

Lincoln highway Facts

- 1902 American Automobile Association
- 1903 Ford introduces the Model T
- In 1910 there was 2.5 million miles of roads and trails only 7% sort of paved.
- In 1910 180,000 registered Autos.
- 1911 The Packard Motor Car Plant in central Detroit: a mile long, Largest Luxury car maker in the world, 78 Acres, rail line, lumber yard, 7,000 workers, \$14 million in orders. In 1912 they sold 18,000 cars and 4,000 Trucks.
- 1913 Ford opens the Highland plant with the first moving production line. 1911, the first year of operation there, 69,762^[9] Model Ts were produced, with 170,211 in 1912. ^[10]By 1927 Ford had produced 15 million Model T's.
- Become an idea of Carl Fisher in September 6, 1912. Addressed a group of automotive men
- The Highway was officially dedicated October 31, 1913
- The state of Nevada officially joined the effort on October 29, 1913, when Governor Oddie issued a Nevada Lincoln Highway proclamation and forwarded his own five-dollar contribution to the Lincoln Highway Association secretary.
- Fisher's strategy was to underline the urgency in achieving, at least in a substantial degree, the coast-to-coast rock road.

Unfortunately, as the Fisher dream was beginning to take physical and fiscal form, the mechanism to make the dream reality was hampered by lack of organization among the road-planning entities of the states and counties along the way. Almost all road building that had been done to date was due to the efforts of the local towns and counties. As late as 1912, there were only two effective state highway offices in the nation and they were short on engineering capabilities and maintenance experience. Almost universally, political agendas, rather than traffic needs, guided local efforts. What little road construction there was that reached beyond a few main streets within the town limits was not well correlated with rural needs.

- It would start at time Square in New York City Angle Southwest to Trenton then to Philadelphia then west across the country ending at the Pacific Ocean in Lincoln Park in San Francisco. 12 states were covered and 3,389 miles.
- With no money for construction and little for operation, and with great expectations on the part of the public about this great boulevard, the men of the association realized they were in a tight spot.

Joy found the key he sought in the letter from Couzens explaining Ford's refusal to participate in the ten-million-dollar road fund. If we can't raise the money directly and build this road ourselves, Joy thought, why not do just as Couzens says and educate the public to the necessity of building good roads? As public opinion changes about good highways, government will be pressured into building them as a resource for all. The country will soon see the value of this and all good highways to tourists, farmers, national defense, and the local and national economy. We will help the nation build this highway as an object lesson, as an example to every one of the value of good all- weather highways.

The ten-million-dollar road fund was quietly abandoned and a new plan was devised.

First, the association would encourage the marking of the entire route; second, **it** would petition cities, towns, and counties to rename local parts of the route Lincolnway. And lastly, Joy proposed to publicly abandon the goal of building a gravel road at association expense and completing **it** in time for the fair, and instead to concentrate on assisting the country in building its own road. The Lincoln Highway Association would continue to seek donations for construction but would leave the burden of major funding to the states, counties, and communities along the way. It further proposed that this be a model road, a road as permanent and enduring as any could be—from coast to coast, **it** would be built of poured concrete. It would take much longer than the original Fisher plan of using gravel, but **it** would be a truly lasting monument to Lincoln.

As the first step in the process of educating the country about concrete roads, Joy proposed that the association fund and oversee the construction of demonstration miles in places where improvement was most needed. He dubbed them “seedling miles” in the hope that they would germinate larger contributions for road building and sprout tendrils of additional concrete, Joy and the association proposed them for Illinois, Iowa, Nebraska, Wyoming, Utah, and Nevada.

- One hundred years ago on October 31, 1913, the Lincoln Highway Association dedicated the transcontinental Lincoln Highway to the memory of President Abraham Lincoln for the American people. On that day in 1913, towns along the Lincoln Highway celebrated with bonfires and decorating with red, white, and blue bunting, and American flags.
- In preparation for the celebration one hundred years ago, the October 26, 1913 issue of *The San Francisco Chronicle*, wrote: "It is the idea of the boosters of the transcontinental motorway that the dedication be a sort of spontaneous expression of gratification and it has been left to each city and town along the route of the proposed highway to devise and carry out its own plan of celebration."
- The states along the route devised their own celebrations for the Lincoln Highway's dedication to the memory of Abraham Lincoln in 1913. In Wyoming, Governor Carey's proclamation stated: "It is thought especially fitting that on the evening of October 31st there should be an old-time jollification to include bonfires and general rejoicing; this for the purpose of impressing upon the people and especially the younger generation—the services and unselfish life of Lincoln, and for the further purpose of painting a big picture so far as amusements are concerned of the highway which is to cross our state."
- Governor Oddie of Nevada wrote in his 1913 proclamation, "Friday the 31st day of October, by statute a legal holiday, is the 49th anniversary of the admission of Nevada into the Union — the only state admitted during the presidency of Abraham Lincoln. It happens that on the evening of this day, in all the cities and towns of all the states through which the proposed Lincoln Highway will pass, public services will be held, celebrating the naming of the route."
- In Illinois in 1913, towns celebrated with red, white, and blue patriotic decorations and citizens across the state flew their American flags on Halloween.
- 1914 American Association of State Highway Officials was organized
- On May 27 1915 Henry Joy, President. A. F. Bement, Secretary, and Ernie Disinhut, Mechanic Left Detroit in a new Twin Six Packard for San Francisco to attend the Panama-Pacific Exposition.

