



# THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION - CALIFORNIA CHAPTER

[www.lincolnhwy.org/ca/traveler](http://www.lincolnhwy.org/ca/traveler)



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**VOL. 14 NO. 1**

**WINTER**

**JANUARY, 2013**

*Season's Greetings*  
*Have a Merry Christmas and a Happy New Year*



*Caltrans, Library and History Center*

Lower French Camp Turnpike entering French Camp from north. Beattie Store and Service Station on far side of intersection with Ash Street (West Side Road). 1925

## Cover

This is just one of many photos obtained while researching the *Caltrans* Library and History Center in Sacramento. *Caltrans* has allowed the California Chapter of the Lincoln Highway Association to use these photographs solely in our quarterly newsletter "The Traveler", for research and educational purposes. These photos cannot be copied or reassigned without the written permission of *Caltrans*. Below are two additional photos of French Camp discovered during our research.



*Caltrans , Library and History Center*

Lincoln Highway crossing R/R north side of French Camp 1925  
This was the Control Station.



*Caltrans , Library and History Center*

Lincoln Highway ( Ash Street ) crossing R/R at west side of French Camp 1925

## October Chapter Meeting

The California Chapter held its fourth quarter chapter meeting in Dixon California. Dixon is on the 1927-28 alternate route of the Lincoln Highway between Sacramento and Vallejo, California. The meeting was held at Bud's Pub and Grill on the corner of South First and West A Streets. This is an historic building whose origins date back to the 1870's when it was a wooden building housing the Kirby Drug Store and the attached I.O.O.F. Lodge. A fire in 1883 destroyed the corner property and a new 2 story brick structure was built by the I.O.O.F. Lodge. The lower corner of the structure became a saloon selling Buffalo Beer for 5 cents. In 1922 the saloon ( mostly due to prohibition) became a grocery store operated by Brewen, Coleman and Lucas. Joe Young converted the grocery into the Corner Cafe in 1931 and it operated under that name with several different owners until 1969 when it was purchased by Frank Wong who renamed it Frank's. It was known as Frank's until 1996 when it was sold to the current owners, Bud and Cherie Fanning. This corner was where the Lincoln turned as it headed to Vacaville.



The Chapter meeting was called to order at 1:05 pm. A number of Officers were unable to attend this meeting resulting in a less than average turnout of 19 members and guests. President Paul Gilger discussed the 100th Anniversary Tour and handed out official brochures. Discussion centered around the stopping points of the tour to Kearney, Nebraska and the participation of Chapter members to provide help manning those stops in California. The Chapter meeting was followed by a short film on the history of the Lincoln Highway produced by the Harrison County Historical Center in Missouri Valley, Iowa. This documentary would be a great addition to any presentation given on the Lincoln highway. For several years I have been putting together photo power point presentations of the four tours given by the chapter. I was able to show Tour #4 which depicts the 1928 route from Sacramento to San Francisco via the Carquinez Bridge. The members enjoyed the presentation and were able to recognize and relate to numerous points on the route. Minutes from the chapter meeting can be seen on the Chapter's web site; [www.lincolnhighwayassoc.org/california](http://www.lincolnhighwayassoc.org/california)

## IN SEARCH OF THE LINCOLN IN LIVERMORE

In the ongoing search for information and photographs of the Lincoln Highway in California, Myself and other members of the California Chapter are continually uncovering or stumbling over hidden treasure troves. We all realize that the Lincoln has been realigned numerous times in many areas with the intent to make the highway easier and safer to travel. The first alignment in 1913 was limited to existing paths, trails and preexisting county roads. These early right-of-ways were laid out around existing land parcels and were restricted to following property lines. It wasn't until years later that property owners granted encroachment upon their properties. Straight stretches of roadway and sweeping curves were still in the future.

Our research is primarily focused on determining the original 1913-1915 alignment. We strive to research the most factual and authentic materials available to us. These include original state and county maps, Caltrans As-Built plans and maps published by the Automobile Club of Southern California and California State Automobile Association. Maps from Oil companies and mapping companies are also extremely helpful although some early publications such as the "Pacific Road Guide to Northern California 1914-15" over simplifies the path of the road and doesn't provide much detail. Google Earth and other topographical mapping companies provide photos that allow us to find hidden alignments that can't always be seen at ground level. And last but -not -least is good old foot work. Trekking over hill and dale can be rewarding and disappointing at the same time.

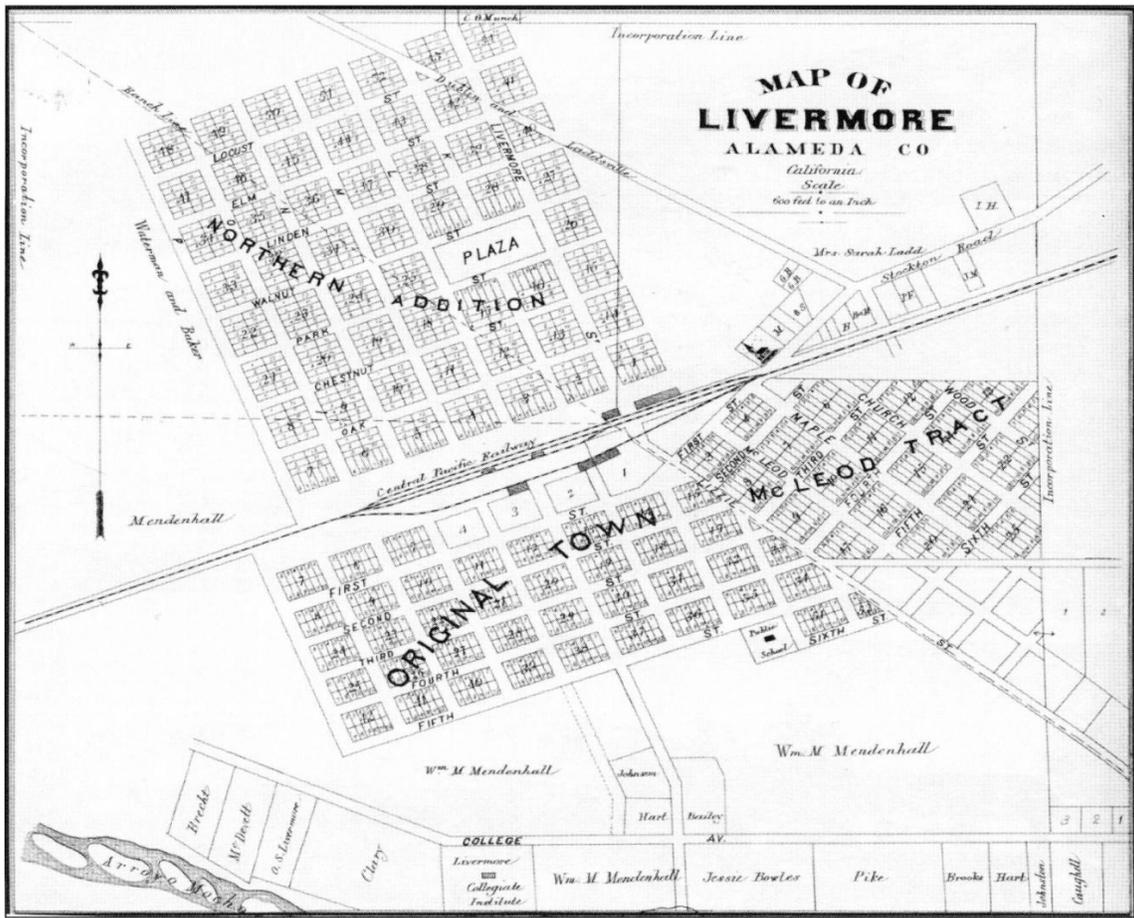
This brings us to Livermore. Member Michael Kaelin is working hard to obtain permission and backing to install Historic Lincoln Highway signs along the 1913 route in San Joaquin and Alameda Counties prior to the 2013 Centennial Tour. As stated in previous Travelers, Mike has been successful in erecting signs between Lathrop and San Leandro but several key locations still remain un-marked.

