



# THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION – CALIFORNIA CHAPTER

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



Editor; Gary Kinst

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DONNER SUMMIT 1927

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# COVER

This issues' cover photo, a scene from the Lincoln on the Eastside of Donner Summit, was provided by President Joel Windmiller who posted it on the Lincoln Highway Facebook Group site. The photo is part of an article with other photos from the March 2018 issue of the "Heritage" newsletter published by the Donner Summit Historical Society. The photos were taken by William M. McCarthy in 1927 and are from his collection at the California State Archives. If you are interested in the history of the Sierra Nevada's and the Donner Summit area in particular, the "Heritage" is a must-read newsletter, containing personal stories and historical accounts along with incredible vintage photos. Find it on-line at [www.donnertsummithistoricalsociety.org](http://www.donnertsummithistoricalsociety.org).



*DONNER LAKE—VIEW FROM THE HIGHWAY AT THE SUMMIT*



*THE ROCKY SIERRA SUMMIT ABOVE DONNER LAKE*



*SCENE ON THE TRUCKEE HIGHWAY—SIERRA NEVADA MOUNTAINS.*

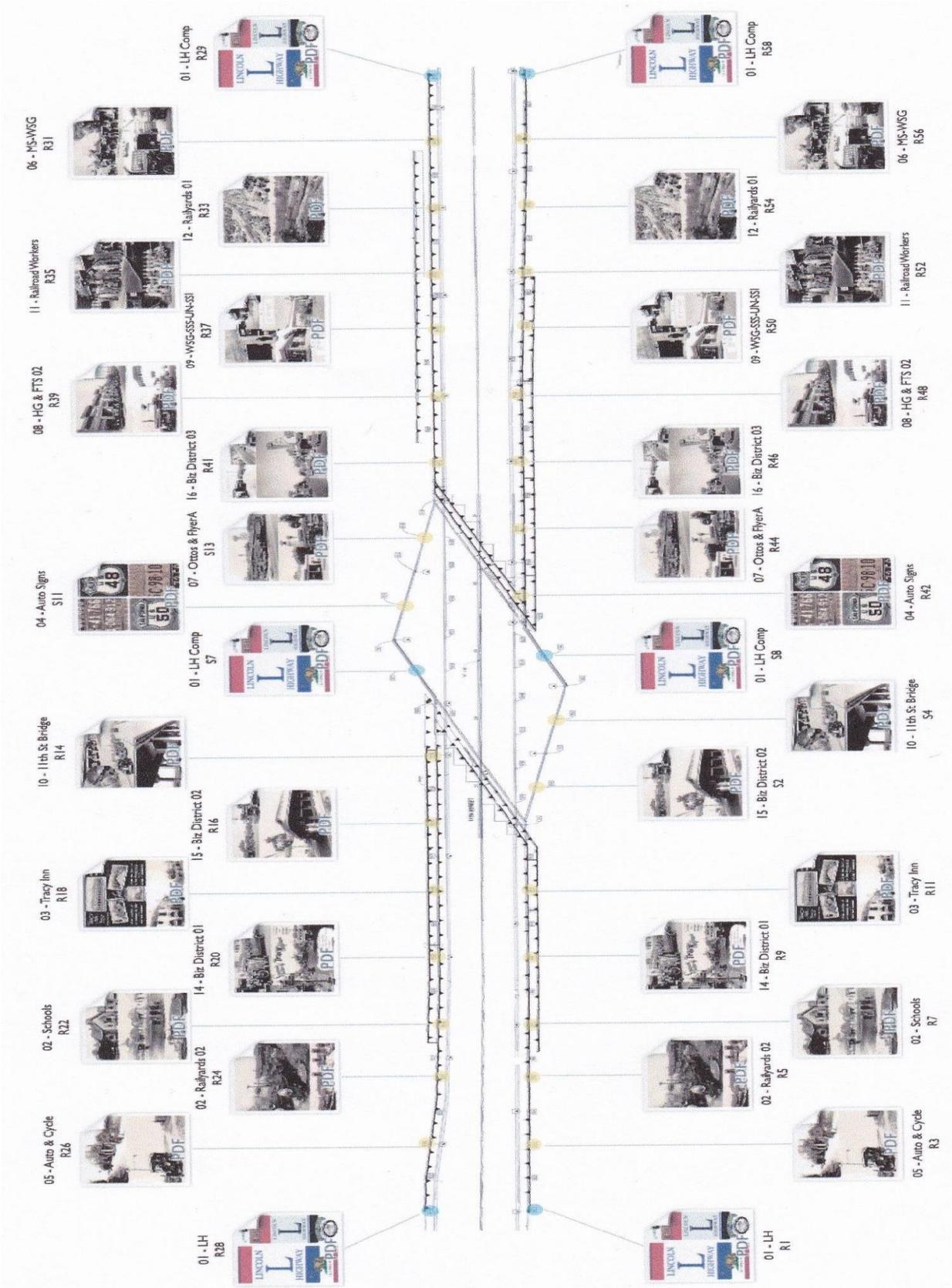
## JANUARY 2018 CHAPTER MEETING

The California Chapter held its January meeting on January 6<sup>th</sup> at the Banta Inn in Banta, Ca. Twenty-three members and guests were in attendance. The January meeting is the occasion for the elections of officers for the new year. Our board loves their jobs so much they were unwilling to step aside. All positions will remain occupied as in 2017. One exception was the retirement of our current Secretary, Myrna Johnston, who will be succeeded by her daughter, Paulette Johnston. Officer, Staff and Committee reports were given with discussion as required.

