

THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION - CALIFORNIA CHAPTER

www.lincolnhwy.org/ca/traveler



EDITOR
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APRIL, 2012

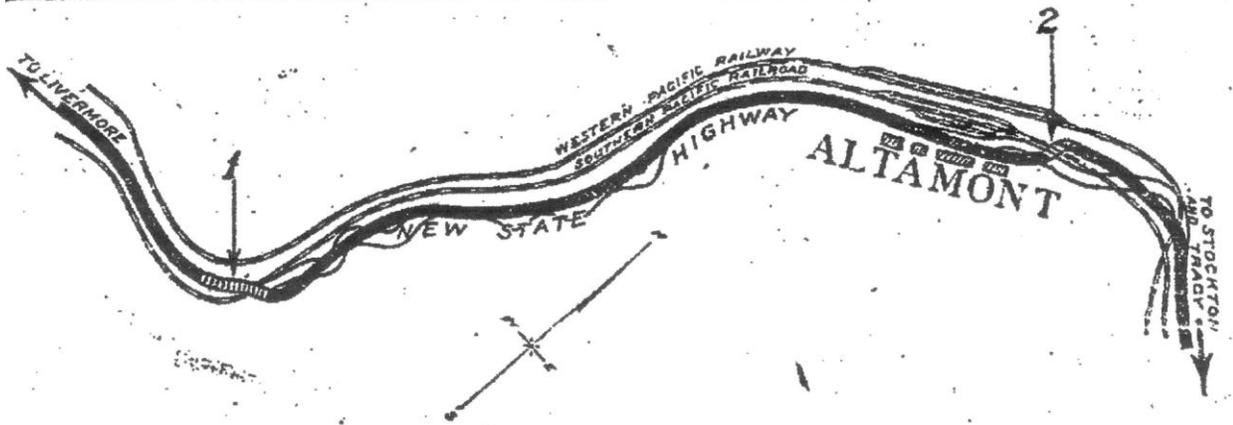


Caltrans photo

Construction of the Carroll Crossings bridge three-fourths of a mile west of Altamont 1922
original 1913 alignment is in center of photo

Cover

THIS SKETCH WHICH WAS PREPARED FOR THE TRIBUNE BY COUNTY SURVEYOR PERRY HAVILAND shows (1) the location of an overhead bridge of between 500 and 600 feet in length which is to be constructed on the Altamont highway, one mile west of Altamont and (2) the location of another overhead bridge approximately 60 feet in length just east of Altamont.



Oakland Tribune Aug. 22, 1920



Bridge (1) Carroll Crossings



Bridge (2) east of Altamont

As reported in the Tribune, construction of bridge 2 was started in 1921 and was completed in April of 1922. " The bridge now under construction will eliminate a stretch of bad road through the pass. Work is proceeding slowly, due to lack of labor and drawbacks of construction due to the discovery of springs in the hillside where the bridge abutments are to be placed. The holes dug fill with water each night and have to be pumped out each morning. These two unpaved spots in Altamont Pass have been causing lots of trouble. In the winter the road gets soft and muddy and difficult to motor through. The detour from the end of the paved highway to the other side is just as rough as can be, and many a driver has pulled into the little garage { Summit Garage } on top of the pass with broken springs."

Bridge 1 construction was begun on March 6, 1922 and was completed on March 6, 1923. Standard Engineering Corporation won the contract with a low bid of \$58,900. A completion time of 6 months was allowed by the county. Problems involving improper forming, contractor's lack of funds and late arrival of materials required an additional 6 months to complete work.



Armstrong photo



Armstrong photo

Demolition of Carroll Overcrossing 1985

On-The-Highway

Placerville Mountain Democrat March 4, 1914

W.P. Ireland, a consulting engineer representing Industrial Engineering Co., appeared before the Board of Supervisors submitting plans and specifications for a bridge to be constructed over Webber Creek on the O'Keefe grade. Ireland was awarded the job over the Luten Design Bridge and was asked to submit plans , specifications and estimates of the cost at the next board meeting. The proposed bridge will be of reinforced concrete construction arch type known commercially as the Turner System Bridge.



