

**LINCOLN HIGHWAY ASSOCIATION
NEVADA CHAPTER MEETING
RENO, NEVADA
July 16, 2016**

OFFICERS IN ATTENDANCE

Cindy Ainsworth, President/State Director
Vacant, Vice President
Tom Davis, Treasurer
Connie Davis, Secretary

OTHERS IN ATTENDANCE

Jim Berg	Mike Mooney
Julia Berg	Elizabeth Rassiga
Jim Bonar	Chester Ross
Lynn Erickson	C. J. Smith
Rube Erickson	Richard Snyder
Anita Hicks	Debra Snyder
Chad Hicks	Bill von Tagen
	Warren White

CALL TO ORDER AND OPENING REMARKS

Cindy Ainsworth, President, Lincoln Highway Association (LHA), Nevada Chapter, called the meeting to order at 1:15 p.m. on July 16, 2016, at Louis' Basque Corner, 301 E. 4th Street, Reno, Nevada and noted that a quorum of the members was present.

APPROVAL OF MINUTES

JULIA BERG MOVED TO APPROVE THE JANUARY 30, 2016 MEETING MINUTES.

WARREN WHITE SECONDED THE MOTION.

THE MINUTES WERE APPROVED UNANIMOUSLY.

APPROVAL OF THE TREASURER'S REPORT

Tom Davis, Treasurer, read the Treasurer's report into the record and reported that the ending balance as of July 16, 2016, was \$5,556.56. Mr. Davis noted that a \$1,200 check would be sent in the near future to Interpretative Graphics for the Mogul site sign. The amount was confirmed by Ms. Ainsworth.

JULIA BERG MOVED TO APPROVE THE TRESURER'S REPORT.

JIM BONAR SECONDED THE MOTION.

THE MOTION WAS APPROVED UNANIMOUSLY.

ANNOUNCEMENTS – NEVADA LH NEWS, EVENTS, PROJECTS

Ms. Ainsworth thanked Julia Berg for delivering the May 7, 2016, program at the Sparks Museum and Cultural Center, which, she said, was well attended. Ms. Berg's program covered a trip she and her husband took from Detroit to San Francisco in their 1956 Chevrolet keeping as much as possible to the 1915 route of the Lincoln Highway.

Additionally, Ms. Ainsworth thanked Brian Suen for his work surveying Lincoln Highway sites in Nevada. Ms. Ainsworth reported that Mr. Suen, who did not attend the meeting, would provide a report to the Chapter on his work. His survey, she said, could be used as a tool for the Chapter to provide signage where needed.

Ms. Ainsworth noted that two members, Brian Suen and C. J. Smith, of the Chapter had attended the National LHA Conference held in Gettysburg, Pennsylvania in June. Ms. C. J. Smith told the members about her experience.

Ms. Smith reported that the host state arranged for hotel accommodations at the Eisenhower Inn, which included a welcoming dinner the first evening. Tours included the Gettysburg Battlefield and Military National Park; the Flight 93 Memorial, a tribute to the forty passengers and crew members who perished at the Shanksville field in the September 11, 2001, terrorist attack; Amish country; the Coffee Pot Building in Bedford, Pennsylvania, and the Haines Shoe House, in York, Pennsylvania. Attendees also visited the Lincoln Highway Motor Court in Manns Choice, Pennsylvania, which, she said, might be the last motor court on the Lincoln Highway. Ms. Smith discussed taking the train on her return to Reno and advised that reserving a sleeper car was well worth the money for the three-day trip.

Jim Bonar reported that he had given a presentation on crossing Nevada on the Lincoln Highway to the California Chapter of the LHA the previous week. Mr. Bonar provided the President a picture of a Lincoln Highway facsimile sign that the California Chapter intends to place along the route of the Lincoln Highway in California. The red, white, and blue signs will include the word historic near the top. During the California Chapter meeting, Bill von Tagen presented Mr. Bonar a \$300 check for the Nevada Chapter to specifically use to purchase the California Chapter facsimile signs for placement in Nevada. The signs may be purchased for \$21 each with a minimum order of 50.

Additionally, Mr. Bonar distributed several first-day cancellation postcards from the annual Conference held in Nevada in 2011, which members could keep if they so desired.

Mr. Bonar also advised that the California Chapter had at least forty members at the last meeting in Truckee, California, and he said that the California Chapter was the largest chapter in the country by one member.

Ms. Ainsworth reiterated that Mr. Suen's survey would make it easier to place the facsimile signs along the Lincoln Highway in appropriate locations.