New business included a discussion regarding a request from two gentlemen planning a coast to coast Lincoln Highway documentary to be filmed in the Summer of 2018. The journey will incorporate vintage autos, hot air balloons and hitchhiking. Initially presented as a fund-raising effort, the "Highway Walkers Media" group has since redefined it's request to more of a social media venue with historical and logistical support. Awaiting more input from the group before any decisions will be made. The complete minutes for the January meeting can be viewed on the Chapters web site.







## NEW MARKER FIND

This photo of a Lincoln Highway Marker was discovered on The Lincoln Highway Facebook Group web site and was posted by Jim Kern, Executive Director of the Vallejo Naval and Historical Museum. The post referenced another post by Mr., Jerry Grulkey of the Model T Ford Club of Facebook Group who rescued the marker in 1986. Inquiries into the current location and status of the marker lead me to Oregon. Apparently, Mr. Grulkey is an avid collector of automobiles, motorcycles and bicycles. He is a world famous antique bicycle historian, collector and a part owner of the, member owned, Northwest Vintage Car and Motorcycle Museum in Brooks Oregon. Mr., Grulkey, a former Vallejo resident, remembered the monument as a child while traveling past the Barrel Club on Hwy 40. In 1968, during the excavation of the property for the building of a McDonalds, Gurlkey discovered the monument hidden in bushes and was able to save it from destruction. Talking with Jim Kern we had hoped it could be returned to Vallejo and join the other marker in the Museum's possession. Mr. Grulkey is currently displaying the marker in his personal museum and also at the Transportation and History Pavilion during the summer. I think we will have to be content that it has been saved and has a good home and is telling a story.



The Barrel Club postcard shows the address as 404 Lincoln Highway No 40 at Benicia Road. The original alignment of the Lincoln entered Vallejo on Broadway which became Alameda and finally 5<sup>th</sup> Street before crossing the Carquinez Bridge, The Barrel Club was located on the 1937 US 40 alignment which is now I-80.

The  
**BARREL CLUB**  
404 Lincoln Highway No. 40 at Benicia Road  
VALLEJO, CALIFORNIA



Current location of McDonalds is listed as 416 Lincoln Road. Lincoln Rd is formerly US40 with I 80 seen on right. Benicia Road is seen crossing I 80 in background. The maker was found at this location stuck in the ground surrounded by bushes. Original location is unknown.



The Barrel Club under construction 1937  
US 40 (Lincoln Highway) can be seen on left of photo

## A LINCOLN HIGHWAY ROAD TRIP - 1924

State Director, Bob Dieterich, has come into possession of a road trip diary, presented to him by Pat Cameron of Cameron Park, A record of a trip taken by her grandmother's younger sister on the Lincoln Highway in 1924 from San Francisco to Dixon, Illinois.



The recap of the journey consisted of 8 typed pages and was written by Elsie Burrs. Border notes from Bessie (Owen) Garvey who at the time was one of the children participating in the journey, identify family members and question some comments made by Elsie. A large portion of the journal relates to the trip between Nevada and Illinois. I have chosen to recount only the California segment in this issue. The trip was made by the Garvey family driving a Model T Ford Touring and the Carney Family driving a Studebaker Touring. The Garvey car contained Pat, Elsie and Bud in front with Thomas and Adeline in the back seat. Their car was loaded with camping equipment, including stoves, tents, etc., and a couple of grips, a few heavy clothes and blankets. The Carney Studebaker carried much of the same supplies and found Chris, Alice and Dorothy riding in front with Bessie, Harry and Elva in the back along with a trunk.

The journey began on May 21<sup>st</sup>, 1924 from the Garvey home on Mission Street.

### DAY ONE – The Journey Begins;

“I think we caught the 7 o'clock Ferry across the bay from S.F. to Oakland, Calif. The men got out and walked about for one last look as they crossed the water, but I stayed in the car, feeling a little conspicuous in my Khaki outfit. We landed in OAKLAND and rode through, and into VALLEJO, where we took another ferry. The next little place we hit was Vacaville. As we began coming into DIXON, Calif. Chris' car began to act up. The radiator began to leak and we all felt rather down hearted, for we thought he may have to turn back or give up the trip. We could go on for awhile, but every once in awhile we had to stop. Finally, we stopped by the road and ate our lunch from little boxes which we had bought in Oakland. When we reached Dixon, Chris took the car to a garage, where they worked on it, and it then ran fairly well, enabling us to get into SACRAMENTO. There we stopped to say goodbye to some folks of Alice's. Then we hunted up an Auto Camp, so Chris could have his car gone over.

This was our first camp ground, and by this time we were beginning to feel that we were really travelling. We found nice wash rooms, kitchen, showers, etc. here. But, as the weather was nice, we pitched our tents. We all went to bed early and slept fine. And early in the morning we were all up, making breakfast in the Community Kitchen, and the men were busy packing the bedding and tents once more.”

