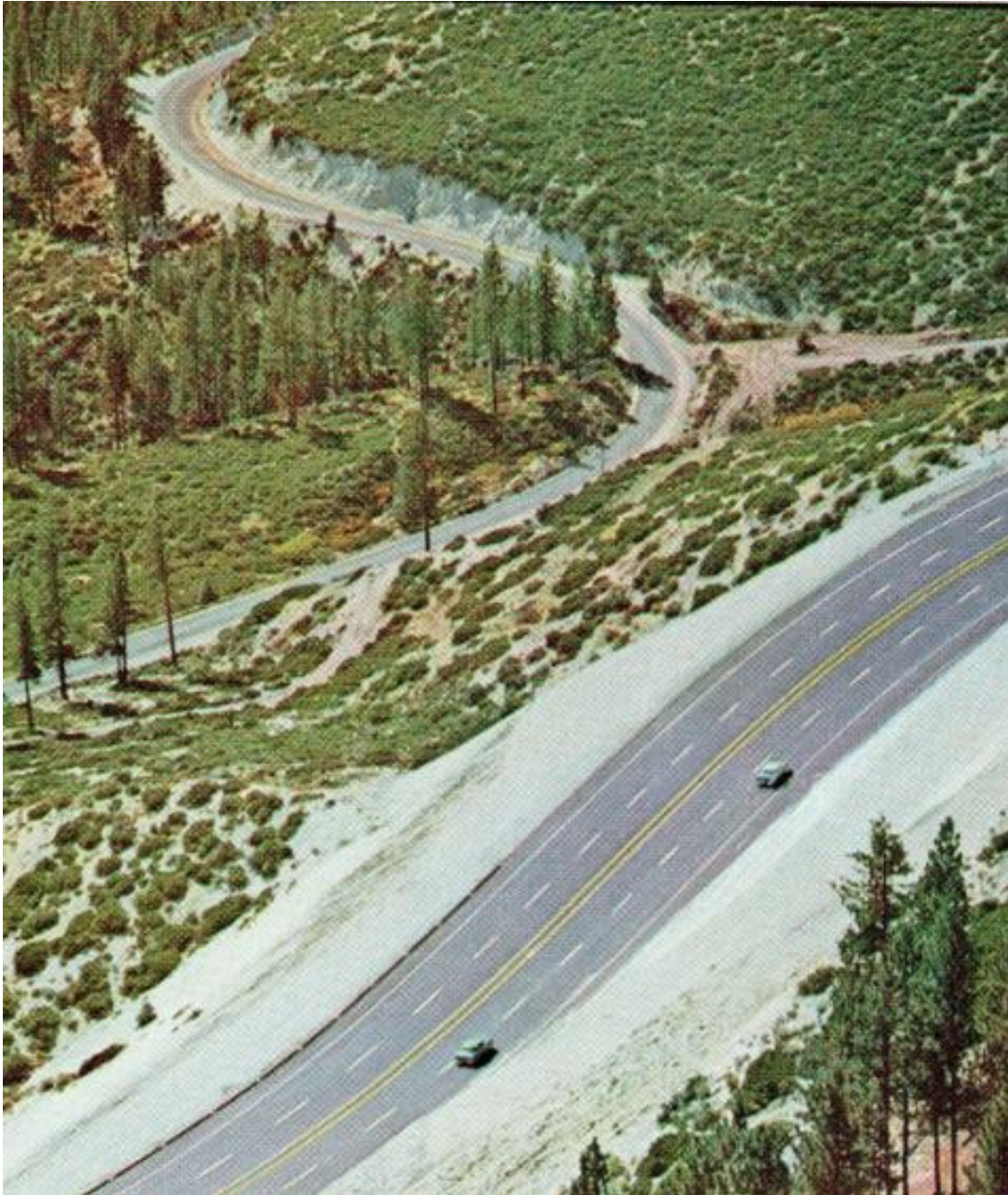


**THE LINCOLN HIGHWAY ASSOCIATION
NEVADA CHAPTER**

**TOUR OF OLD CLEAR CREEK HIGHWAY AND THE
1928 ALIGNMENT OF THE LINCOLN HIGHWAY**



The Lincoln Highway in Clear Creek Canyon: 1928 and 1957 roadways
Nevada Highway and Parks, No. 1, 1958.

