



# THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION – CALIFORNIA CHAPTER

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

Editor; Gary Kinst



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**FALL**

**OCTOBER 2019**



## IN THIS ISSUE

July Chapter Meeting

Today's Lincoln Highway

2019 Rock Springs Conference

Stories from Folsom

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## COVER

A beautiful day in California's Sierra Nevada's. Attendees at the July Chapter meeting gather near the South Yuba River and the Lincoln Highway for a group photo at the Rainbow Lodge, Cisco, Ca,

Front Row (L to R);

Bill Oudegeest, Norm Sayler, Kate Finnert, Molly & Ken Cooper, Chuck & Nora Elderton w/sign, Sally Hoeprich, Jimmy Lin, Eugene Kordahl.

Center Row (L to R);

Leon Schegg, Jim Bonar w/hat, Grant Gassman, Paul Hoeprich, Walter Spector, Joel Windmiller, Cindy Ainsworth, Kristen Grant, Paulete & Myrna Johnston, Paul Gilger w/sign, Neil Rodrigues

Back Row (L to R )

Kathy Schegg, Ken Cooper, Bill von Tagen, Greg Gassman, Gregory Beemer, Kendra Stoll, Trey & Monica Pitsenberger, Mark Hoffman

NOTE: For those of you that are not aware of the Chapters new Facebook site you are missing out on almost daily postings of unseen photos and highway history. VP. Trey Pitsenberger and wife Monica are posting their adventures on the Lincoln both in Northern California and in the Bay Area. They have been busy painting new LH Logos and touching -up existing ones throughout Placer County. Other members have joined forces with Trey and are also posting photos from their collections. Russell Rein has contributed as well as Norm Sayler from Soda Springs. Norm has opened his extensive archives and allowed Trey to post them on the Facebook site. Our President, Joel Windmiller, and member Kevin Shower are frequent contributors.

Along with the new site, "Lincoln Highway in the Golden State" there are several other groups that are being updated daily. These include; Lincoln Highway, A Tahoe and Northern Nevada History, and In and About San Joaquin County. A must visit web site is; [www.pitsenberger.com/videos](http://www.pitsenberger.com/videos). Trey and Monica capture their discoveries in short video clips along with narration and when possible a history of the scene.

Join the Groups and discover what your fellow members are up to as they preserve the history of the Lincoln Highway and the Highway itself.

## JULY CHAPTER MEETING



The California Chapter held its July meeting at the Historic Rainbow Tavern and Lodge. Located on the old Lincoln Highway adjacent to the South Fork of the Yuba River near Soda Springs, Ca.



Norm Saylor uncovers hidden LH marker



Joel awarding Neil a certificate of appreciation for arranging the July Chapter meeting location



Scenes from the patio area where lunch was served and members chatted



Joel calling meeting to order with the reading of the agenda



VP. Trey Pitsenberger



Paul Gilger and Peter Hipp



Joel pointing out abutment for original bridge to Bill Von Tagen



US 40 bridge over South Yuba River



### Remnants of the Lincoln near the Rainbow Tavern and Lodge

One could not have asked for a more scenic venue to hold a Chapter meeting. The weather was picture perfect and the scenery breathtaking. 41 members and guests attended the meeting and were not disappointed. The Chapter had rented the Tavern and lodge, so we had it to ourselves.

After having lunch on the patio and talking with fellow members, the group retired to the Lodge to begin the meeting.

After introductions, the members of the Board along with Staff and Committee Chairs presented their reports. A detailed account of the meeting minutes can be viewed on the Chapters web site. Next on the agenda was Old Business. Items open to discussion were the 2019 Military Convoy Tour, West Capitol Ave, (Sacramento) signage, 2019 Rock Springs Wyoming Conference, The Transcontinental Railroad 150<sup>th</sup> Celebration at Donner, and sign replacement in Truckee.

