

Original Locations of the Markers and Signs of the Lincoln Highway 1928

as prepared by Gael Hoag, Field Secretary

NEVADA

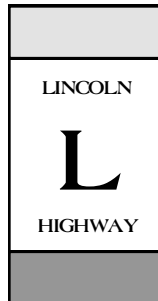


A real photo postcard by Frashers showing the cabins at Zephyr Cove,
Lake Tahoe, Nevada.

The Original Log of the Locations of the Markers and Signs of the Lincoln Highway

by Gael Hoag
Field Secretary, Lincoln Highway Association
1928

as edited by Russell S. Rein



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First Edition

2nd Printing
(June, 1998)

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Transcribed and Annotated by
Russell S. Rein, Researcher
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foreword

The Gael Hoag Log is a typewritten manuscript of approximately 240 pages in a small accounting type binder. It contains detailed instructions, using a shorthand method, for the placement of the Lincoln Highway markers and signs. These instructions appear to predate the September 1, 1928 placement of the markers. The exception being Western Iowa and Eastern Nebraska, where 1930 instructions direct one over the new Missouri river bridge from Missouri Valley, Iowa to Blair, Nebraska. The earlier 1928 route through Council Bluffs, Omaha and Elkhorn is pencil notated as obsolete.

In transcribing this document I have made some minor changes to correct spelling and layout, and for consistency of format. Known misspellings or changes in street and city names have been left intact, and are followed by [sic] with a proposed correction. The following is a key to the log shorthand:

D P - Post with double arrows (straight through)

L P - Post with left turn arrow

R P - Post with right turn arrow

D S - Sign with double arrows

L S - Sign with left arrow

R S - Sign with right arrow

LP - Lightpole *cor.* - corner *opp.* - opposite

X roads - Crossroads

I have attempted to number the markers east to west in brackets following each location. Markers with pencil notations as obsolete were not included.

Many of the locations are described as being in front of individual's residences or farms, and old roadside businesses. Hopefully local researchers can provide more detailed descriptions or contemporary addresses. Please send me any corrections, suggestions or other information regarding current location of the markers.

Last October I accepted the Chair for the Lincoln Highway Association Committee on Markers and Interpretive Sites. Due to some personal problems, including the death of my father, my ambitious plans have been somewhat delayed. A survey sheet is being developed, and will be sent to all Directors later this summer. This will be the first concerted effort to inventory all the existing markers. This effort will also include special markers and signs, brick columns, statuary, the cast iron border signs, new markers and signs, and other interpretive site markings.

A Forum article, incorporating information from the Boy Scouts of America national headquarters and the old LHA Directors' meetings, is also in the planning stage. It will request the whereabouts of the markers from all LHA members, and will inform them of the final route of the Lincoln Highway. It will also serve to promote a discussion of the private ownership of the markers as a collectable, and to encourage the donation of any markers back to the LHA. These could then be reinstalled in an original location.

Research is ongoing on post-1928 road improvements where the log indicates markers were reserved for future use, or moved. Thanks go to the Blair, NE Public Library for providing microfilm of the two 1929 Blair newspapers, that detailed the project of the Abraham Lincoln Memorial Bridge. This Missouri river bridge, opened in June 1929, was the link in the final change of the Lincoln Highway. Also, thanks go to the Nevada Highway Department for providing information on post-1928 highway improvements. And special thanks to those individuals who compiled and provided substantial information on the markers including Chris Plummer, Mike Butner, John and Karen Carver, and Brian Butko.

Russell S. Rein
June, 1998

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**The Lincoln Highway
National Headquarters
General Motors Building
Detroit, Mich.**

Dear Consul:

We have been informed that the Boy Scouts have completed marking The Lincoln Highway thru your area, using the reinforced concrete posts where possible and, where these could not be set - as in congested centers, they have erected metal signs.

In every instance we have plentifully supplied extra material to cover future breakage. The posts can always be repaired locally; the Scouts can and will do this if their attention is directed.

I am enclosing a list of the individual settings as the markers are presumed to have been placed and as they will be maintained by the Scouts. The Cardinal points given are based on the presumption that the logger was traveling due west all the time; it does not take regard of his actual bearings at the moment.

Won't you please check these on the ground at your earliest convenience and so familiarize yourself with each that you will unconsciously recognize any deficiencies in the future? When destructions occur, a word to your Scout leaders will assure attention. If the local man does not know how to proceed ask him to communicate with his Executive.

On this list the markers are designated as right, left or double signs - or posts - according to the pointing of the arrows. They should not be set close to the road; keep them as close to property lines as possible.

Except for the splendid past efforts of our Consuls The Lincoln Highway could never have been; you built it. This is the last time it will be marked thru efforts of this Association; it is the fulfillment of our desire to leave a lasting Memorial to Abraham Lincoln. We shall not again have a field man to watch our markers, to meet you annually and confer with you in your problems. Hereafter, we must largely depend on your personal zeal to perpetuate the work we helped you to inaugurate. More than ever you must be the leader if this work is to continue. But a letter to this Association will always have attention.

