

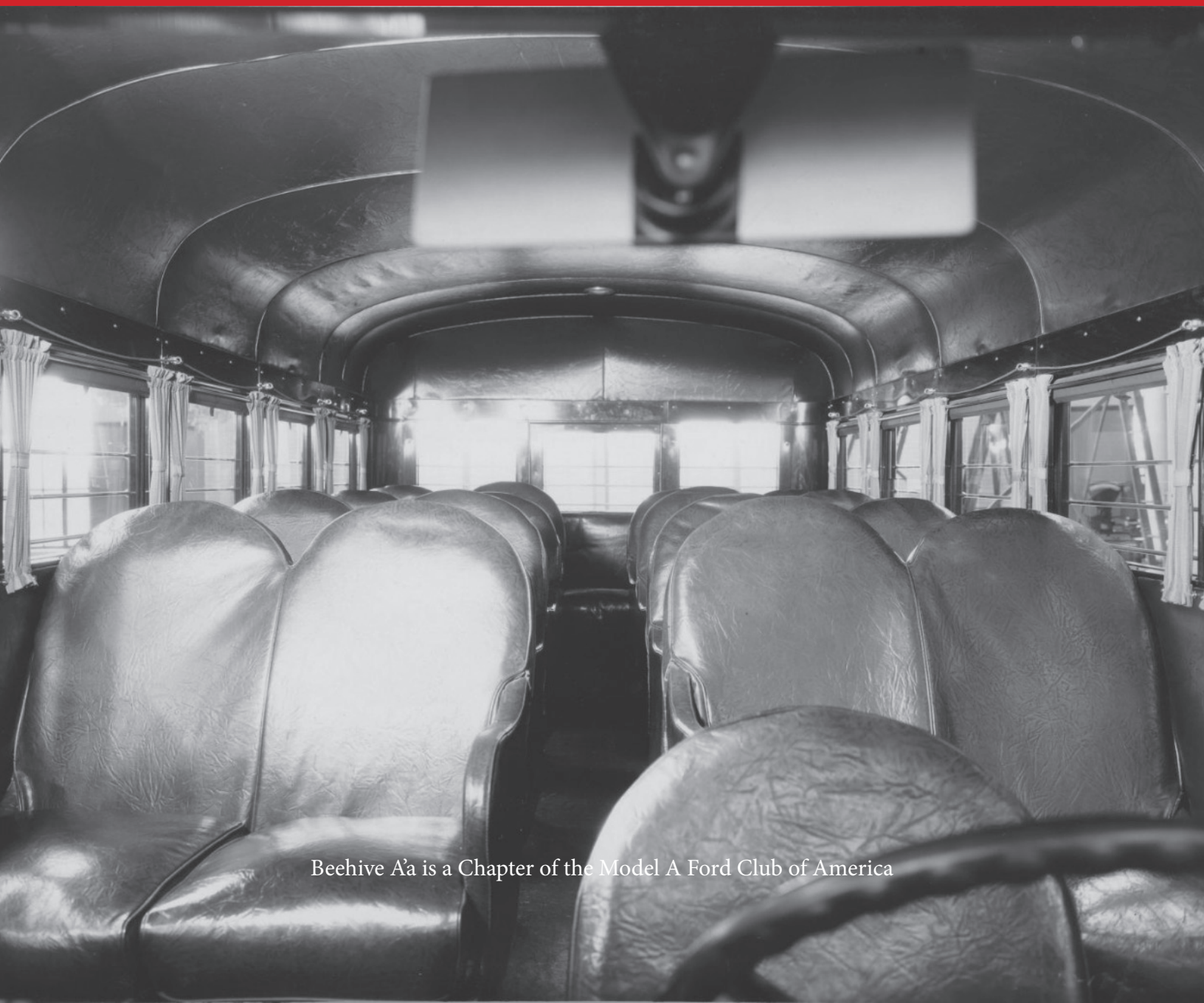


Rumble Seat Review

February 2025



Beehive A's—The Model A Club of Northern Utah



Beehive A's is a Chapter of the Model A Ford Club of America

Club Community Corner

Welcome to February. As the days get a little longer and warmer, we can all start to make plans for the coming Club season. As we discussed in last month's meeting, we, as a board, are working toward more member involvement..., starting with this column. Instead of being "The President's Message" as in years past, we are changing the name to the Club Community Corner. This is just a step to open all avenues of communication and participation to the entire club. We would like to invite anyone who would like to write for this corner in the future to feel free to publish an article. We would like to feature multiple contributors. This would be open to any current member of the club that wishes to participate.

