



# THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION - CALIFORNIA CHAPTER

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



**EDITOR**  
**Gary Kinst**

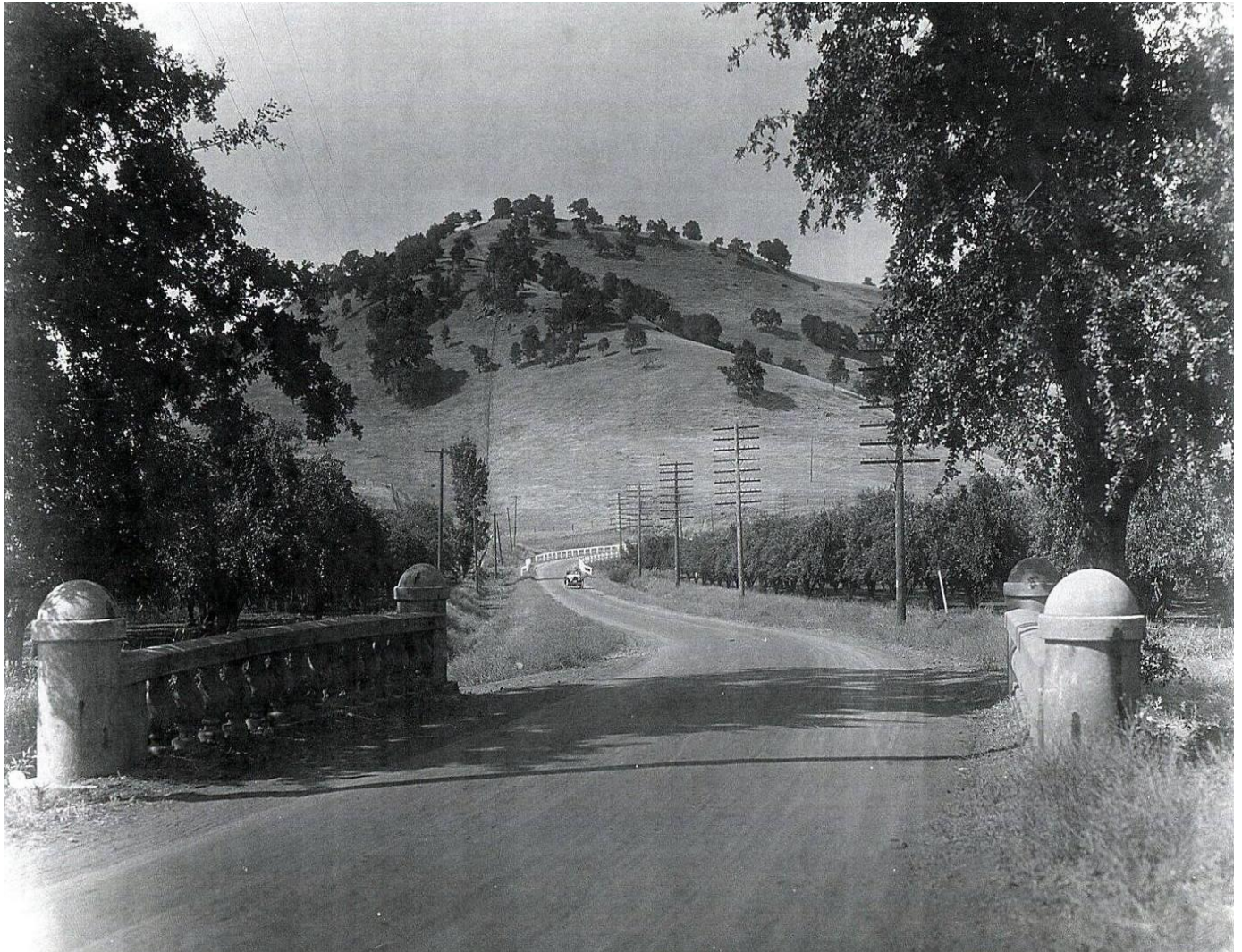
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**WINTER**

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## COVER

1911 Bridge (as seen in 1928) over Laguna Creek between Vacaville and Fairfield on Cherry Glen Road. This bridge was constructed in the same year as the Ulatis Creek Bridge on School Street in Vacaville.