Webber Creek Bridge 1916



2004

Placerville Mountain Democrat April 17, 1915

A law providing the details under which convict labor will be employed in highway construction was passed and received the Governor's sanction. In an attempt to relieve the present crowded and congested condition at Folsom Prison the State Prison Commission will provide prisoners, under the direction of the State Engineering Department, to work on highways being constructed by the State. Arrangements will also be made with Boards of Supervisors to perform work on county roads .One of the first attempts to utilize convict labor will probably be on the route of the Lincoln Highway from Folsom to Placerville by way of Green Valley and Rescue.



Bass Lake Road north of Clarksville

Placerville Mountain Democrat January 18, 1919

Al Martin has leased the Riverton summer resort from A. B. Kyburz and states that he will be ready for tourist travel when the season opens. Mr. Martin and wife conducted the College Inn in this city and have a reputation for serving first class meals. In this they will keep up the record set by Mr. and Mrs. Kyburz, at Riverton, where tourists make a point of reaching in time to enjoy breakfast, lunch, or dinner.

When on your way to the mountains
make your first stop at
HOTEL RIVERTON
NOW OPEN
Special CHICKEN DINNER Every
SUNDAY.
A Dance twice a month
Best Fishing and Camping Grounds
Tents to Rent
Garage and Gasoline Station
Al Martin - - Proprietor



The Riverton Hotel with the Riverton Bridge in upper left corner of photo

Placerville Mountain Democrat May 17, 1919

The Roads Committee of the Chamber of Commerce has entered upon a systematic campaign to route tourist travel over the Lincoln Highway between Sacramento and Carson. An immense sign is being erected on the causeway west of Sacramento and another upon the upper Stockton road, both reading; "Take the Placerville route, the shortest, best and most scenic road over the Sierra to Lake Tahoe, Carson and all points east. El Dorado County Chamber of Commerce." Another sign similar in size, 10x50 feet is being erected at the junction of the Auburn road and Greenback lane, near the 12-mile house, directing traffic this way. It reads, "Take direct road to Lake Tahoe, Folsom, Placerville, scenic canyon of South Fork of American River, Lake Valley, Carson and all points east." Across the bottom of this sign will be a map showing route from Sacramento through Orangevale to Folsom, and the Lincoln highway over the mountains, with resorts, camp grounds, etc. It will be necessary to raise \$400 to cover the expense of erecting these and other signs at points in Nevada, and hotel, garage, restaurant, ice cream and resort owners are being solicited for contributions. The movement is worthy of support, and a list of contributors will be given the public later.

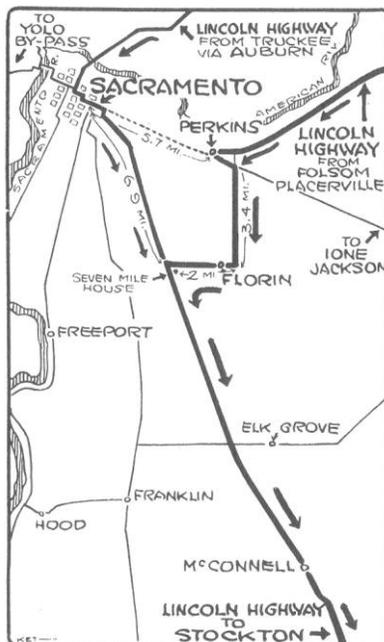




The location of this sign is correct and it may have been part of the 10x50 sign, but the adjoining banner shows that the Placer County Chamber of Commerce is taking credit and promoting the Victory Highway.

Oakland Tribune November 13, 1921

This map appears in the 1924 Fifth Edition of the Official Lincoln Highway Road Guide. The article as seen in the Oakland Tribune of Nov. 13, 1921 was captioned "Lincoln Highway Cut is Proposed" and stated that the detour will shorten the route of the Lincoln Highway into Oakland and bring the transcontinental tourist into Stockton and then to Oakland. " The main points in favor of the "short cut" according to Gael Hoag of the Lincoln Highway, is that it will eliminate the traffic congestion in the city of Sacramento. The route suggested is all highway, paved with concrete, and the roads are in good condition all year round. By eliminating Sacramento, the tourists will be able to make better time into Oakland and the bay cities. " It is the aim of all road engineers," Hoag claims, " to route highways so that large cities are eliminated as much as possible. In this way tourists from other states are spared the clash with local traffic laws that oft times causes great inconveniences."