In addition to opening the Club Community Corner, we would also like to now include a column for an op-ed type of contribution. We really appreciate the contributions of the members and would like to encourage all members to offer input. Another way we have discussed to benefit the club members is the want adds section at the end of the newsletter. For those unfamiliar with this aspect of the newsletter, it offers space to post parts needed or a section with items for sale. Who knows there might just be the hard-to-find part you have been searching for on someone's back shelf. All newsletter contributions should be submitted via email to Henry Dominguez.

An additional encouragement is overall member participation. If you know members that have not been attending the monthly meetings, reach out to them, and remind them of date, time, and location. Along with that effort let's not forget to extend this effort to other car fanatics. Ownership of a Model A is not a requirement to participate or to join the club. Most of us are acquainted with individuals who have a passion for automobiles, often equaling or surpassing our own enthusiasm. An additional way to increase the participation factor is to sign up as a volunteer for club activities. When the clipboards are circulated

during the meeting, please consider volunteering your skills. Opportunities include leading a tour, giving a tech talk for the month, assisting with a garage day, or supporting other initiatives where you can contribute effectively. Your assistance is needed and very much appreciated.

Here's to a great spring, wonderful driving season, and many happy miles for all of the club members. We, as a board, are excited to see what the coming year holds in store and the opportunities for all of us to serve each other, the community, and the preservation of Model A heritage.

—Keb Leete

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Brian Gough

Past President:

Ron Lucero

Cover photo: Interior of a 1931 Model AA passenger bus. Can't you just smell the new leather seat covers! (From the Collections of The Henry Ford)

Next Meeting:

Monday, February 10, 2025 at 7:00 PM

Pleasant Valley Library

5568 South Adams Ave
Washington Terrace, Utah

FEBRUARY BIRTHDAYS

Rex Butterfield
Rodney Cox
Val Fisher
Ron Lucero
Mike Nichols
Lisi Weiser



CARS & PARTS

Woody Bird Jr., who lives in Pleasant Grove, Utah, has many Model A parts for sale, such as motors, transmissions, intake and exhaust manifolds, front and rear springs, shifters, wheels, even and a Model T chassis. His phone is 385-419-8805.



Mike Bachman has two 1930 Model A chassis for sale. Please call him at 801-430-0583.

Steve Nailer is liquidating cars. Please reach out to Dave Spinden for more information. His phone number is: 801-745-5327

Anyone interested in an Editorship?

**Model A Ford Club of America**
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From The President

Ruidoso Update!

As many of you may remember, just over 3 months ago, The Southwest Model A's, along with the Model A Ford Club of America, were forced to cancel the 2024 National Convention due to the natural disasters that devastated the Ruidoso community.

At the time of cancellation, our first priority was to ensure the safety of our attendees and the families in the area. Once we got everyone safely notified, we began the process of identifying how to go about "unwinding" the first national convention MAFCA has ever been forced to cancel.

Both organizations committed to refunding fees paid by attendees to the Southwest Model A's for the National Convention if requested. We knew this could be a substantial financial burden, estimated at the time to be over \$85,000.00 more than the current, available cash balance. Even though this was a huge dollar amount, MAFCA stood ready, willing and able to back up The Southwest Model A's to completely meet all their financial obligations, as we do with any chapter that hosts a national event.



[Read More](#)

Ed Tolman, the president of the Model A Ford Club of America (MAFCA), is looking for a new editor for the Club's digital newsletter called "The Flying Quail." It comes out on a bi-monthly basis, on even months, opposite the "Restorer" magazine.

If you go to the following website, you will be able to see an example of this newsletter:

mafca.com/flying-quail/

If you are interested in this position, or know somebody who might me, please contact Ed:

Ed Tolman
edtolman@gmail.com
(909)573-2125

Tech Talk Schedule

February: Ray Wheelwright, Tools
March: Mike Nichols, Generators
April: Dan Johnson, Suspension
May: Dennis Thompson, Two-Tooth Steering Box Adjustment

A “flapper” driving her 1930 Model A Roadster in and around Dearborn, Michigan, stops to talk to her friend. The handsome building with the tall smoke stack in the background is the power plant for Henry Ford’s Greenfield Village & Henry Ford Museum. The building still stands today.
(From the Collections of The Henry Ford)



Global Position System 1924 Style



The Global Positioning System (GPS) that we have on our modern cars today makes it easy (most of the time at least) to get from point “A” to point “B” and anywhere in between. Punch in the address that you want to go to, then “directions,” and voila! the computerized systems begins telling you how to get where you want to go, and a map on the display screen shows you how to get there.