Photo and Google aerial courtesy of Joel Windmiller

Merry Christmas  
an a  
Happy  
New Year



## OCTOBER CHAPTER MEETING

The California Chapter held its fall chapter meeting in Stockton at Whirlow's Tossed and Grilled Restaurant on Pacific Avenue (Lincoln Highway). This was one of our smallest gatherings in quite some time. 22 members and guests attended with Treasurer Grant Gassman being the only Board Member present. Past President, Paul Gilger graciously agreed to step-in for President Joel Windmiller. The Board has suffered from vehicle injuries and family loss recently and members are in the healing process. Shelly Blanchard from the Rancho Cordova Historical Society attended and extended an invitation to have our next chapter meeting in Rancho Cordova. Sports Leisure Vacations announced that due to the large interest in coach tours, that there will be two tours in 2016. Details will be announced soon. Paul reported on the highway/bridge improvement project at Clarksville near El Dorado Hills. Joel and Michael Kaelin spoke on the signage project for the original segment of Lincoln Highway through Clarksville. Following the meeting Paul presented a slideshow of the Henry Joy Tour to and from Ann Arbor, Michigan.

More information can be found on the Chapters Web site;  
[www.lincolnhighwayassoc.org/ca](http://www.lincolnhighwayassoc.org/ca)







Kevin Shawver    Joel Windmiller    Michael Kaelin

On September 23 rd. President, Joel Windmiller was invited by the Lodi Historical Society to give a power point presentation to approximately 50 members and friends of the Society. The meeting was held in the old Lodi High School building at Hutchen Street Square. Joel choose to present the Chapters Tour 1 power point which covers the route between Sacramento and San Francisco via the Altamont Pass.





## MOGUL, NV BRIDGE RAILING CLEAN-UP PROJECT

On September 26th, members of the Nevada Chapter gathered at the Mogul Bridge Railings, east of Verdi on I-80, to make needed repairs and do touchup painting. Volunteers from the Chapter gathered up many bags of trash, patched and painted the railings with Patch Crete and up righted and primed the protective bollards. On Wednesday, October 7th, Brian Suen, Chester Ross and Cindy Ainsworth returned to paint the bollards and coat with reflective beads. At the same time the railing ends were painted with the red, white and blue. The project took many hours as members waited for paint to dry before applying a second coat of paint and the reflective beads. Brian and Cindy returned to paint the L and do touch up work. Geno Oliver, who was part of the original crew of volunteers who set up the site in 2003, was unable to attend but, provided early counsel, advice, tools and help to guide the work.

Thank You, from all members of the LHA, to the Nevada Chapter for preserving this iconic Lincoln Highway monument. Great Job!!!!!!!







# DUARTE GARAGE 100<sup>th</sup> CELEBRATION

The Livermore Heritage Guild held the Official Celebration of the Duarte Garages 100th Anniversary October 10, 2015



LHG President Jeff Kaske (left photo) addresses the audience. Duarte Garage Docent Will Bolton, Kathy Erickson a Duarte family descendent, LHG President Jeff Kaske and Livermore Mayor John Marchant participate in the cutting of the cake.