A question has arisen in Livermore regarding the actual alignment that the Lincoln followed. Before signs can be installed, the original routing must be confirmed. We don't wish to error and install signage on a street or road that wasn't part of the Lincoln in 1913-1915 or in a worse case, on a road that was never an alignment of the Lincoln.

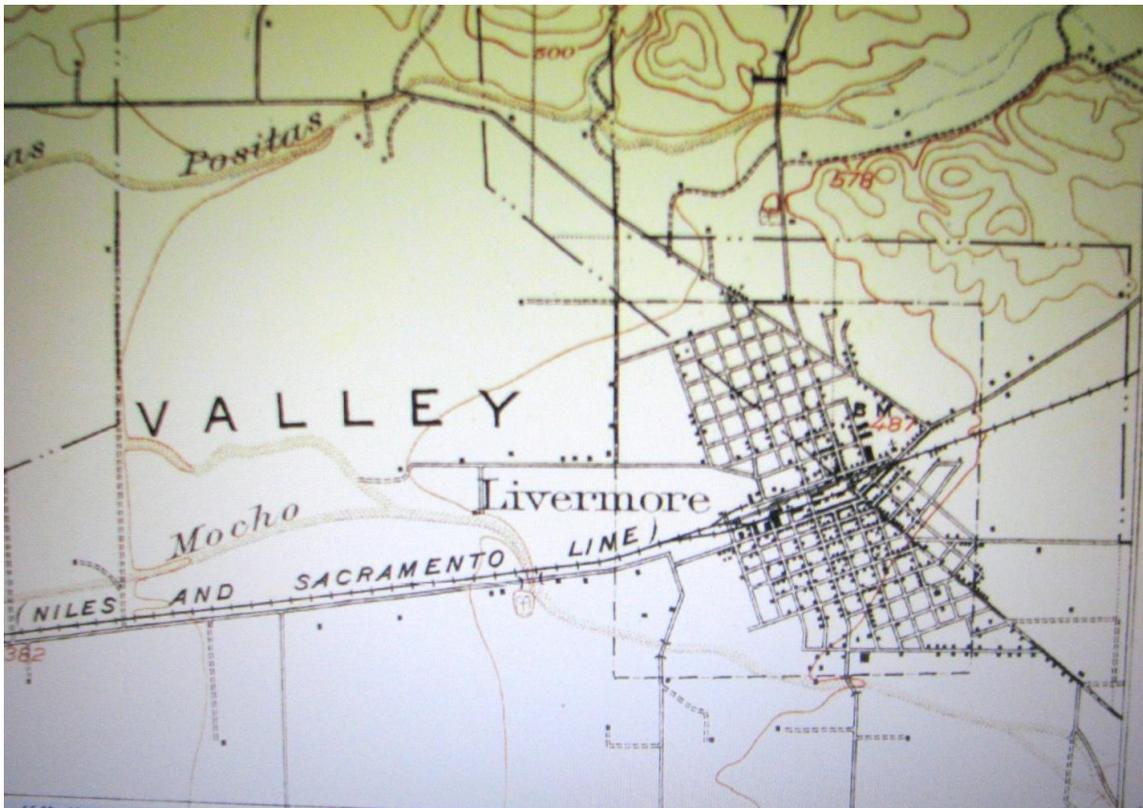
We have always known that the Lincoln entered Livermore, after exiting the Altamont Pass and heading straight west, on First Street. What has been questioned lately, is what route did it follow once reaching the outskirts of Livermore proper ? Did it continue on First and then turn right on Junction heading N/W to meet the Dublin Road ? Or, did it turn right on Portola Avenue by-passing central Livermore and avoiding crossing the railroad twice ? The theory has been presented that the Lincoln did indeed turn on Portola sometime after 1915. This theory is what we intend to prove or disprove.

Maps as early as 1878 show the Stockton Road entering Livermore from the East and turning onto the Dublin-Laddsville Rd. which would later become Junction Avenue [figure 1]. The USGS map from 1906 [figure 2] shows the highway routing through Livermore to be the same as in the 1878 map. There is still no road where the present day Portola Avenue exists. A June 30, 1914 Plan and Profile Proposal [figure 3 & 4] for a State Highway realignment between Greenville and Livermore by the California Highway Commission shows the proposed route that would bypass Junction Avenue on what was known as Highland Avenue. Research at the Caltrans library in Sacramento uncovered no evidence that this proposal was ever completed.