So we pass this signing activity on to you, feeling fully assured that in so doing The Lincoln Highway will continue to be regarded as the best marked thoroughfare in the World - the pattern of what a great Memorial to a great American should be.

**Very truly yours,
G S Hoag
Secretary**

NEVADA

Sheets	Sent to
Full set	B. L. Quale, State Consul
1-2	Jas. M. Lockhart
2-3-4	W. H. Russell
3-4-5	Easton
5-6	I. H. Kent
6-7-8	Frohlich
9	Meder

NEVADA - 1

A. L. Russell, Exec., Reno, Nevada.

**20 D P, 3 L P and 3 R P reserved for new construction
between Wendover and main Duck Creek road; stored
at Highway Dept. Yards in E. Ely [2060 through 2085]**

D P opp. end of Duck Creek road [2086]

D P on S. side 25 yds. W of road to "Ragtown" [2087]

D P 25 yds. E of road to pumping station [2088]

**D P opp. E road to Officers' Quarters, McGill (in front
of dormitory #5) [2089]**

D P opp. McGill Theatre [2090]

D P at Telephone Bldg. cor. [2091]

D P at E cor. of McGill Baseball Park [2092]

**D P near Standard Oil - SW cor. of first road to
cement dwelling [2093]**

**D P 200 yds. W of road to RR Sta. - W of main line crossing
of N. N. R'way [2094]**

**D P opp. old McGill Rd. end, 1 1/2 miles E of entrance to
East Ely [2095]**

L P 100 yds. E of the east corner of Union Oil Co. [2096]

D P on N side 100 yds. E of 11th St., East Ely [2097]

D P on S side 100 yds. W of 11th St., E. Ely [2098]

L P on N side 100 yds. E of first turn in E. Ely [2099]

L P on S side 200 yds. W of E. Ely Service Sta. [2100]

NEVADA - 2

D P opp. end of Cherry Creek Rd., Ely [2101]

D P opp. Telephone Bldg., Ely [2102]

D P at E end of fill W end of Aultman St. [2103]

D P 200 yds. E of Ruth fork, Keystone (on N. side) [2104]

D P at Robinson Canon summit [2105]

D P opp. old road end 1 mi. E of Moorman's Ranch [2106]

R P 300 yds. E of Hamilton Fork, 4 miles W of Moorman's [2107]

D P at Little Antelope Summit [2108]

R P 300 yds. E of Hamilton Rd., W of Little Antelope [2109]

NEVADA - 3

A. L. Russell, Exec., Reno.

D P at Little Pancake Summit [2110]

D P opp. road to spring, 1/4 mi. W of L. Pancake Summit [2111]

D P opp. road to Newark - Mills, 1 mi. E of 14 Mile House [2112]

D P opp. old road at 14 Mile House [2113]

D P 300 yds. W of Secret Canon Rd. (sign) [2114]

D P on Pinto Summit [2115]

L P 100 yds. W of Mine Rd. - 1 mi. E of Eureka [2116]

8 D S and 2 L S for 20" L P in Eureka

L P opp. 4th light post on N side (most westerly LP) [2117]

D P opp. road to north, 8 mi. W of Eureka [2118]

D P opp. roads into Hay Ranch [2119]

D P 200 yds. E of Fish Creek Road, 5 mi. W of Hay Ranch [2120]

D P opp. Palma Rd., 20 mi. W of Eureka [2121]

D P opp. water road, 5 1/2 mi. W of Palma Rd. [2122]

NEVADA - 4

A. L. Russell, Exec., Reno.

**R P 200 yds. E of entrance to Forest Preserve, 5 1/2 mi.
W of Cape Horn [2123]**

L P 400 yds. W of same point (X roads) [2124]

**L P 100 yds. W of old road, 1/2 mi. W of first summit,
11 mi. E of Austin [2125]**

R P 100 yds. W of Steiner Ranch fork [2126]

D P at Austin Summit [2127]

**R P 100 yds. W of Jct. of old and new grades, 3 mi. W
of Austin Summit [2128]**

D P opp. Stokes Castle Rd. [2129]

L P 200 yds. E of Austin Jct. [2130]

D P opp. road to Hess, E of RR Pass [2131]

D P opp. Petersen's Ranch Rd., Dry Lake Valley [2132]

**D P opp. "Camp Athas" Rd., about 1 mi. E of Campbell
Creek [2133]**

L P 200 yds. E of a house, Eastgate [2134]

R P 500 yds. W of house, Eastgate [2135]

NEVADA - 5

A. L. Russell, Exec., Reno.

**D P opp. Quartz Mountain Rd., about 1 1/2 mi. W of
Middlegate [2136]**

**D P between N and S roads E of first Summit - W of
Westgate [2137]**

D P opp. Wonder Rd. end [2138]

D P 1/4 mi. W of West Wonder Rd., 3 mi. E of Frenchman's [2139]

D P opp. road to south, 1 mi. W of Grime's Ranch [2140]

**D P on N side at cross roads 2 miles W of Grime's Ranch,
9 miles E of Fallon [2141]**

**D P at X roads (curve in Lincoln Highway) 7 mi. E of
Fallon [2142]**

R P 300 yds. E of turn - 6 miles E of Falon [sic - Fallon] [2143]

