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# **Austin – Eureka Tour Guide**

**Nevada Chapter – The Lincoln Highway Association**

**August 26 and 27, 2017**



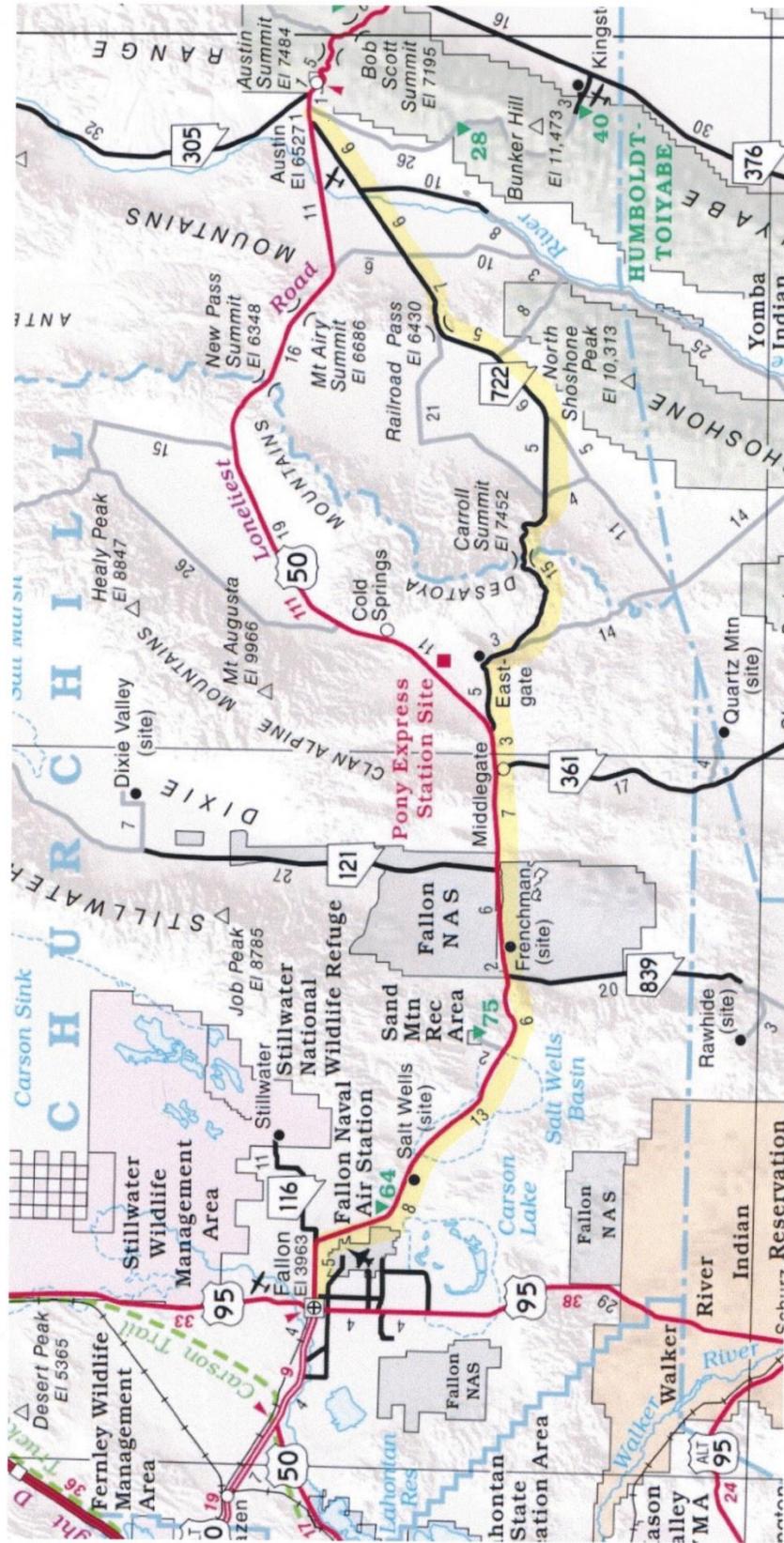
**East of Carroll Summit along Route 722**

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### Section 1: Tour Maps

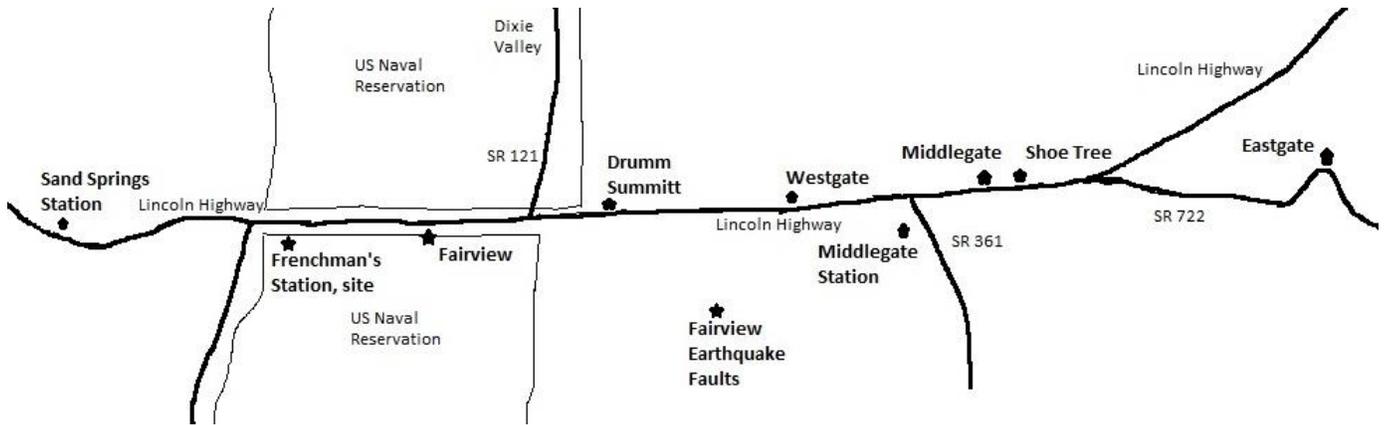
Map 1: Overview Tour Map - Saturday, August 26, 2017 - Fallon to Austin