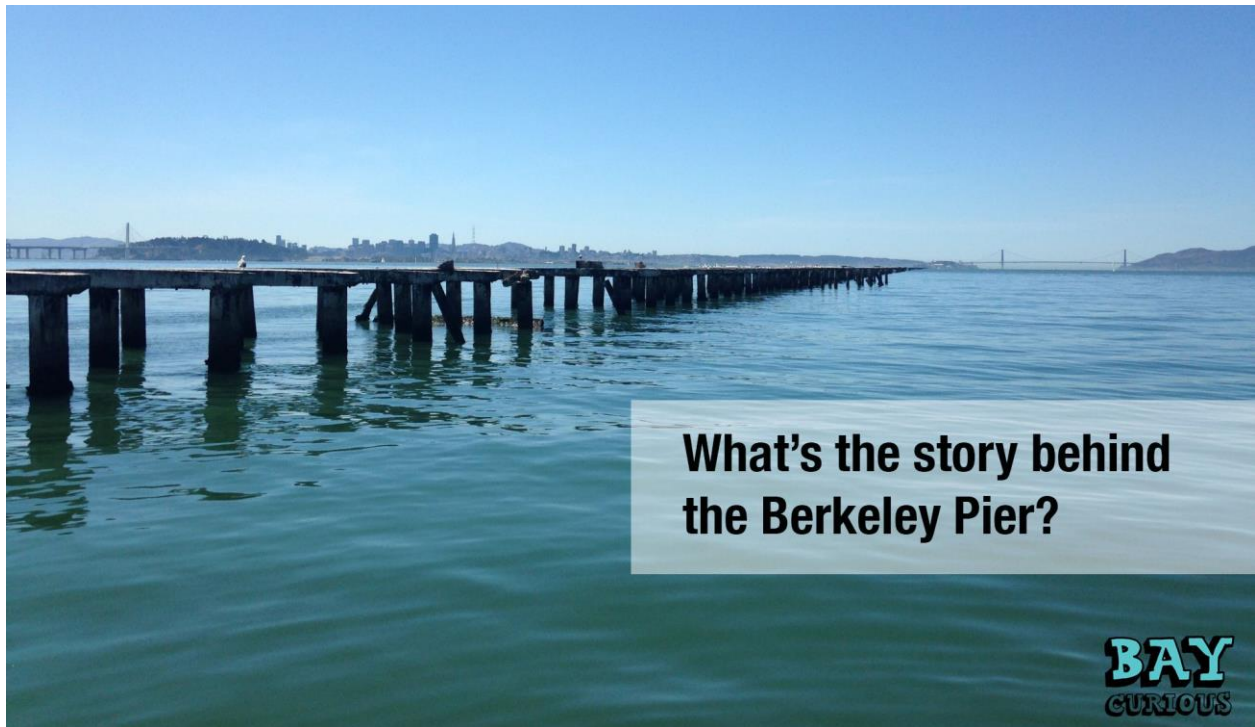


Calif. Chapter President, Joel Windmiller (left photo) presented the audience with an overview of the Lincoln Highway sprinkled with interesting facts. LHG President, Jeff Kaske spoke on the origins of the Garage, the Lincoln Highway and their importance to the area.





## BERKELEY PIER



KQED Channel 6 Oakland, CA

You may have heard that the famous pier on San Francisco Bay has been closed due to considerable structural damage. This was reported on Bay Area television station KQED 6 as part of their Bay Curious series. The City of Berkeley closed the municipal pier in July, 2015 citing safety concerns. Several options have been suggested; repair current damage and reopen the popular fishing and sightseeing icon or remove the structure and replace it with a trans-bay ferry terminal.

The following is a brief history of the Berkeley Pier from an unpublished book by past LHA member George Clark, entitled; *“The Saga of the Western Terminus”*. The text is from a chapter titled *“Lincoln Highway Ferry Tales”*.

“Contemplating increase traffic at such time the Carquinez Bridge was completed, the Golden Gate Ferry Company executed a long-term lease with the City of Berkeley for the right to construct a three-mile pier over the Berkeley tidelands. It also let a contract to build three new auto ferries to serve a new route linking Berkeley with San Francisco.

According to George H. Harlan, author of *San Francisco Bay Ferry Boats*, the three-mile length offered two advantages --- it shortened the ferry trip to San Francisco and provided ample parking space for a single row of automobiles awaiting the next ferry... At the end of the pier were two ferry slips.



At some time shortly thereafter, the Southern Pacific made buy-out overtures to the Golden Gate Ferry Company which were ultimately accepted, with one provision;

Henceforth all ferries would carry the name Southern Pacific and Golden Gate Ferries Ltd. This eventually would prove to be a costly acquisition for the Southern Pacific inasmuch as some nine years hence the San Francisco-Oakland Bay Bridge would be completed thus ending the lure and lore of the auto ferries.

When the writer took up residency in Berkeley in 1947, the pier was still in place but unsafe. Today (2006), practically all of it has been demolished except for a small section, reinforced, which is used as a recreational pier for fishing.

Construction of the Berkeley Pier to accommodate the auto ferries of the Golden Gate Ferry Company was a local feat. It was concrete roadway, built on wooden pilings, which stretched three miles westward from the Berkeley shore. Service commenced in 1927. Indeed, upon leaving University Avenue it might appear that one could drive to San Francisco. The pier head contained two ferry slips.”

