DONNER SUMMIT 1927

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This issue’s 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.donnersummithistorical society.org.
The California Chapter held its January meeting on January 6th at the Banta Inn in Banta, Ca. Twenty-three members and quests 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 Johns, 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.
11th STREET OVERCROSSING - TRACY

The new overcrossing on 11th Street (Lincoln Highway) in Tracy is reaching completion. The overcrossing which replaced the one constructed in 1936 was opened to vehicular traffic on November 11, 2017. Pedestrian walkways were opened in February of 2018. A visual inspection of the structure was performed by myself on March 21st. I noted that the welcoming artwork was complete on the 4 entry pilasters on the approaches to the overcrossing. It was my understanding that was to be the location for the Lincoln Highway signage. Apparently Not. I contacted William Wilson, Cultural Art’s Manager for the City of Tracy, whom I have been working with, for a clarification of where the Lincoln Highway signage will be placed. William responded with two signage plots clearly indicating the placement of all signage.
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 if 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 5th Street before crossing the Carquinez Bridge, The Barrel Club was located on the 1937 US 40 alignment which is now I-80.
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 21st, 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”.

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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 trees 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 thorough-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.
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 its 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-sake. 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.
TRIVIA

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

EASIER to lubricate engines, replace broken springs, lower and raise double boxes and attach track shunters—quicker to lower the Hi-Lift because it can be lowered to track height in seconds while engine is running. Just pull the cord to lower the Hi-Lift and the Hi-Lift will do the rest. No other Hi-Lift can offer this ease of operation.

The Hi-Lift Jack possesses an extra range of 12 ft of track or 30 ft of 7 inches to 15 inches. It is rugged in operation and ingeniously maintained so it can be kept in running order in the most unfavorable conditions. You can buy this Hi-Lift today for as little as $49.95. Ask your dealer for a demonstration or write for catalog.

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

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.

For every conventional manufacturer that makes a braver that works and all the highways—When you want the best, there's no substitute for Weed Tire Chains. They increase the surface of the track and operate in mud and snow and ice. They prevent skidding. They are the only safety method of travel in winter and in summer on any railroad or street or highway. Weed Tire Chains are the best safety making and saving money maker. Weed Tire Chains can be installed and removed in minutes. They are easy to manage and will not disintegrate on the highway. They make driving safer on any road. Ask for Weed Tire Chains today.

American Chain Company, Inc.
Bridgeport, Connecticut

1733 RANCH

1733 MILES TO FRISCO 1733 MILES TO BOSTON

13 MILES TO ELMCREEK 3 MILES TO MEARNEY

The Lincoln Highway

For all those who have never ridden in an automobile or ridden in an automobile with a seat, the Lincoln Highway is a great adventure.
Donner Memorial SP - Pioneer Monument’s 100th birthday!

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

Come celebrate the Pioneer Monument’s 100th 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 100th birthday Flyer

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 7th 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

Donner Memorial SP
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

**NOTE:** For additional information on the 2018 LHA Conference go to www.lincolnhighwayassoc.org
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