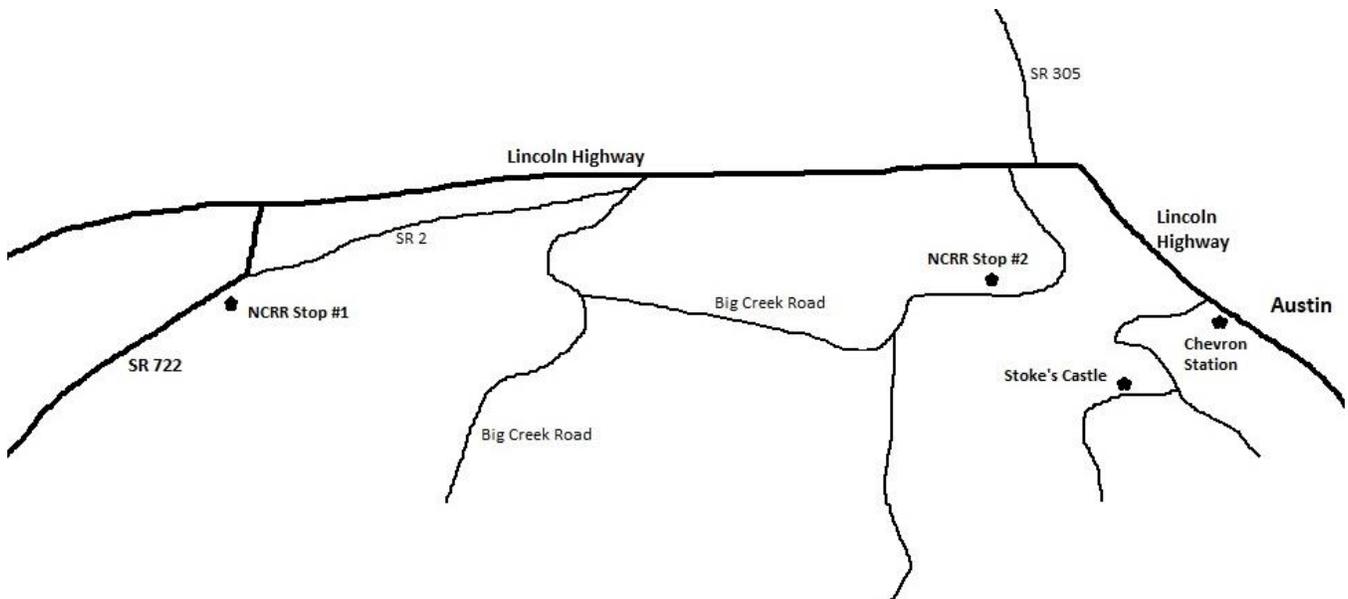
Auto Tour Route:

## Map 2: East Tour Details Saturday, August 26

Note: Maps are not to scale and show relative locations.