This map shows the proposed cut-off on the Lincoln Highway, which would shorten the route and eliminate the congested traffic center in Sacramento. In coming from Placerville the Lincoln Highway would turn off at Perkins, thence to Florin, thence right to the main highway, and to Stockton and to Oakland through Altamont pass.

Oakland Tribune July 3, 1928

LINCOLN ROUTE CUT TO BRING CAPITOL CLOSER

Change in Highway Will Shorten Distance to Interior 30 miles

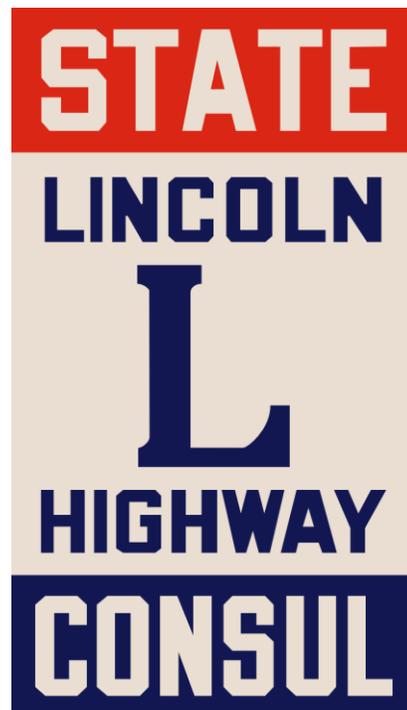
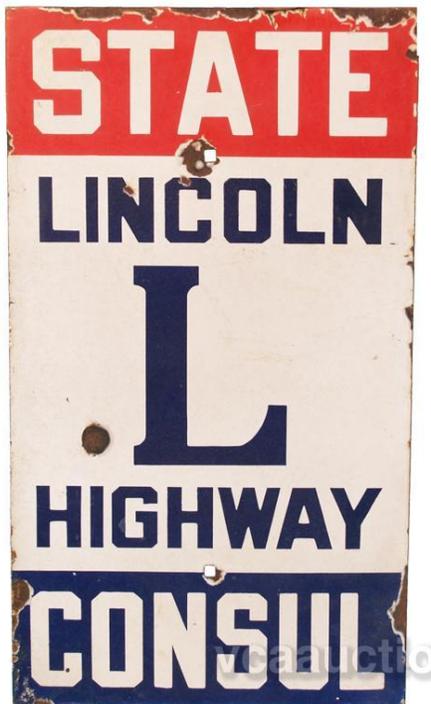
Martinez, July 3. _ To cut thirty miles from the present routing of the Lincoln Highway from Sacramento to Oakland, **the Lincoln Highway Association has definitely decided to change the routing of the road** through Fairfield, Solano County, and thence over the Carquinez Strait Bridge into Contra Costa county where it will traverse the state highway to Oakland.

This announcement was made here yesterday to the board of supervisors by W.P. Farrington, field secretary of the association. At present the highway enters Oakland from Sacramento via Stockton and Livermore.

Farrington appeared to request an appropriation by the Contra Costa supervisors of \$1,000 as this county's share of a \$10,000 fund sought for that change. He stated that the Solano county board will be required to set aside a similar amount, and that \$2,000 will be required of the American Toll Bridge company and \$3,000 from the Sacramento chamber of commerce. Smaller amounts are to be sought from other agencies, and from Rodeo, Pinole, San Pablo and El Cerrito, which are on the course of the new routing.

The Lincoln highway extends across the continent, and is followed each year by thousands of cross-country tourists.

Old Sign Reborn



The sign on the left you will recognize as the one I discovered at a Gas Bash in Escalon in March of 2009. An article followed in the Summer issue of the Traveler (Vol 10 No 3). A Mr. Beej Jorgensen saw the sign on a Brian Butko Blog and liked it so much that he vectorized it. He has given me the reproduction rights and granted its use to the public domain.