The length of the pier was due to the shallow waters of the bay. Water deep enough to handle the larger ferries was found closer to the middle of the bay. Run-off from the Sacramento and San Joaquin Rivers dumps tons of sediment into the bay every year. In the 1800's huge amounts of sediment, from Hydraulic mining in the gold country, help fill the bay. A second reason for the length was the ferry company realized that the autos would use their fuel to reach the ferry boat thus saving the company money to bring the ferries closer to shore. Keep in mind that the Berkeley shoreline, in the 1920's, was just east of where Interstate 80 is located. The filling of the Bay to create the Berkeley Marina shortened the pier by approx. one mile.

Berkeley's first pier was Jacob's and Heywood Wharf built in 1853 by Captain James Jacob at the foot of Delaware Street several blocks north of University Ave. Captain Jacob transported goods to Sacramento, San Francisco and other shoreline communities. In 1874 a small municipal pier was built to provide ferry service to San Francisco. In 1909 the City built a municipal wharf at the foot of University intended for a commuter ferry, but instead was used for freight. The piers are currently buried under University Avenue.

In 1939, three years after the completion of the San Francisco-Oakland Bay Bridge ,the ferry service ceased operation. The pier which once was an integral link in the Lincoln Highway and US40 fell into disuse. In the spring of 1939 the first 3,000 feet closest to shore remained open to the public as a Municipal fishing pier. The remaining portion of the pier was left to decay.



Photo from the San Francisco Newsletter December, 1927

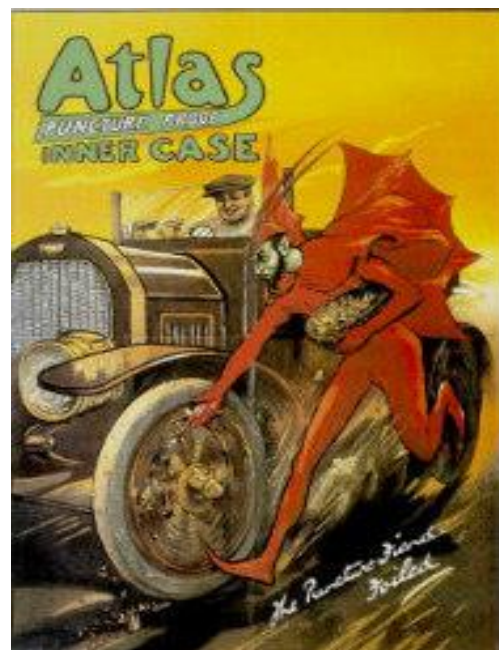
More from George Clark;

“The image depicts a view to the east. The vehicles in a column of two await boarding – the vehicles going east have just disembarked. Note the man seen between the last two vehicles in the column. Robert Parkinson, long-time San Franciscan and scholar of the waterfront and bay ferries, believes this is the ticket agent selling tickets to the waiting motorists. The width of the pier is such that passing an on-coming vehicle would be done with caution. Note the structure at the left of the image. Mr. Parkinson believes this was probably an office (and shelter) for ticket agents and pier head personnel; that the tanks seen atop the structure probably contained the water supply for the pier head operation. Jack Duncan, auto historian and restorer, believes the front vehicle in the left column is a Pierce Arrow c. 1925-26 vintage and that the vehicle to the right is a Liberty c. 1923. He calls our attention to the sixth vehicle in the left-hand column. It features a divided V-shaped windshield and the top is fitted to conform. He was notable to determine its make and believes it might be a foreign model. This location was continually exposed to on-shore winds coming through the Golden Gate and awaiting a ferry in a touring car, sans side curtains, would cause one to think about the purchase of a new enclosed vehicle which were now becoming more popular. Indeed, this must have been a daunting trip during heavy weather when spray, and perhaps water, tended to crest over the pier.





Photos of the Berkeley Pier are as rare as those of the Creek Route Ferry slip at the foot of Broadway in Oakland. Date of this photo is unknown. The abandoned pier on right of image may be the 1909 Municipal Wharf. The cost to build the pier in 1927 was \$1,000,000.