L P 300 yds. W of turn - 6 mi. E of Falon [sic] [2144]

**D P at X roads - A. L. Baker Mailbox - i mi. E of
Falon [sic] Rotary sign [2145]**

L P near rotary sign, 1 mi. E of Falon [sic] [2146]

R P 500 yds. W of turn, E of Fallon City Limits [2147]

R P 300 yds. E of schoolhouse turn [2148]

L P SE cor. Richards & E Sts. [2149]

L P 50 yds. W of Richards and East Sts. [2150]

NEVADA - 6

R P on Center St. 50' E of Broadway, Falon [sic] [2151]

R P opp. I. H. Kent's res., Falon [sic] [2152]

R P on Williams, opp. Telephone Bldg. [2153]

D P opp. 376 W. Williams St., Falon [sic] [2154]

**D P opp. road end 3 1/2 mi. W of State Fair Gds., (Vs.
road to south) [2155]**

**D P on N side at Leeteville Junction [2156] [This is the point where
the Southern Route of the Lincoln Highway through Carson
City and Tahoe branched off via U.S. 50]**

D P opp. Swingle Bench Rd. [2157]

D P in front of passenger station, Hazen [2158]

D P at X roads 2 mi. E of Fernley, (remove old signs) [2159]

L P 300 yds. E of wye at Fernley overpass [2160]

R P 300 yds. W of overpass wye [2161]

D P near Telephone Office, Fernley [2162]

D P opp. Fernley Garage [2163]

D P opp. Carson City Rd., at W edge of Fernley [2164]

R P 300 yds. E of curve 3/4 mi. W of Fernley [2165]

D P opp. road across RR tracks, E edge of Wadsworth [2166]

**L P 100 yds. W of N road junction - 1/4 mi. W of Vista
(Caserville's Service Sta.) [2167]**

NEVADA - 7

A. L. Russell, Exec., Reno.

D P at X Roads E end Sparks Pavement [2168]

D P opp. end of 6th St., Sparks [2169]

D P in parkway at 9th St. [2170]

L P on S side of 15th St., 3/4 block W of B St. [2171]

L P on NE cor. 15th and E St. [2172]

R P 150 yds W of 15th St., Sparks [2173]

D P on SE cor. of X Roads on W side of Coney Island [2174]

D P SE cor. Morrill & 4th Sts., Reno [2175]

D P NW cor. of Eureka Ave. [2176]

D P SE cor. Lake & 4th Sts. [2177]

D P NW cor. of alley, 1/2 block E of Virginia St. [2178]

D S on 20" LP SW cor. Virginia St.

D S on 20" LP opp. Lincoln Garage

D S on 20" LP, Lincoln Garage cor.

D P SE cor. of West St. [2179]

D P on NW cor. Chestnut St. [2180]

L P in front of 725 4th St., Reno [2181]

R P in front of 342 Vine St. [2182]

NEVADA - 8

R P opp. 342 Vine St., Reno [2183]

L P on S side 3rd St., 200' W of Vine St. [2184]

D P opp. entrance to Lawton Hot Springs [2185]

D P opp. road to RR sta. - about 1 mi. W of Lawton [2186]

**D P opp. bridge road, 3/4 mi. W of Lawton Springs
(old Lincoln Highway) (Remove misleading sign) [2187]**

D P opp. road end 3 1/4 mi. E of Lawton Springs [2188]

D P 75 yds. E of cross roads at Verdi Inn [2189]

D P 75 yds. W of cross roads at Verdi Inn [2190]

D P at Verdi Glen Rd. [2191]

D P at Nevada-California State Line [2192]

[Numbering continues on California - 18]

Fallon - Carson City - Tahoe Route begins on Nevada 9.

NEVADA - 9

A. L. Russell, Exec., Reno.

20 D P, 4 L P and 4 R P, for road between Leeteville and Carson via Dayton, when constructed, stored by I. H. Kent Merchantile Co., Fallon [2245 through 2272] [Numbering from California - 22]

D P in NE cor. of Memorial Bldg. Grds., Carson City [2273]

D P in front of Capital Bldg. opposite Kings Canon Rd. [2274]

D P NW cor. Highway Dept. Bldg. Grounds [2275]

D P on SW cor. 6th and Carson Sts. [2276]

D P 200 yds. E of main road wye - 3/4 mi. W of Carson City (2 graveled roads - place post on N side) [2277]

R P 200 yds. E of Genoa - Clear Creek Jct. [2278]

L P 100 yds. W of road from curve to Indian Farm [2279]

L P 300 yds. W of beginning of same curve [2280]

D P opp. diagonal road 1/4 mi. W of Indian Farm curve [2281]

R P for new road connection 200 yds. W of Jct. of Clear Creek and King's Canon Roads, near Summit [2282]

D P opp. Forestry Road at Spooners Barn [2283]

8 D P, 2 L P and 2 R P for new alignment between Spooners and California and Nevada State Line [2284 through 2295]

[Numbering continues on California - 1]

Fallon - Reno - Verdi - Log begins on Nevada 6.

notes