Foothill Boulevard - Oakland to Haywards

Interest in constructing a scenic highway between Oakland and Hayward's was brought to life in June of 1903. The existing "Oakland-San Leandro Road" had numerous drawbacks including the lack of a bay view and numerous car track crossings. In 1903 there were few roads leading into Oakland due to the broken country to the northeast and the Foothill Boulevard would provide a fine view of the valley, the bay and the coast range. 250 citizens and taxpayers residing in Brooklyn and Eden Townships along with the City of Oakland signed a petition which was presented to the Board of Supervisors praying for the construction of the Scenic Highway. During the numerous Board meetings petitions and resolutions were presented from Fruitvale, Elmhurst, San Leandro and Hayward's. The Board finally ordered a preliminary survey, appointed viewers and took other necessary steps to carry out the project. The estimated cost of \$ 310,000, to complete the highway, would be diffused over two to three years. Bids were let in 1904 with the winning bid going to the Ransome and Smith Construction Co. of New York City. The Ramsome Co. had a yard at First and Castro Streets which occupied two blocks of land and were probably the largest operation on the Pacific Coast employing about 1000 men and hundreds of teams. In January of 1905 the company moved its camp from Stanley Road to a point just south of the Infirmary and began work on the Boulevard. The original proposal was to build the road from High Street in Oakland to A Street at Hayward's. In September of 1907 it was realized that a gap existed from High Street to the Oakland City limit. The extension would be the responsibility of the Supervisorial District headed by Supervisor Bridge. Monies were allocated from the general road fund as they became available and it was expected to take approx. four years to complete the extension. As of September 1907 work was proceeding as scheduled on the eastern section and had extended to a point about a mile and a half beyond Estudillo Avenue in San Leandro, leaving only about three and a half miles left to complete the contract and to extend the road to Hayward. The extension into Oakland would be fifty feet in width with provision for ten foot wide sidewalks to be installed at a later date. Work was completed and the Boulevard opened to public access on September 16, 1908.

INTERESTING FACTS

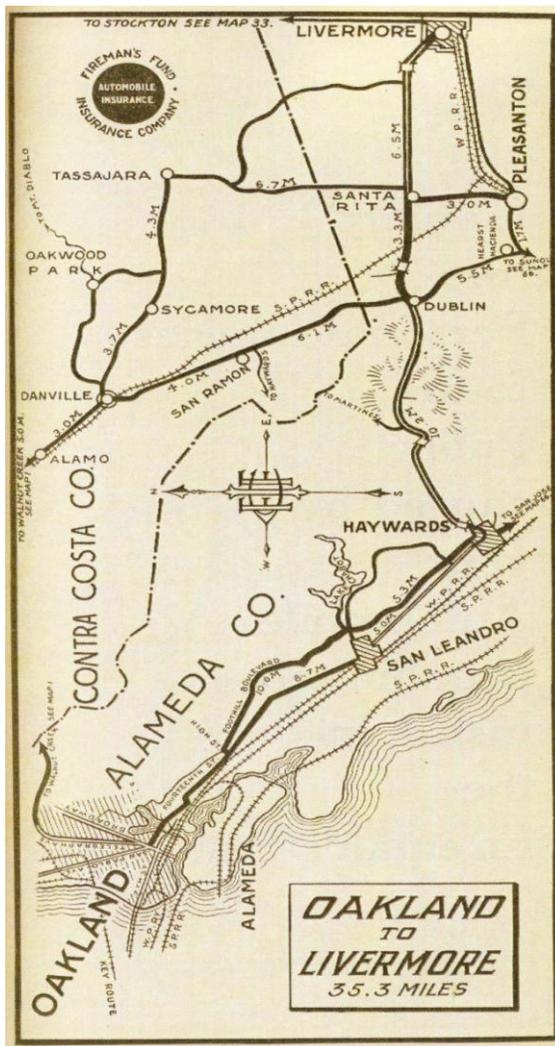
Foothill Boulevard extends for a distance of about twelve miles and connects the cities and towns of Oakland, Fruitvale, Elmhurst, Fitchburg, Ashland, San Leandro, Castro Valley and Hayward. The Boulevard has a clear driveway of seventy feet and is flanked on either side by walks ten feet in width. The walks are bordered with redwood curbs and along the roadway runs a rock gutter, three feet in width, which is grouted with cement. The surface of the roadway consists of nine inches of macadam, solidly rolled, but leaving a certain elasticity that makes it a pleasure to drive over. The Boulevard skirts the foothills of the Coast Range and the line is such that there is a view of some of the richest and most beautiful parts of Alameda County, the estuary of San Antonio, the bay of San Leandro and, in some instances, the bay of San Francisco. Hidden iron drains direct water rain water and run-off from the adjoining hills under the roadway. Massive steel and concrete culverts with ornate parapets added to the attractiveness of the thoroughfare. Water hydrants were placed at intervals of several hundred feet and intended to supply water for the sprinkling of the thoroughfare. The Boulevard was constructed with a final cost of over \$ 350,000, and from one end of Alameda County to the other there was not another equal to it, either in beauty or durability of construction. The completion of Foothill Boulevard marked a momentous page in Oakland's history.



