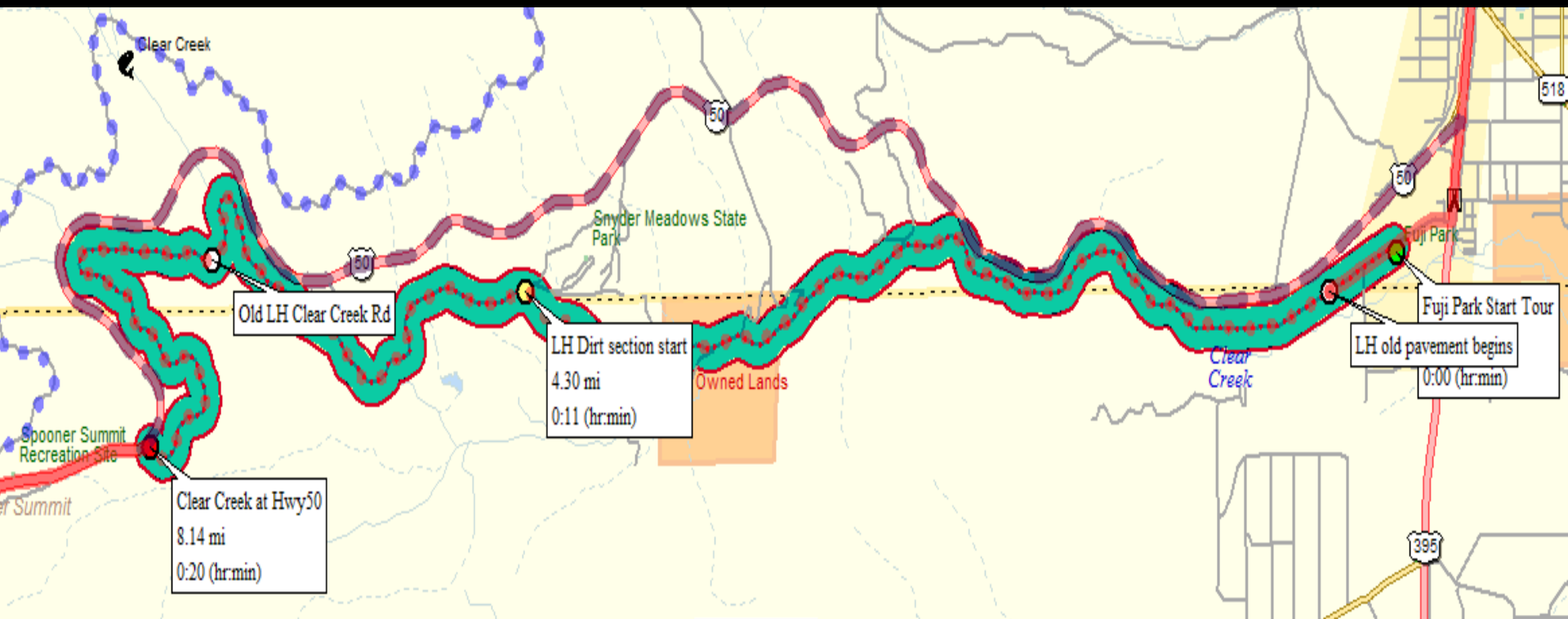
Fuji Park for a nice lunch...



Great sandwiches, fruit and drink, along with nice conversation...



The Nevada LHA supplied lunch. This NV LHA Chapter organized day ended here.



Neil Rodrigues drove up from California this morning to attend this event, and wished to experience the entire Clear Creek route. After the organized tour - Neil headed 4.3 miles back up the canyon to start a hike on the remaining 4 miles of closed section to the top where Clear Creek meets the current Hwy 50.



At 3:15 pm – Neil started his hike on the closed section of road. Here the beginning of the 1927 Clear Creek Lincoln Highway, unmaintained segment.



**Top end of Clear
Creek Section at
west gate #1**



**Closed and Un-
maintained
section of Clear
Creek Road**



**East end of Clear
Creek Section at
east gate #1**

**Closed section starts at right red arrow.
This section is ~4 miles long and sustains a ~1,000 ft elevation climb.**



East gate #1, preventing passage to the old road. Open this day.



