



THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION - CALIFORNIA CHAPTER

www.lincolnhwy.org/ca/traveler



EDITOR
Gary Kinst

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WINTER

JANUARY, 2015

Season's Greetings



Pausing on east side of Donner Summit before attempting ascent.



Bernard Russell Queneau 1912 - 2014



Bernard holding California flag 1928

Rest in Peace

Believed to be the oldest living Boy Scout, at age 102, Bernard Queneau passed from this earth on Sunday December 8, 2014. On Saturday, his wife's Esther 90 birthday, Bernie received the Distinguished Eagle Scout Award which is awarded to Eagle Scouts having held that title for over 25 years and have demonstrated outstanding career achievement. Less than 2,200 scouts have achieved that award since it was first presented in 1969. Astronaut Neil Armstrong, Director Steven Spielberg and Supreme Court Justice Stephen Breyer are among those who share Bernie's award. Although Bernie had many great accomplishments to his credit, he is most notably known as the 15 year old Boy Scout who participated in the 1928 Coast to Coast Caravan, a joint effort of the Lincoln Highway Association and the Boys Scouts of America to mark turns and junction points on the 15 year old highway. The Scouts also marked locations where approximately 3,000 permanent markers would be installed on September 1, 1928. To read a moving and fitting eulogy, go to the Lincoln Highway News Blog by Brian Butko.



Bernard Queneau pictured third from right in 1928 at age 15.



San Francisco Western Terminus Marker dedication 2002



Bernie at age 95 2007



Bernie with member George Clark at dedication 2002
two Navy Veterans



Bernie and wife Esther 2002

October 4th Chapter Meeting

The California Chapter held its fourth quarter meeting in Livermore at the Duarte Garage. The meeting was preceded by lunch at the Historic Castle Rock House Restaurant located across Portola Avenue from the Lincoln Highway Garage. This building was once the home of the Caratti Family, which Joe began constructing in 1950. The weather was excellent and we had another exceptional turnout of 29 members and guests. We were greeted by Mrs. Anita Gandolfo, the daughter of Aquilino Paul "Joe" Caratti who purchased the original adjacent building that what was once known as "Old Mexico". After purchasing the building in 1917 he renamed it the "Highway Inn". Anita passed out flyers that told the story of the Rock House and answered our numerous questions.

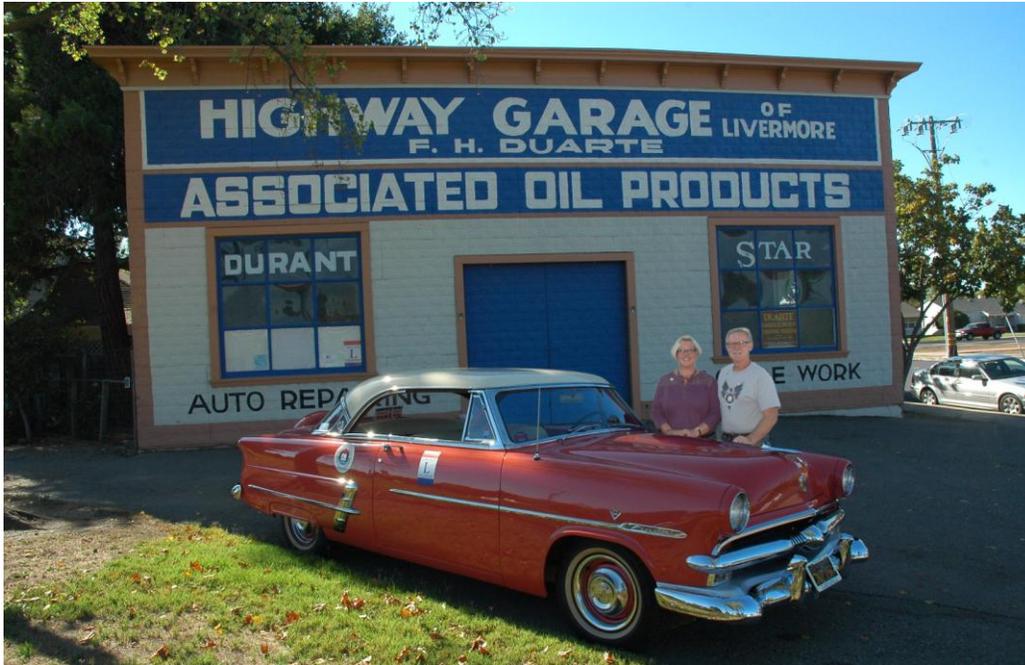
After a spectacular lunch with exceptional service, we crossed the Lincoln Highway to the 1915 Duarte Garage to begin the October Chapter meeting.

After the reports from officers and staff, the Chapter meeting turned to old business. Items under discussion were the book(s) for Arcadia Publishing, the 2015 LH Tour and dinner at the California Auto Museum, the award presented to the Placer County Water Agency for their monument on Ophir Road at Newcastle and the new replica marker to be installed at the Ophir Road monument. New business included the West Sacramento Lincoln Highway Display by Bob Dieterich, the widening of Taylor Road east of Rocklin and the election of officers at the January meeting. A complete recap of the October meeting minutes can be viewed on the Chapters web site www.lincolnhighwayassoc.org/ca.

Livermore Heritage Guild President Jeff Kaske presented a power point of Joesville. The presentation included many photos that the members had never seen or hadn't even heard about. The photos showed scenes of the Duarte Garage, the Joesville Hotel and the Livermore arch that before had been hidden in the LHG archives. Fantastic presentation Jeff and thanks for sharing the history of Joesville.



The Castle Rock Restaurant, former home of the Joe Caratti family



Secretary Jackie Ferreira and David Lee with their 1953 Ford Crestline Victoria. The Ford was a participant in the Centennial Tour



Secretary Jackie Ferreira, VP Joel Windmiller
Editor Gary Kinst



Kell Brigan, Mike Kaelin and Pres. Paul Gilger



Paul, O.T. Freytag , Jackie



Marie Abbott of the Livermore Heritage Guild



Preparing for the Chapter meeting at the Historic Duarte Garage



Web Master, Jimmy Lee and Grant Gassman



Editor and Miriam Hull talk LH history



President Paul Gilger addressing membership



Marie Abbot helps Neil Rodriques find his name tag

Joesville (the rest of the story)



Joesville Hotel and Auto Camp (behind car)

Intersection of North L Street, Junction Avenue and Livermore Avenue, Livermore, Ca. c 1920's. This was an area just west of downtown Livermore that became know to locals as "Joesville". It was a stop on the County Road and didn't warrant mention on Lincoln Highway or other popular driving guides. Much of the history of Joesville was covered in the October issue of the Traveler (Vol. 15 No. 4) but little did we realize that there was more. Jeff Kaske's power point presentation revealed what was across the highway.