Next up was New Business. President Joel Windmiller presented a certificate of Appreciation to State Director Neil Rodrigues for his hard work in arranging and putting together the meeting at the Rainbow Lodge. Items discussed included; the sign painting project, undertaken by Joel and Trey/Monica on Placer County Railroad Subways, Replica Marker restoration being performed by Joel, Western Terminal Marker area clean-up undertaken by Joel, Paul and Trey. 2021 LHA California Conference, Our new Facebook Group "Lincoln Highway in the Golden State", Trey and Monica's web site "Adventures in California History" and a report by Michael Kaelin, up- dating the progress in erecting new signage and maintaining existing signage.

The meeting was adjourned, and a short intermission was taken prior to a presentation by Neil Rodrigues entitled "Donner History along the Lincoln".

The complete Chapter meeting minutes are available on the Chapters web site.

## TODAY'S LINCOLN HIGHWAY - THE TREY & MONICA ADVENTURE CONTINUES

Monica and I continued the painting of The Lincoln Highway "L" on bridges in Placer County where we were given permission by County Public Works do so. It's part of the California Chapter of The Lincoln Highway Associations goal of marking the old route through California. If these old byways and trails are not marked and maintained their memory will soon fade from our consciousness and collective history



The Weimar railroad subway has a new Lincoln Highway "L" on both the west and east sides. Monica and I were headed up-country towards Truckee, and this was right along the way, so we pulled out the stencils and had at it.

We enjoy doing this, and it's essential if we wish to keep alive the memory of our old trails and roads. The Lincoln Highway is a memorial to Abraham Lincoln, as well as a path. Unlike the Lincoln Memorial in Washington DC, the way is not made of marble and static, with cleaning crews to keep it looking good. The road has changed over the years, with some parts lost and forgotten, and others covered by Interstate freeways. Each sign, stencil, and addition to the map means we are helping keep the old road "alive" for future generations.

*[Trey Pitsenberger](http://www.pitsenberger.com)*

Ridge railings on the South Fork of the Yuba River, near Hampshire Rocks on Donner Pass Rd. were also stenciled by Monica and can be seen at their web site [www.pitsenberger.com/videos](http://www.pitsenberger.com/videos)



Newcastle



Applegate R/R Subway



Applegate R/R Subway



1927 E. Applegate R/R Subway



Applegate, California CLH Railroad Tunnel Project 1927 arch and one lane subways painting has been completed.

Keep your eyes open for our chapters handiwork as you travel up The Old Lincoln Highway in Placer County. We hope to continue this in Nevada and El Dorado County (Scenic Route of The Lincoln), where possible. We hope these "signs from the past" will spark interest in The Lincoln Highway with today's travelers.

Plan is for a future promotional article in the local media outlets after few more subways have been completed

As posted by our chapter VP [Trey Pitsenberger](#)

TRIVIA



The advertisement features a central illustration of a woman in a light-colored dress and a hat with a red flower, sitting in the driver's seat of a vintage Chevrolet. She is smiling and looking towards the viewer. The car's interior, including the steering wheel and gear shift, is visible. The background is a simple, light-colored wall.

**CHEVROLET**  
*for Economical Transportation*

**Easy to Drive**  
Easy to start—easy to steer—light  
pedal action—easy to shift gears  
—easy to ride in—easy to stop.

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN  
DIVISION OF GENERAL MOTORS CORPORATION

Touring—	\$525
Roadster—	\$525
Coupe—	\$715
Coach—	\$735
Sedan—	\$825
Commercial Chassis—	\$425
Express Truck Chassis—	\$550

ALL PRICES F. O. B.  
FLINT, MICH.

