



TOLL ROADS

Admission to Clear Lake also called the Carson Ridge Turnpike Road, passed over Spooner Summit and across Clear Lake from 1922 through 1936, but was never used. With enactment of the California Road Act in 1919, Spooner Summit became a toll station on the new state-maintained Carson Ridge Turnpike Road to Lake, including Placerville, California, and the new town site of the Carson Summit. The state government granted franchises to private individuals or companies, allowing them to build and maintain toll roads. The State Highway Act of 1919, signed by Governor Johnson in 1920, providing a basic law to provide the maintenance of California roads and highways.

FRUIT TO THE STATE'S ECONOMY IN THE 1960s

This road was improved in 1963 with completion of the Lake Tahoe Region Road, also called the Kings Canyon Road. About 5,000 passengers were moving goods along roads leading to the Governor in 1963. The traffic began to decline in 1975.

Station were built to accommodate motorists along the road. Spooner's Station was about two miles east of Spooner Summit on the Kings Canyon Road. In 1961, Spooner's Station, located near the center junction of US Road 50, 20 miles west of here, had a hotel, saloon, bar, and a small shop and was here.

SPONDER'S STATION IN THE 1960s & 1970s

LENER FOR THE COMSTOCK

Major masses of coal were used in the Comstock Lode from the Carson Ridge and the Carson Basin. Initially, these were mined by hand, but soon the mountaintop routes for the horses, packtrails, and later, the trains.

Spencer Sumner, in the middle of the 19th century, began to dig in the area and was killed by Spooneer's. The Carson and Placerville Companies had been granted a coal concession called Spooner's Camp. With the aid of the state, from 1870 to 1890, the company operated the Lake Tahoe Railroad, which was 12 miles from Carson Summit to the lake. The railroad was built to carry coal and other goods from the lake to the Carson Basin. The railroad was built by the Carson Basin and Placerville Companies. The railroad was built by the Carson Basin and Placerville Companies. The railroad was built by the Carson Basin and Placerville Companies.

THE LAKESHORE "PLACER" ENCLOSURE ROAD

MINERS CAMP IN 1870s

SNOW REMOVAL IN 1927

CONSTRUCTION OF CLEAR LAKE IN THE LATE 1920s AND THE FOREST RECREATION AREA CLEARENANCE AREA 1928

HISTORICAL MARKER 261

EARLY MOTORING

Introduction of automobiles into the Tahoe Basin rapidly changed the character of the place, making it accessible for the masses, providing a growing tourist destination. Early in the twentieth century, the decreasing business systems of wagon roads had to be replaced by automobile travelers.

In 1911, the Lincoln Highway Association designated the road as Kings Canyon, near Spooner Summit, and through Clearlake as part of the Lincoln Highway. The highway was a system designed to enhance long-distance automobile travel by establishing the first transcontinental route. Actual work on this route began in 1914 when the Carson Good Roads Association placed individual markers every mile. Each marker depicted the highway symbol and distances to Carson City, Clearlake, and San Francisco. During the period one marker depicted part of the road as "a narrow shelf along a barren, rocky mountain side."

THE LINCOLN HIGHWAY MARKER

50

STATE HISTORICAL PRESERVATION OFFICE
MINISTRY OF THE NATIONAL DEPARTMENT OF CALIFORNIA
PROPERTY OF THE STATE OF CALIFORNIA

POONER TRAILHEAD
AND PICNIC AREA
AMBOLDT-TOIYABE
National Forests