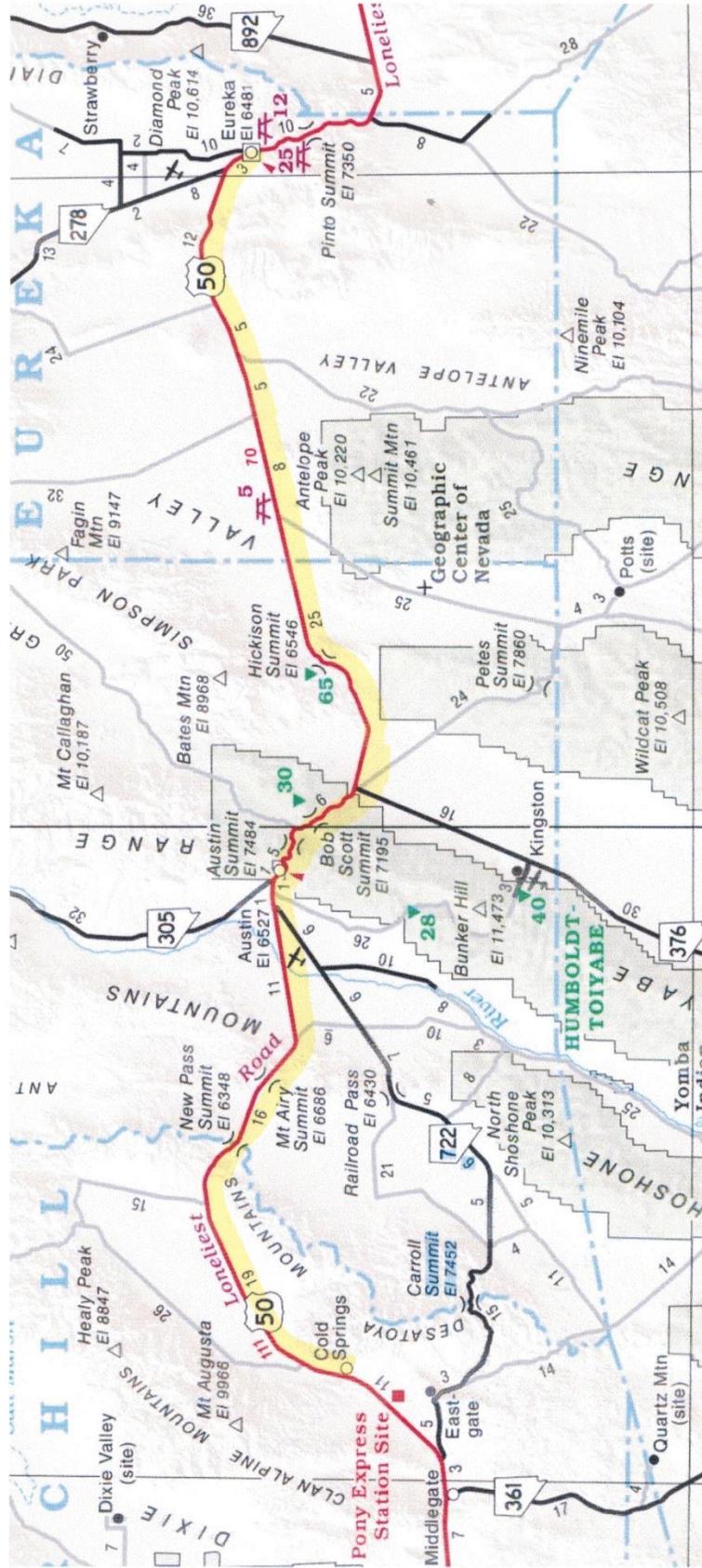


East Tour Points of Interest



East Tour Stops: Nevada Central Rail Road and Stokes Castle

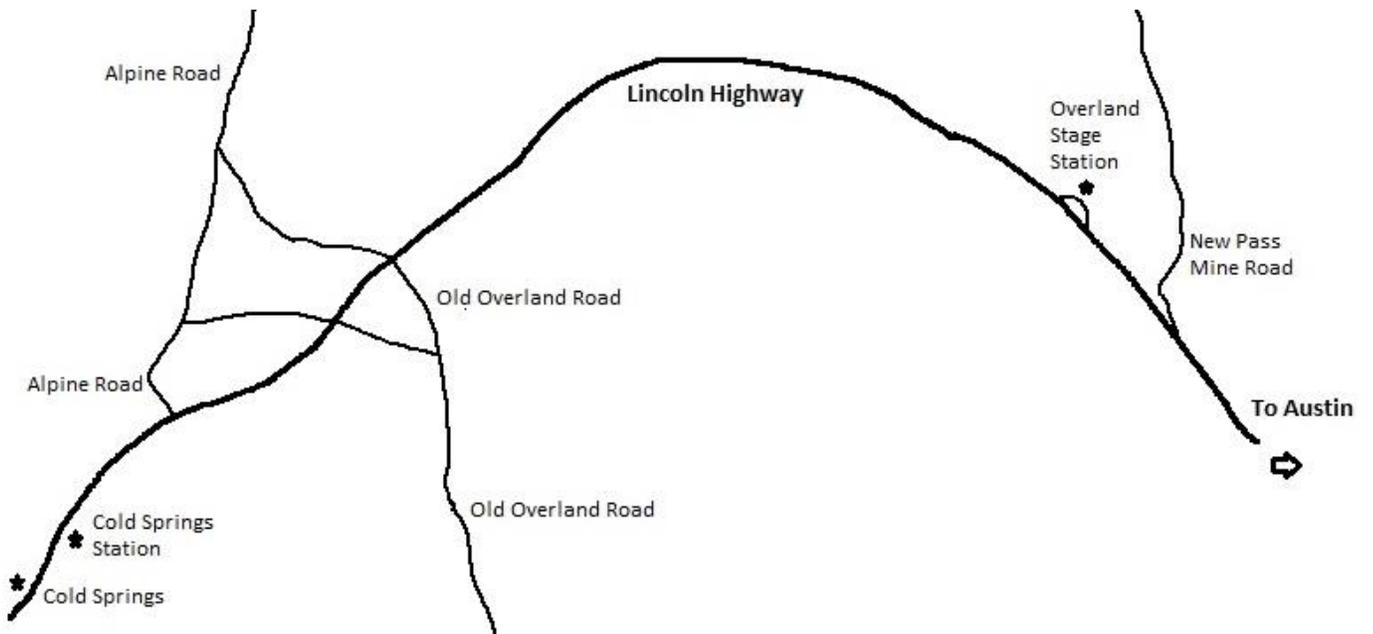
Map 3: Overview Tour Map - Sunday, August 27, 2017 - Eureka to Cold Springs



Auto Tour Route:

## Map 4: West Tour Details Sunday, August 27

Note: Map is not to scale and show relative locations.