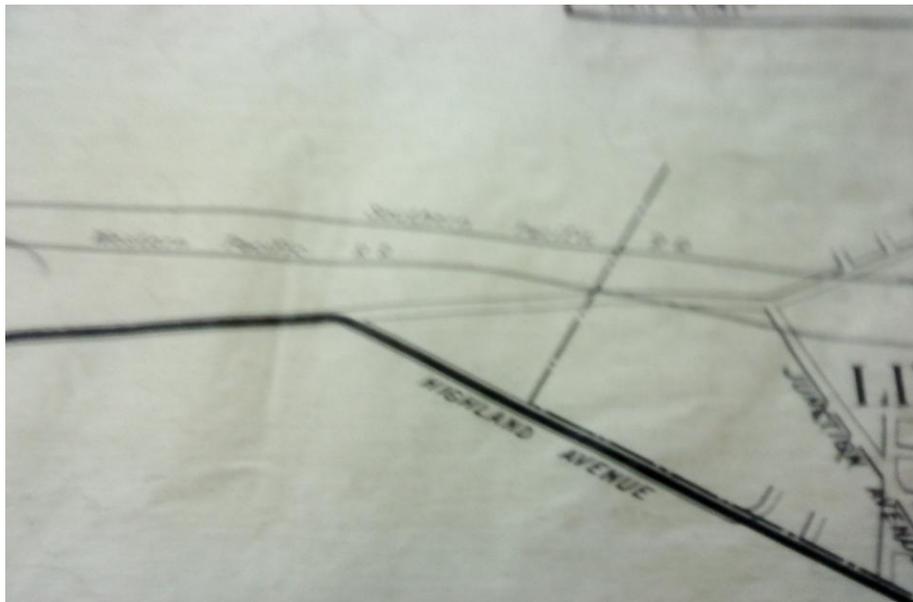
Chapter V.P. Joel Windmiller along with Jason Bezis , Editor of the Livermore Heritage Guild newsletter, uncovered a contract number dated 08/11/14 referencing this proposal. Contract Number 90 was awarded to Parrott Bros. Co. of Salt Lake City, Utah for the construction of a 15' x 4" concrete base extending 4.97 miles between Greenville and Livermore. Jason's research also discovered that Highland Avenue came into existence when Livermore Heights was developed in 1888. Highland ran from First St. to Enos, which turned S/W terminating at Junction Ave. An article in the June 19, 1915 *Livermore Herald* stated that the Parrott Bros. had finished the cement work on the State Highway.



1878 map of Livermore [figure 1]



1906-1911 U.S.G.S map [figure 2]



1914 State Highway Plan and Profile of Proposal [figure 3]

The June 19th article went on to describe the next step in finishing the highway; "The cement will be covered first with water which remains 10 days and then with earth which remains 11 days, so that 21 days from Wednesday the road will be cleared and will be in condition for travel the entire length." A follow-up article appeared in the *Herald* of September 16, 1915 which declared that the surfacing of the Livermore-Greenville unit of the highway with two layers of asphalt and fine gravel has been completed.

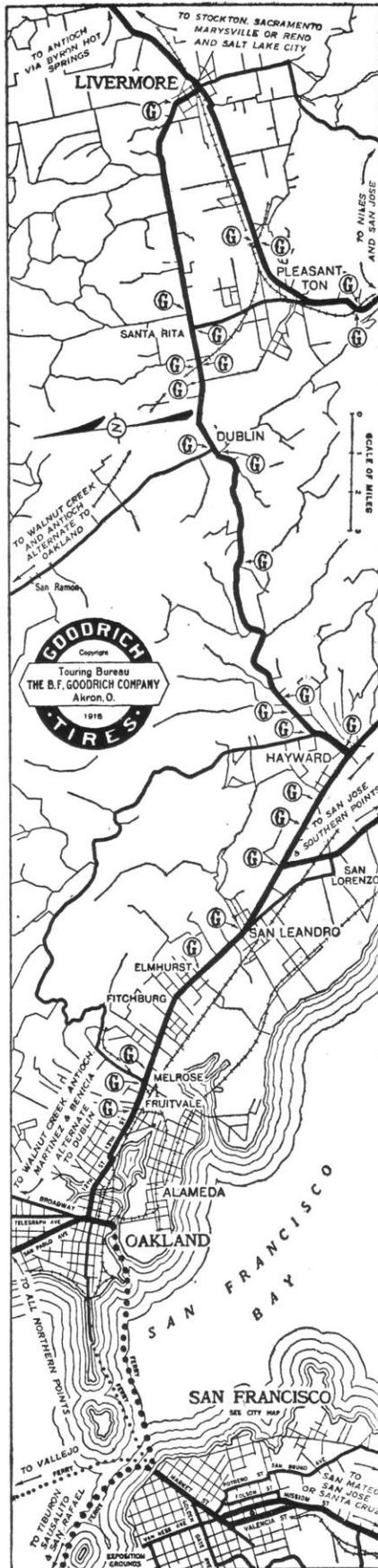


[figure 4]

Research uncovered a strip map from the 1916 B.F. Goodrich Guide Book [figure 5] outlining the route between San Francisco and Livermore. The guide book designates this as Route 47. Note this map shows a fine line between the intersection of Junction Ave. and L Street and a point on First Street indicating that Portola might have existed in 1916. Although it is not designated as the main highway. The 1916 strip map also contains a mileage guide directing the motorist as to turns and reference points along the route.