**QUALITY AT LOW COST**

## Assist in Erecting Highway Marker Last Saturday

Roseville Press Tribune September 7th, 1928

Of interest to all are recent facts given out by one of the departments of the state of California, comparing the number of the out of state cars entering the state through Southern California and through the Donner Pass route. Up to midsummer 29,000 cars entered Southern California compared with 1,900 over the Donner route. Only through good roads and linking up the route through Placer and Nevada counties, with the Eastern highways, known to us as the Lincoln and the Victory Highways, can we increase the proportion of the out of state cars coming this way. As a move in this direction the Boy Scouts of the Tahoe Council undertook a part of the gigantic task of setting Lincoln Highway markers across the United States in one day, September 1st, by setting these signs from the Sacramento county. line to the Nevada state line over the Sierras. Through the co-operation of the men in Tahoe Council and those interested in highway work the Scouts in various troops from Roseville to Applegate on the highway, set these distinctive signs. The signs from Colfax to the Nevada State Line were set Saturday, September 1<sup>st</sup>, by two cars of Scouts under the supervision of H. Ricksecker, Scout executive. Help in this territory was given by the Truckee Chamber of Commerce and W.B. Gelatt of Donner Lake. Fifty-two signs was the number allotted to Tahoe Council. All of these were set Friday and Saturday except for the signs in Auburn and Roseville. The markers were furnished by the Lincoln Highway Association and distributed along the highway by the California Highway Commission. Efforts of this kind show the, interest of not only the Scouts but the men fostering this organization in the welfare of their community. It will be easy now to direct a person across the United States simply by saying "Follow the Lincoln or Victory Highways to California."



## AMERICAN RIVER BRIDGES THE OLD AND THE NEW JUST COMPLETED ACROSS THE AMERICAN RIVER HERE.

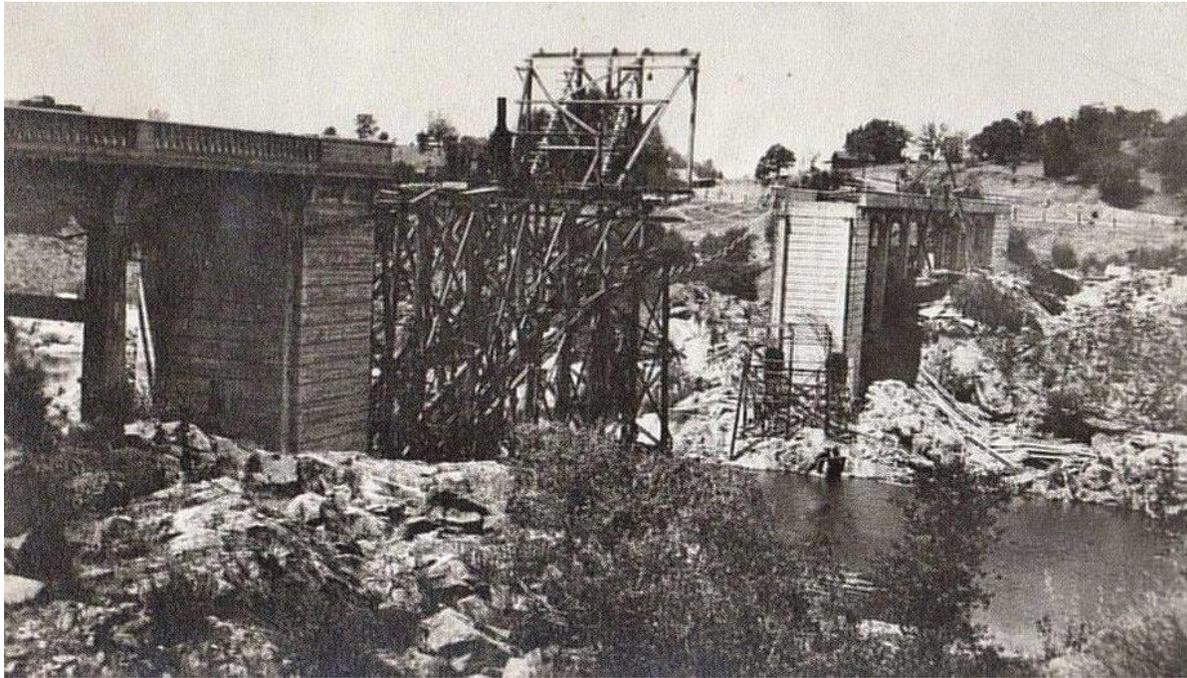
Folsom, California Folsom Telegraph article on the 1919 Rainbow Bridge crossing the American River. 1928 alignment of the Pioneer alignment of the Lincoln Highway

