

Appendix A

Lincoln Highway Chronology

- 1902** The Automobile Association of America was formed.
- 1903** Nelson Jackson and Sewall Crocker made the first transcontinental automobile trip, driving from San Francisco to New York City.
- 1908** The first Model T rolled off the Ford assembly line.
- General Motors Corporation was organized.
- 1912** Carl Fisher conceived the idea of a transcontinental Coast-to-Coast Rock Highway that would be take the name Lincoln Highway.
- The Midland Trail Association was formed to create a transcontinental highway.
- 1913** On July 1, The Lincoln Highway Association (LHA) was formed in Detroit, Michigan, with Henry Joy as its first president.
- On July 1, Carl Fisher began the Hoosier Motor Club tour across Kansas, Colorado, and Utah to explore the Midland Trail as a possible trans-Rocky Mountain route for the Lincoln Highway. The route was rejected for the easier grades of southern Wyoming.
- On September 10-14, the Proclamation Route of the Lincoln Highway was announced. The route included Camden, New Jersey, Ogden, Utah, and the Colorado Loop from Big Springs, Nebraska, to Denver to Cheyenne, Wyoming.
- On October 1, the LHA rerouted the Lincoln Highway away from Marion and Kenton, Ohio, and through Bucyrus and Upper Sandusky.
- The world's first architecturally-designed gasoline filling station was opened for Gulf on the Baum Boulevard section of the Lincoln Highway in Pittsburgh, Pennsylvania.
- The five-arch Eureka Bridge over the Raccoon River west of Jefferson, Iowa, was constructed.
- 1914** The first section of the Lincoln Highway was paved at a Moose Lodge-sponsored event at Mooseheart, Illinois.
- The first LHA Seedling Mile was constructed at Malta, Illinois.
- Lincoln Highway Culvert (with 'Lincoln Highway' spelled out in concrete in the railing) constructed west of Reno, Nevada.

1915 The LHA published its first edition of *A Complete and Official Road Guide of the Lincoln Highway*. Camden, New Jersey, Ogden, Utah, and the Colorado Loop were omitted. The Panama-Pacific Exposition opened in San Francisco.

The LHA sponsored the Motion Picture Caravan to film the Lincoln Highway, creating the "Three-Mile Picture Show."

The Lincoln Highway (Harrison Street) Bridge was constructed across the St. Marys River in Fort Wayne, Indiana.

Sixteen miles of concrete Lincoln Highway were constructed in St Joseph County, Indiana, incorporating a Seedling Mile.

The Lincoln Highway Bridge (with 'Lincoln Highway' spelled out in concrete in the railing) was constructed in Tama, Iowa.

The Marsh Rainbow Arch Bridge over Beaver Creek west of Ogden, Iowa, was constructed.

The two "L" bridges in eastern Greene County, Iowa, were constructed.

The Kearny, Nebraska, Seedling Mile was constructed.

The Grand Island, Nebraska, Seedling Mile was constructed.

Carl Fisher marked out the various routes of the Dixie Highway between the Midwest and his real estate holdings in Miami Beach, Florida.

1916 The Federal Road Aid Act was passed providing a 50% match for road building.

The LHA published the second edition of *A Complete and Official Road Guide of the Lincoln Highway*.

The yellow-brick section of the Lincoln Highway was laid down in Glenfield, Pennsylvania.

The Arche Foundation Lincoln Memorial Fountain was erected at the intersection of the Lincoln and Dixie highways in Chicago Heights, Illinois.

1917 Cast iron Lincoln Highway Markers are erected at each state line crossing.

A brick pillar Lincoln Highway marker was erected in honor of Ohio State LHA Consul, John E. Hopley, on the western city limits of Bucyrus, Ohio. It was destroyed in an auto accident in 1922.

A brick pillar Lincoln Highway marker was erected in honor of LHA Field Secretary, Henry C. Ostermann, one mile west of the Bucyrus, Ohio, city limits. The irate owner of the

adjacent farm destroyed it. Four other brick pillars were located west of this pillar, spaced one mile apart. Five brick pillars were erected in eastern Wyandott County. Only the Songer pillar east of Oceola still stands.