East gate #2. Locked tight.



**Earth covered sections – many locations.
– Here due to Hwy 50 drainage gutters. Much erosion up the hill.**



Original LH culvert-bridge, dug-up and piled as rubble along roadway.



Nature re-claiming its territory.

CLEAR CREEK CONNECTOR
↑ FOLLOW OLD CLEAR CREEK
ROAD 0.8 MILES





Recognized water trough on hillside.



**Water trough for horses and auto radiators of the day,
– beautifully built and in good condition.**



...A simple cistern to collect percolated spring water from the hill above the road.





A recognized Bench Mark on the North-side of the old road.



Location of a Bureau of Land Management Bench Mark along the road.



The scenery and route of this alignment must have made a beautiful trip.



Approaching area where a Nevada Road Marker was found.



Post of a broken Nevada Road Marker



Nevada Road Marker – raised up...



While searching for any remnants of road markers and such, found this old shovel head down the hill-side.



Looking back at where the road marker was found.



A 1920's automobile was found down this ravine.



...and no, the brand of this automobile was not evident – or able to be determined.









A curiously narrow section of the roadway.



Entering American Indian deeded land.



Rock and concrete base to some sort of booth, marker or gateway.



Location of Rock/concrete base.



Reflections of pavement past...



4:30 pm – 3 hours sleep, up since 3 am, 5 hours driving, 5 hour tour, strained ligament in right leg, and a warm day...



...I was still determined to make it to the top to see the whole road.



Old-road infrastructure – drainage culvert.



Nature reclaiming the road.



**A felled tree, as old as the Lincoln... cut to clear access to the road.
~83 years (I counted the rings). ~ Started growing in the 1930's.**



Road corner where another stone water trough was identified, behind bushes.



Water trough location, looking back down the curve.



Water trough - top rim curiously broken off.



Water trough as seen from behind, looking toward road.



Curious aggregate post found close to water trough.



Aggregate post location, looking toward road.



Wide section of roadway.



Automobile side-trim, damaged from an apparent accident. Stainless steel such as this was used on cars prior to the 1960s. ...Must have been a great accident – the way the trim is mangled.



Stainless steel trim location.



Driving speeds must have been great – recognizing this banked curve.



How life holds on...



Mother earth is reclaiming her land.



The farther up the mountain, the more erosion is taking the road.





Some sections washed out and almost impassable.



A surviving piece of automobile tailpipe.



Tailpipe location.



More roadway infrastructure – water-drain culvert on high-side of road.



A peaceful section of forested road.



Attempts to prevent more erosion.



Roadway anatomy.



The day was getting on, and limping along was taking more time than I realized to get to the top of the road.

Seeing my long shadow – I realized it was getting late - *5:30 pm.*

I don't mind walking in the dark – yet I do mind bears!



**Another dangerously narrow section for cars to travel.
Remember Nevada speed limits were greater than in other states.**