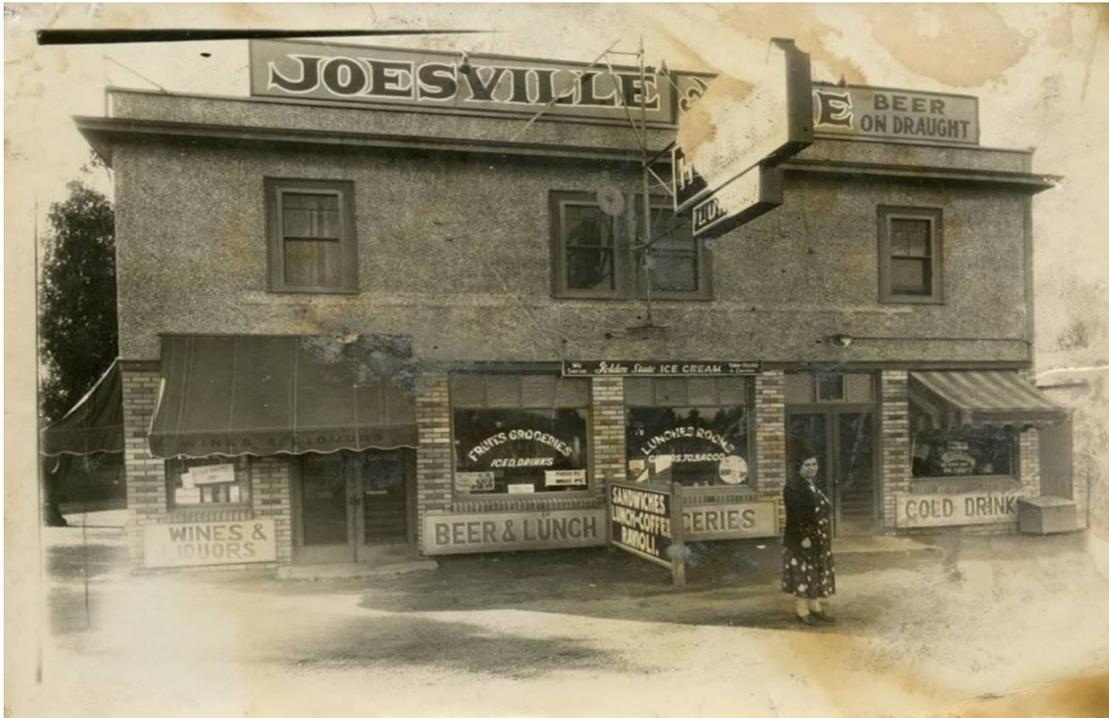


Duarte Garage on left of photo, Livermore Arch over North L Street, Joesville Hotel in trees behind arch, Livermore Blvd (Dublin Road, Junction Avenue, Portola) in center of photo and the Highway Inn (Joesville) in right center

In 1929 the Highway Inn and the surrounding area would become known as "Joesville". Construction of the building ,in which we enjoyed lunch, was started in 1950 to serve as the family home. It was finally completed in 2001. Over the years Joe had collected 200 tons of rocks and stones from all over the country, which he intended to use to highlight his new home. The Rock House, seen in right of photo, was operated as a Tavern and Western Dance Hall during WWII and was very popular with service personal from all over the world, especially those stationed at nearby Camps Park and Shoemaker, and the Livermore Naval Air Station.



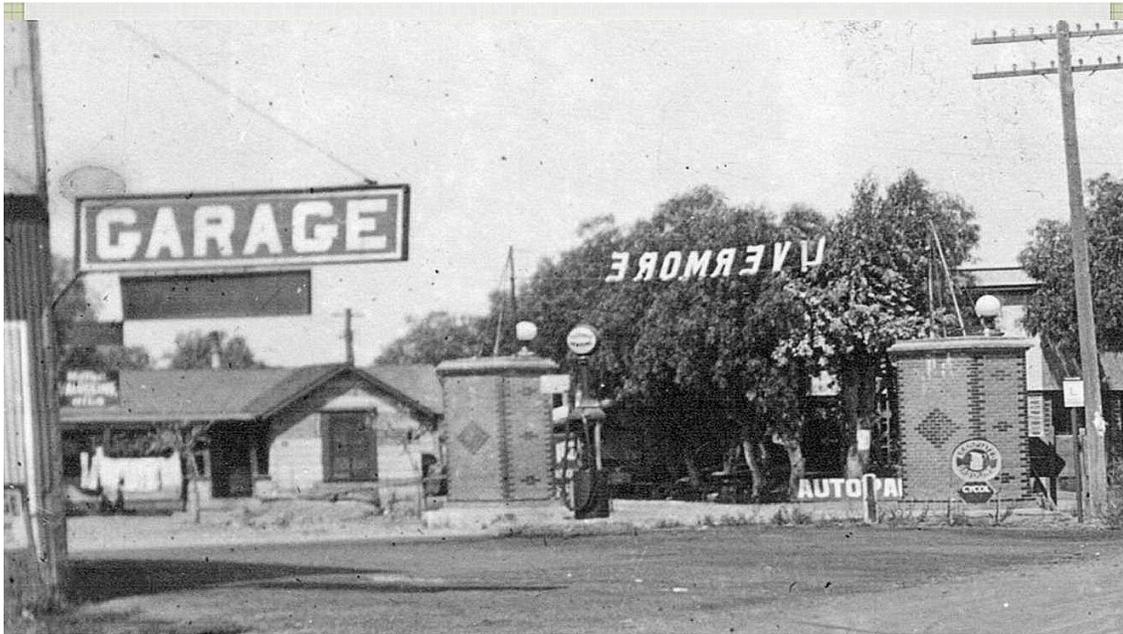
Courtesy of the Livermore Heritage Guild



The "Joesville" Hotel built in the 1920's had 12 rooms along with 14 guest cabins for its auto court located behind the hotel. The building also housed a grocery / general merchandise store. from which Joe's son Richard and daughter Anita sold groceries, ammunition, liquor, magazines, etc. There was a beer bar which served sandwiches. The Continental Bus Line stopped in front of the hotel.