West Tour Points of Interest

## Section 2: Austin - Eureka Tour Itinerary

**Saturday, August 26, 2017**

- 8:15 AM Meet in Fallon – Cindy Ainsworth and Brian Suen**  
Plan to meet at Fallon on Saturday morning, target 8:00 am with departure east by 8:15 - 8:30 at the latest. Meeting location will be:  
**Overland Hotel**  
125 E Center St,  
Fallon, NV 89406  
Across from the **Coverston Garage**  
at East Center Street and South Nevada Street.  
**Breakfast on your own.**
- Survival tips: Bring water, snacks, sunscreen and hat!**  
**Anyone wanting to explore the tunnels beneath the Eureka Cafe building must bring a flashlight. Also, wear closed-toed shoes, primarily hiking shoes or sneakers. No flip flops please!**
- 8:30-11:30 AM East Road Tour, Part 1 – Jim Bonar**  
Several stops or drive-bys between Fallon and Eastgate on old US 50. Points of interest include:  
Salt Wells  
Sand Springs Pony Express Station  
Naval Bombing Range  
Frenchman's Station site  
Fairview Peak Earthquake Fault  
Dixie Valley Road to Wonder  
Westgate  
Middlegate  
Shoe Tree  
Route 722 to Austin  
Eastgate  
Carroll Summit  
Remains of Carroll Summit Station
- 11:30 – 12:30 East Road Tour, Part 2. Nevada Central - Warren White**  
Old Track Site  
Nevada Central Turntable  
Stokes Castle
- 12:30 -1:30 PM Lunch in Austin – on your own**  
International Hotel, Toiyabe Café, Union Station

- 1:30 - 5PM**                    **East Road Tour, Part 3. Austin – Elizabeth Rassiga (Start at Leland House)**  
Main Street Tour:  
Gridley Store  
Historical Society Museum  
Episcopal Church  
Oldest Catholic church in NV  
County Courthouse and jail  
Turquoise Shop
- 5-6 PM**                    **Check into accommodations**  
In Motels and B&Bs in Austin area
- 6 PM**                    **Dinner at Leland House – Hosts: Elizabeth Rassiga & Warren White**

### **Sunday, August 27, 2017**

- 8AM**                    **Breakfast in Austin**  
Breakfast at **Leland House** (for those who desire)  
Or, breakfast on your own.
- 9-10 AM**                **Drive to Eureka (70 miles)**
- 10:00**                **West Road Tour Part 1. Opera House, Court House, Museum – Ree Taylor**  
Be at the Opera House by 10:00 am sharp!!  
Tour of the **Opera House** and the **Eureka County Courthouse** to be led by Ree Taylor. These buildings are usually closed on Sundays. The entire group must tour these building together as the building will be locked after we exit.  
Tour continues to the **Eureka Sentinel Museum** (also usually closed on Sunday). We will have until Noon to visit the museum. Then it will be locked up.
- 12:00 PM**            **Lunch on your own in Eureka.**  
Choice of the **Owl Club** (61 N Main St), the **Urban Cowboy Bar & Grill** (121 N Main St.), **DJ's Diner** (501 S Main at McCoy) or **Raine's Market** (901 N Main St., deli section).  
Finish lunch by 1:00 pm.
- 1:15 PM**                **West Road Tour Part 2 – Richard McKay**  
Meet Rich McKay for tour of the **Eureka Cafe** building, including the tunnels, former alleged opium den and marijuana hothouse (90 N Main St). **Bring a flash light for the tunnels.** **Masonic Lodge** (101 N

Main St) and the **Jackson House** (11 S Main St). Finish no later than 2:45 pm.

**3:00 PM West Road Tour, Part 3. To Cold Springs via Route 50 - Jim Bonar**

Depart Eureka for the Lincoln Motel, Austin  
Overland Freight Business Office  
Alpine Road Loop – old LH  
NDOT LHA marker at Cold Springs  
**TOUR ENDS** approximately 5:00 pm.



**Eureka County Courthouse with General Motors Plaque and Lincoln Highway sign in Eureka Sentinel Museum.**  
Photos, Brian Suen

## Section 3: TRAVELOG – Saturday, August 26, 2017

### Background: The Simpson Route, Overland Stage Route, Pony Express, and the Lincoln Highway

In May 1859, Capt. James H. Simpson headed an expedition to survey a new route from Camp Floyd (south of Salt Lake City), across the Great Salt Lake Desert of Utah, and through the Great Basin to Genoa, Nevada near California. The Army contracted Frederick Lander to immediately develop the more direct route to California for use by wagons, and Simpson's survey was later published in 1876. Simpson's Central Route played a vital role in the transportation of mail, freight, and passengers between the established eastern states and California, especially when hostilities of the Civil War closed the Butterfield Overland Mail stagecoach route that ran along the southern border states. George Chorpensing immediately switched to Simpson's route to run his existing mail and stage line, and the Pony Express used it as well.

In 1861 the Transcontinental Telegraph was laid along the route, making the Pony Express obsolete. Afterwards, Wells Fargo & Co. hauled mail, freight, and passengers along Simpson's route until 1869, when transportation and telegraphy were switched to the newly completed Transcontinental Railroad. This road was used by many stagecoaches and freighters for years to come, as there was no road across the Great Salt Lake Desert until 1928. In 1913 the Lincoln Highway Association assigned this section as part of the Trans-Continental Highway.

As you follow the tour, many of the geographical names of roads are from Capt. Simpson.

### Begin East Road Tour Part 1 – Jim Bonar

As you leave the Overland Hotel, at the corner of Nevada and Center, drive east two blocks, then a **right** turn on S. East Street. Continue two blocks for a **left** turn on Stillwater Avenue. Continue about .49 mile, then a **right** turn on Harrigan Road. Drive south on Harrigan Road for about 4.7 miles then a **left** turn on Berney Road (Nevada Route 119). This is part of the 1924 alignment. Continue east on Berney Road for about 2 miles, then a right turn on Pasture Road. You now leave the Lincoln Highway, as the Air Station is in the way. South on Pasture Road for about a mile, then a **left** on Depp Road. Go east for about 2 miles, then a **right** on Schaffer Lane. South on Schaffer for a half mile, then a **Left** on Macari Lane. This will take you out to Highway 50. When you pass Pitt, you are again on the early Lincoln Highway.