Miles of Lincoln Highway “stairsteps”-right-angle turning section line roads- in Dawson and Lincoln counties, Nebraska, were abandoned when the Union Pacific Railroad allowed the Lincoln Highway to be built along the outer margin of its right of way.

The seven-span, pony truss North Platte River Bridge was opened east of North Platte, Nebraska.

1918 The LHA published the third edition of *A Complete and Official Road Guide of the Lincoln Highway*.

A brick pillar Lincoln Highway marker honoring Crawford County LHA Consul, E. J. Songer, was erected in Bucyrus. It was moved east of town in 1920.

Iowa’s first Seedling Mile was completed east of Cedar Rapids in Linn County.

The three-arch Squaw Creek Bridge in Ames, Iowa, collapsed.

1919 The first, transcontinental Army Motor Convoy was conducted over the Lincoln Highway from Washington, D.C. to San Francisco.

The Victory Highway was established as another transcontinental route extending from New York City to San Francisco.

The Lincoln Highway was rerouted from Forest, Dunkirk, Ada, and Lima, Ohio, through Williamstown and Beaverdam.

The LHA constructed a Seedling Mile in Paulding County, Ohio.

The Victory Memorial Arch was constructed across the Lincoln Highway in Dixon, Illinois.

The Lincoln Highway was rerouted away from the Marsh Rainbow Arch Bridge west of Ogden, Iowa, and through Beaver.

A six-mile Seedling Mile was constructed west from Fremont, Nebraska.

The Lincoln Highway was rerouted up the eastern slope of Wyoming’s Sherman Mountains, avoiding Tie Siding.

The Lincoln Highway through Grantsville and Skull Valley, Utah, was rerouted to go through Tooele and over the Onaqui Mountains via Johnson (Fisher) Pass.

The Government Creek Bridge was constructed from scrub cedar logs at the eastern end of

Utah's Goodyear Cut-off.

The Goodyear Cut-off was partially constructed across the southern tip of Utah's Great Salt Lake Desert between Dugway and Gold Hill. Although the LHA eventually made this route passable, the State of Utah abandoned the project before completion in favor of the Wendover Route used by the Victory Highway west from Salt Lake City.

- 1920** LHA field Secretary Henry C. Ostermann was killed when his Packard Twin-Six rolled over on the Lincoln Highway west of Tama, Iowa.

The Lincoln Highway Delaware River crossing was rerouted away from the Calhoun Street Bridge to the Lower Trenton Bridge.

The Lincoln Highway was rerouted from Galion and Nevada, Ohio, through Crestline and Oceola.

The Lincoln Highway west of Medicine Bow, Wyoming, was reconstructed, allowing the old 1868 Union Pacific right-of-way the Lincoln Highway previously used to be abandoned.

The old trail followed by the Lincoln Highway through the Toiyabe Forest Reserve east of Austin, Nevada, was reconstructed as a gravel road.

- 1921** Federal Highway Act passed providing 50% match for the 7% of each state's road network designated as "interstate" highways.

The soaring California Avenue reinforced concrete arch bridge was opened on the Lincoln Highway between Pittsburgh and Bellevue, Pennsylvania.

A brick pillar Lincoln Highway marker was erected one mile east of Oceola, Ohio.

The LHA published the fourth edition of *A Complete and Official Road Guide of the Lincoln Highway*.

- 1922** Iowa's Harrison County Stairsteps were cut through with a straighter section of Lincoln Highway.

Two brick pillar Lincoln Highway markers were erected in Crestline, Ohio, one dedicated to LHA Vice President and Secretary, Austin F. Bement, and the other in honor of Crestline LHA Consul, J. F. McMahon.

The Lincoln Highway's Ideal Section was completed between Shererville and Dyer, Indiana.

The General Motors Sections of the Lincoln Highway were completed across Frenchman's Flat, and Fallon Sink, Nevada.

1923 The Lincoln Highway was completed as a gravel road from Ely to Pancake Summit, Nevada, allowing the Lincoln Highway to abandon the mining roads it had previously followed.

1924 The LHA published the fifth edition of *A Complete and Official Road Guide of the Lincoln Highway*. This was the final and most complete edition, containing numerous route changes.

Alternate Lincoln Highway routes were established to bypass the downtowns of Philadelphia, and Pittsburgh, Pennsylvania, Elkhart, Indiana, and Sacramento, California.