# Route 47

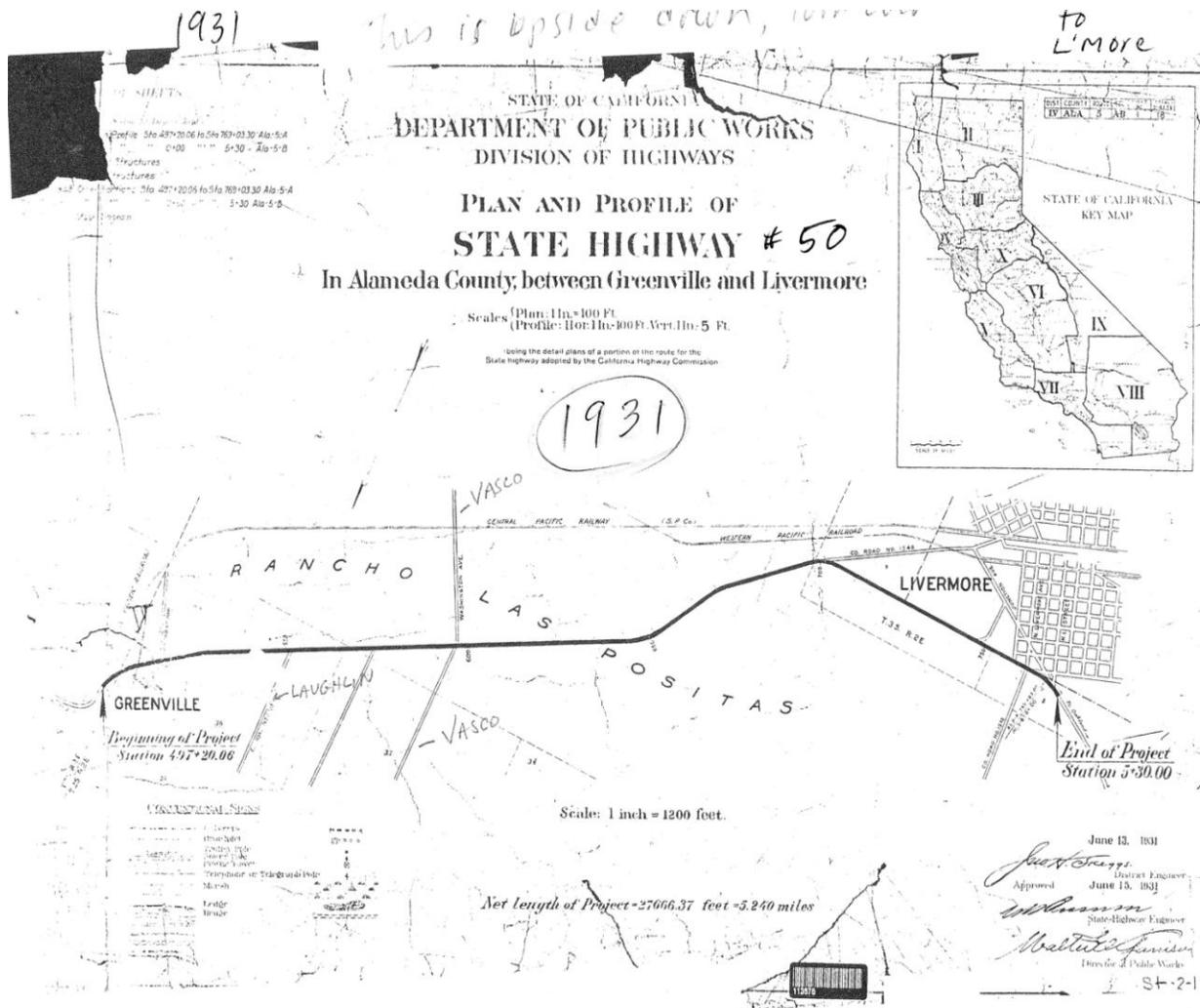
## SAN FRANCISCO TO LIVERMORE



- Miles
- 0.0 **SAN FRANCISCO.** East on Market St. to Ferry Bldg. At south end of Ferry Bldg. go on Creek Route Ferry. (Ferries leave every half hour during the day. The regular ferries do not carry cars except in the early morning and late evening.)
  - 0.0 **OAKLAND.** Foot of Broadway. Go up Broadway to 12th St.
  - 0.5 Turn right on 12th St.
  - 0.6 Straight out 12th St., passing Lake Merritt on left.
  - 1.4 Take right fork. Still on 12th St.
  - 2.2 Turn left on 13th Ave., go one block, then turn right.
  - 3.2 End of pavement.
  - 3.7 Straight. (Turn right for Alameda.)
  - 3.8 Ⓞ Straight through Fruitvale.
  - 4.4 Straight. (Turn left for Foothill Blvd. at ostrich farm Ⓞ.)
  - 4.7 Ⓞ Pass **MELROSE**, cross trolley, then straight.
  - 7.4 Ⓞ Thru **ELMHURST**.
  - 9.2 Ⓞ Take left fork along car tracks. **SAN LEANDRO**.
  - 11.1 Ⓞ Take left fork.
  - 11.2 Straight with trolley.
  - 12.9 Ⓞ Straight. (Road on left for Castro Valley.)
  - 14.2 Turn left on pavement at **Haywards**.
  - 14.4 Ⓞ Straight.
  - 14.8 Cross steel bridge. Keep on wide macadam road.
  - 15.2 Ⓞ Turn right at irregular xroads. (Straight for **MARTINEZ**.)
  - 16.0 Ⓞ Straight.
  - 16.4 Ⓞ Keep on fine boulevard. Follow over hills.
  - 20.5 Ⓞ Straight over hills to 5 per cent grade.
  - 21.7 Summit of grade. All down hill to **DUBLIN**.
  - 24.1 Ⓞ Thru **DUBLIN**.
  - 24.2 Ⓞ Straight. (Left for Walnut Grove.)
  - 26.1 Ⓞ Straight.
  - 26.3 Ⓞ Cross R. R. Ⓞ.
  - 27.5 Ⓞ **SANTA RITA**. Straight.
  - 27.8 Ⓞ Straight past road on left.
  - 33.4 Ⓞ Take left fork.
  - 33.7 Ⓞ Turn right at irregular xroads. Keep straight road, crossing two R. R.'s just before **LIVERMORE**.
  - 34.3 **LIVERMORE.** (First and Lime Sts.)

Ⓞ—Goodrich Guide Post.