topoView

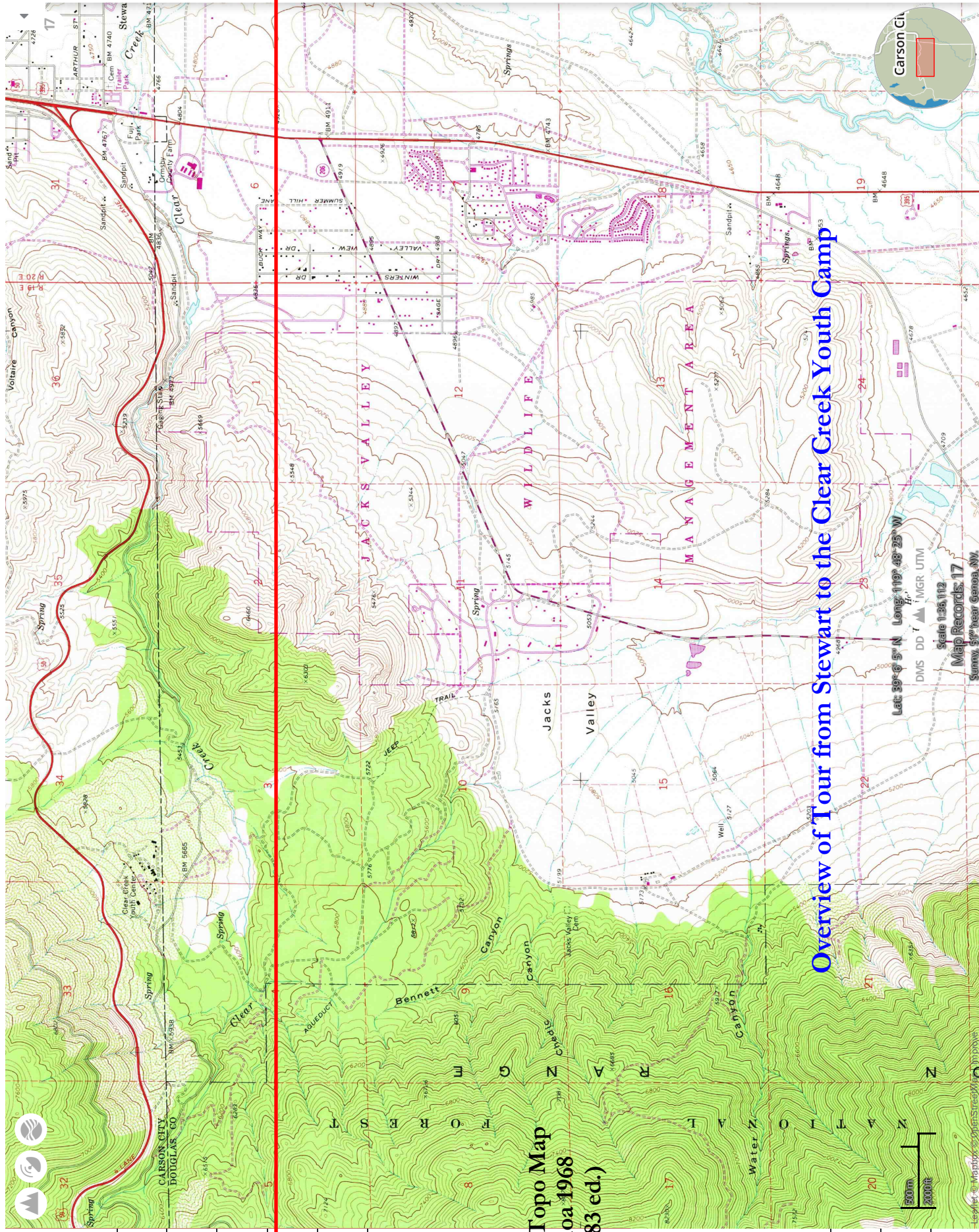
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USGS Topo Map
Genoa 1968
(1983 ed.)

Overview of Tour from Stewart to the Clear Creek Youth Camp



Lat: 39° 6' 5" N Long: 119° 48' 25" W
DIVIS DD 7 H⁺ MGR UTM
Scale 1:36,112
Map Records: 17
Sunny, 51° near Genoa, NV

TOUR OF OLD CLEAR CREEK HIGHWAY AND THE 1928 ALIGNMENT OF THE LINCOLN HIGHWAY

Date: August 25, 2018

Start time: 9:30 a.m.

Duration: 4 hours (approx.)

Start Point: Main Gate of Stewart Indian School, 5500 Snyder Avenue, Carson City, NV

End Point: Fuji Park

Amenities: Lunch, refreshments and plenty of maps and reading material

Optional: Afternoon hike from Job Corps/Youth Camp to Spooner Summit on abandoned section of the Clear Creek Highway (4 miles one-way)

Hosts: LHA members Janette Bloom and Jan Marson

Tour Overview

The Old Clear Creek Highway/1928 Alignment of the Lincoln Highway tour starts at Stewart Indian School. We will spend about 30 minutes exploring the Stewart Indian School Trail before traveling Old Clear Creek Road. We leave the school via the Main Gate on Snyder Avenue and follow Clear Creek Avenue about $\frac{3}{4}$ mile to the light at U.S.395 (Bodine's Casino & Comstock Country RV Park are across the highway). Once across U.S. 395, the road becomes Old Clear Creek Road. The Fuji Park Rodeo Grounds are about $\frac{1}{4}$ mile past Bodine's on the left. There is a paved parking lot to the East of the Exhibit Hall where we will park our cars.

Our carriage driver Steve Summers - a worthy successor to Hank Monk - awaits us near the Fuji Park barns with a "horseless horse and carriage" to shuttle us up the canyon. After boarding the carriage at about 10:15 a.m., our first stop will be the Ormsby County Poor Farm Cemetery where two civil war veterans are interred. We then begin our slow trek up the old highway with stops at the following locations:



- Washoe Tribal Lands (lower canyon)
- Pinnacle Rock and the Water Diversion
- 1896 Presidential Election Billboard & 1930's rock bridge
- Coyote Mill Site (approximate)
- Elliott Flume Bed Site and 1930's era culvert

- Rufus Walton's place
- Washoe Tribal Lands (upper canyon)
- Big Meadow
- Clear Creek Job Corps/Youth Camp site
- Golf Club Drive (views of Jack's Valley & Old Clear Creek Road) (time permitting)

The tour ends at the gate of the old Job Corps/Youth Camp. We turn around here and head back down to Fuji Park for lunch and conversation. If time permits, and the group is interested, the driving tour will make a stop on Golf Club Drive – the modern entrance ramp to U.S. 50 – where we will experience spectacular views of Clear Creek Tahoe Golf Course, Jack's Valley, and Old Clear Creek Road.