Automobile Race on Foothill Boulevard Saturday October 23,1909



Art work from the Oakland Tribune October 23, 1909 promoting the upcoming race on the Boulevard. A follow-up was printed in the Saturday October 30th edition stating that the "Automobile Races Last Saturday Showed the Foothill Boulevard to be Finest Roadway in California." There were several races held that day with a long one lasting four to five hours. The racers started west from the Frick school on the Boulevard, made the circuit from the school up the Boulevard to Deering Avenue, and from Deering Avenue to East Fourteenth Street, East Fourteenth to B Street, Hayward, B Street to the Boulevard, along the Boulevard to starting point. The race was judged by members of the Tribune and Bulletin.



Automobile Tour Book of California - Firemans Fund Insurance Co. 1916



Aerial view of Foothill Blvd. through San Leandro provided by new member Scott Miner. Scott has been working with Mike Kaelin in pinpointing the route of the Lincoln, on Foothill Blvd., from Hayward to Oakland. Several old concrete markers and curbing have been located.

West Sacramento's Motel Row

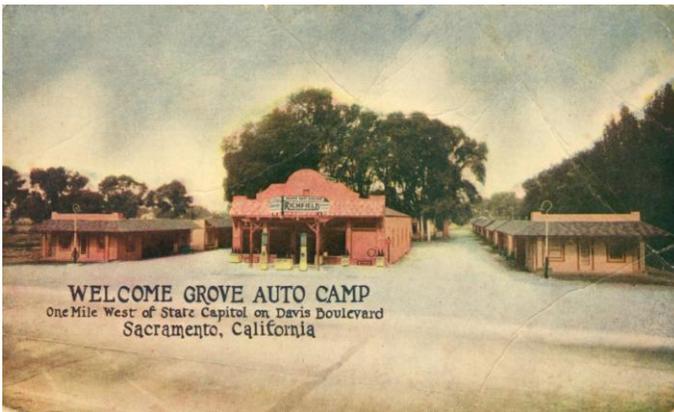
Joel Windmiller, our new Vice President, is an avid postcard collector and a long time highway historian. Joel along with Gary Alexander, a fellow card collector, have put together a collection of motel postcards covering the area between the Tower Bridge and the Yolo Causeway on the Lincoln / Davis Highway.



Giant Orange west of Tower Bridge



Tiny's Cafe-Motel 400 West Capitol Ave.



Welcome Grove Auto Camp 600 Davis Hwy.



1925 Sacramento Northern R/R UP



Travel Lodge 817 West Capitol Ave.



Imperial Lodge 824 West Capitol Ave.



Pony Express Motel 826 West Capitol Ave.



Flamingo Motel 920 West Capitol Ave.



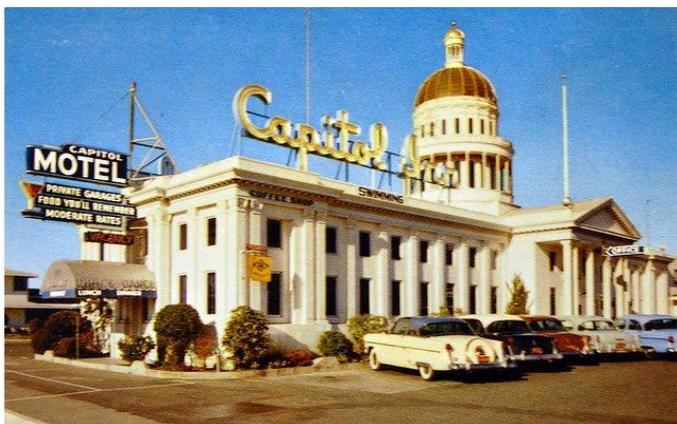
Towe House Motel 940 West Capitol Ave.



Crest Motel 958 West Capitol Ave.



St. Francis Motel 964 West Capitol Ave.



Capitol Inn & Motel 1020 West Capitol Ave.