## DAY TWO – OVER THE SIERRA'S

“For a time there seemed to be no change in scenery, and we were beginning to wonder “where the mountains began”. But finally, we began to notice houses were getting scarcer, and we seemed to be getting higher, until we finally came upon COLFAX, which seemed hidden at the foot of a group of small mountains. Going out of Colfax we began our first climb into the mountains. We went up, and up, along stretches or high mountain highways. We made one stop at a little place in the mountains to ask how the roads were ahead. (We had not yet learned to take them as they came). Then it began to drizzle. We came to a detour sign, but the road looked all right, so we did Not detour. After a while we came upon the men working on the roads, and as we turned out to go around them, the foreman came over and gave the men in our cars a good calling down for ignoring the sign. When he asked” Didn’t you see the sign.” There seemed to be no answer to make. However, we kept right on going. By this time the roads were wet. We came to a steep incline leading down to the railroad tracks. We saw a big car trying to make it and it kept turning around. We began to get nervous. By going slow and easy, we managed to get down, but when we looked around, the women had climbed out of Chris’ car and his car had turned around on the incline. But after a lot of careful trying, he made the bottom, also. By this time, we began seeing cars coming towards us, the fronts which were covered with snow. “Big blizzard ahead”, they warned us. They were coming down out of the mountains, from Truckee. We met a car with two girls in it that were afraid to try the incline we had just left, and yet did not want to go back into the storm. So, we thought would eat our lunch, which we had put up in the Sacramento Camp, while we made more inquires. Some of the drivers we met told us we could make it, so we went on, getting higher and higher, and seeing more snow, and getting colder and colder.

In one place we were held up, with a line of other cars, waiting for a train to go through the snow sheds. The people were all out throwing snow balls and having a good time. Pat walked back to talk to the rest of the bunch and Harry said to him, “Look at the nice hat we picked up, just fits me too.” Pat looked at it and said, “Say, that’s my hat”. They thought he was fooling, and he had not known that he had lost his hat, but on investigating, found it really was his, so Harry lost his good hat as suddenly as he found it. We never did run into the blizzard we had been warned of but saw lots of snow. In one place, just as we turned around a bend, and went through a viaduct, we came face to face with a big passenger bus. There was not room for two to pass in the viaduct, nor was there any room for us to go around him, for to try would have been to take chances on going over the mountain side. We could not back up the incline down which we had just come, so after a lot of figuring, the bus backed down the road he had come up, just enough to let us creep past him. Some place in the mountains, Alice lost a brand-new hat of hers, and one of Dorothy’s. At last, we pulled into TRUCKEE. There was not much snow up here, but it was cold. This is a winter resort, where the Southern Californians go to see their snow, and take part in winter sports.

After that day of driving through steep mountains, up and down such terrible places, we were ready for anything, thinking the next three or four days of mountain roads would be like that. But this first day was in the Sierra Nevada mountains. We did not find the Rocky Mountains anything like that. It hardly seemed like mountains after the first day. I suppose we went around the base, winding un between them, and doing the climbing gradually.

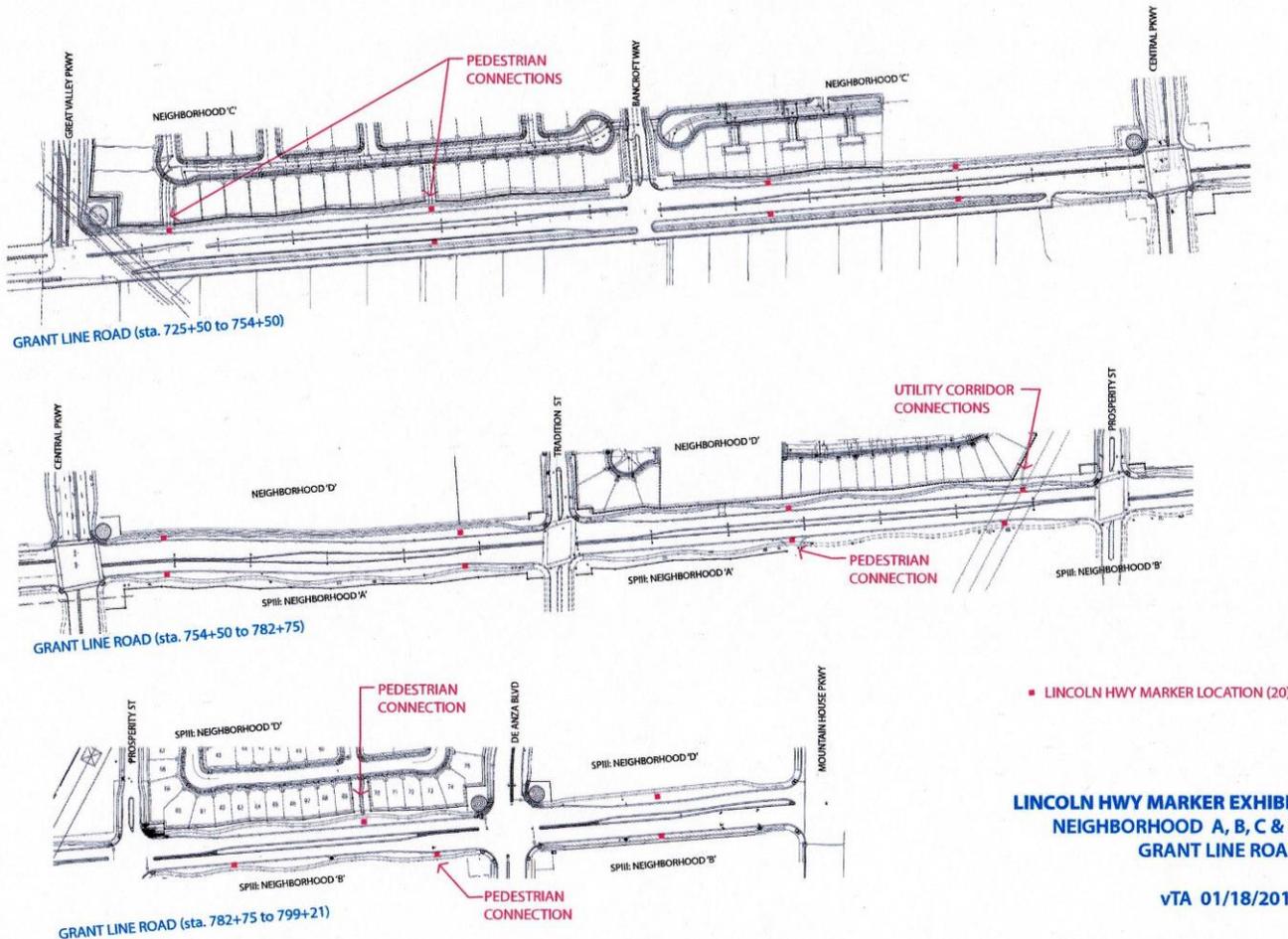
We left Truckee after seeing about gas, oil, etc., and headed for Reno. These roads were more ordinary, here and there being a hill. And about six in the evening we got into RENO, NEVADA. I think this town must be at the base of the Sierra’s, as it seems we went down quite a bit to get into it. We were all starved and cold, so the first thing we did was to find a restaurant, and we looked up the camp later. This camp was pretty good. It was called “Coney Island Camp”. There were little private cabins, side by side, so we took two of these. I think we paid \$1.00 each. This included the use of the kitchens, etc. There was a small store on the grounds, where we purchased supplies for that day. We had breakfast in the camp, packed lunch, and then started out again.”