- The state government of Utah was happy to have the Lincoln Highway directed through Salt Lake City and made special efforts to bring the road that far, but there the problems began. The line west of Salt Lake City followed, in general, the Pony Express route as far as Schellbourne, in White Pine County, Nevada. However, tourism advocates in Utah wanted motorists to turn south at Salt Lake City and work their way to Los Angeles by traveling the length of Utah, leaving tourist dollars along the way. In 1913 and through most of the next twelve years, on-again-off-again negotiations were undertaken between the Lincoln Highway Association and the State of Utah, the State of Nevada, and even interests in California.
- “Reaching from New York to San Francisco, the Lincoln Highway is 3,143 miles in length. It bisects the heart of the United States, serves 60% of the population and is directly available to 67% of the registered automobiles.”
- Both Nevada and California had alternate routes of the Lincoln Highway, due to conditions over the Sierra Nevada. In Nevada, the difficulty of crossing Donner Summit via Verdi and Truckee prompted the selection of an alternate route west beginning at Reno and going through Carson City to the scenic Lake Tahoe route by way of Glenbrook and Lakeside near the state line. This prompted California to designate two versions of the highway as well—one through Truckee and one south of Lake Tahoe through Placerville, both joining again at Sacramento.
- 1916 Shackleford Bill was passed.7%
- 1917 The **Ford River Rouge Complex** (commonly known as the **Rouge Complex** or just **The Rouge**) is a [Ford Motor Company automobile](#) factory complex located in [Dearborn, Michigan](#), along the [Rouge River](#), upstream from its confluence with the [Detroit River](#) at [Zug Island](#). Construction began in 1917, and when it was completed in 1928 it had become the largest integrated factory in the world.
- The Rouge measures 1.5 miles (2.4 km) wide by 1 mile (1.6 km) long, including 93 buildings with nearly 16 million square feet (1.5 km²) of factory floor space. With its own [docks](#) in the [dredged Rouge River](#), 100 miles (160 km) of interior railroad track, its own [electricity plant](#), and [ore processing](#), the titanic Rouge was able to turn raw materials into running vehicles within this single complex, a prime example of [vertical-integration](#) production. Over 100,000 workers were employed there in the 1930s.
- In the summer of 1920, Ostermann was killed in an auto rollover accident near Tama, Iowa.
- And so it came about that instead of Willys-Overland money being used in Nevada, the association in 1919 offered the state a total of \$104,000, including the \$100,000 General Motors Trust Fund. Nevada accepted and used during the ensuing six years \$75,296.60. As a result of this contribution Nevada was able to construct 103.0 miles of road, costing \$1,299,732.93.
The construction projects were: Across the Fallon Flats, in Churchill County. Across Frenchman Flat, in Churchill County. Over Carroll Summit, in Lander and Churchill counties. Between the Eureka/White Pine County line and the Devil’s Gate, twelve miles west of Eureka.
Nearly \$20,000 was returned to General Motors.
- 1921, Pioneer Route established from Fallon to Carson City.
- 1921, Victory Highway Association formed. In honor of the people killed in WWI

- The creation of the federally designated highways came with the 1925 Federal Aid Road Act. The colorful highway and trail names were replaced by a numbering system. The Lincoln Highway was predominantly designated U.S. 30. However, in the Pacific Slope states the Lincoln Highway was variously designated as U.S. 40 and U.S. 50. The route across Nevada followed a line similar to the Pony Express trail. The Lincoln Highway adopted this alignment as Nevada Route 2, much of which, under the 1925 act, became U.S. 50.
- 1925 New road over Donner summit and followed the railroad through the Truckee Canyon to Reno. Road was not paved until 1932
- 1925, Summit Bridge built of the Rainbow design.
- 1926, First Arch over Virginia St. 1927 June 25 – August 1, Nevada's Transcontinental Highways Exposition in Idiwild park. The event is celebrating the opening of the Victory Highway from New York to San Francisco. Was to have been in 1926
- Major east-west routes would be numbered in multiples often, from U.S. 10 across the north to U.S. 90 across the south. Major north-south routes would end in 1 or 5, from U.S. 1 between Maine and Florida to U.S. 101 between Washington and California. The Lincoln Highway was broken up into U.S. 1, U.S. 30 (including U.S. 30N and U.S. 30S), U.S. 530, U.S. 40, and U.S. 50. Nearly two-thirds of the Lincoln's length was designated U.S. 30, which began in Atlantic City, New Jersey and ended in Astoria, Oregon. The AASHO also adopted a standard set of road signs and markers, and to avoid confusion, all markers of all named roads would have to be taken down.
- Although the government mandated in the highway numbering regulations that all non-government signs and markers be removed, the Lincoln Highway Association petitioned for and received permission to place concrete posts bearing the familiar red, white, and blue Lincoln logo along the route. Adorned with a small bronze medallion bearing Lincoln's likeness, 3,000 of these markers were planted along the route by Boy Scouts on September 1, 1928. The petition to place commemorative markers along the highway was the last official act of the Lincoln Highway Association. Ironically, the very highway system the association helped create also rendered it unnecessary.