After lunch, there's an optional tour of the abandoned roadway above the old Job Corps/Youth Camp. This 4-mile stretch of the highway is accessible only by foot, ending about 1 mile east of Spooner Summit. A return shuttle is recommended.



Official Map of the Lincoln Highway: 1928 LH Clear Creek Canyon Route & old US 50
Copyright © 2012–18 by the Lincoln Highway Association

HISTORY OF OLD CLEAR CREEK ROAD

The short stretch of the former Clear Creek Highway that we will explore belies a long and interesting history. Originally a Washoe pathway to Lake Tahoe, the trail up Clear Creek Canyon evolved into a wagon road known as Johnson's Cut-off, and developed into the Rufus Walton Toll Road during the Comstock era with the growth of the lumber industry. The Walton Toll Road extended to about one mile east of Spooner Summit, where it connected to the King's Canyon road. Later referred to as the Clear

Creek Grade, the road was used as an alternate route to the King's Canyon road with daily stages running between Carson City and Glenbrook during the summer months.

Passed over in favor of King's Canyon Road for the original route of the Lincoln Highway in 1913, the Nevada Highway Department improved the road in 1928, designating the Clear Creek Highway as the realignment of the Lincoln Highway. Old Clear Creek Road then served as part of U.S. 50 until the alignment was changed once again in 1957 to provide a 4-lane road to Lake Tahoe and the 1960 Squaw Valley Olympics. Remarkably, the current roadbed is the original pavement that NDOT installed in the early 1930's. The road has never been repaved and is apparently a construction marvel for this very fact.

What remains of the Clear Creek Highway is now known as Old Clear Creek Road or, in Douglas County, Old Highway 50. For a road that is less than 10 miles in length, a surprising number of governmental entities claim (or disclaim) jurisdiction over the road – the Washoe Tribe, BIA, USFS, NDOT, State Lands, Carson City, and Douglas County are all involved. A feat that undoubtedly no other road in this country can match!

Millions of board feet of logs and lumber were transported down Clear Creek Canyon by either wagon or flume between the early 1860's and 1898. The Clear Creek V-flume moved lumber and cordwood from Spooner Summit to the railroad yard in Carson City for transportation to the Virginia City mines. Initially developed by the Summit Fluming Company, the Carson and Tahoe Lumber and Fluming Company (C. & T. L. & F. Co.) lengthened the flume to 12 miles and located railroad lines at both ends of the flume. At this point in the Clear Creek Grade's history, there were 14 bridges spanning the flume making travel up the canyon most precarious. Although the flume is long gone, portions of the flume bed are still visible and easily accessible, as they form a flat, walkable area along Clear Creek.

ITINERARY

Stop # 1: Stewart Indian School

Opened in 1890, the federal government operated Stewart Indian School for 90 years. The school closed in 1980 for budgetary and earthquake safety issues with the masonry buildings. In 1982, the federal government transferred the campus and buildings to the State of Nevada and also deeded about 3,000 acres of Indian School ranchlands to the Washoe Tribe, including almost 400 acres in Clear Creek Canyon. Today the school is listed on the National Register of Historic Places as a Historic District, and the Nevada Indian Commission is working to develop the school as a cultural destination.



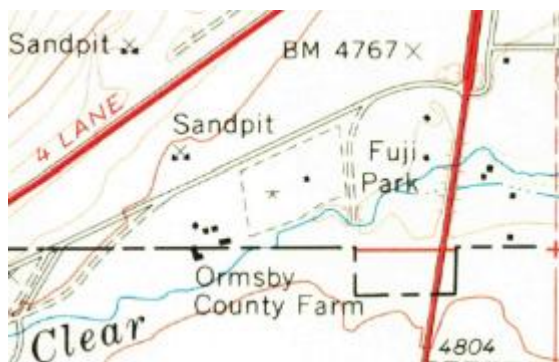
The Lincoln Highway Association included Stewart Indian School as a point of interest to explore while in Carson City. The 1924 edition of *The Complete Official Road Guide of the Lincoln Highway* (5th edition) notes:

Three miles south of Carson City is Stewart, the federal school for Indian children. Over 400 attendants and pupils reside at the place, which is one of the show places of this section.

Today, a self-guided audio tour of the Stewart Indian School Trail is available by calling 775.546.1460. The complete tour is 0.6 miles and includes 20 points of interest.

Stop # 2: Fuji Park

The intersection of U.S. 395 and Clear Creek Road was at one time known as the Genoa-Clear Creek Junction. Gael Hoag, the Lincoln Highway Field Secretary, when cataloguing the original locations in Nevada of the 1928 Lincoln Highway markers and signs, recorded that 5 were located in Clear Creek. Sign #2278 was located 200 yards east of the Genoa-Clear Creek junction - probably somewhere in the middle of the northbound lanes of today's U.S. 395.

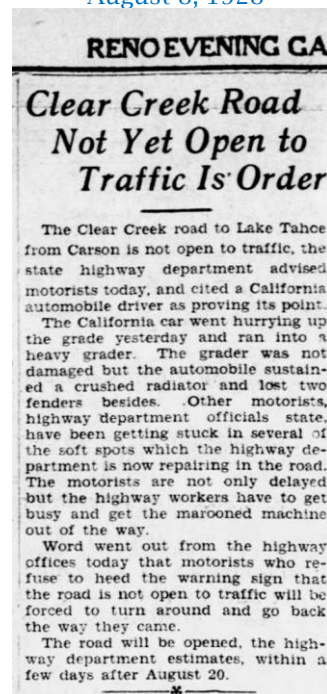


The tranquil setting of present-day Fuji Park belies its livelier past as a way station on the Walton Toll Road and the site of the Ormsby County Hospital and County Poor Farm. Research revealed little information about the hospital, but Highway Department maps show that it was somewhere close to the present location of Bodine's Casino.