In 1854 a wooden bridge was built across the American river at Folsom. It was the first bridge to span the river at this point. In decided contrast to that wooden structure of early days is the \$100,000 reinforced concrete bridge which has just been completed. It is hardly possible that this bridge will ever meet the fate of the first bridge, which was washed away by high water ten years after it was built. After the destruction the wooden bridge, Thompson and Kinsey obtained a charter in 1861 for building a new bridge. It was a wire suspension bridge, and was in use only a few months, being carried away by the flood of 1862. In March of the same year the work of rebuilding commenced. The bridge built at that time served the public for many years. It was known as the Folsom and Ashland Suspension Bridge. It was of the Hailiday patent; length of span, '350 feet between towers; two cables, 800 feet long, and four towers. The weight of the bridge was seventy-five tons. It was run for many years as a toll bridge, first by the builders and later by C. L. Ecklon. Many an old stagecoach crossed this bridge in early days. The California Stage Company operated in this section at that time, and freight and travel from Sacramento to the northern part of California and to Oregon came to Folsom by railroad, and then went out by team over this route. The bridge was purchased from Mr. Ecklon by Sacramento County in 1872. Sometime between the evening of May 5th and the morning of May 6th, 1892, the Folsom and Ashland Suspension Bridge collapsed. One of the big wire cables on this side of the river was pulled from its anchorage, and the floor of the bridge hung perpendicularly over the river. One of the towers from which the cables were suspended was moved a couple of feet out of its place. It was always supposed that the wrecking of the bridge occurred early in the morning of the 6th, as a number of Folsom residents were awakened at that time by a rumbling and a crash which they thought was an earthquake. A team crossed the bridge at 11 o'clock on the night of the 5th, so it is known that the bridge fell after that hour. J. H. Burnham, a pioneer of this vicinity, has in his possession some very interesting pictures of the bridge. One of them shows the bridge after it collapsed. The pictures were taken by Mr. Burnham's son, W. P. Burnham. The suspension bridge which the new concrete bridge has been built to replace was the next 'bridge to span the American river here. Many difficulties were encountered during its construction. The work progressed much more slowly than was expected, the contract beives called for its completion in ninety days. There was much rumor and talk in regard to inferior material being used. And, in December, within about a week of the time when the bridge would have been finished, there was a terrific storm, and logs from the lumber boom above here knocked out the bridge, and much of the work had to be redone. A temporary wooden bridge which had been put up for the accommodation of the public was also swept away in this storm. During the time that there was no bridge across the river, a ferry was in operation. The testing of the bridge was quite an event, as the following from The Telegraph of February 25, 1893, will show: "Notwithstanding the windy and disagreeable weather there was a large gathering of residents of Folsom and the surrounding districts assembled at the river to witness the testing of the new steel bridge by the Board of Supervisors on Wednesday. Ever since Thursday of the week before, Supervisor Curtis had been up here getting things ready for the test. Fifty-two wagons had been loaded with dirt and were in a double row on the bridge, which had been closed to travel at four o'clock Tuesday afternoon members of the 'Board of Supervisors arrived in town by private conveyance at an early hour, and were ready for the test at 9 o'clock. Messrs. Greer, Black and Bates of the old board, had been invited to attend the opening and test. They arrived here late, and the test was delayed until, they came. Immediately on their arrival the signal to' start was given.