It’s ironic, however, that in this modern age we actually need such a system, when we have modern roads, signage, and accurate maps. Wouldn’t it have been great to have a GPS system back in the day when our Model As were new, when there were few roads poorly marked, and services far and few between. Well, they did..., sort of.

A while ago, I was visiting our good friends Rudy Eilander and Karen Stoker, and Karen showed me a most interesting book indeed. When I read the title, “Automobile Blue Book,” I immediately thought it was a copy of the “Kelly Blue Book” of used car values that we are familiar with. It wasn’t. It was a “Blue Book” alright, but instead of having used car prices in it, it was, essentially, the GPS system of 1924!

The Blue Book consisted of four volumes: Vol. 1 for the northeast; Vol. 2 for the southeast; Vol. 3 for the Midwest; and Vol. 4 (which is shown at the left) for the western United States. It’s laid out by Route number, starting with Route 1, which goes from Denver to Colorado Springs, and ends on Route 720 (page 682) from Glacier Park Station to Cut Bank, Montana. This all seems chaotic and arbitrary until you realize that a map is missing from the book. When new, each of the Blue Book volumes had a large, fold-out map to allow you to get your bearings.

What you would do would be to unfold the map, locate where you were on the map and where you wanted to go, and the coordinates on the map would indicate which route or routes you needed to take. From

there, you would find the route number in the book, and it would give you directions.

Keep in mind that the “Routes” mentioned in this book are NOT road or highway numbers, but simply numbers attached to the directions created by the Blue Book editors. And those directions consist of landmarks, building sites, and geographic formations. Miss one of them and you’ll end up miles out of your way, lost, or stranded. Unlike today, where you can simply use your cell phone and call for assistance, back in 1924, if you ended up lost, it could result in catastrophic consequences.

It’s not known how all of these routes were devised, but somebody must have driven all these routes and wrote down how they got from “A” to “B”—quite an endeavor indeed.

Since many of us went on a tour to Ely, Nevada, last year, I decided to use that location to see how it would direct us from Ogden to Ely. Since I didn’t have the map to help me, I leafed through the book until I found Salt Lake City. It was on page 214. But the first thing on that page was an explanation as to how to get from Salt Lake City to Ogden on Route 141. But then right below that information, it says, to go from Ogden to Salt Lake City, “reverse Route 141”!

How simple is that?!

You can see all of the directions of this first leg on pages 8 and 9, but it starts you out at 25th Street and Washing Ave. It says that there is a concrete highway all the way from Ogden to Salt Lake City. “It traverses a flourishing agricultural community, offering magnificent views of the Wasatch range and the Great Salt Lake in the distance.”

Then we have to go to page 205, which explains how we get from Salt Lake City to Gold Hill, Utah, on Route 130.

From Gold Hill, we are then directed to take Route 131 to Ely. Then, about 13 miles out of Gold Hill, make sure you pass Sheridan’s store! Then 100 miles later, you arrive in Ely!

nearly 10 miles long, but is gradual and over good roadway. Cross RR at Zurich Sta., Cal., 116.3.

118.2 Left-hand road; left.

118.6 BIG PINE, at flagpole. Route 365R to Mojave.

Route 138 R—Big Pine to Goldfield, Cal., and Tonopah, Nev.—118.6 m.

Reverse Route 138.

Natural sand road except 10.5 miles of graded gravel approaching Tonopah.

Route traverses a sparsely settled desert country and no accommodations or supplies are available between Big Pine and Goldfield. Water may be had at several places. Westgaard pass, encountered shortly after leaving Big Pine, is a long and steady climb, most deceiving in appearance, but the road surface is good. This pass is seldom closed during the winter months.

A section of the Midland trail.

0.0 BIG PINE, at flagpole and P. O. North on Main St.

0.4 End of road; right. Cross RR at Zurich Sta., Cal., 2.3.

2.7 Fork; left, shortly ascending long, steady grade thru Westgaard pass.

11.4 Fork left. Summit of Westgaard pass 12.5. (Elevation 7,276 ft.) Descent of eastern slope begins 13.2. It passes thru several narrow canyons with numerous sharp curves, and, as it is somewhat narrow in places it requires caution. Avoid left at foot of descent 19.8, emerging into large valley and passing alkali lake on far right. Avoid right 20.5.