The Hotel was destroyed by fire in the mid 1960's

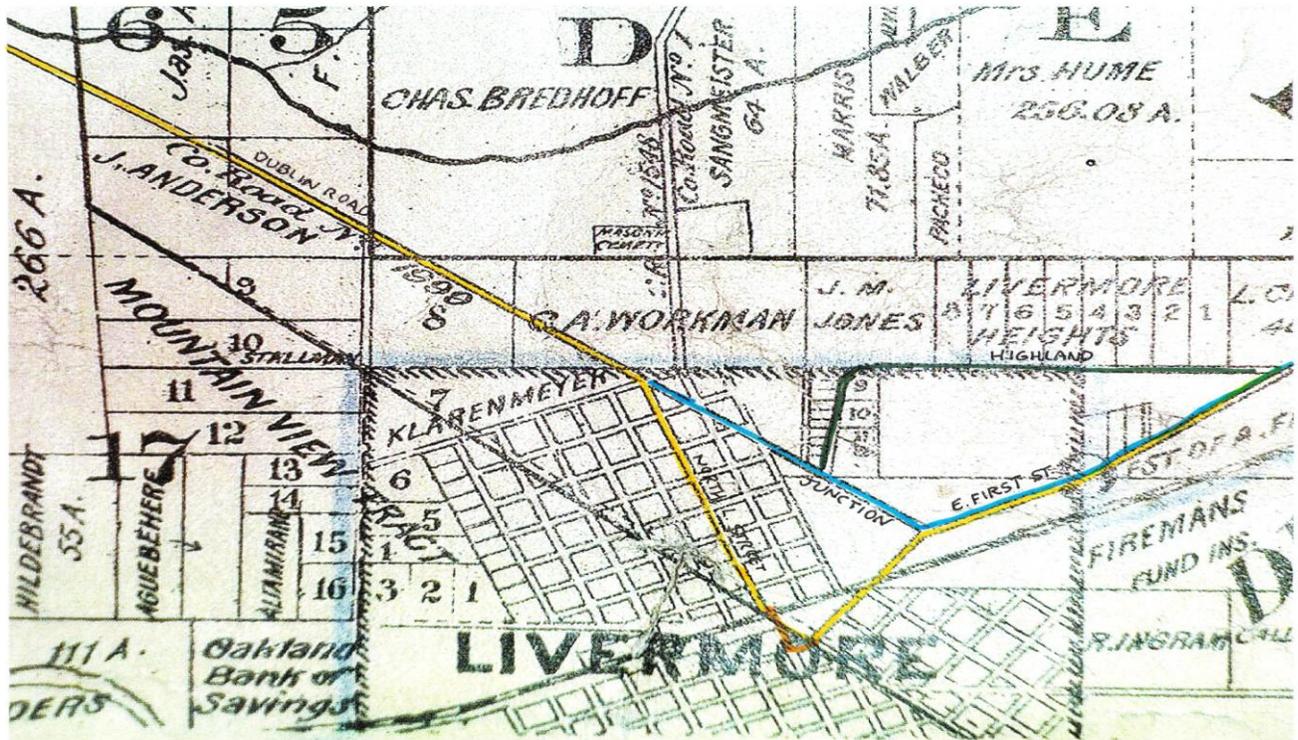


Gas pump for the Duarte Garage sits at corner of North L Street and Junction Avenue. The two columns supporting the "Livermore" arch contain the same geometric pattern as seen in the masonry on the Castle Rock House, leading one to question if Joe had something to do with the construction of the columns.



Joe Caratti was born in Lugano, Switzerland in 1887 and resided in France from 1902 - 1906, where he learned the art of masonry. Arriving in San Francisco in 1906, one of his first jobs was to help clean the brick for the Palace Hotel which was damaged in the earthquake. Having arrived in Livermore in 1914, it is entirely possible that Joe and his brother were involved in the construction of the two columns.

New - Old Livermore Map



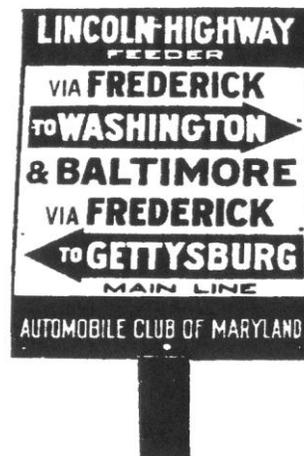
Courtesy of Livermore Heritage Guild

1900's map of Livermore

Yellow/orange line indicates pre 1913 county road # 1999. This road had several names over the years including the Dublin Road. This alignment is the one mentioned in pre Lincoln Highway guide books as the main route through Livermore entering on the Dublin Road, turning right onto North L Street, crossing the railroad, turning left onto First Street and again crossing the railroad. The blue line (Junction Avenue) is the route followed by the Lincoln until the extension of Highland (green line) was completed in 1915. Highland joined the Dublin Road at the intersection with Junction and North L. This map was one of several presented by Jeff Kaske in his power point presentation showing the development of Livermore streets in the Joesville area.

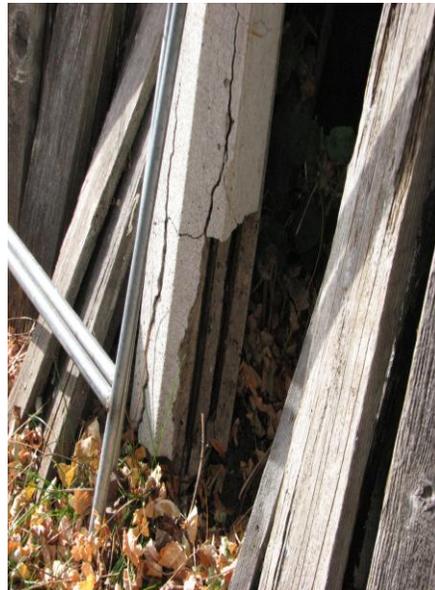
A typical LH Feeder sign ?