The journey continues in the next issue of the “Traveler”.

# GRANTLINE ROAD – TRACY

As reported in the July 2006 issue of the Traveler, the developer of the new Mountain House housing development West of Tracy has approached the California Chapter regarding improvements planned for Grantline Road between Patterson Pass Road and the Alameda/San Joaquin County line. The widened thorough-fare will consist of a 4- lane expressway with center meridian and boarded by two rows of trees, different but representative of local species. At either end of the thorough-fare will be masonry facades incorporating Lincoln Highway signage. The Chapter had hopes that the original 1923 Black Walnut tress could be preserved, but the developer claimed that not all were original and the ones which were, were dying. In May of 2006 all trees between Patterson Pass Rd and the County line fell to the bulldozer. This segment of the Lincoln Highway has remained unimproved to-date.

The Chapter has again been approached by a company representing the Mountain House Community Facilities District regarding plans for the improvement of this section of Grantline Road. Projects Management Applications Co. of Sacramento submitted several drawings of the proposed thoro-fare which include monumentation identifying this section of highway as part of the original Lincoln Highway. Their plans are to incorporate 1928 concrete marker posts into the design. It has been the contention of the California Chapter not to encourage or promote the installation of marker posts on this alignment of the Lincoln, as markers were not placed on it in 1928. Identification should be limited to signage. President Joel Windmiller has talked with Mr. Gary Albertson, project manager, for PMA and suggested constructing a monument featuring local photos, historical background and the Chapter logo.



VTA 01/18/2018

## ECHO SUMMIT – PHOTOS

Chapter member and Stockton Historian, Kevin Shawver, posted a photo on the Lincoln Highway Facebook Group site of two young men in their Model T Ford posing at the Summit sign atop Echo Summit. Kevin wondered how many photos had been taken at this location. I think it's safe to say that this was the most photographed road sign in the Sierra Nevada's. Any one planning a trip over Echo Summit would undoubtedly include a camera in their supplies. Having a photo capturing the conquest of reaching the Summit, would be quite a keeps-ake. I have searched my collection and come up with the following photos ranging from bicyclists to commercial vehicles. Notice the change in signage and advertising.



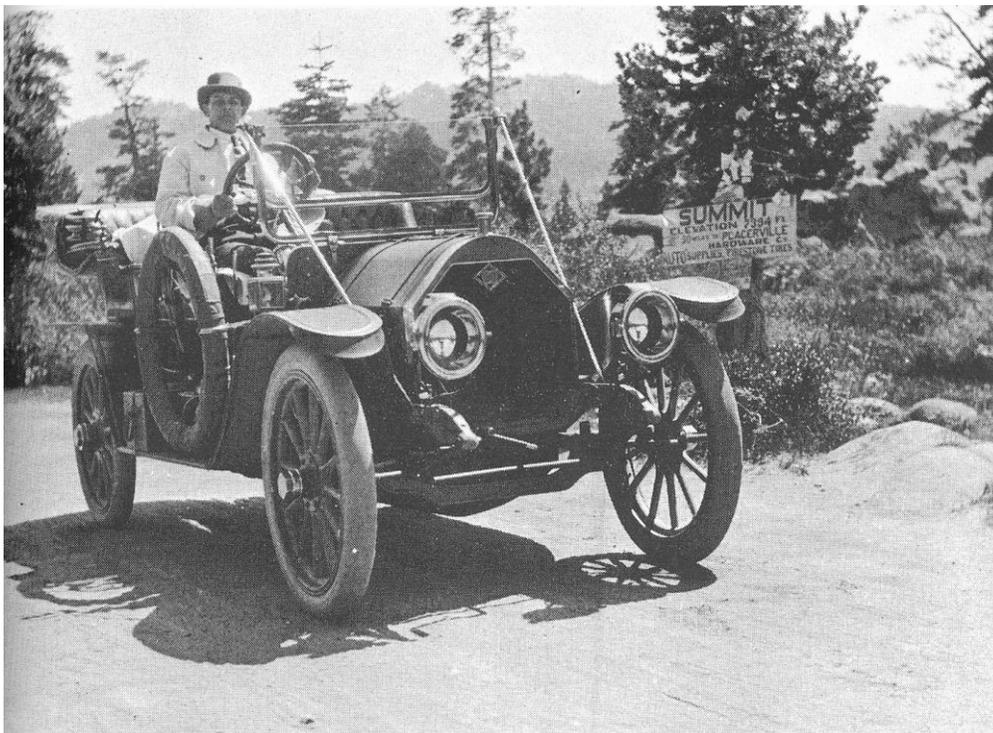
Grandfather of Gerald O'Connor (left) of Santa Clara University and friend from Saint Mary's College ca 1918