In 1927, the Ormsby County Hospital was the terminus of the new "high-gear" road from Spooner Summit. The Clear Creek Highway, designated as State Highway 3, Section D, was one of the Nevada Highway Department's first Federal Aid Projects and the most expensive highway undertaking to date. Opening of the new road was highly anticipated with some motorists jumping the gun on the official opening set for shortly after August 20, 1928. The Highway Department cautioned that scofflaw drivers would be cited as they were slowing down road work by getting stuck in soft spots, requiring highway workers to rescue them. One car (from California, of course) even ran into a road grader.

Fuji Park was also the location of Penrod's Ranch (Clear Creek Ranch), which eventually developed into one of four stations on the Walton Road. In 1858, the ranch was the site of the trial and execution of William "Lucky Bill" Thorrington, a

August 8, 1928



popular merchant and toll road operator. Bill, who was something of a Robin Hood, ran out of luck when he tried to help a fleeing murderer escape to South America. Frontier style justice was meted out when a “citizen’s court” tried and convicted Lucky Bill as an accessory to murder after the fact, despite that Bill (and the murderer) testified that Bill understood the man to be innocent. Back in those days, there was no languishing for years on death row. Instead, the scaffolding for his hanging was built while the trial was underway and he was promptly executed upon his conviction in the afternoon of June 19, 1858.

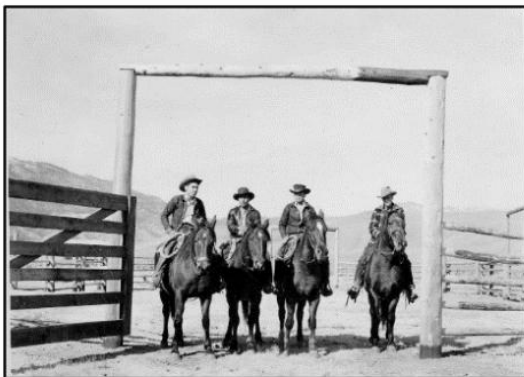
The Ormsby County Poor farm also operated in this location until 1937 when legislation requiring counties to care for the poor was repealed in favor of the federal social security system. The farm was located on the south side of Clear Creek, west of Bailey’s Fishing Pond (the farm’s circular road remains). Two Civil War veterans, John Thoroughman and James Johnson, are buried in a plot southeast of the farm. A black iron fence protects their graves.



Ormsby Co. Nevada Poor Farm at Clear Creek, 3 1/2 miles south west of Carson. Duke Abraham on the porch of the main house, Mrs. Abraham standing in the yard.

☛ On a lighter note, Fuji Park was used for filming portions of the 1989 Clint Eastwood movie *Pink Cadillac* – a truly forgettable picture.

Stop # 3: Washoe Tribal Land (lower canyon)



After the Stewart Indian School closed, the federal government deeded this 229 acre parcel to the Washoe Tribe. The school had acquired the land in the early 1900’s as ranchlands for raising livestock and teaching students to ranch.

In the 1860’s, a quartz mill, driven by a 30 horsepower overshot wheel, was located near this site. The Clear Creek Mines produced no ore of value, so the mill was later converted to a sash and door factory.

Of interest to road historians is the remnants of a bridge across the creek. The traditional route between 1848 and 1851 from points east to Carson Valley crossed Clear Creek through a ¾ mile gap east of Indian Hill and west of Prison Hill where the ground was level – somewhere east of present day US 395. Sometime around 1854, as Jack’s Valley became populated, another road to the west was cut and crossed Clear Creek higher up near Fuji Park. Maps of the early 1860’s seem to indicate that this bridge was initially constructed as part of a toll road to Jack’s Valley and was eventually called Jack’s Valley Road.

In more modern times, people exploring the old roads would ford the creek here in their vehicles. Since Clear Creek is the only year round tributary to the main stream of the Carson River, its water is very important to the entire Carson River watershed. At the urging of the Carson Water Subconservancy District, the Washoe Tribe fenced the land in the 1990's and closed the roads to all traffic.

Stop # 4: Pinnacle Rocks/Water Diversion



These steep cliffs or pinnacles near the mouth of Clear Creek Canyon were a barrier to emigrant wagon travel, so it is likely that this section of the road was not developed until the 1860's or 1870's, either as part of Walton Toll Road or later by the Carson and Tahoe Lumber and Fluming Company (C. & T. L. & F. Co.).

The original road ran alongside the creek between the pinnacles and the Clear Creek V-flume was located higher on the cliffs near where the road is located today. The Nevada Highway Department realigned this and other sections of the old road in 1927 to remove some of the harrowing turns and improve the grade for automobile travel. Today, the Pinnacles, located on U.S.F.S. land, are popular with rock climbers who nicknamed the rock climbing route "The Dragon" and "The Dinosaur."

Downstream from the Pinnacles is a diversion point that provides water for the Washoe Tribe and the State of Nevada. The diversion, installed sometime in the 1890's, provided water to the Stewart Indian School through a pipeline. The concrete weir was

built in 1927 by the Highway Department. Because the water system is still used today, NDOT continues to maintain Old Clear Creek Road to this point in order to ensure access to the water source.

Stop # 5: Presidential Billboard and Rock Bridge

This stop is another example of the 1927 realignment of the road. Before this sharp bend was removed, the billboard, painted sometime prior to the 1896 presidential election, was in a prime location – travelers had to slow down to navigate the turn and could not miss seeing the sign.