The steam engine which was to haul there. Wagons off the bridge, was started up, and the "long, double row of wagons moved off the structure at the same time. It was such a unique test as was probably never applied to any such structure in this or any other state the whole body of wagons on the one span moving off at the same time. Not a tremble or shake was observed the magnificent structure was as steady as before the wagons moved. The bridge was erected by the San Francisco Bridge Company, Major H. Krusi, chief engineer. The bridge is 330 feet and two inches in length. It is 55 feet in height in the center, and 45 feet in height at the ends. The roadway is 20 feet wide and has a capacity of 1,250 pounds per lineal foot.

The actual tests of steel used in this bridge show an average ultimate strength of 6,300 pounds per inch of section, an elastic limit of 4,000 pounds, and an elongation of 28 per cent. This is the finest highway span on the Pacific coast. It is the only span which has been tested. The test was probably twenty times the load- which will ever come upon it hereafter. Shortly after the test was made a large band of cattle and horses arrived at the bridge to cross. The wagons on one side of the river were driven across, and the stock went over, furnishing another very severe test. The balance of the wagons was driven off, and like the first row, the dirt was emptied on this side to make the approach. By 3 o'clock the bridge was open for travel and was the property of the county. The style of truss is known as the sub-Pratt. The bridge, when within one week of completion, was knocked out by logs, 'which escaped from the lumber boom above. This happened as the result of the unexpected and unusual rise in the river in November. Major Krusi was determined to get the bridge up, and after fishing the steel from out the river, started on the rebuilding of the same. It was considered unsafe to replace the false work, as originally built, which was in the form of a plain trestle, so the deepest part of the stream was spanned by a 140-foot Howe truss. This Howe 'truss span was erected on wire cables, the river under the bridge being about thirty feet deep at low water and the current unusually swift. "After the assemblage returned to town, Phil C. Cohn, on behalf of Folsom and vicinity, made a few appropriate remarks, as did Jas. Heaton and others. Ex-Supervisor Greer, who was chairman of the board when the contract was let, and J. R. Morrison, the present chairman, made remarks, and congratulations were indulged in on all sides." Many of our readers will recall the ball that was given is celebration of the completion of the bridge. The floor committee was composed of Louis Laugard, "Wally" Hyman, W. P. Burnham, and H. M. Smith. In August 1917, work was commenced on the fine. reinforced concrete bridge. This spans toe river in exactly the same location as was occupied by the railroad bridge of the California Central Railroad, an early railroad which connected Folsom and Lincoln. The road was built by Colonel Wilson of Lincoln, who used to jokingly refer to himself as "the only man who ever built a railroad from nowhere to nowhere." The railroad bridge was ninety-two feet above the water and had a span of 216 feet. Owing to it having a greater elevation than any of the other bridges, it was the only budge left on the American river by the flood of 1862. The bridge was condemned in 166. It had settled in the center and had been considered unsafe for one time. It was later sold and was taken down after 1858. The stone piers of the railroad bridge remained standing until the first steps were taken in the construction of the concrete bridge, when they were blown out. A coincidence in connection with these two bridges, the old railroad bridge built in 1858, and this new bridge completed sixty years later, is that both cost the same sum, approximately \$100,000. The concrete bridge is picturesquely located, and from it the view, both up and down the river, is beautiful. The bridge itself is a fine structure, combining graceful lines with an appearance of solidity and strength. . The plans for the bridge were drawn by County Surveyor Drury Butler. It was built by the Ross Construction Company. Only the best of materials was used, and careful attention was given to every detail of the work, the result being a structure which is a credit to both the contractors and the county. The-construction work was under the supervision of O. Strand an expert bridge builder. Mr. Strand made many friends during the time he spent in Folsom, and all of them regret that his residence here was only temporary. The bridge is 550 feet in length, and its center elevation is 63 feet above the river.