25.1 Fork; left. Pass Gilbert ranch on right 27.1.

28.4 Fork, beyond ford; right.

29.9 Fork; left, ascending grade. Summit 33.5. (Elevation 6,371 ft.) Bear left thru irreg. 4-cor. at foot of grade 36.4.

37.3 Fork; bear right. Thru 4-cor. 38.9. Cross California-Nevada state line 42.2. Pass well on right 50.1.

56.4 Fork, at stone cabin; left up-grade. Summit of Lida Pass 57.4 (elevation 7,409 ft.). Descend winding grade thru gulch.

61.8 Fork; right with travel. Thru Lida, Nev., 62.2. Thru diag. 4-cor. 65.4, coming onto big prairie. Avoid right 66.3.

69.9 Prom. fork beyond abandoned ranch; right.

82.2 Fork just before 4-cor.; right. Thru narrow gorge 83.9.

91.8 Crook St.; left.

92.0 Goldfield, Crook & Columbia Sts., at bank. Right on Columbia St. 3 blks.

92.2 4-cor.; left 1 blk.

92.3 Irreg. 4-cor.; bear right and follow main travel across desert. Avoid left 96.5.

Left at 96.5 leads to Alkali Hot Springs.

107.7 Left-hand road; left.

108.1 Fork; right on graded road. Avoid right 111.1. Pass Divide mining camp 114.0.

Sharp right 118.5 is Route 137R to Ely.

Tonopah Pts. of Int., Route 137.

118.6 TONOPAH, Main St. & Brougher Av., at bank. GARAGE: Midland.

Route 141—Salt Lake City to Ogden, Utah—38.2 m.

Reverse Route 141 R.

Concrete highway.

It traverses a flourishing agricultural community, offering magnificent views of the Wasatch range and the great Salt Lake in the distance.

Salt Lake City City Map, Route 78.

0.0 SALT LAKE CITY, Temple & Main Sts., at Brigham Young monument. West on Temple St. 3 blks.

0.4 N. 2nd West St.; right.

9.8 Bountiful. Thru with trolley. Thru Centerville 11.8.

16.4 Farmington, 4-cor., at court house; right.

21.5 Kaysville. Thru.

23.9 Layton. Thru.

28.8 Clearfield. Bear right.

32.8 Right-hand road; right. Bear left onto Washington Av. 36.8. Ogden Pts. of Int., Route 79.

38.2 OGDEN, Washington Av. & 25th St., at city hall.

HOTELS: New Healy; Reed.

GARAGE: Mack-Robinson. Ahead on Washington Av. are Routes 142 to Snowville; 157 to Pocatello.

Route 141 R—Ogden to Salt Lake City, Utah—38.2 m.

Reverse Route 141.

Concrete highway.

This route leads thru a flourishing agricultural community, offering magnificent views of the Wasatch range and the great Salt Lake in the distance.

This is a section of the Salt Lake Yellowstone highway (yellow marker).

0.0 OGDEN, Washington Av. & 25th St., at city hall. South on Washington Av.

Farmington, Utah (pop. 1,250, alt. 4,250) east of Great Salt Lake. It is the home of

Route 142 R—Snowville to Ogden, Utah—85.4 m.**Reverse Route 142.**

Natural gravel and dirt road to Tremonton, parts of which may be cut up and dusty during the summer months; graded dirt thence to Corinne; balance pavement.

The route traverses a hilly region to Tremonton, dry farming and cattle raising being the chief industry. From here on to Brigham it crosses a level agricultural district and follows along the base of the Wasatch mountains balance of way to Ogden.

- 0.0 SNOWVILLE, at store. East.
- 2.7 End of road; right.
- 17.2 4-cor.; right upgrade.
- 20.3 4-cor. at store; left.
- 21.3 4-cor. at ranch; right.
- 22.0 End of road; left.
- 34.6 Fork of 3 roads; center road with poles.
- 37.7 4-cor. at farm; left.
- 41.5 Tremonton. Thru.
- 42.8 4-cor. at tabernacle; right.
- 50.0 4-cor.; right 1 blk.
- 50.1 Bear River, 4-cor. at church and school. Left.
- 54.5 End of road at RR; left.
- 55.5 End of road at sta.; right.
- 55.7 Corinne, 4-cor.; left.
- 60.2 Fork; right across bridge.
- 61.0 Left-hand road; left.
- Brigham Pts. of Int., Route 157.*
- 62.6 Brigham, end of street at courthouse. Right.
- Route 157 to Pocatello.*
- Thru Willard 68.8. Pass Hot Springs Sta. 75.3. Bear right onto Washington Av. 79.4.
- Ogden Pts. of Int., Route 79.*
- 85.4 OGDEN, Washington Av. & 25th St., at city hall.
- HOTELS: New Healy; Reed.*
- GARAGE: Mack-Robinson.*
- Ahead Route 141R to Salt Lake City; 79R to Evanston.