1908 roadside advertising sign (center) with 1915 sign on right



Sign incorrectly indicates elevation at 7630 feet  
True elevation is 7394 feet  
1922



1919 Cadillac pauses at Summit while passenger snaps photo  
1908 Advertising sign on tree above fender



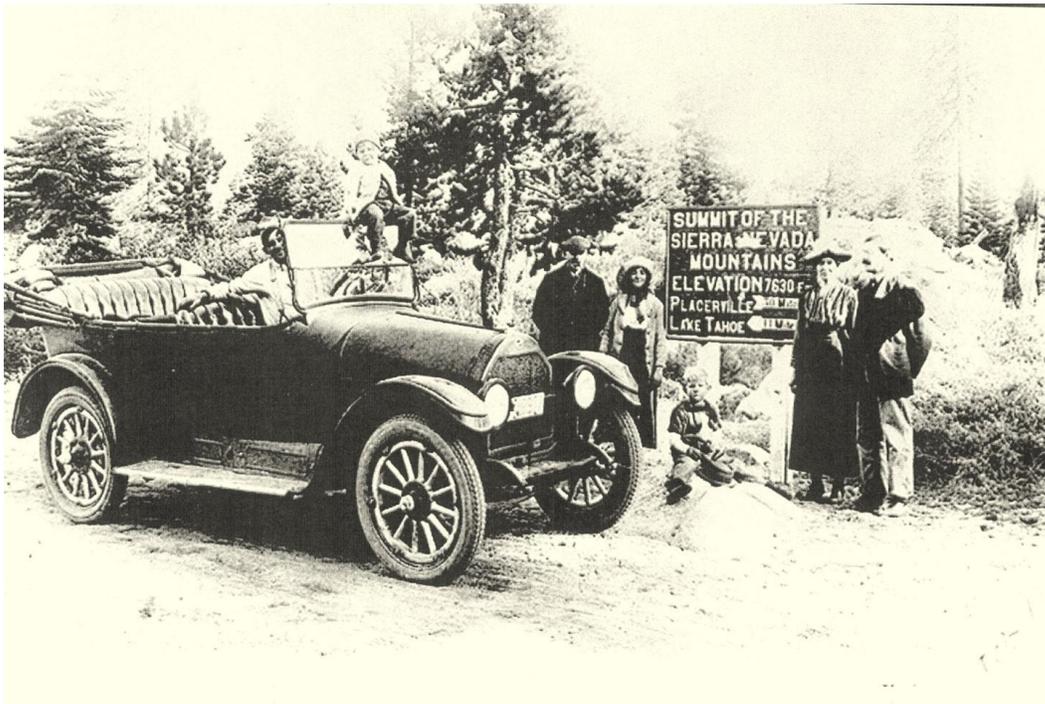
1908 sign is missing from this photo



Making final inspections before heading to Placerville

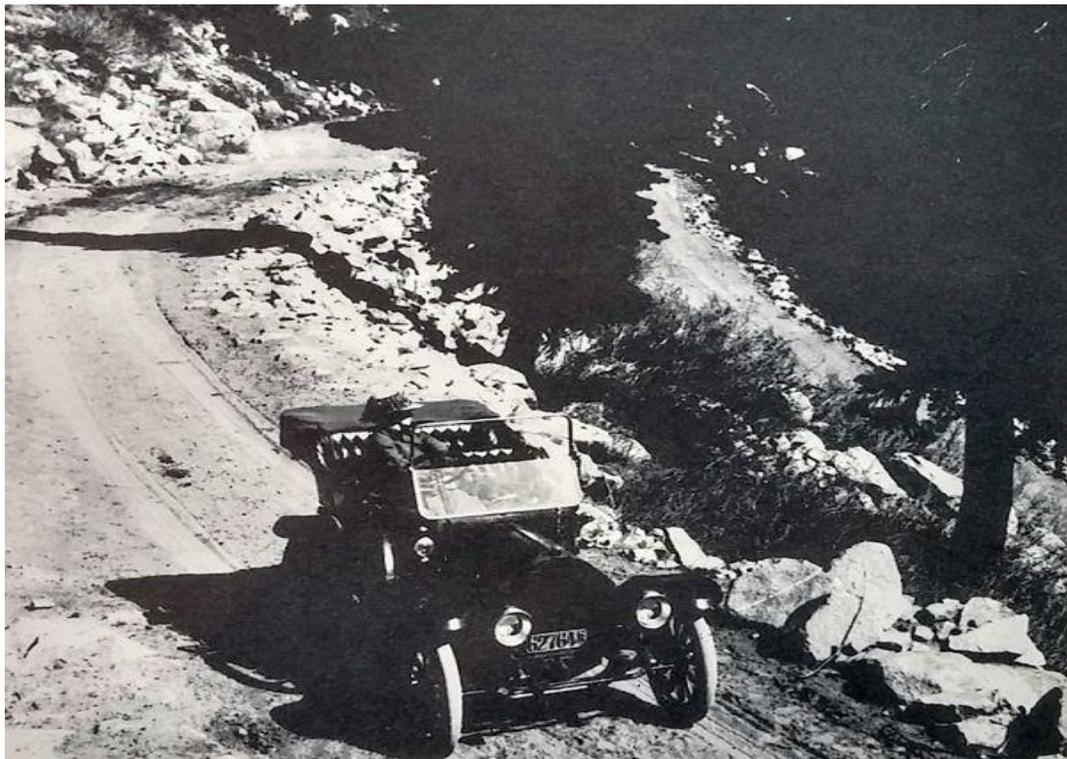


Families pose at Summit sign after accomplishing the grueling climb





Looking back at Lake Tahoe. Top photo 150 yards east of Summit





Champion Spark Plug salesman



Prior to 1915



1915 Lincoln Highway film crew car



Cyclist Abbie Budd pausing on trip from Sacramento to Lake Tahoe October 1917  
Fellow cyclist Gene Hepting taking picture. Trip took 17 hrs. and 29 minutes setting a new record.  
They returned to Sacramento the next day.



128

MOTOR AGE

May 15, 1924



Extension Screw Stand gives an additional height up to 7 inches and enables obstructions to be avoided in applying lift directly to frame bolster of car.

## It's lots easier with a WEAVER Hi-Lift Jack

EASIER to lubricate springs, replace broken spring leaves and worn shackles bolts and attach shock absorbers—easier to elevate cars to a convenient height for inspection and repairs—easier to unload double deck shipments of cars—easier to transport truck wheels about the shop with the aid of the Truck Wheel Attachment (which can be secured at a nominal additional cost)—easier to handle countless other jobs that come into your shop every day.

The Hi-Lift Jack possesses an extreme range of lift of from 7 inches to 45 inches. It is simple in operation and ruggedly constructed to handle burdens up to 3,000 lbs. The worm gear construction of the lifting arm makes it impossible for the load to be accidentally released.

If you are interested in making more money on repair work this season, write for catalog describing this and thirty other Weaver money-makers. It's free and without obligation.

**Weaver Manufacturing Co.**  
Springfield, Illinois, U. S. A.

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The best equipped shop gets the business



## When Your Heart's in Your Mouth—

Then is when Tire Chains prove their Real value—they add so much to your brake power. Without them brakes would be useless.

It's these unexpected emergencies that make a driver think quick and act like lightning. When suddenly the children dash out from the pavement and are almost under your wheels before you realize it—you instinctively jam down your foot brake and frantically grab the emergency.

What if your brakes slipped and didn't hold? Wouldn't the consequences be awful? It's positively criminal for a driver of a motor car to overlook even the slightest safety precaution. Unquestionably the most effective supplementary addition to brake power when the roads and pavements are wet and slippery, is in the use of

## WEED TIRE CHAINS

Cars with obsolete tires on wet greasy slippery pavements lack brake power to the same degree as they would if their brake linings were made of wet greasy-slippery bands of rubber.

Wet rubber slips—never grips. It slides like a cake of soap on powdered hoofs. It lacks the bite and sure-on ability of chains. Good brakes and Weed Tire Chains are undoubtedly the greatest factor in preventing motor accidents.



It's the height of folly to even attempt to drive without chains on all four tires when the roads are slippery and uncertain.