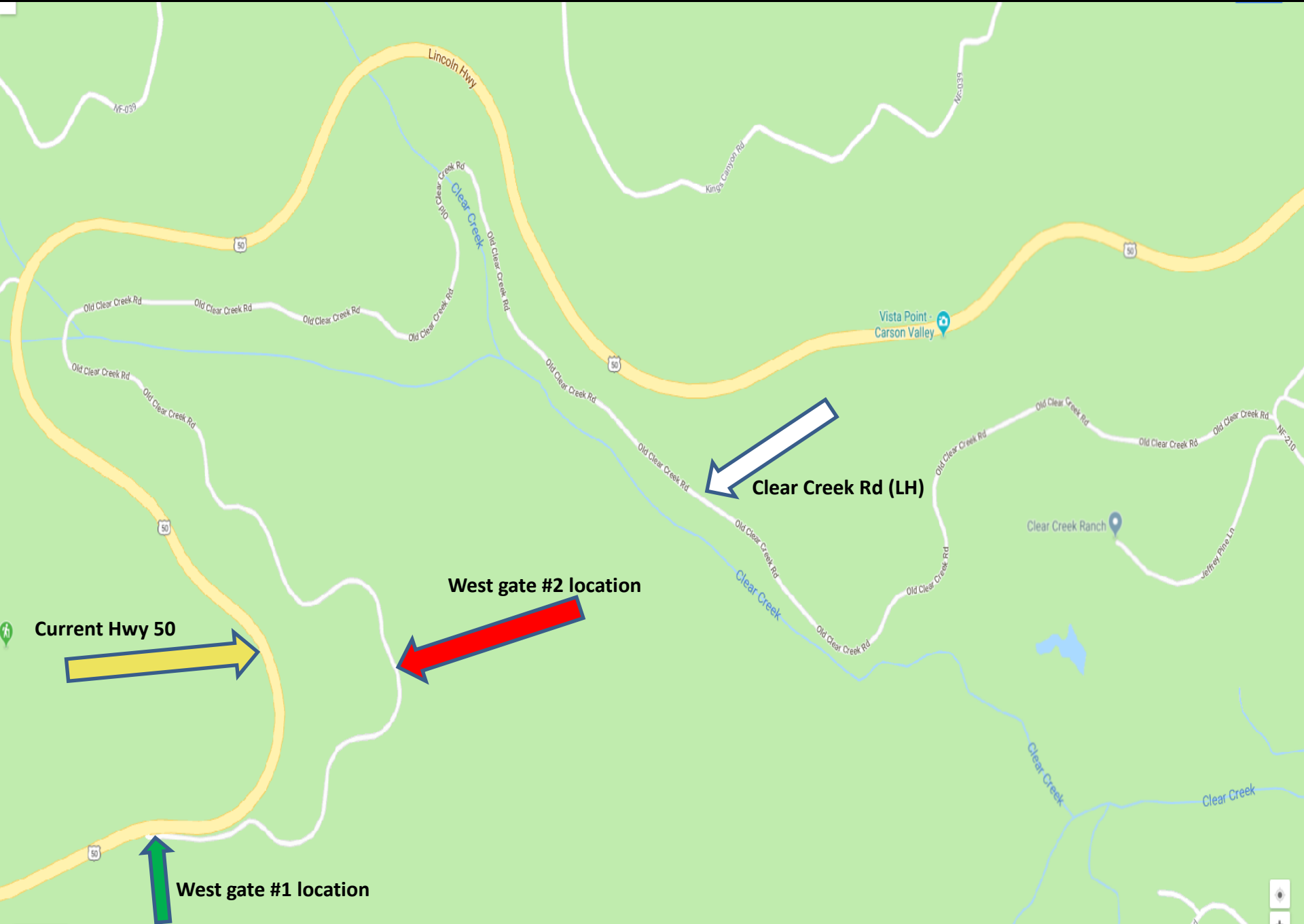
Then and Now – Highway 50 in the distance...



West gate #2 – about a half-mile from the top.



West gate #2 looking back down the road.



Current Hwy 50

Clear Creek Rd (LH)

West gate #2 location

West gate #1 location

West gate #2 location, red arrow – west gate #1 is located at the top at Hwy 50.



The scenery was often impressive.



There was a driveway / residence at #3715 Clear Creek Road. Interesting...