#### Mileage

#### Location

0

#### **Fallon, Overland Hotel & Saloon, East Center Street & South Nevada Street**

The Overland Hotel was built in 1908 by pioneer Dan Griffith. The hotel was promoted by its second owner, local politician George Sherman and it became an important stop for travelers on the Lincoln Highway and by workers on the Newlands Reclamation Project. The Overland was considered Fallon's finest hotel, a popular gathering spot for locals and visitors. The 1911 Fallon Garage was a fixture on the Lincoln Highway operated by the family of George C. Coverston for over 60 years. In the 70s to the 90s the building served as the Janess Chevrolet dealership.

0 **Grimes Ranch**

Across the road is the location of what was the ranch. The **1916 Lincoln Highway Guide** noted that the ranch offered “meals, lodging, drinking water, radiator water, and telephone were available.” The **1924 guide**: “the owners did not give any accommodations.”

**\*\*Zero your Odometer\*\***

(all mileages are approximate so we will hope for the best)

3.44 **Salt Wells**

On the left side of the roadway. **The 1916 guide**: “Saloon, ranch, some water.” **The 1924 guide**: “Meals, lodgings, gas, oil, water, and camp sites.” Between about 1940 and 2000 there was a brothel located here; today an RV dump site.

3.87 To the left would have been where the 1913 road would have come in.

You have now entered what is called **the Fallon Sink**. Includes Salt Wells, 8-mile flats, and 4-mile flats. You have just passed Salt Wells on the right and looking down the 1921 alignment (Hwy 50) you will be driving through 8-mile flats.



Four-mile flat before 1920



Eight-mile flat after 1920

This description is from ***A Nevada View of the Lincoln Highway*** W. Earl Givens.

Early in the teens, Churchill County was provided with LHA funds to weatherproof sections of the road on the ***Eight Mile Flat*** and the ***Four Mile Flat*** east of Fallon. Both the Fallon Flats and Frenchman Flat sections of the road were also recipients of LHA assistance. The association moved to make good on their plans and promises to Churchill County and to show good faith, they placed \$20,000 in escrow in Nevada banks. However, legal difficulties interposed, and it was not for several years, until after a constitutional amendment had been adopted, that Nevada could accept the money.

By that time, much more was needed. "It developed that Nevada, once she swung into action, would be able to use considerably more than the \$30,000 remaining in what was called the Willys-Overland Fund." The directors asked several leaders in the automotive industry to talk the matter over with them. At a gathering in Detroit, the field secretary was called upon to name the points at which he felt outside aid would be needed to bring the entire Lincoln Highway in Nevada up to the standard demanded by the traffic.

One by one he rattled them off, with mileages and other data:

"What will it cost to take care of them all?" demanded W. C. Durant, president of the General Motors Corporation

"A hundred thousand dollars," was the answer.

"All right, we'll take that," snapped the motor magnate. "What's the next order of business?"

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:

1. Across the Fallon Flats, in Churchill County.
2. Across Frenchman Flat, in Churchill County.
3. Over Carroll Summit, in Lander and Churchill Counties.
4. 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.

### **Back on the road**

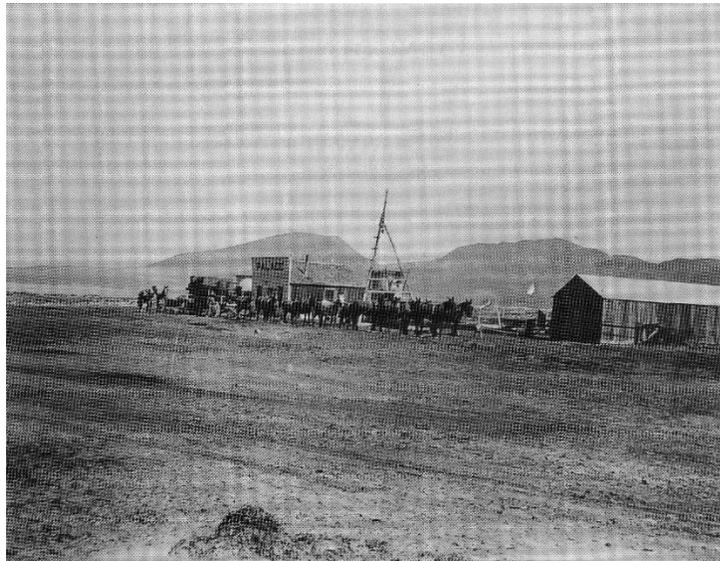
**10.11** The 1913 road comes in and then leaves again to the left. You can see parts of the old road as you drive along.

**15.12** **Planned Stop: Sand Springs Station**

Left turn into the Sand Mountain Recreation area. Here you will find a marker for the **Sand Springs Station**, first established in 1860 for the Overland stage. As you stand in the parking lot you are on the Lincoln Highway and can see the old roadbed. Looking across the road to the southwest you can see the buildings of the **Huck Salt Farm**, started in the 1930s and in operation today. Now drive down the pavement towards **Sand Mountain** and follow the sign to the left to the **Sand Springs Pony Express Station**. Drive to the end and enjoy the tour. The old highway came right past this station.

**The 1916 guide:** Lodging, meals, drinking water, radiator water, blacksmith shop, gas, telephone. West bound tourists should stop and inquire best road to take.

**The 1924 guide:** Good meals and lodgings can be had. Telephone, gas, oil, water, and camp site. At this point may be seen a very remarkable sand ridge apparently deposited by the wind action, the crest of which varies in contour at different times of the year.



*“Sand Springs, Nevada”*

In 1915 fifty people lived here where there was one hotel, meals for fifty cents, water, telephone, and gas, plus a blacksmith's shop.