The central arch measures 209 feet from pier to pier and is the fourth largest concrete span in the world. It has a weight of 2,000 tons. In this center span, sixteen 13-foot span arches are supported on two heavy concrete ribs. Four 25-foot span arches from the approach to the central span on this side, and on the other side there are seven similar arches. There is a four-foot railing along each side of the bridge, and eight electric light standards are ornamental and will furnish welcome light for night travelers. The bridge was inspected a few days ago by .Supervisor Russi and County Surveyor Butler. Following their favorable report to the Board of Supervisors, it will be accepted by the county. The acceptance will probably take place either today or Monday. The supervisors had planned to have some sort of demonstration upon the completion of the bridge, but, owing to existing conditions, have decided to let the idea drop.' Grading and filling for the approaches are now under way, and the work will be completed and the bridge open for travel about February 1st. On account of the steep grade and heavy pull from the bridge to the canal bridge, the Orangevale people are anxious to have a change made in that portion of the road, and the matter is now under consideration. If the change is made, the road will curve up closer to the canal.



# ECHO SUMMIT – REALIGNMENT

Folsom Telegraph June 18, 1937

## **Contract Let For Rerouting Echo Summit**

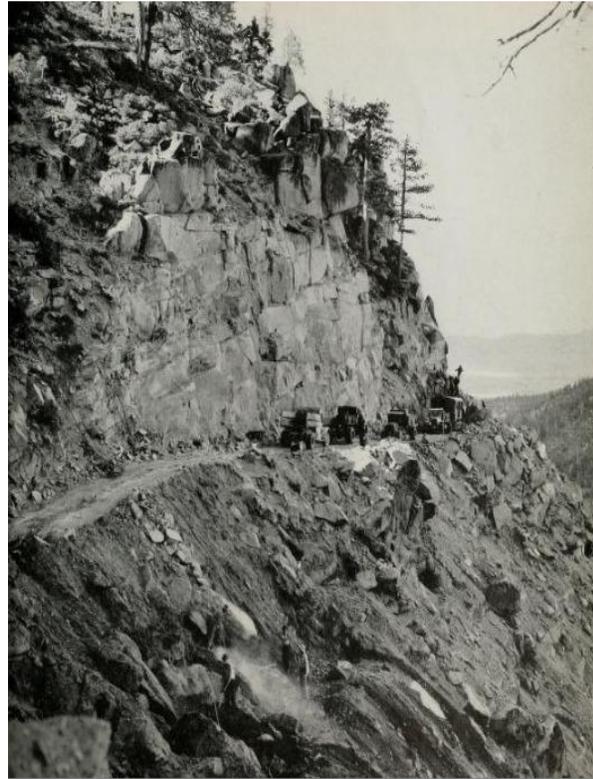
The United States Bureau of Public Roads has announced the award of a \$266,622.05 contract to Louis Biasotti & Son of Stockton and John Rocca of San Rafael for relocation of the 2.3 miles Echo Summit unit of the Sierra Way in El Dorado County.

Contract terms specify that the job be completed within 250 calendar days from June 1st of this year. Allowance is made, however, for a winter shutdown.

Public roads bureau officials in San Francisco expect the Echo Summit project will be completed some time next summer.

The Echo Summit unit takes off from the Placerville-Lake Tahoe Highway (U. S. 50) one-half mile west of Echo Summit and extends around the summit toward Meyers.

It will eliminate two of the dangerous S turns on the present route.



## PERKINS to MILLS

Folsom Telegraph May 15<sup>th</sup>, 1931.

California Division of Highway contact number 43TC1 paving Lincoln Highway US 50 LRN 11 Brighton to Mills Station May 25, 1931 by Basich Brothers Construction Company Article.

### **Will It Be Another Ten Years?**

Announcement has been made by the state department of public works that bids will be received next Wednesday for widening and paving with cement that section of the Sacramento-Folsom highway between Perkins and Mills.

The route between Sacramento and Folsom is one of the oldest primary roads in the state highway system, and it is one of the last of these primary roads to receive attention. While it is gratifying to know that a start is being made toward bringing this road up to modern standards, the contemplated improvement is going to leave a gap of approximately ten miles between Mills and the paved highway leading out of Folsom to the mountains.