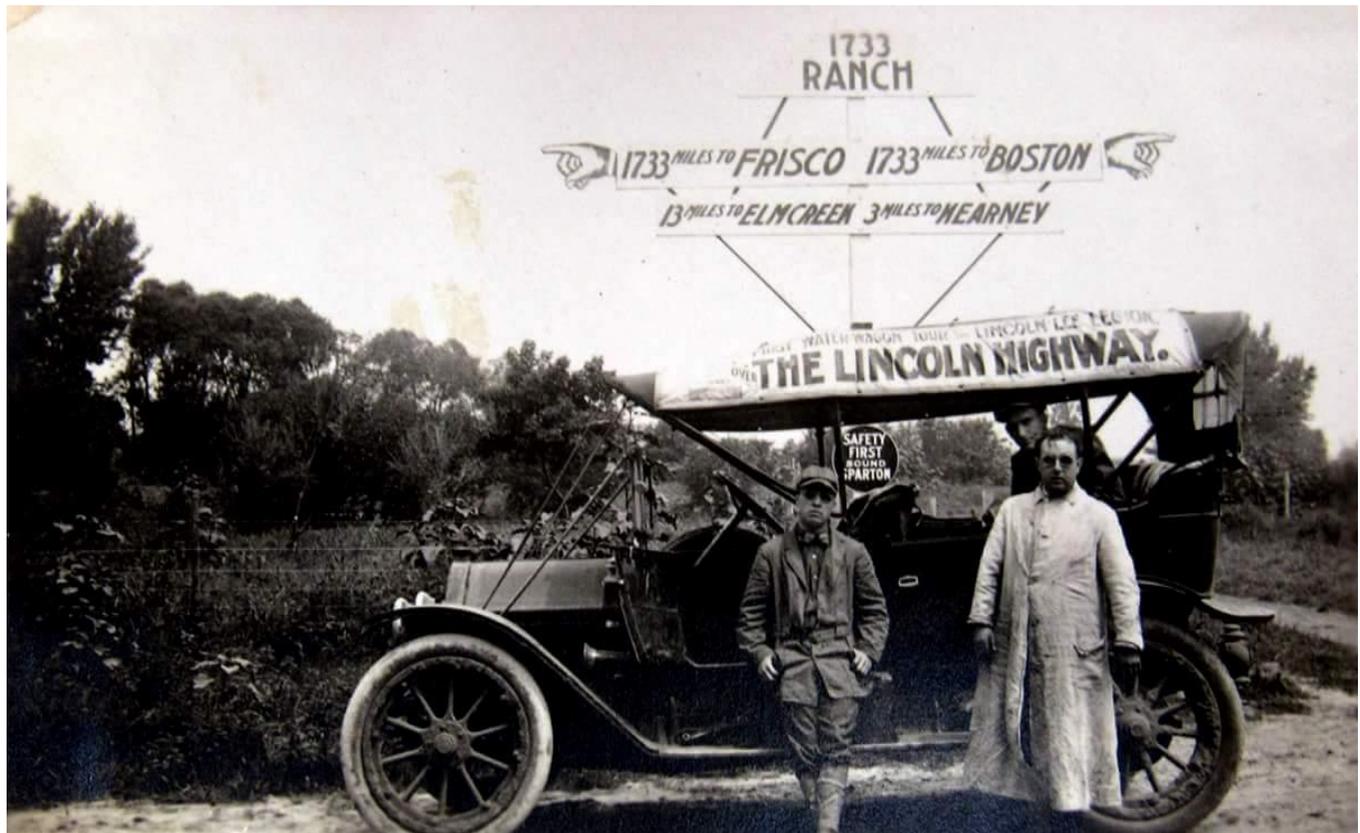
**American Chain Company, Inc.**

Bridgeport Connecticut

In Canada: Dominion Chain Company, Limited, Niagara Falls, Ontario, Canada  
**Largest Chain Manufacturers in the World**



The Complete Chain Line—all types, all sizes, all finishes—from plowmen's safety chains to ship's anchor chains.



# Donner Memorial SP - Pioneer Monument's 100th birthday!

**Event Date:** Saturday, June 9, 2018 **Time:** 11:00am

**Come celebrate the Pioneer Monument's 100<sup>th</sup> birthday!**

**SAVE THE DATE**

*CENTENNIAL CELEBRATION AND  
RE-DEDICATION OF THE PIONEER MONUMENT*

**DONNER MEMORIAL STATE PARK  
SATURDAY JUNE 9, 2018**

**DEDICATION 11AM  
FAMILY ACTIVITIES 12-4 PM  
CENTENNIAL FUNDRAISING GALA 6 PM**

**HOSTED BY CALIFORNIA STATE PARKS &  
SIERRA STATE PARKS FOUNDATION**