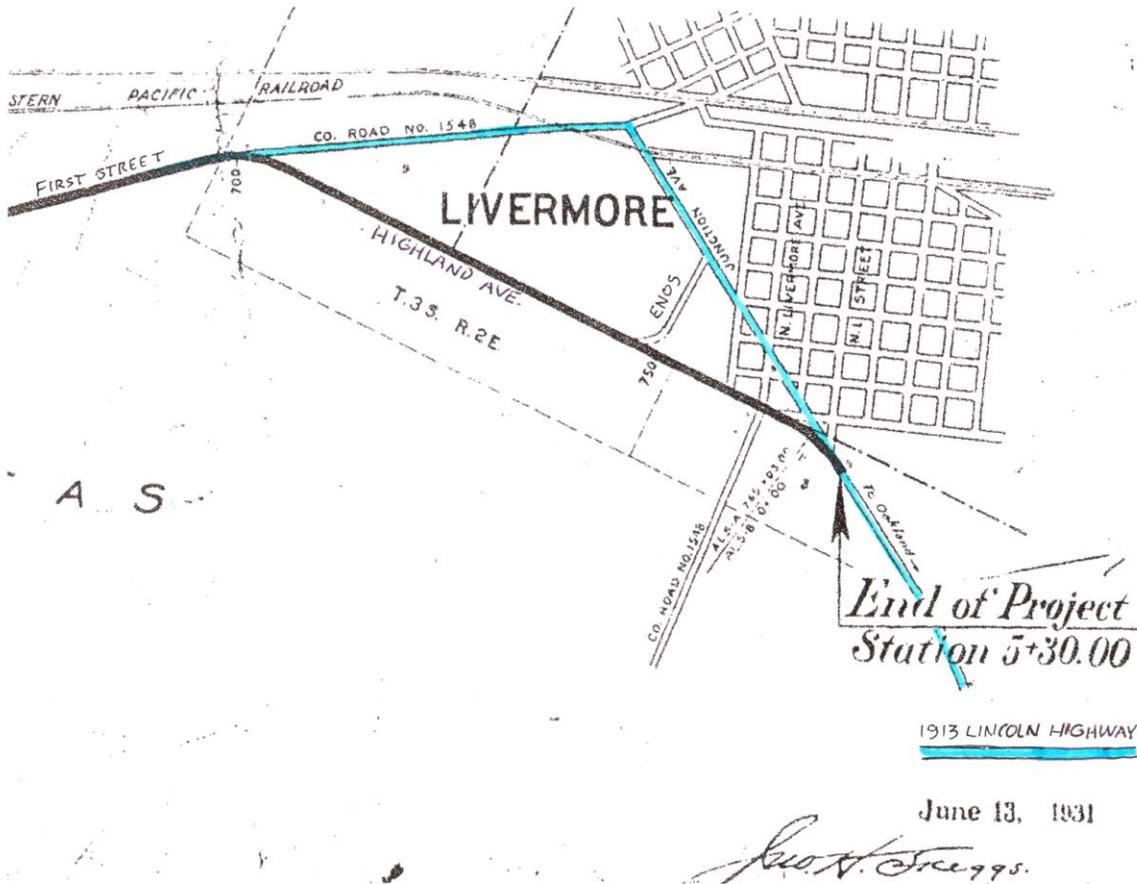
Using [figure 4] as a comparison, the B.F. Goodrich strip map [figure 5] confirms that the State Highway (Lincoln Highway) followed Highland Avenue into Livermore from the south. Guide Post on map at mileage mark 33.4 instructs the motorist to turn left at fork, which would be Highland Avenue, then turn right at irregular x roads at 33.7. After turning right onto First the motorist is instructed to continue straight before crossing the two railroads. This would have been the intersection of First Street and Highland. Continuing straight the motorist is told to cross two R. R.'s before entering Livermore at mileage mark 34.3. If the highway had followed the Junction Avenue route to First Street the motorist would have turned right at mile mark 33.4 and would have crossed the Western Pacific tracks before turning right onto First and then crossing the Southern Pacific tracks.



1931 Plan and Profile for work on State Highway Greenville to Livermore [figure 6]

Mike Kaelin uncovered the As-Built-Plan for the section of State Highway between Greenville and Livermore [figures 6 & 6a] while researching the Altamont Pass/Livermore alignment. What he came across was the official realignment of the highway as proposed in 1914. The plan clearly shows the original alignment entering Livermore on Junction Avenue and turning left onto County Road 1548 before heading east to Greenville.

Information obtained at Caltrans indicates that in 1925, under contract No. M-52, the highway between Greenville and Livermore was widened from 15' to 20' for a section of 4.3 miles. The widening was accomplished by adding 2 1/2' wide concrete shoulders seven inches thick to the roadway. The plan dated June 13, 1931 is contract No. 44EC2 which called for repaving 5.2 miles of the State highway between Greenville and Livermore with asphalt and concrete. The section between Livermore and Dublin was overlaid with a new 20' x 6" surface covering the original 15' x 4". This work was authorized in contract M168 dated 05/13/27.



Contract Number 44EC2  
[figure 6a]

The map above shows the location of Enos Ave which until 1915 was the western end of Highland Avenue. There was no road between Enos and North Livermore Ave. prior to 1915. An article in the *Livermore Herald* dated 08/26/15 which reported ; auto runs into horse-cart "on the new State highway near town" - going up "hill on Highland avenue, just off the Stockton road"

Two identical aerial maps provided by historicaerials.com and dated 1923 and 1928 [figure 7] and the 1914 State Highway Proposal show the existence of the Western Pacific Railroad tracks north of the Southern Pacific. An interesting note is that the 1911 U.S.G.S. map did not reflect the Western Pacific, although it was completed through Livermore in 1908. With the Legislative Act of 1909, county roads throughout California were to be assigned Legislative Route Numbers. The road through Livermore became Legislative Route Number 5 in 1916. With the numbering of State highways in 1926 it became U.S. 48 until it was decommissioned in 1931. It holds the distinction of being the first highway to be decommissioned in the U.S. In 1931 it became U.S. 50.

The U.S.G.S. map from 1941 [figure 8] shows U.S. 50 following the original alignment from 1st Street onto Junction Avenue. Highland or Portola is shown but is not indicated as the State Highway. Enos Ave. is the North/South street next to the word Hospital. This aerial adds some confusion to the puzzle. Is it correctly marked? Why isn't U.S. 50 following the 1914 alignment onto Highland?

Another aerial [figure 9] shows the junction of Portola Avenue with Junction Avenue (coming in from lower right of photo). The Duarte Garage can be seen in the triangle formed by Junction Ave., Pine St. and North L Streets.