Rock ads being the social media of that era, the billboard advertises F.W. Day's dry goods store while highlighting the day's hot topic. The presidential race between William Jennings Bryant and William McKinley was of great importance to Nevada with Bryant attacking the gold standard in favor of using silver for coinage.



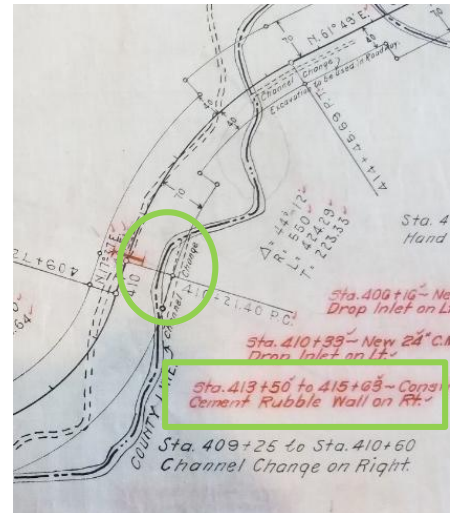
Imaged by Heritage Auctions, HA.com

There's no word on whether Bryan or McKinley ever personally admired the billboard, but President U.S. Grant is known to have enjoyed a carriage ride down the canyon from Glenbrook. The *Carson Appeal* reported that former President Grant, at the end of his post-retirement world tour, travelled with his wife and son on October 26, 1879, across Lake Tahoe from Tahoe City to Glenbrook on the ship *Meteor*, boarded the Lake Tahoe Railroad to Spooner Summit, where the party then caught one of Doc Benton's carriages to Carson City with the inimitable Hank Monk at the reins. Though Grant was said to be very impressed with C. & T. L. & F. Co.'s operations, the newspaper report excluded any thoughts he had about Hank Monk's driving.

Another point of interest at this stop is the rockwork shoring up the road alongside the creek. This bridge or retaining wall (you be the judge) was improved in 1931 when the Highway Department paved the highway.

Stop # 6: Coyote Mill Site

The “Road to Coyote Mill” appears on the earliest maps of this area. Coyote Mill must have been so large and well known that the mapmakers felt no real need to note its actual location on the map, instead showing just the road and a cabin. The sawmill was likely located on the eastern portion of Section 35 at the point where the road met Clear Creek.



The Road to Coyote Mill headed north from this site, crossed present day U.S. 50 near the former Clear Creek Archery Range, and turned east toward Carson City, perhaps down Voltaire Canyon, and intersected with Jack's Valley Road. The original Jack's Valley Road lay close to the mountains to the west of downtown Carson City, roughly where Curry Street is today. It then headed south and crossed Clear Creek above Fuji Park, probably where the old bridge is located on the Washoe lands in the lower canyon.

The Nevada Territorial Legislature also referenced the Coyote Saw Mill as a landmark when it issued Rufus Walton a toll road franchise in December of 1862:

Rufus Walton and Westley Lambert . . . are hereby granted the right and privilege of completing and maintaining a toll road from the entrance of Clear Creek Cañon into

the valley at a point where the telegraph line and the Carson City and Jack Valley road crosses; thence up said creek or cañon past the Coyote and Clear Creek Saw Mills to the forks of said creek or cañon; thence along the divide between the branches of said creek, passing through Hair & Gilchrist's ranch, over the summit, to Spooner & Co.'s ranch, through the same, and down a ravine leading to Lake Bigler, at or near Captain Pray's Saw



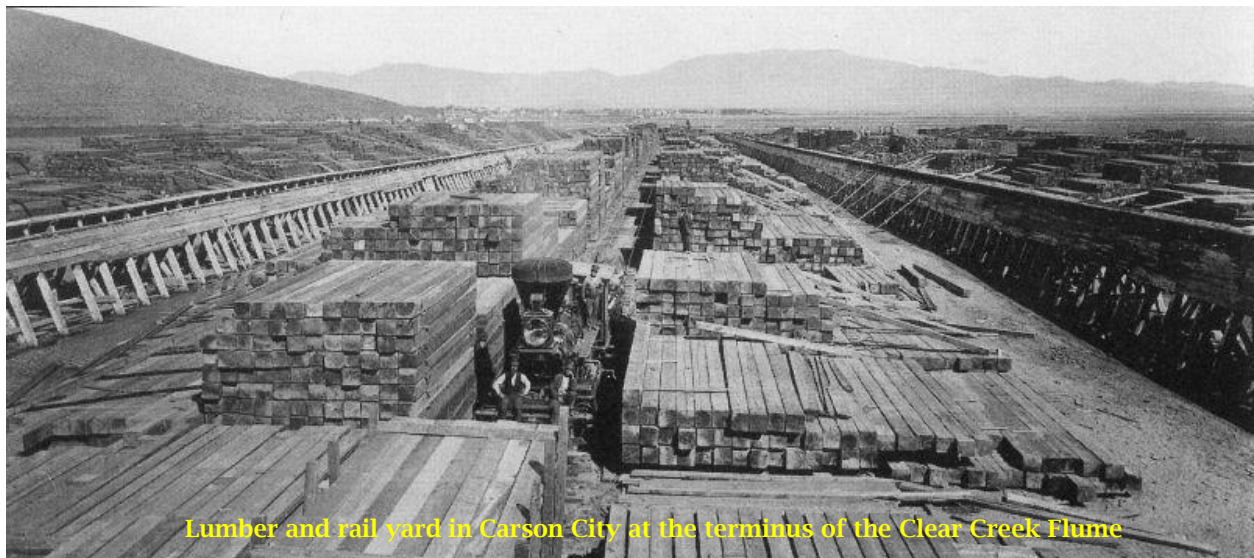
Truckee Sawmill, 1850s-1860s

Mill, it being over the route heretofore established by one of said parties, and now occupied and used by him as a toll road; thence running along or near the eastern shore of said lake, and connecting with the Placerville road in Lake Valley, at the most feasible point, the same passing over the route already established and in process of building by said parties, and nearly ready for travel, with the right to alter or change said road wheresoever a better grade can be obtained or the interest of the public demand, but in the main to be confined to its present location.