## 11<sup>th</sup> STREET OVER-CROSSING TRACY



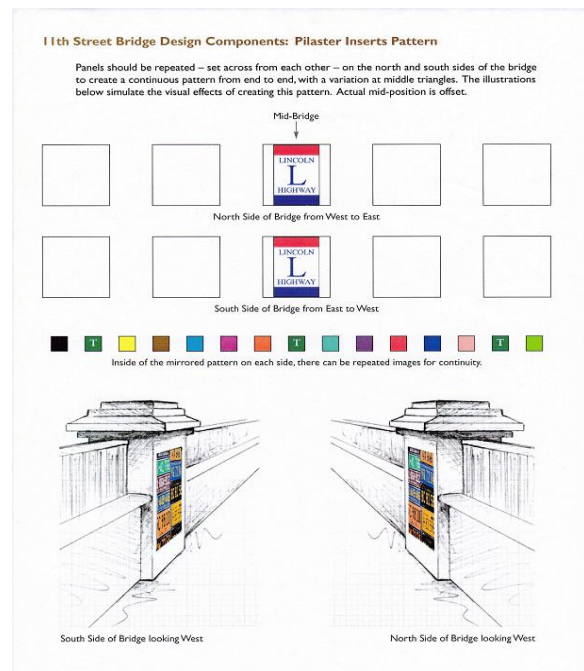
In the beginning the path, through what later would become the town of Tracy, was a County road between Stockton and Livermore in Alameda County. Then, in 1869 the Central - Southern Pacific Railroad laid down track connecting Sacramento with San Francisco. This was the final link in the Transcontinental Railroad. The town of Ellis, which was a coaling station on the railroad, was located 3 miles west at the eastern base of the Altamont (Livermore) Pass. Locomotives known as pusher/helper engines were staged at Ellis to assist trains over the pass. In 1878 Southern Pacific, realizing the additional cost associated with this operation, laid a new line between Martinez through Antioch, Brentwood, and Byron connecting with the main line 3 miles east of Ellis. The coaling station at Ellis was moved lock-stock-and-barrel to this junction creating the new town of Tracy. Rail traffic increased in Tracy in 1894 when Southern Pacific relocated its headquarters, repair facility and switching yards from Lathrop. In 1910 Tracy incorporated and boasted a population of 2,000. I have not found records indicating the number of trains passing through Tracy on a daily basis, but I would assume it to be significant.

With the increase of automobile traffic through Tracy, mainly brought about by the fact that America's First Coast to Coast Improved Highway (The Lincoln Highway) now shared the County road, and the need to cross the railroad at both ends of town, the requirement for some type of control became evident. Delays caused by trains blocking crossings, sometimes requiring trains to be uncoupled to allow traffic to flow, happened frequently. Solutions to this problem began in 1925 with the proposal of



subways under the railroad. The State Highway Commission rejected this idea recommending rerouting traffic onto Grantline Road. The City of Tracy, not wanting to lose business traffic into town, opted to widen 11<sup>th</sup> Street to reduce congestion. 1927 saw the installation of electric warning signs at the two crossings. The subway plan was again approached in 1928. By 1936 the delays at the crossings reached a point where the State realized that an overcrossing was the answer. A contract was let to Lindgren & Swinnerton Construction of San Francisco. The bid was \$223,255 with a provision that the project be completed in 1936. The span was widened in 1960 from two travel lanes to four in order to accommodate yet another increase in traffic. 79 years later the structure can no longer meet safety standards and will be replaced. The existing overcrossing is 64 feet wide and 1,449 feet long. The new structure will be 89 feet wide and shorter in length incorporating 4 travel lanes, wider sidewalks, bike lanes and a median. The project also includes landscaped retaining walls, decorative historic features and street lights. Completion is scheduled for 2017 at a cost of 46.5 million dollars.