1923-1928 Historicaerials.com  
[figure 7]



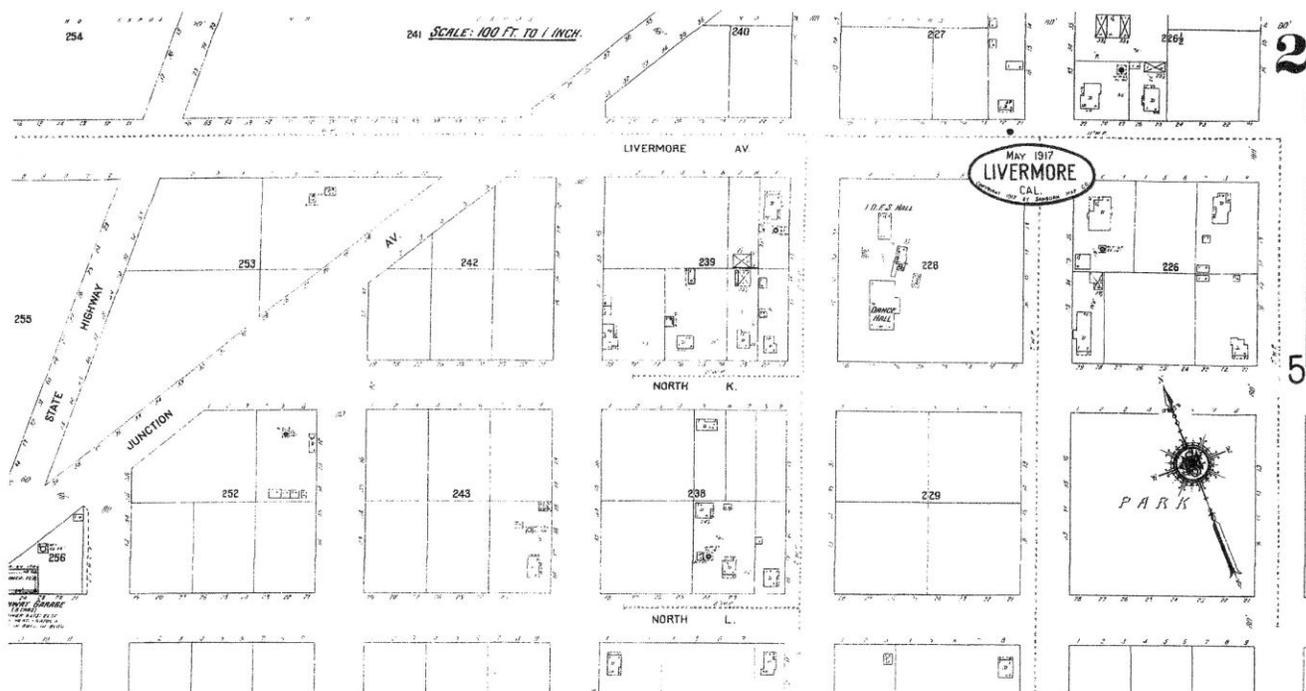
1941 U.S.G.S map  
[figure 8]



HistoricAerials.com 1949  
[figure 9]



[figure 10]



[figure 11]

The above two cropped maps from the Sanborn Map Company, dated July 24, 1917, were submitted by Jason Bezis of the Livermore Heritage Guild just before the Traveler was to be mailed. They both confirm the existence of the State Highway on what was then Highland Avenue, although Highland is not listed in the index associated with figure 10. The Highway Garage is shown in figure 11 in the lower left corner. In 1915 the State Highway, L Street from the Highway Garage to First Street and First Street from L to the State Highway were the only paved roads in Livermore.

Photo at right shows Junction Avenue entering from top center and terminating at Pine Street. North L Street is on right with Junction curving from bottom center to left center. The city of Livermore purchased the property , which included the garage, in the 1970's. Prior to 1970 Junction Avenue continued past the front of the garage as seen in the photo below. The bottom photos shows the Duarte Garage sometime after 1970 and before restoration. Junction Avenue can be seen on the extreme left of photo in the distance.



Photos courtesy of Livermore Heritage Guild

What can be concluded from this information is that the State had by passed the graveled Junction Avenue with a new concrete highway in 1915 thus eliminating two dangerous railroad crossings. As with other alignments, it is safe to assume that the Lincoln would opt for the new paved highway in favor of continuing to use Junction Avenue. Therefore we can be reasonably conclude that the original Lincoln Alignment followed the only though road in Livermore from 1913 until June of 1915. From June,1915 until the State numbered this route US 48 in 1926,the Lincoln was realigned onto Highland Avenue, which at a later date became Portola Avenue. The "Livermore By-Pass" , US 50, a 5.8 mile alignment which by passed 1st. Street and Portola Avenue was constructed in 1950.

## Special Note

I have been informed that Kathy Franzwa, Editor of the Lincoln Highway Forum, is relocating to Washington state. After the passing of her husband Greg, Kathy has been busy getting things in order and has decided to close the Patrice Press, although the Forum will continue to be published. She has been lucky enough to sell her home and move near her parents in Marysville, Washington. I will have to research if any historic highways pass near Marysville. For those of you who would like to submit something for the Forum, Kathy can be reached by e-mail at; grfranzwa@msn.com or by snail-mail at; 8017 64th Dr. NE, Marysville, WA 98270. The California Chapter wishes Kathy the best in her new adventure and we will certainly miss the Press.

## Donner Summit Bridge Plaque Installation

A date has yet to be set for the installation of a new commemorative plaque at the site of the original bronze plaque which had been vandalized. Leon Schegg is asking for volunteers to help in placing this replica plaque. Hopefully by the time the next Traveler is published in April, a date will have been selected. If you would like to be part of this project, please contact Leon at; lschegg@itol.com

## Signing the Lincoln

Mike Kaelin has been busy with representatives in Alameda, Contra Costa Counties and local cities to get signage posted along the Lincoln. An agreement has been reached in Livermore to install 7-8 signs along First Street and Junction Avenue. The City of Livermore has requested that the signs be coated with a "anti-graffiti" coating and placed 8 feet above street level to prevent vandalism. The signs will be posted on existing traffic sign post to save permit and labor costs. The City of El Cerrito has obtained approval to install 4 Historic Lincoln Highway signs on San Pablo Avenue. Finalizing exact locations for each sign is the next step in the completion of these projects. Mike is well on his way to having a well signed route for the 2013 Centennial Tour.

## Eagle Scout Project

The Chapter has been approached by Boy Scout Nathan Balaguy of Meadow Vista, Ca.. Nathan is planning an Eagle Scout project and would like to be part of organizing the installation of a replica 1928 concrete marker to be placed at a location along the Lincoln Highway in Placer County. The marker would be placed where an original marker once stood. This project is similar to the one undertaken by Eagle Scout Will McKinney of Rescue, CA. and reported in the October, 2009 Traveler (Vol. 10 No. 4). Nathan has been sent a copy of Gael Hoag's marker placement guide, which will help him choose a correct location. The Chapter is in possession of Norm Root's mold for reproducing the markers. but will require help in finding someone with experience and space to cast more markers. If your that person, please contact the California Chapter.