Mr. von Tagen commented that the California Chapter was coordinating with various cities concerning jurisdiction over placement of the signs. He added that the town of Truckee would be placing signs within the Truckee city limits and along the shore of Donner Lake.

Ms. Ainsworth advised that ownership of the signs was most often claimed by the city in which the sign was placed.

Additionally, Mr. Bonar reported that members of the California Chapter had negotiated with the National Automobile Museum in Reno, Nevada to stock and sell Lincoln Highway memorabilia and related items.

Ms. Ainsworth suggested that the Nevada Chapter might also want to be included in supplying Lincoln Highway material to the National Automobile Museum, which she said she would explore.

APPOINTMENT OF NEVADA CHAPTER OFFICERS FOR 2016–2017 – DISCUSSION ABOUT PRESIDENT AND VICE PRESIDENT

Ms. Ainsworth discussed the importance of filling the vacant vice president office, and, after some discussion, C. J. Smith volunteered to be nominated to fill the vacancy.

Ms. Ainsworth presented the following slate of officers for the 2016–2017 term:

Cindy Ainsworth, President/State Director
C. J. Smith, Vice President
Connie Davis, Secretary
Tom Davis, Treasurer
Julia Berg, Member at Large

JULIA BERG MOVED TO APPROVE THE SLATE OF OFFICERS.

CHESTER ROSS SECONDED THE MOTION.

THE MOTION WAS APPROVED UNANIMOUSLY.

APPROVAL OF AMENDED BYLAWS

Ms. Ainsworth reported that an ad hoc committee of the Chapter met in March 2016 to bring the bylaws up to date. The bylaws as amended by the ad hoc committee, she said, were sent to and reviewed by Kay Shelton, President of the National LHA, who approved the changes.

Ms. Ainsworth asked for a motion to approve the amended bylaws.

TOM DAVIS MOVED TO APPROVE THE AMENDED BYLAWS.

JIM BONAR SECONDED THE MOTION.

THE MOTION WAS APPROVED UNANIMOUSLY.

Mr. Bonar expressed his thanks to the ad hoc committee for their work in bringing the bylaws up to date.

MOGUL I-80 LINCOLN HIGHWAY BRIDGE RAILINGS SIGN UPDATE AND DISCUSSION ABOUT THE INSTALLATION OF THE SIGN

Ms. Ainsworth brought the members up-to-date on obtaining the Mogul I-80 bridge railings sign. She reported that in working with the sign company, Interpretative Graphics, the process had involved proofreading the narrative for the 36" x 24" sign a number of times. Photos of the sign were passed around to the members, and she said it would be shipped on August 3, 2016.

In response to Ms. Ainsworth who discussed having the sign professionally installed, Mr. Davis asked for clarification on what the installation included and what the cost would be.

Ms. Ainsworth responded that representatives of the Nevada Department of Transportation (NDOT) would have to be contacted before installation could take place, the old posts removed and a cement base constructed. She did not yet have a cost for a professional installation.

In response to Mr. Bonar's question concerning brackets, Ms. Ainsworth advised that brackets and posts were included with the new sign.

Mr. Bonar responded that he would dig the required postholes or have the handyman he sometimes employed dig the holes. He also volunteered to take his jeep and winch to remove the old posts.

Mr. Davis suggested a volunteer party was needed for the sign installation.

After some discussion, Ms. Ainsworth said she would send out a sheet for volunteers to sign up for the installation.

Ms. Ainsworth advised that she wanted Geno Oliver to have the outgoing sign currently at the Mogul I-80 site since he was largely responsible for its existence.

Additionally, Ms. Ainsworth advised that the funding for the Mogul I-80 sign and the 1928 Lincoln Highway concrete marker was provided through a \$2,500 grant the Chapter received in 2008 from Bill Watson's Foundation 36.

Ms. Ainsworth commended Interpretative Graphics, located in Utah, as being a great company to work with.

In response to Chad Hicks' question concerning the sign's construction and the likelihood of it remaining in place after installation, Ms. Ainsworth advised that the Interpretative Graphics guaranteed the sign for ten years.

Mike Mooney and Chad Hicks advised that the current sign was covered with graffiti the last time they had visited the site.

CLEANUP OF THE LINCOLN HIGHWAY BRIDGE RAILINGS SITE

A discussion ensued concerning the annual cleanup of the Mogul I-80 bridge railings site and whether the safety posts surrounding the bridge abutments needed to be straightened again. The consensus was that the posts were most likely in good shape but would need scraping and painting. A show of hands indicated most members were willing to volunteer their time. Ms. Ainsworth said that she would suggest a date near the end of September for the project and advise the members.