Stop #7: Elliott Flume and 1930's era Rock Culvert

Over 60 years separates the building of the two points of interest at this stop. On the road's north side is the entrance to a double culvert the Highway Department installed around 1927, and on the south side of the creek are remnants of the Clear Creek V-flume built in the Comstock days.

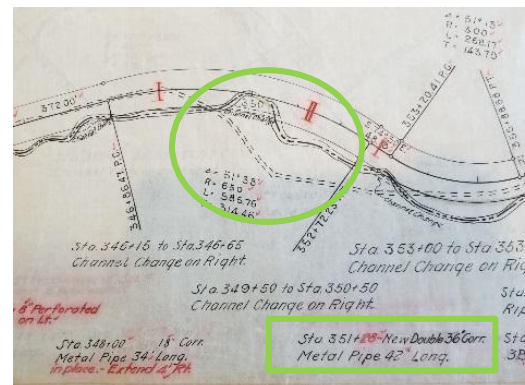
In the 1860's, the only way to get lumber from the mills in Glenbrook to Virginia City was to drive it by ox cart down the roads through Clear Creek and King's Canyons. This began to change in 1862 when Thomas and John Elliott bought a right of way for a flume from the headwaters of Clear Creek down the entire length of Clear Creek Canyon. The Summit Fluming Company, owned by the Elliotts, Henry Yerington, Michel Spooner and others, completed 5½ miles of the flume in 1869. Once Summit Fluming sold out to C. & T. L. & F. Co., the state of the art V-flume was extended to 12 miles, ending at a



Lumber and rail yard in Carson City at the terminus of the Clear Creek Flume

railroad and lumber yard at the site of today's Railroad Museum. The flume was in continuous use for almost 30 years until C. & T. L. & F. Co. closed in 1898. Title policies in Clear Creek still show the Elliotts' 16' wide flume easement some 120 years after the flume was shut down.

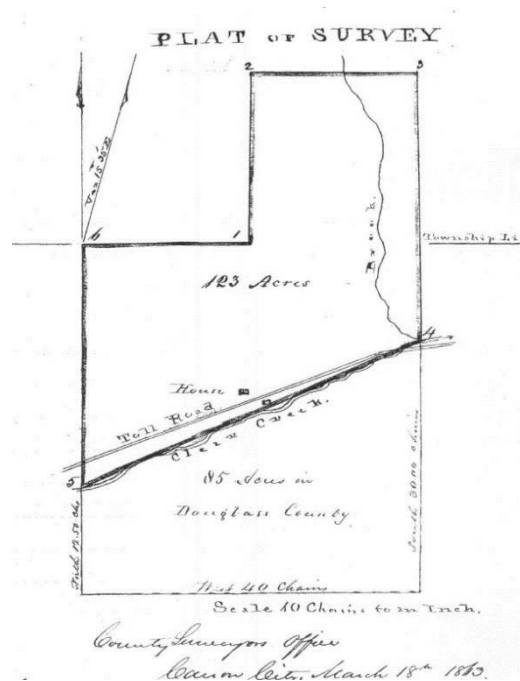
The 1927 construction documents show that the Highway Department relocated Clear Creek at this point. Two 36" culverts were installed under the road and, in the 1930's, were stabilized and improved with rock work. The culverts carry water from a spring-fed stream originating in King's Canyon to the north. The willows along the north side of Clear Creek Road evidence the creek's original location.



Until the mid-1990's, free range cattle often grazed in the meadows north of the road. The area was especially favored by the cows and calves in the springtime when water was plentiful and the grasses high and sweet.

Stop #8: Rufus Walton's Place

This stop highlights Little Meadow and the location of Rufus Walton's toll house and home. Ormsby County Survey No. 122 prepared for Walton shows his property to the west of the creek in Little Meadow and straddling both the toll road and the Ormsby/Douglas county line.



Who was Rufus Walton anyway? He was one of the first settlers of Glenbrook and was engaged in teaming and packing in the region. In the spring of 1860, Walton, together with G.W. Warren and N.E. Murdock, claimed ownership of Glenbrook, then known as Walton's landing. They partnered in sawmill and lumbering operations with Captain Augustus Pray until Pray bought out their interests in 1862 for about \$9,000. By 1861, Walton had relocated to Clear Creek with his wife and kids and served the area as a territorial election judge. Walton probably left Clear Creek altogether when the Lake Bigler Company purchased his toll road in 1863.

A pioneer in the toll road business, Walton revived the old Johnson Cut Off route from California to Carson City shortly after gold was discovered on the Comstock in 1859. Rufus Walton obtained his initial franchise from Genoa in July of 1860 for a toll road that would follow Clear Creek to the summit (then named Rufus Walton Toll Road Summit), then down to Lake Tahoe and along the shore

to Yank's (Meyers) and Hawley's Ranches in Lake Valley. By 1861, the road was considered the best route over the mountains with an easier grade and shorter mileage than the alternatives. He also had a toll road franchise for a road to Jack's Valley, the remains of which can be seen on the Washoe land in the lower canyon.