The LHA marked an official detour between Rochester, Pennsylvania, and Canton, Ohio, via Beaver Falls, Pennsylvania, and Alliance, Ohio, while a new road was being built south of the Ohio River.

The Mount Vernon Shortcut between Mount Vernon and Cedar Rapids, Iowa, was marked as the Lincoln Highway, bypassing Marion.

The through-truss Des Moines River Bridge was opened west of Boone, Iowa, replacing the old Rose Ferry Bridge.

The Lincoln Highway west of Green River, Wyoming, was rerouted away from the Overland Trail through Telephone Canyon, and along the Green River Palisades.

The Lincoln Highway was completed as a gravel road from Pancake Summit to Eureka, Nevada.

The Lincoln Highway was reconstructed as a gravel road from Donner Lake to the Summit of the Sierra Nevada Mountains in California.

San Francisco's Palace of the Legion of Honor was constructed as a Great War (WW I) memorial at the Lincoln Park terminus of the Lincoln Highway.

1925 The Association of American Highway Officials developed a uniform numbering system for interstate roads known as Federal (or U.S.) Highways. The Lincoln Highway was split among a number of different Federal Highways, including portions of U.S. 1 between New York and Philadelphia, U.S. 30 from Philadelphia to Evanston, Wyoming, U.S. 530 between Evanston, and Salt Lake City, and U.S. 50 in Nevada, and California.

The Wendover Road across the Great Salt Lake Desert between Salt Lake City and Wendover, Nevada, was completed.

A gravel road for the Lincoln Highway was completed from Eureka west to Toiyabe Forest Reserve, Nevada.

A new section of Lincoln Highway was opened between Austin and Eastgate, Nevada, via Carroll Summit, bypassing the old Overland Trail it previously followed through New Pass

Canyon.

The Lincoln Highway was reconstructed as a gravel road from Eastgate to Westgate, Nevada.

- 1926** The L & J Service Station was constructed at the Niland's Corner intersection of the Lincoln and Jefferson highways in Colo, Iowa.

The J. E. Moss Lincoln Monuments were constructed north of Scranton, Iowa.

The reinforced concrete Rainbow Bridge was opened above Donner Lake in California's Sierra Nevada Mountains.

- 1927** The Lincoln Highway abandoned its Ohio River route between Pittsburgh, Pennsylvania, and East Liverpool, Ohio, via Beaver, for a new road opened south of the Ohio River through Crafton and Imperial, Pennsylvania, and Chester, West Virginia.

The Henry C. Ostermann Memorial Bench was constructed along the Ideal Section in Dyer, Indiana.

The LHA reluctantly abandoned its route through western Utah and marked the Lincoln Highway over the Wendover Road, although the road from Wendover to Ely, Nevada, had yet to be constructed.

The cantilevered Carquinez Strait Bridge opened at Vallejo, California, influencing the Lincoln Highway reroute through Davis, California, a year later.

The Lincoln Highway Association officially disbanded on December 31 after agreeing to mark the highway one last time as a memorial to Abraham Lincoln.

- 1928** On September 1, Boy Scouts across the country erect nearly 3,000 concrete posts memorializing the Lincoln Highway. Route changes associated with the erection of these markers were the last official alterations made to the highway by the Lincoln Highway Association.

The Lincoln Highway was rerouted through the Holland Tunnel between New York and Jersey City, abandoning the Weehawken Ferry route.

The nation's first cloverleaf interchange was constructed in Woodbridge, New Jersey, on a stretch of U.S. 1 that was built to replace the Lincoln Highway.

Ashland, Ohio was dropped from the Lincoln Highway in favor of a more direct route through Hayesville.

The Lincoln Highway was relocated onto the new road between Fort Wayne and Valparaiso, Indiana.

The Rock Springs Arch was built over the Lincoln Highway in Rock Springs, Wyoming.

The Lincoln Highway's King Canyon Grade to Lake Tahoe from Carson City, Nevada, was abandoned with the opening of the Clear Creek Grade to the south.

The Lincoln Highway was reroute west of Sacramento, California, to follow U.S. 40 through Davis, Vacaville, across the Carquinez Strait Bridge, and down San Pablo Boulevard to Oakland.