Mr. Bonar again offered the use of his jeep and winch to help adjust the poles if it was determined they needed to be straightened.

UPDATE ON THE 1928 MARKER – POSSIBLE LOCATION AT THE DEPOT – DISCUSSION ABOUT MARKER REPAIRS

Ms. Ainsworth advised that in 2015 the Chapter had purchased a 1928 LH concrete marker, and, during the previous meeting, a discussion took place on possible sites on which to place the marker. The sites included the National Automobile Museum, the Historical Society, and the Sparks Museum and Cultural Center, and the discussion had included how best to display the marker inside of one of those establishments. After considering the likelihood of having to reduce the length of the marker's concrete post for an indoor display, Ms. Ainsworth reported that she had inquired whether the proprietors of The Depot Craft Brewery Distillery had any interest in displaying the marker. The proprietors of the Depot, located on historic East Fourth Street in Reno next to Louis' Basque Corner, Ms. Ainsworth said, were interested in "hosting the post," and had an enclosed outdoor area where the marker could be displayed.

In response to Mr. Davis who asked whether the Chapter would retain ownership of the marker, Ms. Ainsworth said that in her letter to The Depot proprietors that the Nevada Chapter of the LHA would retain ownership of the marker.

Mr. Davis advised that the marker required some minor concrete repair work to fill the cracks in the head and the base of the marker and weatherproofing sealant to prevent expansion and contraction. Additionally, Mr. Davis stated he was in favor of the marker being displayed outdoors in a secured area on East 4th Street.

TOM DAVIS MOVED TO APPROVE PLACEMENT OF THE 1928
MARKER AT THE DEPOT ON 4TH STREET IN RENO.

BILL VON TAGEN SECONDED THE MOTION.

Mr. Hicks questioned what would happen to the marker if The Depot, for example, closed their business.

Ms. Ainsworth advised that the proprietors of The Depot and the Nevada Chapter Board of Directors would sign an agreement that the marker was on loan for display purposes and that the Chapter retained ownership. After some discussion by the members concerning the verbiage in the agreement, Ms. Ainsworth said the agreement would be drafted for the members' approval.

THE MOTION WAS APPROVED UNANIMOUSLY.

Mr. Davis and Mr. Bonar agreed to work together on repairing and weatherizing the marker, which currently was housed at Mr. Davis' home.

Ms. Ainsworth asked whether, when the marker was ready for installation, the members were interested in holding a ceremony to place the marker with the Boy Scouts officiating.

After the members expressed an interest in having the Boy Scouts officiate, Mr. Mooney advised that he could assist in having Eagle Scouts appear at the dedication ceremony.

Mr. Davis suggested perhaps an Eagle Scout color guard opening ceremony to which Mr. Mooney agreed.

Ms. Ainsworth remarked that an Eagle Scout color guard opening ceremony for placement of the marker would be a great photo opportunity and that she would invite the press.

In discussing dates for the installation, Mr. Davis suggested the ceremony take place on the date of the original installation, which he thought was in late September. Mr. Davis agreed to research the date of the original installation and provide the information to Ms. Ainsworth.

SCHEDULE DOG VALLEY ROAD TRIP DATE

At the January 2016 meeting, Mr. Hicks and Mr. Mooney agreed to lead a tour following the route of the Lincoln Highway in Dog Valley.

Mr. Mooney reported that he and Mr. Hicks had driven the Dog Valley Road twice and had photos to share with the members. He had contacted Paul Gilger, a member of the California Chapter and Chair of the Lincoln Highway Association National Mapping Committee. Mr. Gilger referred Mr. Mooney to the Lincoln Highway Association route map at <https://www.lincolnhighwayassoc.org/map/> where he and Mr. Hicks were able to acquire an accurate route that sometimes paralleled the Overland wagon route.

Mr. Mooney proposed that the members who were interested in the tour meet at Deer Park in Sparks, located at Rock Boulevard and Prater Way, proceed west on Prater, which turned into 4th Street past Lawton's Hot Springs to the freeway and exit at Verdi where the members could stop and walk a small section of the old highway still remaining. The tour would continue on the old section back to the highway turning right on Bridge Street, crossing the two narrow bridges over the river, and after passing over the second bridge, Dog Valley Road was on the right. The road, he said, went to the California state line to the town of Crystal where the tour would continue up Dog Valley Road staying high on Henness Pass Road to Summit 2 where the Emigrant trail was marked. The tour would continue past Stampede Reservoir and over the dam where a restroom stop would be available. From Stampede Reservoir, the tour would continue to Prosser Dam and into Truckee for a lunch stop.