As the Lincoln Highway did not travel through Maryland, the State took it upon itself to install "Feeder Route" signs to direct Maryland motorists to the Lincoln Highway. This was not in the form suggested by the LHA as described in Vol. 15 No. 2 of the Traveler



Marker Find

While exploring, during the Labor day weekend, I found myself on the East side of the Sierra's in search of the original alignment of the Kingsbury Grade Road. After locating the historical marker south of Genoa the wife and I decided to revisit the quaint settlement of Genoa. While snapping photos of the historic buildings I saw something in the viewfinder that made my pulse quicken. It's surprising when you come upon an artifact ,that you recognize, that's far from where you would expect it. This particular find was behind a local antique store., so it's reason for being there could be for any number of reasons. The store was closed so I was unable to determine if it was for sale. My first thought was that we need to open a LH marker restoration hospital. and appoint Joel Windmiller as Head Surgeon.



Donner Summit Historical Society



Many of our members are unaware of the vast resources available for researching the Lincoln Highway. The DSHS is just one of many. Their website, www.donnerhistoricalsociety.org, allows you to access a treasure trove of photos and historical information. The DSHS newsletters, published monthly since 2008, contain fascinating stories told by long time locals and others familiar with the Donner Summit legacy. Many of the photos and post cards are from the collection of President, Norm Saylor. Norm is also extremely active in the preservation of US 40. The Society has a museum at Soda Springs. Check-it-out.....

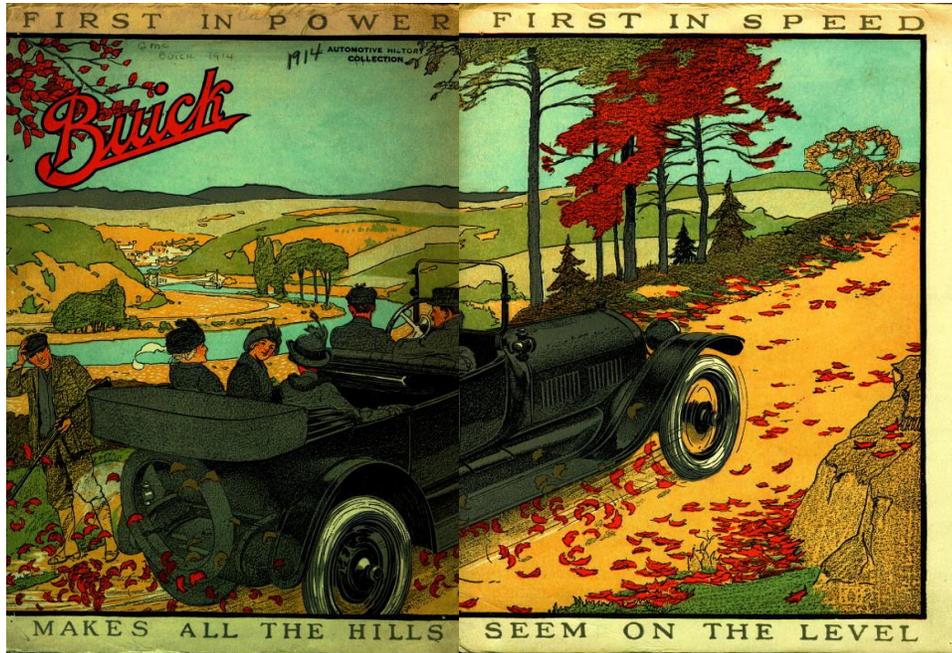
Bridge at Trout Creek



Located south of Stateline, California, adjacent to Pioneer Trail, this bridge once thought to be the first bridge built by the California State Division of Highways on the Lake Tahoe Wagon Road. It was actually erected in 1906. The stone arch bridge at Riverton was the first, completed on November 12, 1900. Scouting reveals the original alignment running parallel with Pioneer Trail.

Contributions from Members

It's always enjoyable when members inquire about facts relating to the Lincoln Highway. It's even more exciting when they supply information which I can publish in the Traveler for your enjoyment. In November two members contacted me with separate but similar pieces of information regarding Buick automobiles. Members Chuck and Nora Elderton, of San Jose, contributed the map which appears on page 13. The map was included in Buick's 1914 Dealer Album. The Elderton's found it in the November, 2014 issue of the Buick Club of America's magazine "Buick Bugle".



1914 Buick Dealer Album

One of our newest LHA members, Bill Von Tagen , Idaho's only member, called to tell how much he enjoyed the Traveler and talked about a silent film he had seen, produced in the LA area, regarding a 1914 trip in a Buick from Roseville to Reno. He asked if I would research this film so it could be added to our archives. What I have found , at this point, is a film produced in 1915 for the Reno Commercial Club promoting a new route over the Sierra's, with a trophy for the first car over the Summit. The route takes the motorist through Downieville, on Hwy 49, The film is entitled " Over the Top" aka; A Battle with the Elements. It can be found at fandor.com/films/over_the_top. You will need to subscribe to Fandor to view the film clip in its entirety.

Medallion Find



This is an original pristine 1928 LH marker post medallion from the collection of Russell Rein. This medallion was purchased at auction in 1958 or 1959, when the company ceased business, by an unknown individual. It sold again in the late 1980's to collector Jerry Keyser, father of publisher of Check the Oil Petroliana Magazine. Russell purchased the factory sample/specimen from Jerry several years ago. No paper work can be found indicating the sale of these medallions to the LHA. The name Whitehead & Hoag is present in the design on the inside of medallion.

Members Search

Chapter member Donn Marinovich, of Columbia, mailed several articles and photos he had come across while doing some cleaning. Donn had received this collection from George Strum of Petaluma, a fellow Dodge Brothers car enthusiast and traveler of the Lincoln Highway. One of several photos related to the 1919 Transcontinental Motor Train shows the entrance to the Palace of the Legion of Honor and a statue possibly the one mentioned in Pete Davies "The American Road" as being the western milestone marker. You can see a marker at the base of the statue that is approximately the size of the "zero" marker. Do any members know where this western milestone may currently reside ?



American Heritage Magazine June 1979

A statue can be seen in center of photo, by bus. Pete Davies writes of a milestone matching the "Zero" milestone, located beside the White House, being dedicated at the Palace of the Legion of Honor after the sixty-two day adventure.