Before returning to the Lincoln Highway  
**\*\*Zero your Odometer\*\***

## 17.9 Naval Bombing Range

As part of the WWII air defense of the West Coast, the US Navy established an air field northeast of Fallon in 1942. The Fallon Auxiliary Air Station (NAAS) was commissioned in 1944 and operated as a training and bombing range. In 1972 the base was promoted to full Naval Air Station status (NAS) acknowledging its importance to naval aviation operations. NAS Fallon has been home to several attack and fighter squadrons including the Fighter Weapons School or TOPGUN. The facility includes the airfield and support buildings plus weapons training ranges covering over 240,000 acres.

## 18.08 Frenchman's Station (site of)

Aime Bermond came to Nevada from France in 1899. In 1904 he established a waystation in the Dixie Valley for the stage and freight routes serving the nearby mining camps at Fairview and Wonder. Bermond's Station consisted of a hotel, restaurant, post office and a source of water which he had to haul in from his property at Lucky Boy Springs, 12 miles away. His restaurant was renowned for its cuisine and the station was a favorite rest stop for local miners, prospectors, ranchers, and travelers on the Lincoln Highway. As a cultured European, Bermond objected to the prohibition era and was suspected of being a boot-legger. Bermond died in 1926 and the property passed to his wife, Rose. In the ensuing years, the

station was operated by a number of owners and was taken over by the US Navy in 1985. Two years later the station buildings were demolished to prevent use by people so close to the bombing range.



University of Nevada, Reno, Special Collections Library, ca. 1948.

**The 1916 guide:** Hotel, meals, lodging, gas, oil, telephone, camp site.

**The 1924 guide:** Telephone, gas, oil, meals, lodgings. This was originally a freighters' station, but M. Bermond, (the "Frenchman") the proprietor, has built and fitted up splendid rooms, and will serve such a meal as you might expect on Fifth Ave. in New York. Water is hauled several miles to supply this station and a charge is necessarily made for it.



*"Leaving Frenchman's Station"*

H. Joy, 1915

Further down the road is **Nevada State Marker 202** on the right, this is **Fairview**.

Fairview changed locations twice, once to move closer to the mines and mills in which the town's residents worked, and once because the town outgrew the narrow canyon in which the second town was sited. It is currently a ghost town. One of the few remnants of the old town is the bank vault from the first town site's bank; the vault can be seen from the nearby Austin-Lincoln Highway. Also, a stop for the Pony Express.

The town grew as a result from a discovery of ore in 1904. The town was prosperous from 1907 to 1912. Post office closed 1919.

### **32.32 Dixie Valley Road to Wonder**

Dixie Valley turnoff (SR 121), to Dixie Valley and the ghost town of **Wonder**.

Wonder was established in May 1906 when prospectors from the town of Fairview discovered rich quartz veins in a dry wash north of Chalk Mountain. As was typical of the era of the 'second' silver rush in Nevada, hundreds of people soon flocked to the site, and the town of Wonder was born. Today the site of Wonder can be reached by taking a dirt road off the Dixie Valley road, which is off US 50 East heading east from Fallon. The site of Wonder is recognizable by the remains of the

large mill which can still be found on the hillside east of town, and some scattered wood remains in the valley where the town site was. Several depressions of foundations for buildings which once stood may also be found.

**33.7 Fairview Peak Earthquake Fault**

Exposed earthquake fault lines from the December 1954 7.3 magnitude quake centered at **Fairview Peak**. Look for Bureau of Land Management signs.

**38.9 Westgate Station**

Passing over **Drumm Summit** you will see a cut between two hills and a windmill on the left. This was **Westgate Station**.

**The 1916 guide:** Meals, gas, oil, drinking water, radiator water, camp site, telephone.

**The 1924 Guide:** Radiator water only.

**40.3 Middlegate Station**

On the right at the crossroads of US 50 and ST 361, the restaurant and motel are not really at the Middlegate location. But it is a good place to stop for a meal on the way home.

**42.48 Middlegate**

There was no control point here for the Lincoln Highway, so not in the guide books. It was a stage and Pony Express station in the 1860s.

**Shoe Tree (Sister Tree)**

Located about 1 1/2 miles east of Middlegate Station and State Route 361 on the north side of Highway 50, the original Shoe Tree was cut down by vandals in December 2010. But somehow a nearby tree (Sister Tree) mysteriously continues to be decorated with footwear. Aliens?



flickrriver.com

**42.68 Turn off to State Route 722 east**

Right turn on to **Nevada 722**.

**47.65 Planned Stop: Eastgate**

**Eastgate** was an **Overland Stage**, and **Pony Express** stop. As autos came into play, it became a store and gas station, then later a ranch house for the property owners. In the 1950s when the state was rebuilding Highway 50, many of the workers lived nearby and the building was used as a school.

Since you left US 50, you have been on the 1925 alignment of the Lincoln Highway. The old road was to the north a bit and it joins at Eastgate. At Eastgate the old road goes north over **New Pass** and on to **Austin**. In 1920 the Lincoln Highway officials, along with state and federal engineers, looked for a better route from Austin to Eastgate. Finding this "**Carroll Summit Route**," the Association offered the state

\$44,500 to put this road through. Construction was started in 1924 and completed in 1925 and was then announced as the new alignment of the Lincoln Highway.

**The 1916 Guide:** Meals, lodging, gas, oil, drinking water, radiator water, camp site. A fine place to stop.

**The 1924 Guide:** Meals, lodging, gas, oil, drinking water, radiator water, camp site. A fine place to camp. The new Lincoln Highway, now under construction firm Austin West, joins the old route here. Open in 1925.