Mr. Mooney advised the tour would take about three hours and possibly longer with the planned stops. Additionally, he recommended that high-clearance, four-wheel-drive vehicles would be required.

Mr. von Tagen suggested after lunch that members be encouraged to visit Donner State Park Museum to view its Lincoln Highway exhibit.

Ms. Ainsworth commended Mr. Mooney and Mr. Hicks on what she said sounded like a great tour. She suggested, however, that rather than beginning the tour in Sparks, that portion be saved for another time and focus the tour on Dog Valley and Truckee.

Mr. Bonar agreed and recommended beginning the tour at Boomtown.

Following a discussion on dates suggested for the tour, a motion was made to hold the tour on Saturday, October 1, 2016.

MR. DAVIS MOVED THAT THE DOG VALLEY TOUR TAKE PLACE ON SATURDAY, OCTOBER 1, 2016.

MS. BERG SECONDED THE MOTION.

Ms. Ainsworth asked Mr. Mooney and Mr. Hicks to write a short description of the tour that she could send to the members prior to the tour. Additionally, she asked Mr. Bonar to coordinate with Mr. Mooney and Mr. Hicks on the tour route.

After additional discussion, Ms. Ainsworth suggested a 9:00 a.m. start time to which everyone agreed.

THE MOTION WAS APPROVED UNANIMOUSLY.

DISCUSSION ABOUT ANOTHER 2016 PROGRAM – POSSIBLE OCTOBER-NOVEMBER DATE

Mr. Bonar suggested that the Chapter consider a future hike on the Dutch Flat and Donner Lake Wagon Road, which at one time served as the Lincoln Highway. Starting at Tunnel Number 6 of the Central Pacific (Union Pacific) Railroad, the hike would follow the wagon road down to the shore of Donner Lake, a distance of 3.5 miles. In the past, hikers would encounter private property that couldn't be accessed. Mr. Bonar said a California Conservancy bought the 35 acres between the end of the road and the shore of Donner Lake and added it to the Tahoe National Forest, which now allowed hikers access.

Mr. Bonar advised that members who were interested in hiking the 3.5 miles should carpool to the Summit leaving their cars at the lower end.

Mr. Bonar said that if there was any interest in taking the hike, it should be done in July.

Additionally, Mr. Bonar distributed a paper that depicted the makeup of a Macadam Road. John Macadam, who emigrated from Scotland in the 1820s, developed the process of building a road, which mitigated the problems of road dust and mud. The process was used in building "*The National Road* (also known as the *Cumberland Road*, and later US Route 40), and the first major improved highway in the United States built by the federal government. The illustration that Mr. Bonar distributed showed that a Macadam road was first laid with large stones interspersed with smaller stones and gravel over the assembled large rocks and smaller stones. Mr. Bonar went on to describe how an authentic Macadam Road included drainage channels on each side of the road. In 1920, he said, road builders began to use tar and asphalt to surface Macadam roads, which is where the term tarmac originated.

Ms. Ainsworth asked for ideas on another program and then determined that with the activities and events already planned, it might be best to wait until February 2017 to have another program.

OUTREACH TO COUNTIES ALONG THE LINCOLN HIGHWAY ROUTE – COUNTY CONSULS AS BOARD MEMBERS – CINDY

Ms. Ainsworth advised that after reading the LH Iowa newsletter, she saw that Iowa had county consuls. She explained that the consuls were the first state representatives in 1913, and the Iowa Chapter had continued to use that term for their board members with a

representative from each county. Ms. Ainsworth discussed the Nevada Chapter's attempts to reach out to the counties and that having county consuls as an advisory board might be a good idea to explore as a way to conduct outreach.

In response to Ms. Berg who asked for clarification, Ms. Ainsworth suggested that perhaps county consuls could be invited to attend a meeting, or send reports to be read at a meeting, or that perhaps the Chapter could even hold meetings in Austin, Fallon, or Fernley.

Ms. Ainsworth advised that Mr. Suen had been speaking to people along the route, and she would discuss the idea with him and explore the idea of county consuls a little further.

Ms. Berg discussed doing some preliminary phone work with county officials to determine interest.

Ms. Rassiga also discussed having contacts in Austin whom she could contact to determine interest.

NEXT MEETING – A TENTATIVE MEETING-LUNCH ON NOVEMBER 12

The next meeting was scheduled for Saturday, November 12, 2016.

ADJOURNMENT

The meeting was adjourned at 2:30 p.m.

Respectfully submitted,

Connie Davis, Secretary
Nevada Chapter LHA