Perry Hooker Collection, Zoe James Memorial Library

Market Street, San Francisco, September 6, 1919

Ophir Road Monument

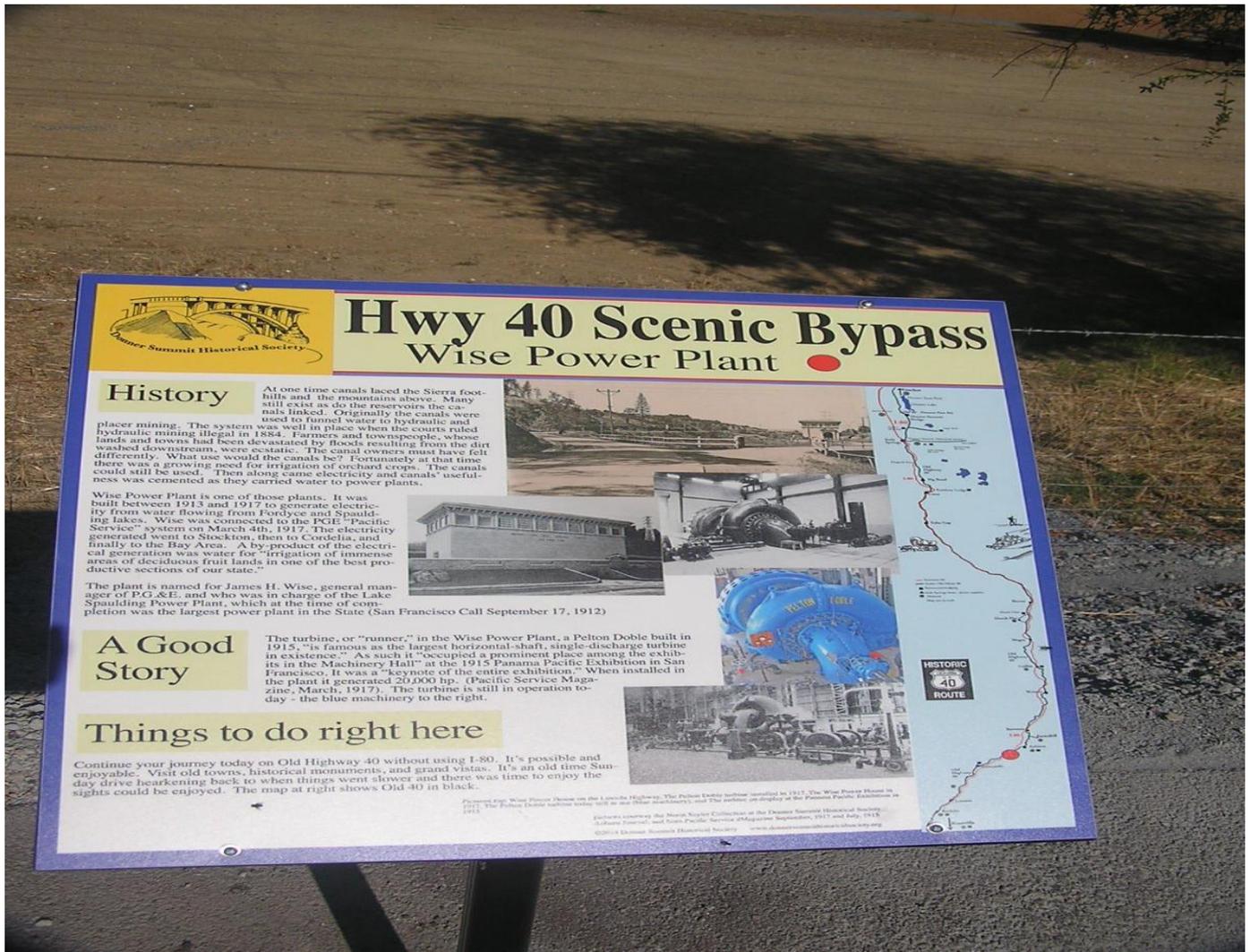


Workers from Cunningham Construction of Colfax installing the new marker



Boy Scout Nick Baluguy and VP Joel Windmiller



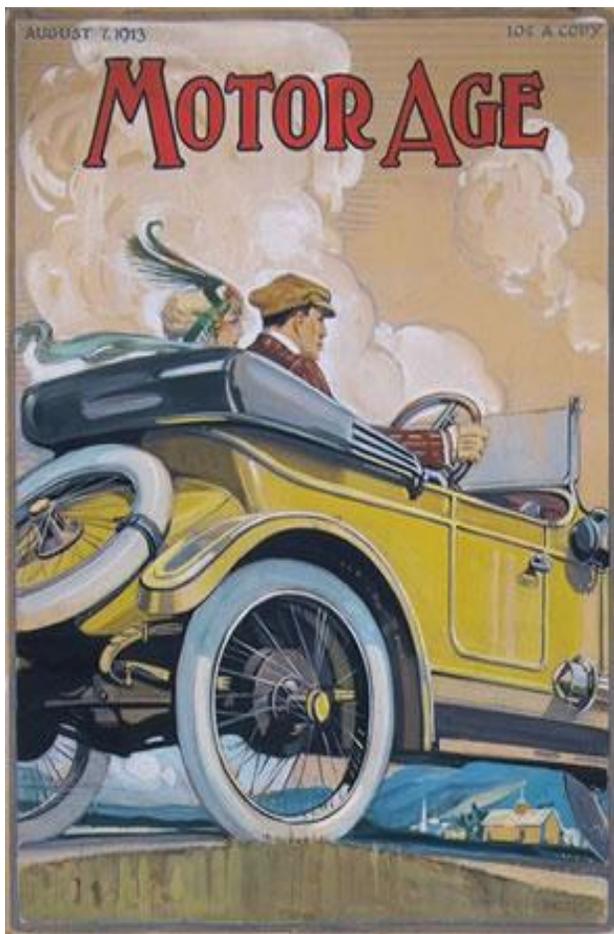


New US 40 sign and interpretative plaque provided by Norm Saylor of the DSHS.

January 10th Chapter Meeting

The January California Chapter meeting will be held on Saturday January 10th at Vince's Italian Restaurant in West Sacramento. During our January meeting, election of officers for the coming year will be a central point on the agenda. There is expected to be some changes in store, so it is suggested that all members make an attempt to be present for nominations and voting. These meetings are not just for officers and committee heads, but for all members including potential new members. There is something to be learned about the Lincoln at each and every meeting. Several vintage films from the Norm Root archives will be shown after the meeting.