The Sacramento-Folsom road is a part of the Lincoln Highway system between Sacramento and Reno. This route is one of the most important in the state. With the great amount of revenue available for state highway construction, we can see no justification for not doing a complete job of paving all the way from Perkins to Folsom. It has taken the state more than ten years to get around to making a permanent improvement of the six-mile stretch for which bids are now being received. Is it going to take another ten years to finish the job to Folsom?

## **Lincoln Highway to Follow State Route**

Folsom Telegraph February 18, 1916

### **Lincoln Highway to Follow State Route**

According to advices received by Dr. O. P. Fitch, representative of the Lincoln Highway Association in this city, from F. A. Bemen, secretary of the association, a decision has been reached whereby the route of the Lincoln Highway, between Placerville and Sacramento, is to be changed so that it will be the same as the route of the State Highway.

This was in response to appeals from motorists of Sacramento and El Dorado counties. Lincoln Highway signs will soon be posted along the entire route.—  
Placerville Republican.

## 2019 ROCK SPRINGS CONFERENCE

While attending the 2019 LHA Conference in Rock Springs, Wyoming, California Chapter Member and Past Secretary, Myrna Johnston was approached by Ms. Lisa Romero of the Rocket Miners News and asked if she would be willing to be interviewed. The following is that interview which appeared in the Rocket Miners News of Rock Springs, Wyo.:

SWEETWATER COUNTY – More than 90 people journeyed to Sweetwater County from around the country this week to meet with one another, take tours and attend educational presentations – all in honor of the historic Lincoln Highway.

The Lincoln Highway was the first transcontinental road for automobiles in the United States, winding more than 3,000 miles through more than a dozen states from New York City to San Francisco. It was dedicated in 1913. The Lincoln Highway Association, originally created to promote the highway and good roads in general, is now dedicated to preserving and celebrating this important part of American history, according to its website.

Members of the nationwide organization from areas including Ohio, California, Arizona, and Iowa drove along parts of the old route to attend the group's annual convention Tuesday through Friday in Rock Springs as well as other areas of southwest Wyoming.

Myrna Johnston traveled from Sacramento, California. Her interest in historic highways began more than 25 years ago. She was going through items in her mom's house in 1992 when she came across two small notebooks filled with her grandma's writing. The notebooks chronicled a family trip from Lyons, Nebraska, to Pasadena, California, in 1926.

Johnston took the diaries, made a list of the places mentioned in them and then went on a trek following the same route her grandmother had taken so many years before. Prior to that trip, she had known a little about the Lincoln Highway and U.S. Route 66, and the lure of America's key paths from the past grew as she went along.

At a stop in Kearney, Nebraska, Johnston saw a brochure detailing a scheduled tour to celebrate the 100th anniversary of the Lincoln Highway. She and her daughter decided to join the western portion of the excursion, meeting up with those coming from the east in Kearney in 2013.

Since then, Johnston had attended one other Lincoln Highway Association conference before coming to Sweetwater County for the 2019 event. During a lunch break Wednesday between presentations involving music, photography and other historic transportation corridors, Johnston said the convention had been "fabulous so far."

The previous day, she had joined a tour heading east from Rock Springs along Interstate 80, much of which coincides with the old Lincoln Highway route. Guides addressed participants during stops at Fort Fred Steele State Historic Site, Sinclair and Point of Rocks. Johnston said the guide at Fort Steele, Steve Horn with the Wyoming State Parks, Historic Sites and Trails Division, was very good and shared interesting information. She also enjoyed learning about the history of the Parco Inn in Sinclair and efforts there to restore it.

For Thursday's tour, convention attendees headed west, visiting Evanston, Fort Bridger, Lyman and Green River.

The Lincoln Highway Association works to improve access to the Lincoln Highway and its associated sites, prevent further deterioration of remaining sections, educate others about it and promote the highway as a tourist destination. One way the Lincoln Highway Association promotes the road is through its annual national conference. The last time Wyoming hosted it was in 2008 in Evanston.