## Missing Traveler Issue

In our effort to post all issues of the Traveler on the web site, we have been searching high and low for missing copies. Numerous issues were discovered in the Chapters historical files held by Norm Root and those issues brought us up to date with the exception of one elusive issue edited by James Lin after the passing of Wes Hammond. That is Traveler Vol. 5 No. 2 ,the Spring issue of 2004. If any members have saved their past issues and perchance have a copy of that issue, we would be most grateful if you would allow us to scan and copy that issue so that we may complete the collection.

Thank You; Gary Kinst

## Vacaville Alignment



Vacaville Historical Museum

This photo looking east from Main Street in Vacaville shows the lettering on the School Street Bridge directing traffic, following the State Highway to Sacramento, to bear to the left onto School Street. The highway sign on right of photo states "Dixon 6 miles and Sacramento 37 miles". From previous Lincoln Highway tours, I remember Norm Root saying that the US 40 signs on East Main Street were placed in error. This photo may help in confirming that statement. Apparently there was considerable confusion on the part of early motorists upon reaching this intersection. The directional marking was added to the bridge railing to direct the motorist onto the correct route.



## More Markers Discovered



These two marker heads are listed on eBay by a person living in Cupertino, CA. The asking price is \$ 225,000, Yes that's two hundred and twenty-five thousand US dollars. But wait, there's more; the price includes free personal delivery. What serious Lincoln Highway collector wouldn't hesitate to jump on this deal ??????????. Any Bids ? The story as offered on eBay is copied below.

### **1928 Lincoln Memorial Highway Markers.**

These are in their original un-restored condition, just as they were when they picked up off the highway by my grandfather in 1949. These were found alongside the highway during a routine roadside cleanup by the California Department of Roads and Highways. The supervisor of the crew wanted them thrown away as trash, a fate that has likely happened to many of these markers. My grandfather chose to keep these with permission from the highway department in 1949. These are two excellent examples of the highway markers, showing the original colors. No restoration, cleaning (other than water), painting or any other alteration has been done to these markers. They are, for all purposes, just as they were in 1949 when they were brought home. Stored in Yuba City, Ca until 1968, when they were relocated to Redwood City, Ca, and then moved again to San Jose, Ca in 1974. Though impossible to know exactly where these markers were originally placed, we estimate, due to my grandfathers work area, and my dads memory, somewhere between *Dutch Flat*, and *Emigrant Gap, CA*.

As I mentioned, and the photos show, the original pedestals are gone. A Hexagonal mold could be easily made, and the posts recast with very little effort, or possibly could be recast by the Lincoln Highway Association, as they do make replicas of these markers. Additionally, a steel pedestal could be fabricated and the markers could simply be bolted to it. Ideally, the markers could be drilled and have new rebar epoxied in to them to create a "single structure" if they were to be repaired. Welding to the rebar is unrealistic, as the heat created by the preheat and welding of the existing rebar would likely do massive damage to the monument, and at the very least, would cause spalling to the concrete. Based on our original appraisal 17 years ago, there was very little difference in value between these markers and ones that have the posts still in tact.

Originally 3000 in number, 2436 were actually installed on the first Coast to Coast Highway. The remaining unused 564 markers (It is assumed that the extras were cast for replacements) have been lost to time, as no one seems to know what happened to them. Few of these markers remain, and of them, even fewer remain in their original locations.

As their numbers fall, and with museums quickly snatching up all that they can find, this may be your last opportunity to add this piece of history to your private collection. Offered only as a pair, it is unlikely that you will ever find such a set of gems again.

So important and rare are these, that I will not trust shipping them via carrier. I will personally deliver these to your location, so that they never leave my protection and care until you take possession.

PayPal will only be accepted for the \$2500 deposit, with balance due at delivery by either cash, cashiers check, or wire transfer.

Returns are not accepted on these highway markers. I am unable to disable the returns portion on the ebay site, so please be aware that the sale will be final, with no return available.

Thanks for looking

# OFFICIAL TOUR REGISTRATION FORM

Please photocopy this registration form so as to not lose information on reverse side.

## PERSONAL INFORMATION

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_  
Telephone Home \_\_\_\_\_ Cell Phone \_\_\_\_\_  
Email: \_\_\_\_\_

## VEHICLE INFORMATION

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_  
Special Features \_\_\_\_\_  
You will be provided with two door decals. Do you prefer:  Magnetic  Low Tack Sticker

**Shirts:** Mark quantity of each size desired. (One free shirt per person registered)

Sizes and Quantities: Child T-Shirts \_\_\_\_\_ SM \_\_\_\_\_ MED \_\_\_\_\_ LG \_\_\_\_\_  
Adult Golf Shirts \_\_\_\_\_ SM \_\_\_\_\_ MED \_\_\_\_\_ LG \_\_\_\_\_ XL \_\_\_\_\_ XXL \_\_\_\_\_

## Indicate additional shirts you are ordering;

Sizes and Quantities: Child T-Shirts \_\_\_\_\_ SM \_\_\_\_\_ MED \_\_\_\_\_ LG \_\_\_\_\_ \$15.95 = \$ \_\_\_\_\_  
Adult Golf Shirts \_\_\_\_\_ SM \_\_\_\_\_ MED \_\_\_\_\_ LG \_\_\_\_\_ XL \_\_\_\_\_ XXL \_\_\_\_\_ \$26.95 = \$ \_\_\_\_\_

## Lincoln Highway Association Membership\*

**\$40.00 = \$ \_\_\_\_\_**

## INDICATE WHICH TOUR YOU ARE PARTICIPATING IN:

West to East from California  East to West from NYC.  
Full tour (includes driver and car) ..... \$350.00 = \$ \_\_\_\_\_  
Additional passengers for full tour. .... @ \$225.00 per person \$ \_\_\_\_\_  
Ala Carte per day, per person (two day min) ... @ \$120 1<sup>st</sup> 2 days per person \$ \_\_\_\_\_  
Additional Days. .... @ \$ 60 per day per person \$ \_\_\_\_\_  
**TOTAL** \$ \_\_\_\_\_