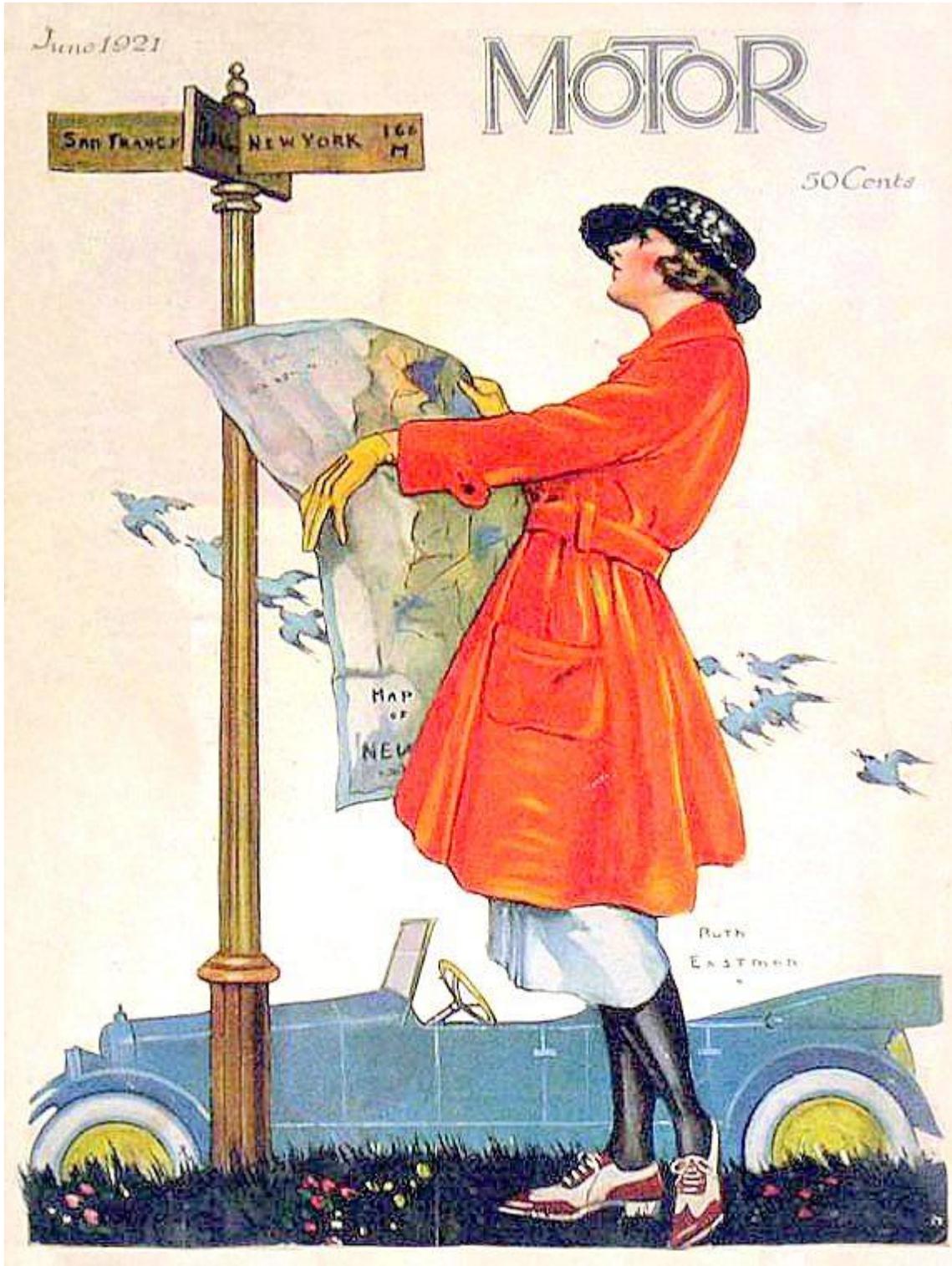
Vintage Motoring Art



August 1913



June 1914



Where Shall We Go Today ?

California's **GHOST HIGHWAYS**

Ridge Route "The Road That United California"

Harrison Irving Scott

Images from the collection of Joel Windmiller

History

The Ridge Route Highway is that section of road that winds over the San Gabriel and Tehachapi Mountains between Castaic Junction on the south (where I-5 junctions with Hwy.126 to Ventura) and extends to the bottom of Grapevine Grade on the north where I-5 enters the great San Joaquin Valley.

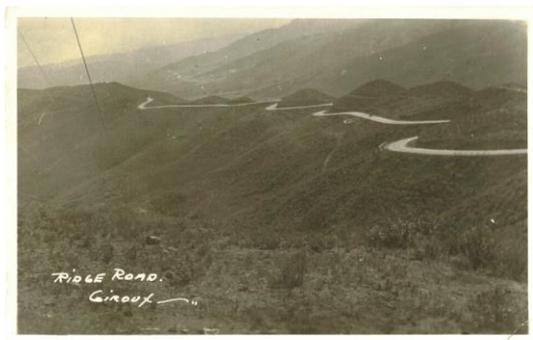
The "Grapevine" is the 6 1/2 mile segment of the Ridge Route that extends from Fort Tejon to the bottom of Grapevine Grade. Many people erroneously believe that the "Grapevine" got its name because the original 1915 highway had a series of "switchbacks" which allowed early vehicles to gain elevation as they climbed the grade heading from Bakersfield toward Los Angeles. The serpentine path resembled a giant grapevine. Although this observation was true, the name actually came from the fact that early Wagoner's had to hack their way through thick patches of Cimarron grapevines that inhabited "La Canada de Las Uvas," Canyon of the Grapes. Traveling the grade today, look for patches of what appears to be ivy on both sides of the canyon near the truck run-a-way escape ramps. What you see are descendant vines which date back to the 1800s.

The news media incorrectly refers to the entire Ridge Route as the Grapevine.

There have been (3) Ridge Route highways. The 1915 highway which is the focus of this web site; the 1933 three-lane Ridge Alternate Highway identified as Highway 99 (in 1947 converted to a 4-lane expressway); and today's 8-lane I-5 freeway completed in 1970. The Ridge Alternate was severed with the construction of Pyramid Dam.