**For more information: 530-583-9911**

Erected to honor the immigrants who passed through Truckee en-route to new opportunities in the West, the Pioneer Monument has stood majestically at Donner Memorial State Park for 99 years. At its dedication on June 6, 1918, thousands of people and three Donner Party survivors gathered to honor the past. June 9, 2018 is the re-dedication, centennial celebration, and restoration kickoff of this iconic statue.

Ceremonies begin at 11 am, followed by family activities, living history, live music and more. Want to make it a whole day of fun in the park? Join the Sierra State Parks Foundation for their annual Fundraising Gala to raise funds for the construction of an education pavilion and restoration of the iconic landmark. For more information see

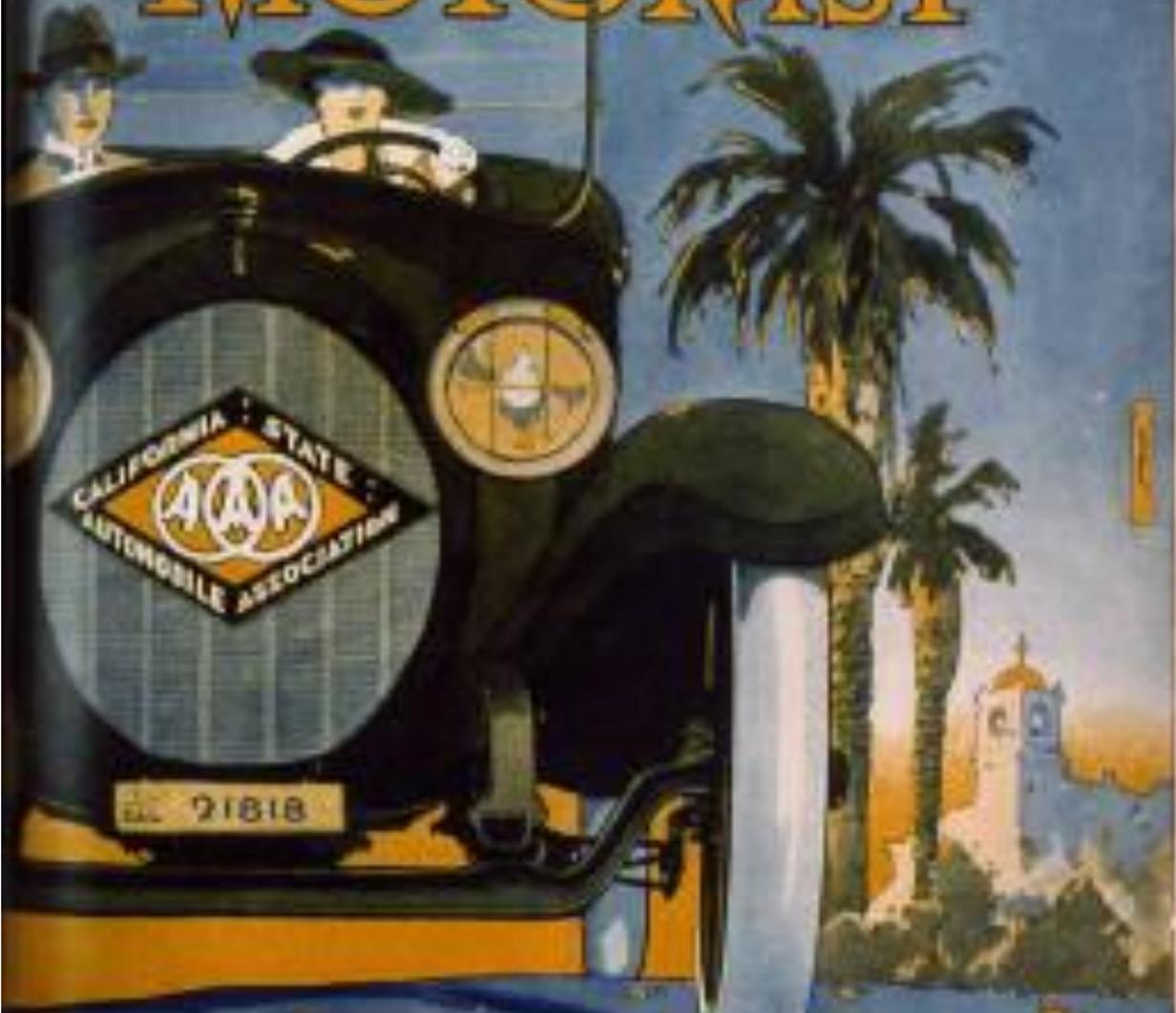
<https://sierrastateparks.org/annual-events/>