To learn more about the Lincoln Highway Association, go to [www.lincolnhighwayassoc.org](http://www.lincolnhighwayassoc.org) or contact LHA Field Secretary Russell Rein at [field.secretary@lincolnhighwayassoc.org](mailto:field.secretary@lincolnhighwayassoc.org) or Gregory R.C. Hasman at [wy.director@lincolnhighwayassoc.org](mailto:wy.director@lincolnhighwayassoc.org)

## OTHER EVENTS and FINDINGS

### **LINCOLN BUST**

Member of the Lincoln Highway in the Golden State Facebook Group, Tony Loftin, has brought to our attention that there once existed a bust of Abraham Lincoln at the Western Terminus. Tony remembers seeing it in 1960 located near the pond in the parking area mounted on a 4-foot tall pedestal. A sign on the pedestal stated end of Hwy 40, the Lincoln Highway. Does this ring- a- bell with any of you?

### **BERKELEY PIER**

Member of the Lincoln Highway in the Golden West Facebook Group, Kevin Walsh, posted this rare photo of the end of the Berkeley Pier apparently taken by a motorist waiting the arrival of the Golden Gate ferry.



### **LH BRIDGE RAILINGS – MOGUL, NEVADA**

The Nevada Chapter scheduled their annual cleanup and restoration of the historic LH bridge railings on I-80 near Mogul, Nevada for August 12<sup>th</sup>. Weeding, trash removal and some touch up painting will be performed. As this is Nevada's western most marker for the Lincoln Highway, they have taken responsibility for its maintenance.

# LINCOLN HIGHWAY CALIFORNIA CHAPTER

## Fall Meeting

Saturday, October 5th 10 AM to 4 PM

**Location:** " *In The Barn*" at home of Kristen Dieterich

**1395 Orange Hill Road Lane, Penryn, CA 95258 (916) 208-9790**

**Directions:** *I-80, [Exit 112 Penryn Rd]* head north over the freeway

**Right on Taylor Road** Old US 40-Lincoln-Victory Highways.

**Left turn** on Sisley Road just pass " **Valencia Club**"

**Left** turn on Orange Hill Lane

**Street Parking available**

[look for Parking Area signs for locations]

Meet and Greet 10 AM-11:30 AM

Lunch 11:30-1:00 PM

Meeting 1-4 PM

**Lunch Menu: \$ 20 CASH per person**

BBQ Tri Tip-Chicken Salad [Green-Potato] bread, fruit, deserts

Waters, sodas, beer & wine

### **Meeting Agenda:**

Officer & Committee reports, LH Signage

Marker Updates, 2019 Military-LHA Convoy's Reports, Website

-

**Speaker/Presentation:** Trey: Roseville to Auburn on the old Lincoln Highway

## MARK YOUR 2019 CALENDAR

Saturday **OCTOBER 5, 2019**  
10:00am – 4:00pm  
Home of Kristen Dieterich

State Chapter Meeting  
1395 Orange Hill Lane.  
Penryn, Ca.  
916 316 6254

**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.

## MARK YOUR 2020 CALENDAR

Saturday **JANUARY 11, 2020**  
12:00 Noon

State Chapter Meeting  
(Location TBA)

Saturday **APRIL 4, 2020**  
12:00 Noon

State Chapter Meeting  
(Location TBA)

Saturday **JULY 11, 2020**  
12:00 Noon

State Chapter Meeting  
(Location TBA)

Saturday **OCTOBER 3, 2020**  
12:00 Noon

State Chapter Meeting  
(Location TBA)

**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 2019 LHA Conference go to [www.lincolnhighway.org](http://www.lincolnhighway.org)

**NOTE:** Meetings are preceded by lunch which is scheduled for 12:00 noon, unless otherwise noted.  
Official meetings will commence at approximately 1:00 pm



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



NOTE: The Association has a new web site address. We are no longer using **assoc.** as part of the address. See new address above.