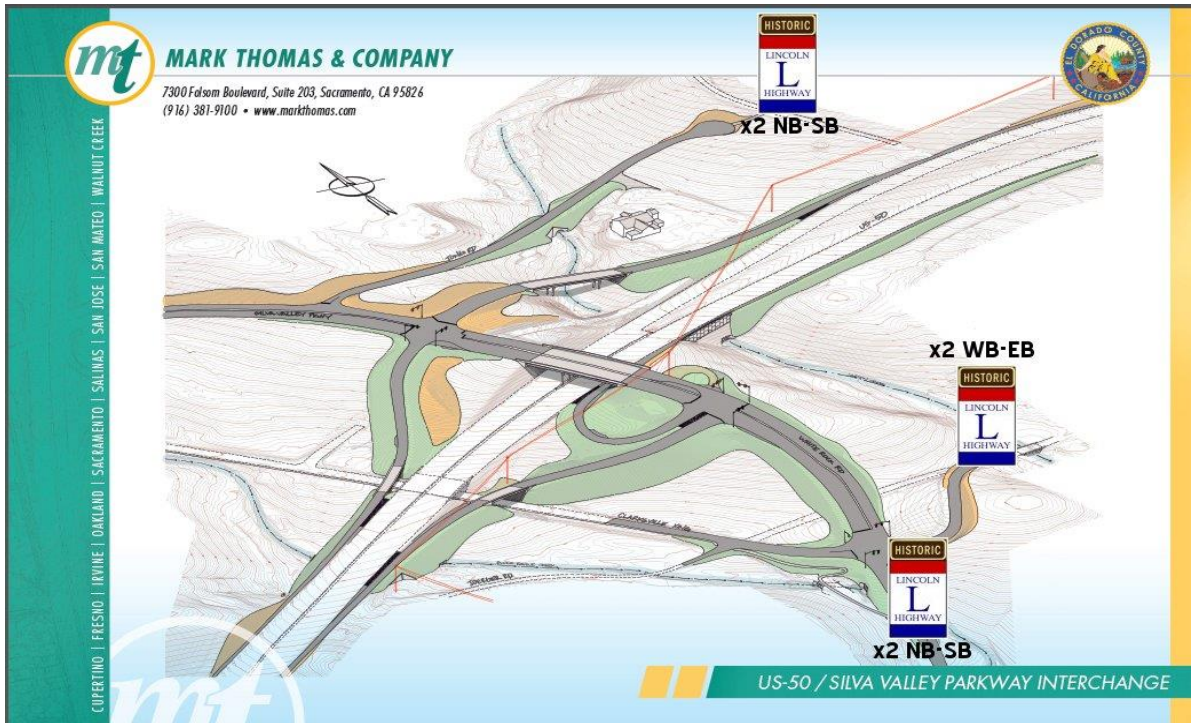
As the designated local historian of the Lincoln Highway in Tracy, I was approached by Mr. William Wilson, Civic Art Program Manager for the Grand Theatre Center for the Arts in Tracy, CA. The Grand Theatre Center is working in conjunction with the City of Tracy and Caltrans in the overall design and subsequent artistic features built into the structure. I was asked to provide text for informational signs providing information on the historic background of the Lincoln Highway. As part of the railing pilaster design, I was asked to provide vintage photos of the Lincoln through Tracy. These images will be reproduced on 24"x24" porcelain panels attached to every other pilaster. Signs representing Hwy 48 and Hwy 50 will also be incorporated. More to come as project progresses.



# CLARKSVILLE / SILVA VALLEY INTERCHANGE



Consulting Archaeologist Rick Windmiller and Chapter President Joel Windmiller pose at a proposed location for Highway signage at entrance to Clarksville. Joel and Michael Kaelin surveyed the area on November 20th and mapped out locations for the signs. The survey will be presented to Ms. Kochar of the El Dorado County DOT prior to the installation in mid December.



Artist conception of the Silva Valley Parkway Interchange. The project is its final stage of completion. A great deal of effort was put forth by the California Chapter to insure that as much of the original roadway through this area would be preserved and properly identified. Recommended locations are; 2 signs/posts at west end of Carson Creek Bridge, 2 sign/posts on White Rock Road west of Silva Valley interchange and 2 signs/posts on Old Bass Lake Road one facing New Tong Access Way and a second at start of Old Bass Lake Road just north of Hwy 50. I'm awaiting documentation explaining the entire redevelopment for the Clarksville area. Hopefully it will arrive in time for the next Traveler.



## NEWEST LH MONUMENT

On Sunday November 22nd, President Joel Windmiller and Boy Scout Zachary Parker began the process of creating a replica Lincoln Highway Marker post for Zachary's Eagle Scout project. Zachary assisted in welding the rebar cage and was directly involved in mixing the concrete, pouring the concrete into the mold and spreading the mixture uniformly throughout the mold. Scout Master, Marshall Stewart, four troop leaders and three troop members were also involved in the casting and placement of the finished marker. Joel provided the painting of the arrows and the red/white/blue front face and the L. Zachary's first choice of placement for the marker was in front of the Shepherder Bar & Grill on the east side of the intersection of Sunrise and Folsom Blvds. The property owner declined the use of his property and the marker was placed in front of the Brookside Restaurant at the same intersection.