[Pioneer Monument's 100<sup>th</sup> birthday Flyer](#)

[Donner Memorial SP](#)

**NOTE:** Joel has been discussing this Dedication with Bill Von Tagen and Greg Palmer, a docent at the Museum. Joel will announce at the April 7<sup>th</sup> Chapter meeting the idea of donating the Clipper Gap LH Monument to the Museum to replace marker # 2203. Plans are to have the marker in place in time for the event

# The California MOTORIST



"How Much Is Your Car Costing?"  
 "Automobiles vs. Tuberculosis"  
 "How to Care For Your Machine"  
 All Auto News of the Country

7,600 Circulation

10c a Copy

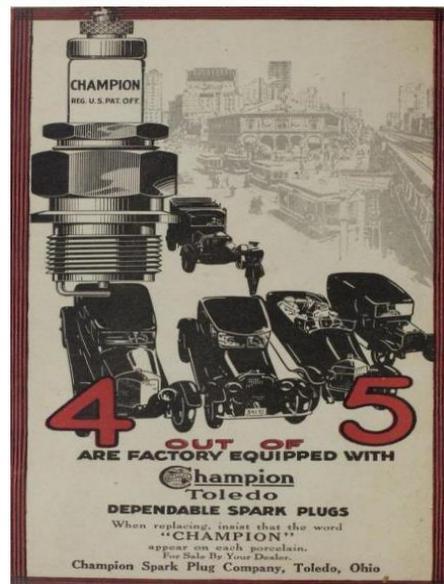
OCTOBER, 1917

\$1 a Year

*The Official  
 Magazine of the  
 California State  
 Automobile  
 Association*



# Thank you



## MARK YOUR 2018 CALENDAR

Saturday **APRIL 7, 2018**

Lunch 12:00 Noon

State Chapter Meeting  
Castle Rock Restaurant  
1848 Portola Ave.  
Livermore 925-456-7100

Meeting 1:00 pm

Historic Duarte Garage  
North L St. at Portola Ave.  
(directly across Portola)

**JUNE 2018**

June 20 - 24

**2018 LHA CONFERENCE**  
**ISELIN, NEW JERSEY**



Saturday **JULY 7, 2018**

12:00 Noon

State Chapter Meeting  
Vallejo Naval & Historic Museum  
734 Marin Street, Vallejo

Saturday **OCTOBER 6, 2018**

12:00 Noon

State Chapter Meeting  
(Location TBA)

**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

**NOTE:** For information on Car Cruise and Sports Leisure Bus Tours, contact Paul Gilger. paulgilger@att.net or Joel Windmiller, [joelwindmiller@att.net](mailto:joelwindmiller@att.net)

**NOTE:** For additional information on the 2018 LHA Conference go to [www.lincolnhighwayassoc.org](http://www.lincolnhighwayassoc.org)



**P.O. Box 447  
Carmichael, CA 95609**

Joel Windmiller \*  
Chapter President  
Marker and Membership Chairman  
916-208-9790  
joelwindmiller@att.net

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

Neil Rodriques \*  
Chapter Vice President  
Promotional Chairman  
408-374-6288  
neil\_rodriques@yahoo.com

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

Secretary \*  
Paulette Johnston  
916-202-2724  
Pj12thrnate@sbcglobal.net

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

Gary Kinst  
Newsletter Editor  
Chapter Historian  
707-374-2568  
gary\_kinst@yahoo.com

James Lin  
National & State  
Webmaster  
lincolnhwy@jameslin.name

\* Indicates Board Members

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