Churchill County Museum and Archive, Photo Collection



PONY EXPRESS STOP - EASTGATE, NEVADA

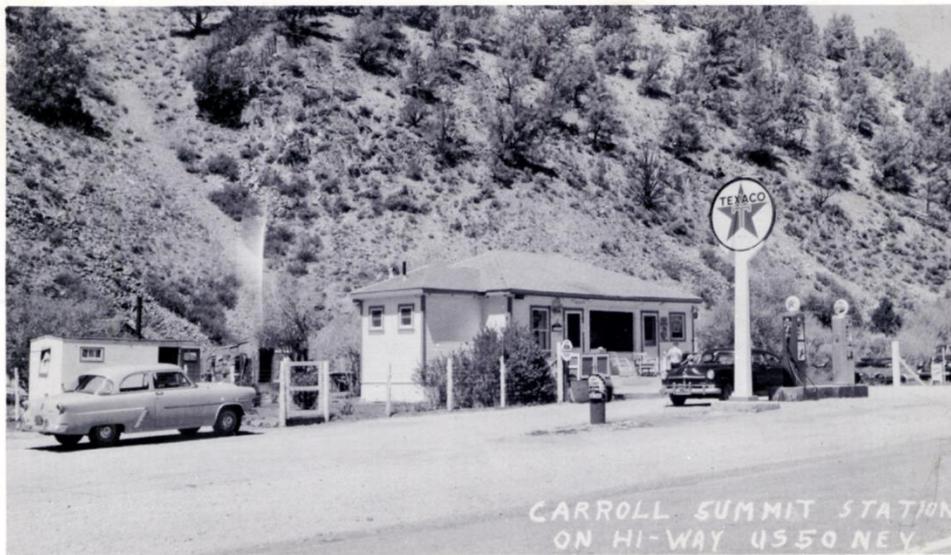
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**59.27 Carroll Summit**

Elevation 7452 feet and seventh highest point on the Lincoln Highway.

**62.0 Planned Stop: Carroll Summit Station (remains of)**

On the left side of the roadway are the abandoned buildings of what once was the Texaco Station on this site.



University of Nevada, Reno, Special Collections Library, ca 1954

**101.98 East Road Tour, Part 2. Nevada Central RR Old Track Site – Warren White**

**Planned Stop:** Return to US 50 and the 1913 alignment. Location where the railroad crossed the LH until operations ceased in 1938. The **NCRR** began operating in 1881 to connect Austin with the transcontinental railroad in Battle Mountain, 93 miles away. Remains of the roadbed are still visible.

**Planned Stop: Nevada Central RR Turntable – Warren White**

This is the most visible remnant of the railroad that was important to the development of mining and commerce in central Nevada. The financing and

**Mileage**

**Location**

construction of the railroad will be discussed as well as viewing of the original Oath of Office document signed by the Directors of the railroad.

**104.0**

**Planned Stop: Austin - Stokes Castle**

This popular LH landmark was built in 1897 by Anson Phelps Stokes, a New York based financier of the Nevada Central, based on the design of an Italian tower that he had seen outside of Rome.

**104.2**

**Planned Stop: Austin – Lunch (on your own)**

Suggested eateries: *Toiyabe Café* (150 Main St), *International Café & Bar* (59 Main St), *Chevron Station* – snacks (16 Main St)

**East Road Tour, Part 3. Austin Main Street Walking Tour – Elizabeth Rassiga**

Meet in front of the Leland House (NE corner of Main Street and 7<sup>th</sup> Street across from the Pony Canyon Stop & Go) by 1:30 pm to begin tour.

**Gridley Store**

Site of Gridley, Hobart, Jacobs Grocery firm. A city election wager sparked Gridley to undertake his mission, across America, to raise funds for the Sanitary Commission (precursor of the American Red Cross) to aid wounded soldiers both Union and Confederate.

**Historical Society Museum**

Building houses displays, artifacts and a library detailing the history of Austin, Nevada. The collection is filled with items donated by the Old Families of Austin.

**Episcopal Church**

This original 1877-1878 building houses the intact interior as would have been seen in 1878. It is truly a step back in history.

### **Oldest Catholic Church in Nevada**

St. Augustine's Catholic Church 1866 stands now completely refurbished as a Cultural Center due to the efforts of Jan Morrison. The pipe organ traveled around the Horn and once again plays beautifully.

### **County Courthouse and Jail**

The first County Courthouse was located in Jacobsville and moved to Austin in September 1863. It was located on Court Street which is one street above Main Street. In 1871 the Lander County Courthouse was built as it now stands and operated as such from 1871 – 1979 when its function was moved to Battle Mountain. It now operates as County Offices and court is in session once a week.

### **Turquoise Shop**

There are many turquoise mines in Austin. The quality of Austin Turquoise is extremely high.

### **Leland House**

Leland House is one of the early dwellings in Pony Canyon. In 1868 Maggie Eames opened for business as a boarding house. In 1883 she sold the business to Cynthia Leland for \$2,500. It continued as a boarding house under the name Leland House.

**Dinner will be outside at Leland House, 6:00 p.m.**

## Section 4: TRAVELOG – Sunday, August 27, 2017

### Mileage

### Location

0

#### **Austin: Breakfast**

Complimentary continental refreshments at the Leland House or on your own.

#### **Drive Hwy 50 east to Eureka**

**\*\*Zero your Odometer\*\***

(all mileages are approximate so we will hope for the best)

Distance between Austin and Eureka is approximately 70 miles, allow 1.5 hours.

Plan to be at the Eureka Opera House no later than 10:00 am to begin the tour.