Route 143—Snowville, Utah, to Montello, Nev.—116.8 m.**Reverse Route 143 R.**

This road has greatly deteriorated for lack of maintenance and many places are so poor that only the slowest of progress is possible. This condition applies particularly on the 30 mile stretch between Rosebud ranch and Lucin where many cross washes and rough, rocky stretches are encountered.

Except for the small settlements of Park Valley and Lucin and a few isolated ranches, no habitation is encountered on this route. The country is barren and desolate.

- 0.0 SNOWVILLE, at store. West across flat.
- 5.8 Fork; right.
- 20.7 Prom. fork; left.
- Right at 20.7 leads to Twin Falls.

- 1.4 Fork; right from trolley.
- 9.4 Clearfield, fork. Left.
- 14.3 Layton. Thru.
- 16.7 Kaysville. Thru.
- Farmington Pts. of Int., Route 141.*
- 21.8 Farmington, 4-cor., at court house. Left. Thru Centerville 26.4; Bountiful 28.4.
- 37.8 So. Temple St., at trolley; left 3 blks.
- Salt Lake City City Map and Pts. of Int., Route 78.*
- 38.2 SALT LAKE CITY, Temple & Main Sts., at Brigham Young monument.
- HOTELS: New Wilson; Utah.*
- GARAGE: Social Hall.*
- Route 130 to Goldhill; Route 116 to Fillmore; Route 109 to Heber; Route 78R to Evanston.

Route 142—Ogden to Snowville, Utah—85.4 m.**Reverse Route 142 R.**

Paved road to Corinne; graded dirt thence to Tremonton; balance mostly natural gravel and dirt roads, which are only fair and may be cut up and dusty during the summer months.

The route follows along the base of the Wasatch mountains as far as Brigham, where it turns westward, traversing a level farming country to Tremonton. Shortly beyond it enters a hilly region, where dry farming and cattle raising form the leading industry.

- 0.0 OGDEN, Washington Av. & 25th St., at city hall. North on Washington Av.
- 6.0 Fork; left with pavement. Caution for dangerous trolley crossing 10.0. Pass Hot Springs Sta. 10.1. Thru Willard 16.6.
- Brigham Pts. of Int., Route 157.*
- 22.8 Brigham, left-hand road at court house. Left.
- Route 157 to Pocatello.*
- 24.4 End of road; right.
- 29.7 Corinne, 4-cor.; right.
- 29.9 Left-hand road; beyond RR at sta.; left.
- 30.9 Right-hand road; right.
- 35.3 Bear River City, 4-cor., at church and school. Right 1 blk.
- 35.4 4-cor., beyond P. O.; left.
- 42.6 4-cor., at tabernacle; left.
- 43.9 Tremonton. Thru across RR.
- 47.7 4-cor., at farm; right. Avoid left 61.3.
- 63.4 Right-hand road; right.
- 64.1 4-cor., at ranch; left.
- 65.1 4-cor., at store; right.
- 68.2 4-cor.; left.
- 74.7 Fork at mail box; right.

Route 141 explains how to get from Salt Lake City to Ogden. If you wanted to go from Ogden to Salt Lake City, take Route 141-R, which means Route 141 in reverse. Simple enough!



The Lincoln Highway Garage, the Ford dealership in Ely, Nevada, ca. 1924—the same year this *Automobile Blue Book* was published. “Ely, Nevada,” the book says, “is practically the only large town between Salt Lake City and Reno on the Lincoln Highway. A splendid free camping ground is maintained for use of tourists.”

While this was a few years before our Model As came out, the scene and the dirt roads were probably the same. (Editor’s photo)

- 71.9 Garrison, Utah, at P. O. Thru.
74.3 Fork; left. Pass lake 74.7.
77.8 Fork at 3 roads beyond ranch;
take extreme left, following
sandy road across prairie. Avoid
left 79.3.
88.6 Fork; right on graded road.
Cross low divide and descend
grade 97.4. Left across valley
99.6. Enter hills 113.0. Cross
divide and descend grade 117.0.
Leave hills and cross valley
118.6.
127.8 Fork; right. Cross RR 133.6.
135.2 Frisco, at store. Right.
149.6 4-cor., beyond schools; right
onto Main St. 5 blks.
149.9 Milford, at sta. Bear left across
RR. Bear left at edge of Min-
nersville 62.9. Pass Beaver
river dam 168.2.
172.7 End of road; right.
174.5 Fork; left from poles.
Right at 181.0 is Route 117 to
St. George.
181.2 BEAVER, 8th & Main Sts., at
park and bank.
Left on Main St. is Route 117R
to Fillmore and Route 126R to
Richfield.