CAPITOL INN and MOTEL Across Capitol Ave. Bridge — SACRAMENTO, CALIFORNIA

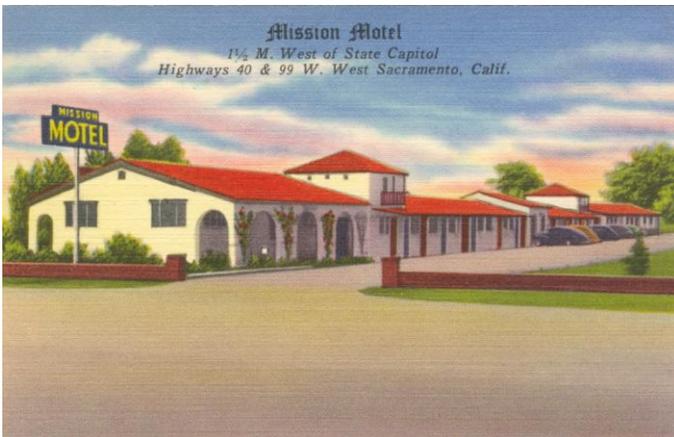


Capitol Sky Park behind the Capitol Inn & Motel



Hotel El Rancho 1029 West Capitol Ave.

The Tahoe Motel 1100 West Sacramento Ave. No Postcard



Mission Motel 1151 West Capitol Ave.



Flagstone Motel 1530 West Capitol Ave.



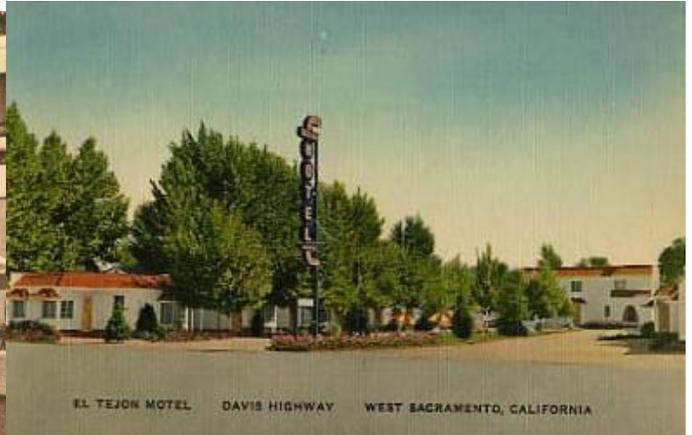
Air Motel 1600 West Capitol Ave.



Sahara Motel 1724 West Capitol Ave.



Manor Motel 1731 West Capitol Ave.



El Tejon Motel 1821 West Capitol Av



Pacific Motel 1915 West Capitol Ave.



El Rancho Drive-In Theatre 2000 West Capitol



Twin Oak Motel 2017 West Capitol Ave.



Kelly's Drive-In 2328 West Capitol Ave.



West Capitol Ave. WB entering Motel Row



Leaving Motel Row over Yolo Causeway

Current Chapter News and Up-Coming Tours

News of whats happening within the Chapter and current projects the Chapter is working on can be found on the Chapter Web site under Chapter Meeting Minutes. We are trying a new format in regards to the four annual driving tours that the Chapter has conducted in the past. This year will see a guided tour / cruise on the Pioneer Route from Sacramento to Lake Tahoe on Saturday August 24th. New for 2012 will be a bus tour from Sacramento to Donner Summit on Saturday June 2nd. The tour will be conducted by Sports Leisure Vacations of Sacramento. Owner, Mark Hoffman can be reached at (916) 361-2051 or at markslt@aol.com. Details can be found on the Chapter Web site or by calling Joel Windmiller at 916 - 208 - 9790

MARK YOUR 2012 CALENDAR

Saturday APRIL 7 12:00 noon	State Chapter Meeting Vince's Italian Restaurant 850 Harbor Blvd. West Sacramento 916-371-6395
JUNE 18-21 Canton, Ohio	20th Annual LHA Convention
Saturday JUNE 2 Sacramento to Donner Pass	California Chapter Bus Tour
Saturday JULY 7 12:00 noon	State Chapter Meeting Location to be announced
Saturday AUGUST 24 Sacramento to Lake Tahoe	California Chapter Cruise and Tour
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.

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