69.7

#### **West Road Tour, Part 1: Eureka Walking Tour – Ree Taylor**

##### **Opera House, 31 South Main Street**

The great fire of August 1879 destroyed much of the wooden structures on Main Street including the Odd Fellows Hall. It was replaced the next year by the Eureka Opera House, a “fire-proof” brick structure. Serving a population of about 3,000 the Opera House hosted many theatrical performances by traveling opera companies and famous stage personalities of the day. As a community center the opera house was the setting for plays, boxing matches, dances and balls. In 1915 the first movies were projected here. The film screening ended in 1958 and the opera house fell into neglect until 1990 when the County acquired the property. The restoration work was completed in 1993 and the following year received the National Preservation Honor Award. Today the Eureka Opera House maintains an active schedule of community cultural events. Together with Piper’s Opera House in Virginia City, the Eureka Opera House survives as among the finest examples of 19<sup>th</sup> Century theatres in the West.

##### **Eureka County Court House, 10 South Main Street**

The present brick two-story building was completed in 1880 replacing the wooden court house that burned during the city-wide fire of 1879. The construction with additions cost \$50,000. The courtroom on the second floor is considered the best preserved of its era. Along with the courthouse in Virginia City this 19<sup>th</sup> Century building is still in use today. The large bells outside the court house served as alarms by the town’s volunteer fire companies.

##### **Eureka Sentinel Museum, 10 North Monroe Street**

The Eureka Sentinel newspaper began publishing in 1870. The current building was constructed after the 1879 fire which destroyed most of the original structure. The printing presses were spared and are on display in the museum. Stepping into the first floor press room is like stepping back to 1960 when the Sentinel left the building. The walls are plastered with original posters and notices printed by the newspaper when the presses were operational. The Sentinel was in continuous operation until 1960. The first floor was opened as a county museum in 1982 and expanded into the second floor in 2000.

### **Eureka: Lunch (on your own)**

Suggested eateries in Eureka: the **Owl Club** (61 N Main St), the **Urban Cowboy Bar & Grill** (121 N Main St.), **DJ's Diner** (501 S Main at McCoy) or **Raine's Market** (901 N Main St., deli section with seating).

### **West Road Tour, Part 2 Eureka Walking Tour – Richard McKay**

#### **Eureka Café Building, 90 N Main Street**

The original northern half of the building was built in 1873 by William H. Clark who operated a general merchandise and hardware store on the ground level and rented offices on the second floor. With the addition of the southern half of the building in 1907, it became the Zadow Hotel. Then in 1920 it was renamed the Eureka Hotel. The building operated as a Chinese-American restaurant, the Eureka Café, from 1942 to 2016. The building is famous for the extensive brick tunnels and store rooms below.

#### **Masonic Lodge, 101 N Main Street**

Built on the site of the American Exchange Building which burned in 1880, the present brick structure served as a number of stores, a post office and the American Hotel. The Odd Fellows acquired the building and shared it with the Masonic Lodge.

#### **Jackson House, 11 S Main Street**

The hotel was built in 1877 and operated into the 1890s. In 1907 it was known as the Brown Hotel. Completely restored the hotel reopened as the Jackson House with a restaurant and bar in 1981.

**Mileage**

**Location**

**West Road Tour, Part 3. Depart Eureka on Hwy 50 west to Austin – Jim Bonar**

**0**

**Lincoln Motel, Austin**

**\*\*Zero your Odometer\*\***

(all mileages are approximate so we will hope for the best)

Leaving Austin and traveling west on the old alignment on the Lincoln Highway.

You will now drive over two summits, **Mt. Airy** then **New Pass**, on the sides of the road will be some of the old Overland Stage stations.

**23.3**

**New Pass Road**

Look to the left, the 1913 Lincoln Highway joined the New Pass Mine Road.

**27**

**Planned Stop: Overland Stage Station**

Once you pass the county line from Lander County into Churchill County slow down, as we will be going off the road to a stage station. Just past mile marker 103.

**43**

**West to Fallon: Alpine Road loop**

Next is Clan Alpine; the turn off is about Mile 43. It is a gravel road and the 1913 alignment of the Lincoln Highway. The road will loop back onto Highway 50.

**Planned Stop: Cold Springs: NDOT LHA Marker**

Last stop, the NDOT maintenance yard for a look at an original 1928 post. At this point the planned tour comes to an end.

## **Tour Ends**

For those heading back west toward Fallon, consider stopping for a meal or refreshments at the Middlegate Saloon (Middlegate Station).

## Section 5: Resources

For more information about areas visited on our tour consult these references:

- 1). Raines Market “Eureka Self Guiding Tour.” Online at:  
<http://www.rainesmarket.com/eureka-self-guiding-tour.html>
- 2). “Drive Me Lonely. Driving US Highway 50 Across Nevada.” Article by Thomas Arthur Repp, American Road magazine, Volume XV, Number 2, Summer 2017.
- 3). “Traveling the Loneliest Highway has Its rewards.” Austin website. Online at:  
<http://austinnevada.com/>
- 4). “The Lincoln Highway in Nevada.” Article by P. Glover Cleveland, Nevada Magazine, Volume 73, Number 2, March/April 2013.
- 5). Discover Historic Nevada. Travel brochure published by the Nevada Chapter of The Lincoln Highway Association, June 2017.
- 6). “A Nevada View of the Lincoln Highway.” Article by W. Earl Givens, IN FOCUS Annual Journal of the Churchill County Museum Association, Volume 8, Number 1, 1994-95.

### **Nevada Chapter Austin – Eureka Tour Organizing Committee:**

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