Route 130—Salt Lake City to Gold Hill, Utah—148.8 m.

Reverse Route 130 R.

Concrete to Magna, graded gravel to Orr's Ranch with the exception of a few miles of uncompleted highway on the west slope of Johnson pass, next 40 miles dirt, followed by 18 miles of graded highway across the salt basin, last 12 miles natural prairie road.

The first 60 miles of this route are thru a settled agricultural section of Utah. The balance is over an uninhabited prairie and desert country, Orr's Ranch being the only habitation between Clover and Gold Hill, a distance of 90 miles.

Make inquiry at Utah State Automobile Association, Hotel Newhouse, for most recent conditions on this route.

This is a section of the Lincoln highway.

Salt Lake City City Map, Route 78.

- 0.0 SALT LAKE CITY, Temple &
Main Sts. at mon. East on
Temple St. 1 blk.
0.1 State St.; right.
5.0 33rd St. at tabernacle; right.
7.7 End of road; left.
8.0 Right-hand road; right.
16.1 4-cor.; right with pavement.
17.1 End of road; left.
18.1 Magna, far side of business dis-
trict. Right.
18.6 End of road; left.
20.2 Fork, beyond RR; right.
21.1 Prom. fork; right along shore.
21.8 Garfield, 5-cor. Thru.
Right at 22.6 leads to Saltair, 3
miles.
Avoid prom. right-hand road
31.9.
Right at 31.9 is Wendover cut-
off for points west.

- 40.6 Tooele. Thru on Main St. Thru
right then left 41.4.
47.4 Stockton, fork. Right across
RR.
52.6 End of road; right.
54.2 Fork, beyond RR; right. Cross
RR at St. John Sta. 54.3.
56.8 End of road; left. Thru St.
John 57.4.
58.5 4-cor.; right.
59.4 Clover, right-hand road at
church. Right. Ascend grade
over Fisher's pass 62.8. Summit
66.8. Pass Willow Springs ranch
on left 69.3. Avoid right at
fence corner 73.5.
77.2 End of road; left.
77.7 Orr's Ranch, end of road. Right.
Bear diag. left 77.9-81.4. Fork;
right. Avoid left 85.4.
95.1 Prom. fork; right.
Left at 95.1 leads to Fish Springs
ranch.
96.9 Fork; right. Avoid left 115.5.
Left at 115.5 leads to water 0.2
mile.
Cross salt flats of the Great
American Desert on graded road
for 18 miles.
136.7 Fork, old shack on right; right
upgrade, heading for hills.
137.2 Fork; right. Cross RR 148.5.
148.7 End of road; left.
148.8 GOLD HILL at P. O.
Ahead is Route 131 to Ely.

Route 130 R—Gold Hill to Salt Lake City, Utah—148.8 m.

Reverse Route 130.

First 12 miles natural prairie road, then 18 miles graded dirt road across Salt basin, followed by 40 miles of dirt to Orr's Ranch; gravel to Magna, with the possible exception of a few miles of uncompleted highway on the west slope of Johnson pass; concrete from Magna to Salt Lake City.

The first 90 miles of this route are over an uninhabited desolate prairie and desert country, Orr's Ranch being the only habitation on this stretch; last 60 miles are thru a densely settled agricultural section of Utah. As one descends from the range adjacent to Gold Hill, no grander view can be imagined than the one confronting the tourist on a clear day. In the foreground one may follow the new highway stretching out toward the treeless plains and 20 miles to the east the Granite mountains can be plainly seen.

It is 71 miles from Gold Hill to Orr's Ranch, the first habitation.

This is a section of the Lincoln highway (red, white and blue marker with large "L").

- 0.0 GOLD HILL, at P. O. North
on Main St.
0.1 Right-hand at lumber yard;
right along RR.
0.3 Fork, beyond RR; left.
2.1 Fork; left downgrade.
5.1 Fork; left. Avoid right 6.0.

Route 130 would take you from Salt Lake City to Gold Hill, Utah, a tiny town almost 150 miles west. It would take you through Magna, Garfield, Tooele, Stockton, and Orr's Ranch, which was not a town, but a ranch! Bring plenty of gas, water, tires and patches..., and FOOD!