## CREDIT CARD INFORMATION VISA MASTER CARD

Card Number \_\_\_\_\_ Expire Date \_\_\_\_\_  
Name on Card (please print) \_\_\_\_\_  
Cardholder Signature \_\_\_\_\_  
Check or money orders welcome also payable to Lincoln Highway Centennial Tour

## Mail entry and payment to:

Jesse Petersen, LHA Treasurer  
Lincoln Highway Association  
56 Bench Mark Village  
Tooele, UT 84074-2480

## For additional information about tours contact tour co-chairs:

Rosemary Rubin 330-418-3980 or Bob Lichty 330-704-5271  
Email: [tour@lincolnhighwayassoc.org](mailto:tour@lincolnhighwayassoc.org)

**WAIVER OF LIABILITY** (must be signed by all registrants) The undersigned hereby agrees that the Lincoln Highway Association and/or its officers and directors shall have no responsibility or liability, in whole or in part, for any loss, damage, or injury to person or property, or any act or omission resulting from, arising out of, or occurring during any activity, program, tour, meeting, meal, or other service and facility furnished or supplied in conjunction with the Annual Lincoln Highway Association Conference and special events. (Guardian's signature is required for those under 18. Every attendee must sign the waiver.)

Signed \_\_\_\_\_ Date \_\_\_\_\_ Signed \_\_\_\_\_ Date \_\_\_\_\_  
Signed \_\_\_\_\_ Date \_\_\_\_\_ Signed \_\_\_\_\_ Date \_\_\_\_\_

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# TOUR ROUTE

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## Official West Coast Tour

Saturday	June 22	San Francisco, California, pre-tour gathering
Sunday	June 23	San Francisco, California to Sacramento, California
Monday	June 24	Sacramento, California to Fallon, Nevada
Tuesday	June 25	Fallon, Nevada to Ely, Nevada
Wednesday	June 26	Ely, Nevada to Tooele, Utah
Thursday	June 27	Tooele, Utah to Rock Springs, Wyoming
Friday	June 28	Rock Springs, Wyoming to Cheyenne, Wyoming
Saturday	June 29	Cheyenne, Wyoming to Lexington, Nebraska
Sunday	June 30	Lexington, Nebraska to Kearney Nebraska

## Official East Coast Tour

Friday	June 21	Secaucus, New Jersey, Pre-tour gathering
Saturday	June 22	New York City (Times Square), New York to Malvern, Pennsylvania
Sunday	June 23	Malvern, Pennsylvania to Chambersburg, Pennsylvania
Monday	June 24	Chambersburg, Pennsylvania to Pittsburgh, Pennsylvania
Tuesday	June 25	Pittsburgh, Pennsylvania to Mansfield, Ohio
Wednesday	June 26	Mansfield, Ohio to South Bend, Indiana
Thursday	June 27	South Bend, Indiana to Rochelle, Illinois
Friday	June 28	Rochelle, Illinois, to Ames, Iowa
Saturday	June 29	Ames, Iowa to Grand Island, Nebraska
Sunday	June 30	Grand Island, Nebraska to Kearney, Nebraska

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# TOUR RATES

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**Full East or West tour (includes driver, vehicle and all tour amenities) .....\$350.00**

**Additional Passengers per vehicle .....\$225 .00**

*Tour amenities include maps, Lincoln highway Centennial book, festival event shirts, tote bag, Car decals, some meals, discount hotel rates, other discounts on journey.*

**Ala Carte per person per day (minimum two days) .....\$120.00**

**Additional days ala carte per person ..... \$ 60.00**

*NOTE: Each vehicle must be represented by a Lincoln Highway Association member, . If you are currently not a member please add your dues payment with order. Your membership will be sent to national membership committee and you will also receive full LHA member benefits including The Forum magazine. Any profits from this event go to the national Lincoln Highway Association a 501c3 non-profit organization.*



**Make your reservations now!**  
**Space is limited, early reservations recommended.**  
**Reservation deadline is: May 9, 2013**



Oakland Tribune Sept. 7, 1919

Scene on Foothill Blvd. as the Alameda County Automobile Trade Association welcomes the U.S. Army Motor Convoy near Hayward

An excerpt from the Daily Log Of The First Transcontinental Motor Convoy dated September 5, 1919 had this to say regarding the day's events. "Departed Stockton, 6:15 a.m. All vehicles in the Convoy were weighed. Drove over best section of entire Lincoln Highway. 2 Rickers and Packard broke fan belts. Class B trucks had broken spark plug porcelain, broken fan belts and brakes required adjustment. Indian motorcycle broke control wire. New clothing issued to men preparatory to final parade in San Francisco. Convoy met 10 miles east of Oakland by city officials, Reception Comm., W.C.C.S., Fire Dept. and parade of civilian cars and trucks. Escorted through Court of Honor and flag festooned streets, while all whistles around Bay were blowing. Elaborate electrical and fireworks display. Dinner, Hotel Oakland, Dance, Municipal Auditorium. Fair and warm. Unexcelled roads. made 76 miles in 9 3/4 hrs. Arrived Oakland, Calif. 4 p.m."

A note of interest from the September 6 entry was the mentioning of Lincoln Park being "The End Of The Trail" as seen in above banner. Also the dedication of the milestone marking the western terminus being dedicated.

## MARK YOUR 2013 CALENDAR

Saturday **JANUARY 5, 2013**  
12:00 Noon

State Chapter Meeting  
Lorenzo's Mexican Restaurant  
3883 Taylor Rd.  
Loomis, CA 95650  
(916) 652-6218



Note: A power point presentation will be shown on the Lincoln Highway alignment from Sacramento to Verdi, NV. If time permits a tour of several remaining sections of original pavement in Loomis will be toured. This meeting is of special importance as new officers will be elected. Please plan on attending.

Saturday **APRIL 6, 2013**

State Chapter Meeting  
Location to be announced

**JUNE 21 - 30**

100th Anniversary Tour

**JUNE 30 - JULY 5**

21st Annual LHA Conference  
**Lincoln Highway Centennial**  
Kearney, Nebraska

Saturday **JULY 13, 2013**

State Chapter Meeting  
Location to be announced

Saturday **OCTOBER 5, 2013**

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.

The dates and particulars for the 2013 Bus Tour and Cruise will be printed in a future Traveler.



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