The Nevada Territorial Legislature subsequently issued Rufus Walton a toll road franchise in December of 1862 that closely followed his existing routes.

Stop #9: Washoe Indian Land (upper canyon)

As with the lower tribal land, this 157 acre parcel is former Stewart Indian School ranchland, now designated as a Washoe Culture and Nature Preserve. Like the tribal lands in the lower part of the canyon, this area was fenced in the 1990's to protect the waters of Clear Creek. The watershed protection efforts also removed the free range cattle from the canyon.

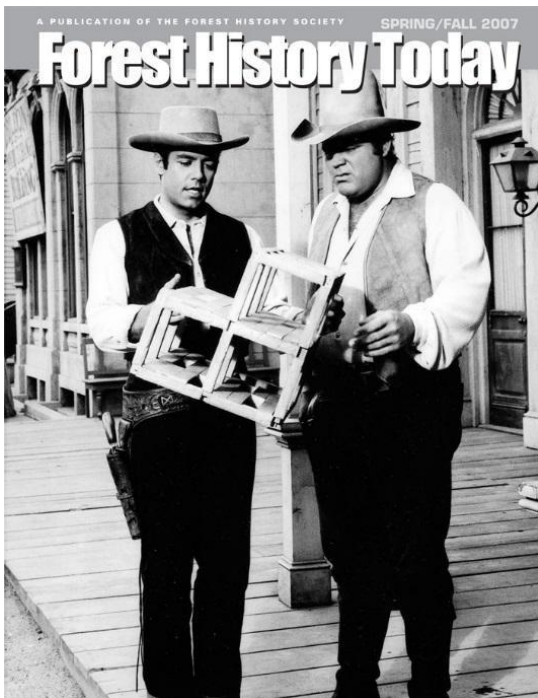


👤 The 1990 thriller movie "Misery" was filmed at this site. Kathy Bates won a Best Actress Oscar for her role as Annie Wilkes, the psychopathic "number one fan" of author Paul Sheldon, played by James Caan.



The gated dirt road to the south of Old Clear Creek Road served as Annie Wilkes' driveway (formerly the road to Pedrolli's ranch). Stage crews constructed Annie Wilkes' house along the creek in the meadow and tore it down when filming wrapped.

Stop #10: Big Meadow



This cover of *Forest History Today*, showing Adam and Hoss Cartwright examining a model of square set timbering, succinctly sums up about 130 years of Big Meadow's history. After engineer Philip Deidesheimer invented square-set timbering in 1860, demand for lumber in the Comstock mines skyrocketed. With little timber near Virginia City, miners looked to the resources of the Sierra Nevada forests to meet demand.

In 1862, Clear Creek had three saw mills that employed about 100 men and could process 50,000 feet of lumber daily. The most prominent mill located in Big Meadow was Haskell & Co.'s Saw Mill. Built about 1861, Haskell's served as one of Ormsby County's original polling places in the Nevada Territory.

Two other sawmills located upstream from Big Meadow were the steam-operated Jones & Denton Saw Mill as well as Chedic & Milne's Saw Mill.

Big Meadow was also the site of the "White House" on Anson J. Pedrolli's ranch. Travelers could make a horse change at this stop before heading on to either Carson or Tahoe. Further up the road was another way station - Saint's Rest. Located one mile east of Spooner Summit where Clear Creek Road ends at U.S. 50, this inn had a saloon run by Al Wakeman and his daughter Nellie. The location of a fourth station called Bath's is unknown.

Before the advent of the private Clear Creek Tahoe Golf Course, Big Meadow was part of the Schneider Ranch cattle operation and a favorite camping spot for the boy scouts as well as late night revelers. A road through the meadow forded Clear Creek and crossed into Jack's Valley. Found on maps as early as 1891, the road is now paved and for a \$50,000 membership fee, the golf course will let you drive it. Watch out when you get to Alpine View Estates though - those folks successfully sued and prevented the golf course from using their neighborhood for access. Clear Creek was not so lucky. Douglas County initially required the golf course to contribute \$1,000,000 to repave Clear Creek Road. However, once the new interchange with U.S. 50 was completed, the golf course convinced the county that access via Clear Creek Road was unnecessary and the condition was lifted.

🎬 Scenes from the 1988 made for TV movie "Bonanza: The Next Generation" were filmed here. None of the original cast appeared in the movie which was filmed as a pilot for a TV series that was never produced. Various outdoor scenes featured Big Meadow with Schneider's cattle cast as extras.

Stop #11: Clear Creek Camp and Golf Course Drive

This 100 acre site is the location of the Clear Creek Job Corps Center developed by the U.S.F.S. as part of the Johnson's administration's "War on Poverty." The federal educational and vocational training center operated here for almost four years from September 1965 to May 1969. In this short time, the corpsmen helped the Forest Service build over \$500,000 of capital improvements.



Figure 13-Job Corps conservation projects, Clear Creek Job Corps Center.

The State of Nevada then operated the camp as Clear Creek Youth Camp from 1970 until May of 2003. The U.S.F.S. did not transfer ownership to the State until 1987 when it swapped the land for a State-owned parcel near Incline Village. During this period the camp provided meeting space for community and school groups, including Boys State, Girls State, and Rites of Passage. Law enforcement and fire crews also came here for training, and the State operated a small mobile home park here, as well. The camp buildings

were demolished in 2007 due to the State's failure to fund repairs or maintenance for the 37 years it ran the camp.