12.1 End of road; left, crossing salt flats of the Great American desert on graded road for 18 miles.

33.2 Fork at point of mountain; left. Right at 33.2 leads to Water 0.2 m.

Avoid right 34.5. Left across ditch, then right 52.5. Avoid right 52.9.

Sharp right at 53.7 leads to Fish Springs Ranch.

69.6 Fork; right. Bear right 70.9.

71.1 Orr's Ranch, end of road. Left keeping left at fork beyond.

56.4 Fork; left. Avoid right 65.8.

71.6 Right-hand road; right. Pass Willow Spring ranch on right 79.5. Summit of Fisher's pass 82.0.

89.4 Clover, end of road. Left.

90.3 4-cor.; left. Thru St. John 91.4.

92.0 Right-hand road; right. Cross RR at St. John sta. 94.5. Bear left across branch RR 94.6.

96.2 End of road; left. Thru Stockton 101.4.

107.4 4-cor.; right, then left.

108.2 Tooele. Thru on Main St.

110.6 Fork; left across RR.

Left at 126.2 leads to Saltair.

127.0 Garfield, 5-cor. Thru.

128.6 Fork; left across RR.

130.2 Right-hand road; right.

130.7 Magna, end of road. Left.

131.7 Right-hand road; right.

132.7 4-cor.; left onto 35th St.

140.8 End of road; left.

141.1 Right-hand road; right.

Salt Lake City City Map and Pts. of Int., Route 78.

143.8 State St. at tabernacle; left.

148.7 Temple St.; left 1 blk.

148.8 SALT LAKE CITY, Temple & Main Sts., at mon.

HOTELS: New Wilson; Utah.

GARAGE: Social Hall.

Ely, Nev. (pop. 2,075, alt. 6,000 ft.), is practically the only large town between Salt Lake City and Reno on the Lincoln highway. It is one of the greatest mining centers in the country today, containing large deposits of copper, gold and silver. The largest copper

Route 131—Gold Hill, Utah, to Ely, Nev.—112.1 m.

Reverse Route 131 R.

Natural sand road to McGill; balance gravel highway. Except for some rough stretches near Ibapah, average conditions on this trip are fair and good time can be made when weather conditions are favorable.

The route traverses a sparsely settled hilly sagebrush country.

This is a section of the Lincoln highway (red, white and blue marker with large 'L').

0.0 GOLD HILL at P. O. South on winding road thru hills.

2.3 Fork; left across dry wash.

3.9 Fork; right. Bear right down grade 6.0. Avoid right 9.4.

12.7 Right-hand road; right. Pass Sheridan's store 13.1.

13.3 End of road; left then right. Thru Ibapah, Utah, 14.7.

15.3 Right-hand road at ranch; right. Cross Utah-Nevada state line 19.2. Pass Tippet's ranch No. 2.

42.2 Fork; left. Cross divide 52.2.

52.3 Fork; right downgrade.

57.6 End of road at Stone Cabin ranch; right. Pass Anderson ranch 61.2, ascending grade just beyond summit of Shelbourne Pass 66.6. Descend grade.

69.0 Left-hand road at Burke's ranch; left. Pass Magnuson ranch on right 80.1.

97.8 Fork; left then right along cabins. Thru McGill 98.5.

98.9 Fork at baseball grounds; right on gravel highway.

110.3 East Ely, Av. C & 11th St. Left onto 11th St. 3 blks.

110.5 4-cor.; right. Avoid left 111.0.

111.7 4-cor.; left then right at power plant onto Aultman St.

112.1 ELY, Aultman & Murry Sts.

GARAGE: Lincoln Highway.

Routes 132 to Eureka; 137 to Tonopah.

pit in the world is located here. A splendid free camping ground is maintained for use of tourists. The Lehman Cave, a natural wonderland, is within easy driving distance. It has recently been made a national monument.

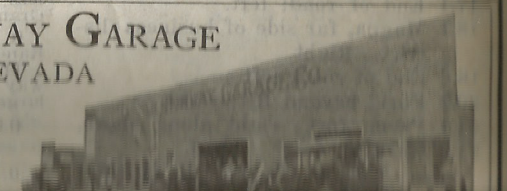
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Gas—Supplies—Tires—Oils

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Batteries Charged without removing from car. Experts on all Electric Lighting and Heating Systems. Auto Glass Springs made to fit and stand up.



Routes 131R-132-132R

Route 131 R—Ely, Nev., to Gold Hill, Utah—112.1 m.

Reverse Route 131.

Gravel highway to McGill; balance natural sand road, except for some rough stretches near Ibapah, average conditions on this trip are fair and good time can be made when weather conditions are favorable.