Boy Scout Zachary Parker and California Chapter President, Joel Windmiller pose at finished marker

Photos on page 18

Top left; Zachary pouring, Joel troweling, Dave Ocenenosak settling concrete  
Top right; Don Worth, Dave O, Joel, Creston Aldridge and Zachary completing pour  
Middle left; Teddy Ramel, Creston Aldridge augering hole  
Middle right; Setting the marker  
Bottom left; John Cortez, Teddy Ramel tamp soil while Zachary oversees  
Bottom right; Very proud group celebrates Zachary's Eagle Scout project.







# 100<sup>th</sup> ANNIVERSARY HISTORIC MOTORCYCLE RIDE



Van Buren LLC photos



Augusta "Gussie"



Adeline "Adde"

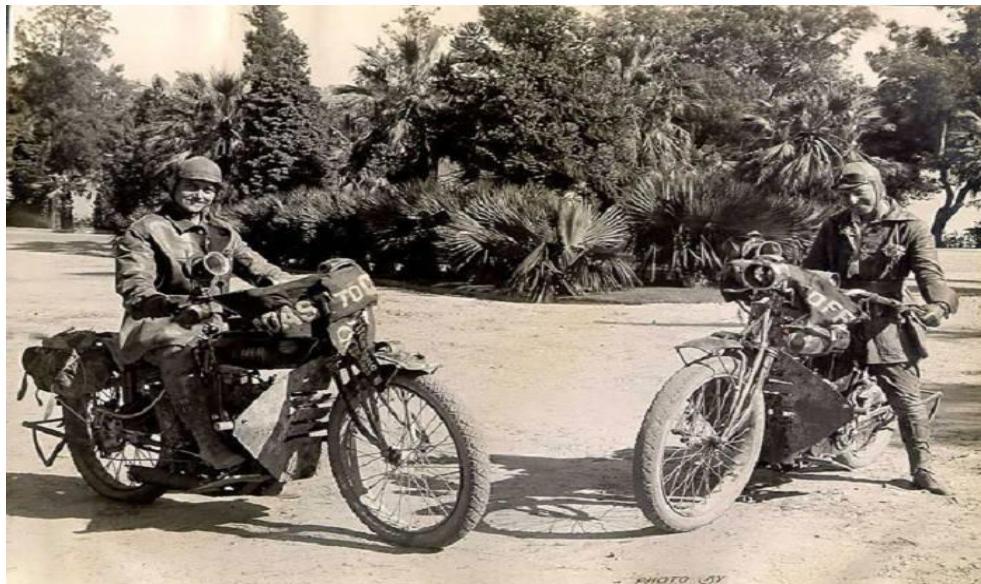
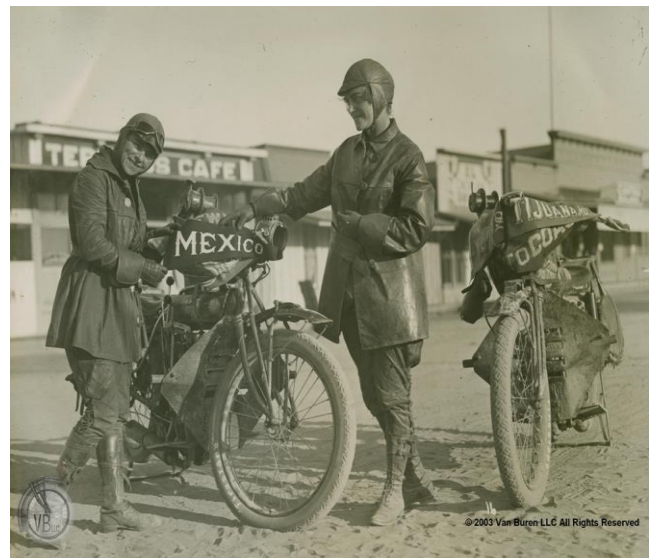
The following story was posted by Kevin Shawver in Stockton's Historical Highway Signage Project and was published in the October, 2013 issue of The Traveler.

" They came through Stockton.... In 1916. Adeline and Augusta Van Buren, socialites and decedents of President James Van Buren, set out to prove women could ride motorcycles across the country and to prove they could serve as military dispatch riders. Even though their attempt was futile, they became the first women to

each make a solo coast-to-coast trek on the Lincoln Highway from New York to California. These courageous women came across obstacles like being arrested in the Chicago area for wearing men's clothing. They completed the trip in two months.