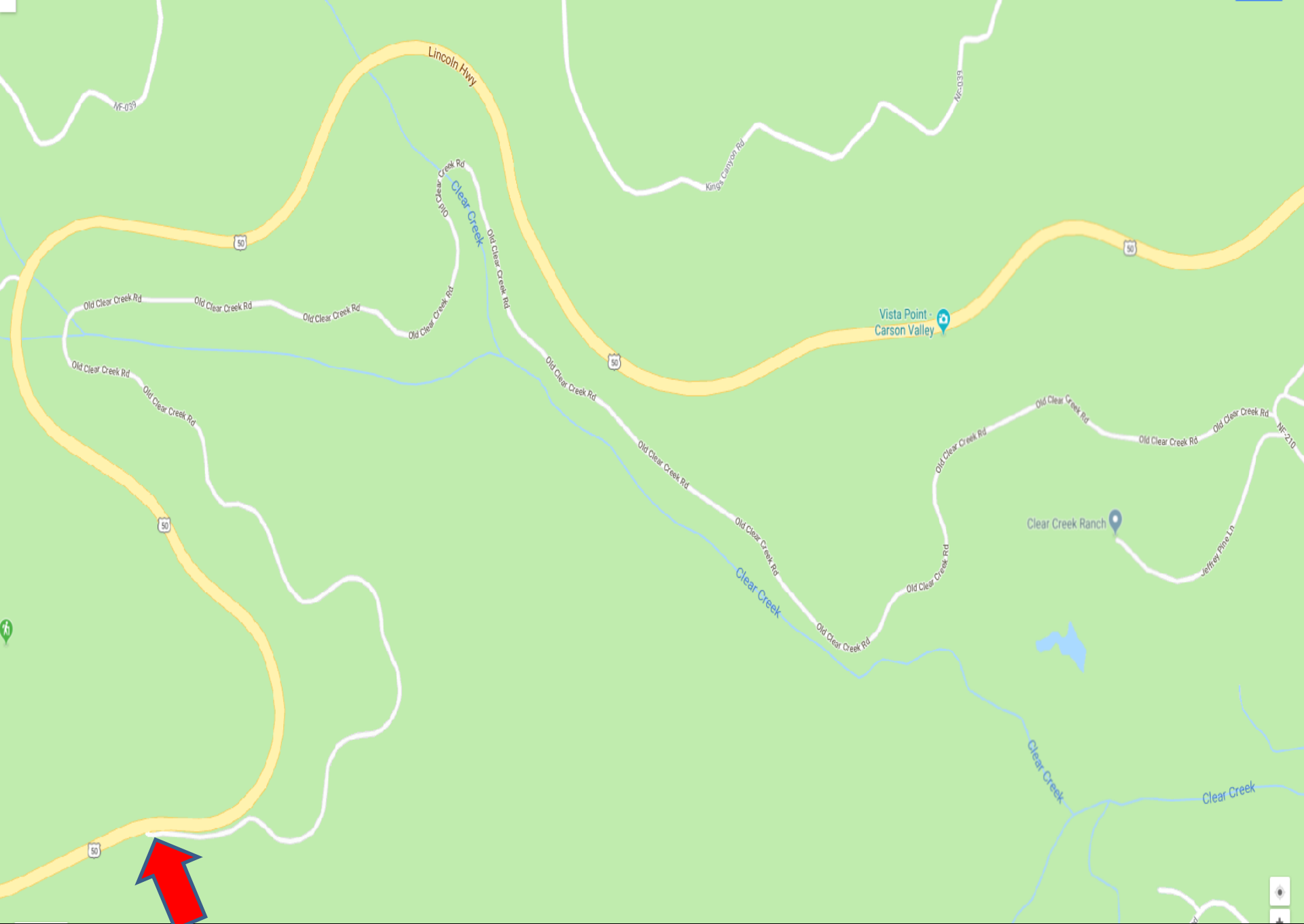
Location of #3715 Clear Creek Road driveway and residence – Talk about privacy!



The end was near!



West gate #1 – where Clear Creek meets Highway 50.



West gate #1 location – at the top of the road



West gate #1 as approached from Highway 50.



The top of Clear Creek as seen from Highway 50, looking east.



It was now 6 pm. It took me 3 hours to hobble to the top, so I realize I needed to really scurry if I was to get back to my truck before dark. **BEARS!**

My pulled ligament leg was feeling really good by now. **NOT!** I use to be a runner so I know how to work through the pain. I triple-timed it back, looking like Grandpa McCoy as I quickly limped along. Stopping to take only a few photos, yet still making time to promote the road to a mountain-biker I met coming up from Jack's Valley.



The road is returning to how it was in the 1800's. DIRT.



Another curious section – I could not tell if the paved road was purposely banked or starting to slide off the mountain?



7:15 pm - Sun-burned, thirsty, tired and a little giddy - I reached east gate!

**THE END
TERMINUS**