The route traverses a sparsely settled hilly sage brush country.

This is a section of the Lincoln highway (red, white and blue marker with large "L").

- 0.0 ELY, Aultman & Murry Sts. East on Aultman St.
- 0.4 End of road at power plant; left, then right.
- 0.8 Fork; right across RR. Avoid right at coal shed 1.1.
- 1.6 11th St.; left 3 blks.
- 1.8 East Ely, 11th St., & Av. C. Right onto Av. C. Cross RR 2.4.
- 4.0 Fork; right. Thru McGill 13.6.
- 14.3 Fork beyond row of cabins; left, then right.
- 17.8 Prom. fork; left across valley.
- 22.5 Fork; left. Pass Magnuson ranch 32.0. Avoid right 33.5.
- 38.3 Fork; right.
- 43.1 End of road at Burke's ranch; right up winding grade. Summit of Shelbourne pass 45.5.
- 50.6 Fork; at foot of descent; right. Pass Anderson ranch 50.9.
- 54.5 Left-hand road at Stone Cabin ranch; left upgrade.
- 61.1 Fork at foot of descent; left across valley. Pass Tippet's ranch 71.9. Avoid right at corral 72.0.
- 74.0 Fork; right. Cross Nevada-Utah state line 92.9.
- 96.8 End of road at ranch, left. Thru Ibapah, Utah, 97.4.
- 98.8 Turn left, then right. Pass Sheridan's store on left 99.0.
- 99.4 End of road; left.
- 99.6 Prom. fork; right upgrade.
- 106.1 Fork at summit; left.
- 108.3 Fork; right. Thru wash 109.8.
- 112.1 GOLD HILL, at P. O.
Ahead on Main St. then right at RR is Route 130R to Salt Lake City.

Route 132—Ely to Eureka, Nev.

unimproved sand road. A section of the Lincoln highway (red, white and blue markers and large "L").

Huge, treeless flats, separated by shrub covered mountain ranges, are intermittently traversed on this trip. The country is uninteresting and with the exception of a few ranches and a small mining town no habitation is encountered.

- 0.0 ELY, Aultman & Murry Sts. West on Aultman St. Caution for RR 1.8.
- 4.8 Prom. fork; right, following new highway thru hills. Cross Robinson summit 17.3. Pass Mormon ranch 33.1.
- 37.0 Prom. fork; left. Pass spring on left 39.2.
- 41.9 Fork at summit; left.
- 46.9 End of road at edge of Hamilton; sharp right downgrade.
- 49.4 Fork; right. Pass Six Mile Ranch on left 52.9.
- 53.5 Fork; left across flat. Ascend grade 63.1. Summit 64.0.
- 73.1 End of road; left. Bear right upgrade 77.3.
- 83.8 Fork; left.
- 87.4 EUREKA at courthouse.
Ahead on Main St. is Route 133 to Austin.

Route 132 R—Eureka to Ely, Nev.—87.4 m.

Reverse Route 132.

First 51 miles unimproved sand road; balance gravel highway. A section of the Lincoln highway (red, white and blue markers with large "L").

Huge, treeless flats, separated by shrub covered mountain ranges, are intermittently traversed on this trip. The country is uninteresting and with the exception of a few ranches and a small mining town no habitation is encountered.

- 0.0 EUREKA, at courthouse. East on Main St.
- 0.4 Fork beyond bridge; left.
- 0.8 Fork; left.
- 2.8 Fork; right across culvert.
- 3.7 Fork; right upgrade.
- 10.1 Fork; left across flat.
- 14.3 Right-hand road at abandoned ranch; right across flat. Enter hills 21.0.
- 24.3 Fork; left across valley. Pass Six Mile Ranch on right 34.5.
- 35.0 Fork; right.
- 37.2 Prom. fork; right

The last leg of your arduous journey was from Gold Hill to Ely, a 112-mile trip. In the Blue Book's instructions, it says to check the accuracy of your speedometer and odometer, because they measured the distances between landmarks to help keep you on track. Obviously, if your equipment did not match theirs, you could and probably would waste a lot of time locating certain points along the way.

Note the ad for the Lincoln Highway Garage at the bottom of page 131. This facility, like all Ford dealerships located almost everywhere throughout the country, was a sight for sore and tired eyes of a Model T or Model A driver. In fact, this is one of the reasons Ford Motor Company became so successful—the Ford owner knew he or she could get service just about anywhere.

Thanks to Rudy and Karen for sharing this remarkable bit of automotive history with us. It shows just how far we have come in the past 100 years.

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