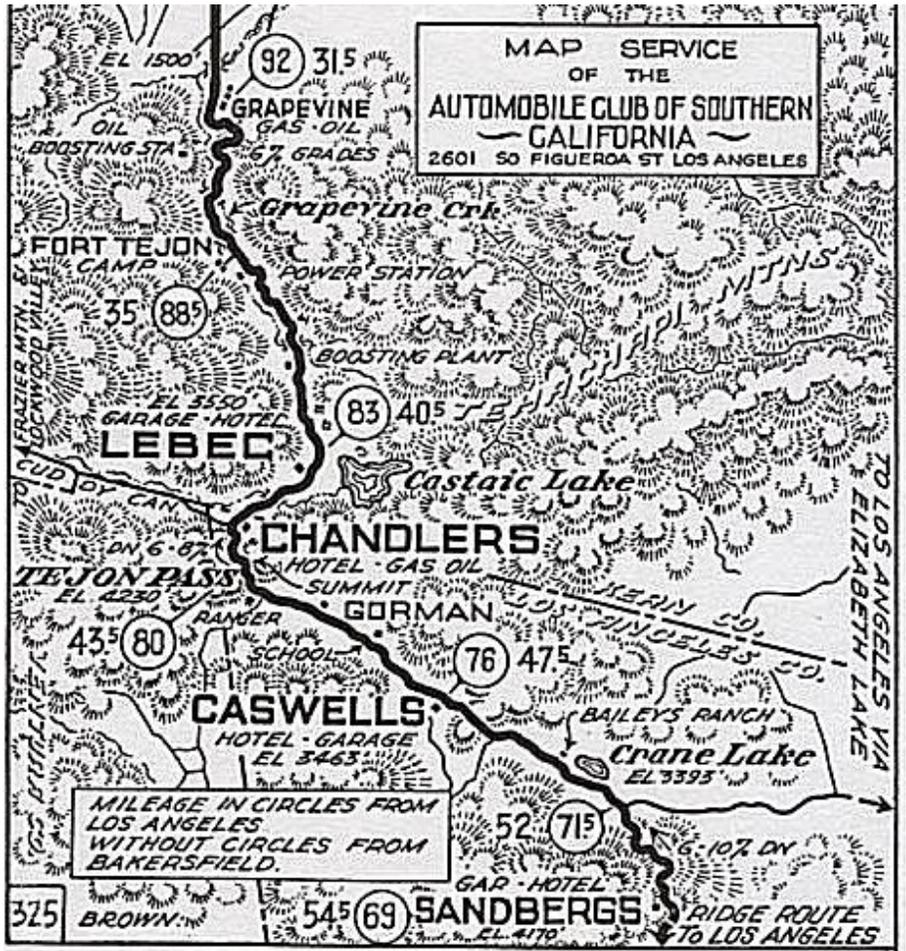


Photo's: top left Swede's Cut, top right Callahan Line Change, lower left Serpentine Drive, lower right Granite Gate





Begin Tour



Wheeler Ridge



It was George "Andy" Wheeler and his partner Dan Murphy who bought the property along the busy "Ridge Route" roadway back in 1921. The oil industry was booming in the southern San Joaquin Valley and these enterprising young men saw the opportunity to create a road stop and community in the center of the county's newest oil field. Streets and boulevards were laid out and business buildings constructed. The settlement was located near the old roadside stop of Rose Station so Wheeler and Murphy named their town after that old wagon and stage stop.

Seventeen-Mile Tangent



Building a modern two lane highway south from Bakersfield to Grapevine (Station) in southern Kern County was an engineering challenge. An existing wagon road did connect Bakersfield with Grapevine Station, however, there was a five mile stretch of adobe, and in wet weather it became a gluey mess. It was not unusual to see cattle mired belly-deep, waiting for their owners to come and pull them out. Not even a strong horse could pull a light buggy along the adobe road when it was raining. The adobe and alkali condition presented a formidable problem for J.B. Woodson engineer in charge of building the highway south of Bakersfield. Material had to be hauled in for the Ridge Route roadbed in order to build a proper embankment high enough to avoid a soupy mud. A special railroad was built to haul the large amount of ballast needed for the right of way. Occasionally they lost a section or two of right of way track due to the unstable soil. The entirely new right of way was provided by Kern County, the first section of which was known as the Seventeen Mile Tangent and by 1926 formed the longest perfectly straight stretch of road in the entire state. The new raised alignment was built west of the impaired adobe road.

Grapevine



It was here that the **famous 7% climb** began. It is commonly assumed that Grapevine refers to the twisting turns and switchbacks on the original road used to gain elevation. The origin of the name actually comes from an abundance of **Cimarron grapes** growing wild on the sides of; the canyon, some still visible today.

Grapevine is a segment of the Ridge Route and refers to the 6 1/2-mile stretch of road between the bottom of the mountain and Fort Tejon. The **Grapevine grade** has been referred to as "**Blood Alley**," "**Death Alley**" and "**The Grave Yard**."

Grapevine Garage-Hotel



In 1919, Leonard L. McLarty opened a garage, gas station and cafe at the base of the famous Grapevine Grade. As the business developed, he added a motel, grocery store and post office. A **1926 Mohawk-Hobbs & Surface Guide** reflected 12 "good modern rooms" in cottages, dbl \$3, lunchroom and soda fountain, one garage, open camp space.

Grapevine Canyon



Photo "left" ridge route wind's it's way thru Grapevine Canyon note Grapevine Creek on the left side of the road looking south. Photo right between Deadmans Curve and Fort Tejon.

Deadman's Curve



The most notorious curve on the road was Deadmans Curve aka "Death Curve". The canyon became known as the "junkyard" because of all of the vehicles that missed the curve and went over the side. This also is the curve many teamsters failed to negotiate if their heavily loaded rigs were not in low gear.