Adeline later became a lawyer, Augusta became a pilot and was a member of Amelia Earhart's group of all women pilots, the Ninety Nines."

Riding 1915 Indian Power Plus 1000cc motorcycles, Adeline and Augusta continued their journey from Stockton to San Francisco which led them to Los Angeles and eventually Mexico.



A Centennial Ride has been planned for 2016 to celebrate the accomplishments of the Van Buren Sisters. They were the first women to cross the Continental US on solo motorcycles and the first women to reach the 14,115-foot summit of Pikes Peak, They were inducted into the American Motorcycle Hall of Fame in 2002 and into the Sturgis Motorcycle Hall of Fame in 2003. The re-enactment of their journey will follow the original path, which incorporated much of the Lincoln Highway, as closely as possible. The journey will begin in Sheepshead Bay, New York on July 4, 2016 and travel 5,500 miles arriving in San Francisco on September 8<sup>th</sup>. The extended family of the Van Buren Sisters along with Alisa Clickenger of Motorcycle Adventure Group are promoting the anniversary ride. Adeline's great-great granddaughter Sofie' Ruderman and Sarah Van Buren, great-great niece of Adeline and Augusta will also participate.





Stockton Courthouse near the Lincoln Highway  
Christmas 1920

# Winter Chapter Meeting



**Saturday January 9<sup>th</sup>, 2016**

**Time 10:30 AM to 4 PM**

**Place: Rancho Cordova City Hall [American River Room]**

**Address: 2729 Prospect Park Drive**

**Directions: US 50 exit # 17 Zinfandel Dr. south**

**Right on White Rock Rd Left on Prospect Park Dr.**

**Lunch: 11 AM Host lunch will be complimentary**

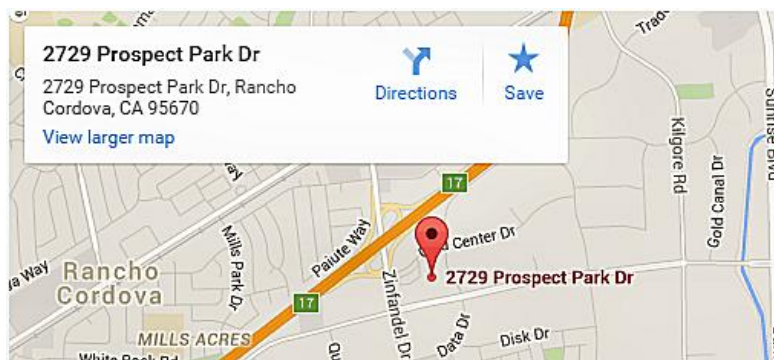
**Menu: Catered Soup, Salad, Sandwich & Taco Bar**

While we are enjoying our lunch Shelly Blanchard will have a 15-20 minute presentation about our Lincoln Highway Celebration and marker dedications slated for April 10 here in Rancho Cordova and tell you a little about our city! We will have a slide show to share our plans, drawings of the memorial marker, event logo and other information. I am looking forward to getting input from the Chapter members regarding how they may wish to be involved and to answer questions.

## **Chapter Meeting Agenda:**

**Officer-Committee Reports, Marker-Signage updates, Officer Elections**

**Presentation: Brian Smith History of Porcelain Enamel signage from CSAA, ACSC & California Division of Highways**





## MARK YOUR 2016 CALENDAR

Saturday **JANUARY 9, 2016**  
10:30 am – 4:00pm  
**SEE DETAILS ON PAGE 19**

State Chapter Meeting  
Ranch Cordova City Hall  
2729 Prospect Park Drive  
Rancho Cordova, CA

Saturday **APRIL 2, 2016**  
12:00 Noon

State Chapter Meeting  
( Location TBA )

**JUNE 13 - 17, 2016**

2016 Annual LHA Conference  
Gettysburg, Pennsylvania

Saturday **JULY 9, 2016**  
12:00 Noon

State Chapter Meeting  
( Location TBA )

Saturday **OCTOBER 1, 2016**  
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 Tour contact Paul Gilger, paulgilger@att.net or Joel Windmiller, [joelwindmiller@att.net](mailto:joelwindmiller@att.net)

**NOTE:** For information on the 2016 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

Jackie Ferreira Lee \*  
Secretary  
925-899-0922  
jlaferreira@yahoo.com

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>