The San Francisco Bay ferry crossing for the Lincoln Highway was altered to terminate at Hyde Street Pier, not the Ferry Building, necessitating a reroute through the streets of San Francisco.

1929 The through-truss Lower Trenton ("Trenton Makes") Bridge opened across the Delaware River west from Trenton, New Jersey.

The new Point Bridge opened, carrying the Lincoln Highway over the mouth of the Monongahela River in Pittsburgh, Pennsylvania.

The large, stone Hopley Memorial was erected on the Lincoln Highway east of Bucyrus, Ohio, to honor Ohio State LHA Consul, John E. Hopley, deceased since 1927.

1930 The Lancaster-York Intercounty (Columbia-Wrightsville) Bridge opened across the Susquehanna River in Pennsylvania as the world's longest reinforced concrete arch vehicular bridge.

The single-span, concrete Upper Prairie Creek Bridge was constructed in Van Wert County, Ohio, incorporating a ceramic Lincoln Highway logo in its rail ends.

The Abraham Lincoln Memorial Bridge (Blair Bridge) was opened across the Missouri River, causing the Lincoln Highway to be rerouted from Missouri Valley, Iowa, to Fremont, Nebraska, via Blair, Nebraska, bypassing Omaha.

The road between Wendover and Ely, Nevada, was finished, closing a gap in the transcontinental Lincoln Highway that had existed since the route was relocated over the Wendover Road from Salt Lake City in 1927.

1931 The last section of the Lincoln Highway was paved with a hard surface.

The Cave Rock Tunnel opened, bypassing a remnant of old Lincoln Highway that went around this Lake Tahoe, Nevada, landmark.

1932 The Pulaski Skyway opened, bypassing the Lincoln Highway between Jersey City and Newark, New Jersey.

The ship-shaped SS Grand View Point Hotel opened atop Allegheny Ridge in Bedford

County, Pennsylvania.

Auto-maker Frederick Duesenberg was fatally injured in a Lincoln Highway auto accident on Laurel Hill in Pennsylvania.

The George Westinghouse Bridge opened as the world's largest reinforced concrete arch bridge. It spans Turtle Creek Valley east of Pittsburgh, Pennsylvania.

1933 The Lincoln Highway was relocated to the new Loup River Bridge at Columbus, Nebraska.

1934 The skewed-arch Bedford Narrows Bridge was constructed east of Bedford, Pennsylvania.

1935 As a final act, the LHA published their official history: *The Lincoln Highway: The Story of a Crusade That Made Transportation History*.

1936 Three-time president of the Lincoln Highway Association and head of the Packard Motor Company, Henry B. Joy died.

1938 The Chester Teapot began its life as a pottery shop on the Lincoln Highway in Chester, West Virginia.

The Henry B. Joy Memorial was constructed along the Lincoln Highway in Wyoming's Great Divide Basin.

The Oakland Bay Bridge opened across San Francisco Bay marginalizing the ferries used by the Lincoln Highway

1940 The original section of the Pennsylvania Turnpike opened as the nation's first long-distance, limited-access, superhighway open to commercial traffic. Using seven tunnels, the turnpike extended through the Appalachian Mountains between Harrisburg and Pittsburgh, rendering the paralleling portion of the Lincoln Highway obsolete.

1956 The Federal Highway Act of 1956 authorized the rebuilding of the nation's interstate highway system with limited-access expressways.

1959 The Abraham Lincoln Monument was constructed at Wyoming's Sherman Mountain Summit highest point on the Lincoln Highway.

1992 On October 31, the Lincoln Highway Association was reformed in Ogden, Iowa, as a non-profit organization dedicated to the interpretation and preservation of America's first transcontinental automobile road. The new LHA's Charter Conference took place in Bedford, Pennsylvania.

1993 The Lincoln Highway in Greene County, Iowa, was put on the National Register of Historic Places.

- 1995** The Lincoln Highway Heritage Corridor was created in the Appalachian Mountains of Pennsylvania.
- 1999** The Lincoln Highway Association dedicated their new national headquarters in the restored H. I. Lincoln Building in Franklin Grove, Illinois.
- 2000** The Lincoln Highway in Illinois was designated a National Scenic Byway.
- 2021** The Lincoln Highway in Iowa and Nebraska designated a National Scenic Byway.