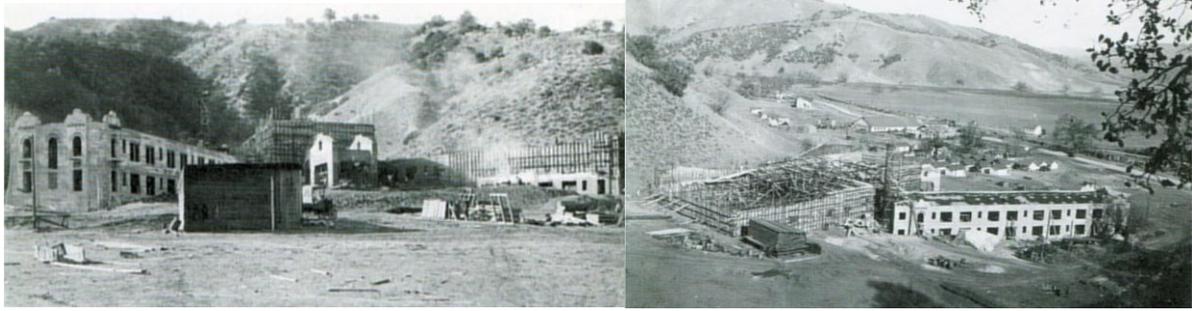
Camp Tejon



The camp was located on the original highway near Tejon Pass in Grapevine Canyon approximately six tenths of a mile north of Deadmans curve, down in between the north and southbound lanes of I-5. It was described in the 1926 Mohawk Hobbs Grade and Surface Guide as being 35.5 miles south of Bakersfield, 50 cents, water, comfort stations, lights, tables and benches, kitchen or cook house, fine shade, six cabins for 1.50 a night. The camp was located on the west side of Grapevine Creek. You had to cross a small wooden bridge approximately twenty feet wide and ten to twelve feet long. The camp had a grocery store, and tent cabins, café, and a gas station.

Lebec





The name commemorates **Peter Lebec**, a French trapper who was killed in **1837** under a tree near **Fort Tejon** by a **grizzly** bear that he had shot and wounded. More noted by the magnificent **Lebec Hotel** built in **1921** by **Thomas O'Brien**, a saloon-keeper from **Bakersfield** and **Cliff Durant** the automobile manufacturer and airplane instructor of **Oakland**. The hotel had Spanish Mission type architecture. It was a play land for **Hollywood executives** and **stars** in its heyday. **Clark Gable** and his actress wife **Carole Lombard** as well as gangster **Benny "Bugsy" Siegal** frequented the Lebec Hotel. Shortly after the hotel opened, Durant apparently tired of his investment and sold his interest to **Foster Curry**, (son of the concessionaire at **Yosemite**) in **1922**. Curry and his wife brought a series of lawsuits against O'Brien to rescind the sale, alleging that O'Brien had improperly instituted a foreclosure on Curry's note. Somehow O'Brien managed to gain control of the hotel as a result of an in-court settlement with Curry. Over the years the hotel fell into disrepair. It was officially closed on November 13, 1968 in response to health department charges concerning its substandard water system and dilapidated condition. The hotel went into receivership and was acquired by the **Tejon Ranch Company**. They torched the hotel and demolished the remains on **April 27, 1971** only two weeks after acquiring the property.

Chandler



Chandler was a stone and frame building. A man named Lawrence O Chandler owned the site. There were several small houses, a motel, Richfield gas station, garage and restaurant The touring guide of 1928 indicates Lodging, meals, small garage, reputed, reliable and good, labor \$1.75 day or night.

Gorman



Gorman was first called Reed's Ranch then Gorman Station and finally, Ralph's Ranch. A bachelor named Reed took up the land in the early 1850s and built a substantial one and a half story log house that became the Butterfield Station in 1858. When the road through Gorman was finally paved in 1919, the growing number of trucks and automobiles brought a good deal more traffic to Gorman Station. In 1923 the first gasoline station was built there by Standard Oil. Lloyd Ralph Sr. started building up Gorman in 1925. The Greyhound Bus Company had loaned him money to build the old Gorman Coffee Shop and Hotel that was the bus depot in 1925. The building was constructed of adobe bricks with an exterior of plaster. Lloyd built Motel Gorman a grouping of small cabins with attached garages for the motoring public. It did a fair business but never flourished as he felt it would. In later years after the motel closed, the cottages were used as dormitories for the restaurant help. Lloyd also acted as the postmaster for the growing community.

Caswell's



Was 3.1 miles south of **Gorman** on what is now **Gorman Post Road**. At the bottom of the summit was Caswell's. There were ten rooms with running water in cottages, a double, for \$2 per night, garage, restaurant and a pay camp. The restaurant, garage, and gas station and swimming pool in the marsh were located on the east side of the road with the auto camp and store on the west. Mrs Caswell first worked for Chandler and then as a waitress in Gorman before opening Caswell's on the old road.

MARK YOUR 2015 CALENDAR

Saturday **JANUARY 10, 2015**
12:00 Noon



State Chapter Meeting
Vince's Italian Ristorante
850 Harbor Blvd.
West Sacramento, Ca
916-371-6395

Saturday **APRIL 04, 2015**
12:00 Noon

State Chapter Meeting
Roseville **

Monday **JUNE 22** – Friday **JUNE 26**

2015 Annual LHA Conference
Ann Arbor/ Detroit, Michigan

JUNE 27 – **JULY 8**

2015 Lincoln Highway
Henry B. Joy Tour
Detroit to San Francisco



Information on this tour can be obtained at www.lincolnhighwayassoc.org/tour/2015

Saturday **JULY 11, 2015**
12:00 Noon

State Chapter Meeting
Duarte Garage, Livermore **

Saturday **OCTOBER 05, 2015**
12:00 Noon

State Chapter Meeting
Stockton ++

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.

NOTE: Chapter Meeting Locations marked ** are tentative



**P.O. Box 3812
Santa Rosa, CA 95402**

Paul Gilger
Chapter President
Mapping & Tours
707-528-7787
paulgilger@att.net

Joel Windmiller
Vice President
Tour and Membership Chairman
916-208-9790
joelwindmiller@att.net

James Lin
National & State Webmaster
lincolnhwy@jameslin.name

Gary Kinst
Newsletter Editor
Chapter Historian
707-374-2568
gary_kinst@yahoo.com

Bob Dieterich
CA State Director
916-962-1357
BobD@iname.com

Grant Gassman
Treasurer
530-756-5507
grant.gassman@att.net

Mike Kaelin
Field Rep/ Signage
209-835-1143
mkaelinpl8s@yahoo.com

California Chapter LHA Web Site Maintained by James Lin
Log in at: <http://www.lincolnhighwayassoc.org/ca>