Recently, the camp became the center of some controversy when the 2015 Legislature authorized the camp's sale and earmarked the proceeds to fund the preservation efforts at Stewart Indian School. To maximize the sale price, State Lands sought a zoning change from Carson City to permit residential development. After the City denied the rezoning request due to issues concerning access via Clear Creek Road, efforts to preserve the land for open space have been renewed.

Sometime in 2003, Douglas County authorized development of Big Meadow and the surrounding ranchlands for a golf course community of 400 homes. Golf Club Drive was constructed in 2007 to provide access for the development from U.S. 50.

Modern historians debate whether the Johnson's Cut Off emigrant route of 1852-54 descended King's or Clear Creek Canyons into Carson City. One researcher has offered a plausible third opinion that the route actually followed both canyons. That is, the Cut Off came over Spooner Summit and down Clear Creek Canyon to a point near the Youth Camp. The route then cut over into King's Canyon following a line somewhat like today's Golf Club Drive.

Optional Hike: Clear Creek Camp to Spooner Summit

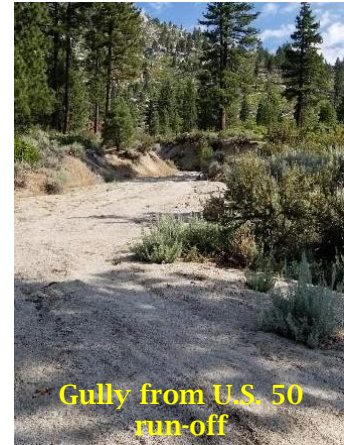
The optional tour of the abandoned roadway above the old Job Corps/Youth Camp starts after lunch. This 4-mile stretch of the 1928 Lincoln Highway includes the infamous "double-barrel turns" that cross both branches of Clear Creek. By 1951, traffic volumes on the route reached a point where a 4-lane highway was needed. The new alignment was surveyed over two summers in 1951 and 1952 with the primary objective of bypassing these hairpin turns.



If you make the hike to U.S. 50, note that Gael Hoag's survey reports that sign #2282 was located 200 yards west of the junction of Clear Creek and King's Canyon Roads, near the summit. This was also the site of the Saint's Rest station and saloon. Unfortunately, Al Wakeman and his daughter Nellie are no longer here to serve up drinks. You'll need one if you make it this far up the road.

The U.S.F.S.'s contribution to the recent efforts to preserve Clear Creek include installing a gate to prohibit automobile travel on this portion of the road and to close off another ford on the creek. The neighboring property owner installed a second gate (and fencing) after the Clear Creek Trail to Jack's Valley was built a few years ago.

In 2003, NDOT, after almost 50 years of neglect, was also forced to address drainage issues caused by U.S. 50 throughout the canyon. Just west of the gate, uncontrolled run-off destroyed portions of the old highway, gouging gullies as deep as 10' and over 6' wide.



Gully from U.S. 50 run-off

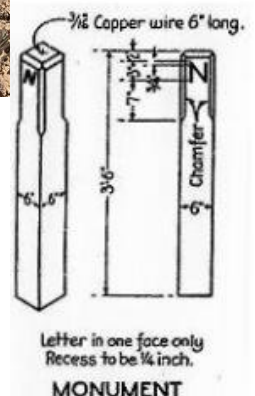
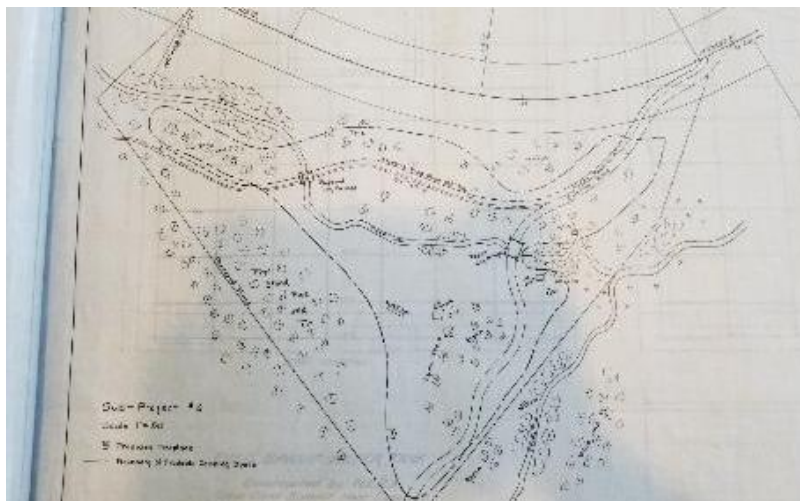


In 1934, the Highway Department hired day labor for a "roadside beautification" project. These efforts included building rest areas with fire pits, rustic bridges, drinking fountains, and also a campground. About ½ mile up from the U.S.F.S. gate is a boxed spring installed along the Lincoln Highway as part of this project. This is the best preserved example of the rock work of that era, as the two additional boxed springs along the road have been vandalized.

An item of particular interest to LHA members is the possible remnants of a 1928 Lincoln Highway sign. (Or perhaps it's just a parking bumper!) It's a mile or so up the road. **Clear Creek Tour member Joel Windmiller solved the mystery - the concrete marker is a Nevada Highway Department Right-of-Way marker.**

The 1934 contract also provided for building or improving a camping spot which appears to be located west of the second curve of the double-barrel.

LH Marker, Parking Bumper or ??





The flume near Carson City as it comes off the mountain. This is where Nevada Historical Marker #11 may be found.

Original Locations of 1928 Lincoln Highway Markers

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.