
The George A. Wyman Memorial Grand Tour



"Points Along the Way"

RIDER'S GUIDE



Follow in the tracks of the first person to ride a
motorized vehicle across the America

2019 Edition

THE GEORGE A. WYMAN MEMORIAL GRAND TOUR

“Points Along the Way”

Rider’s Guide

By

The George A. Wyman Memorial Project

Dedicated to the legacy of George A. Wyman by members of the
Iron Butt Association, *“World’s Toughest Motorcycle Riders”*

First Edition, 2015

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The George A. Wyman Memorial Grand Tour – “Points Along the Way”

This is a listing, in chronological order, of all the waypoints mentioned by George A. Wyman in his narrative published in “The Motorcycle Magazine” and his reports in “Bicycling World and Motorcycle Review”.

Great care is taken to be as accurate as possible with quotations and references to locations. Where there are discrepancies between the Wyman narration and the historical references we point them out and leave it up to you to imagine the actual circumstances given the information. The historical research is still on-going and this documentation will be updated as the historical facts come to light.



In 1903, life moved at the speed of the horse and wagon. The highways between communities along Wyman’s route were mere dirt wagon trails. The most significant transportation infrastructure of the day was the railroad. Specifically, between Sacramento and Omaha, the Transcontinental Railroad, built along the California Gold Rush emigrant trail, was the dominate transportation link that connected the communities along Wyman’s route. He would use the “Official Listing” publication of the Central Pacific Railroad as a ground positioning system. The “Official Listing” documented each Office, Agent and Station with Table of Distances, in rail miles, from San Francisco. By following roads and in many cases the railroad bed, Wyman would always know where he was and what was up ahead. Many of the roads Wyman took in 1903 would become part of the “Lincoln Highway” system starting in 1913. US Highways would replace these in the 1930s. Today, the dominate highway between San Francisco and Omaha is Interstate 80.

East of Omaha, Wyman expected the roads and available services to be better than those of the west. Still, he would follow a route that would later become parts of the Lincoln Highway. Wyman did not stray very far from the railroad tracks that connected communities along his route. While you are riding along the modern highways take note of the proximity of the railroad tracks. If you notice the road following them, you are pretty close to the route Wyman took. As you see circa 1903 looking structures, imagine Wyman seeing them as he rode his rickety motorcycle along the way.

Wyman would mention generalities about his experiences for most of the communities along the way. At times he was more specific and on occasion stated names and actual street addresses of the places with which he had dealings. In an effort to enhance the “Points Along the Way” we have done historical research to tease out details surrounding each of the waypoints. We consulted the local historical societies, researched the circa 1903 “Business Directory” listings for possible hotel stays, persons named by Wyman and repair facilities indicated he may have used. Many times this research effort has discovered new information not previously known to the motorcycling or general public.

Much of the highway and rail systems have changed since Wyman’s transcontinental crossing of America. Given that the roads and rail lines of 1903 have been paved over, realigned, re-routed and expanded, the goal here is to offer a route that would take you past the same geographical surroundings experienced by Wyman. In many cases, we used the USGS Topo map program to select the most direct route between points along the way. This USGS mapping program allows one to overlay circa 1900 topographical maps over current maps to compare the old roads with modern paved highways.

We hope you take your time and visit as many Wyman waypoints as your schedule allows. The Grand Tour is designed to be interesting, informative and most of all fun. Use this document as your guide to the “Points Along the Way.”

Using the “Points Along the Way” Rider’s Guide

Use this document at Wyman waypoints while on your motorcycle journey from San Francisco to New York City. The memorial period is from May 16 through July 6. Riding from San Francisco to New York City will place you along the route and at the time of the year Wyman rode his epic journey. Stop at as many points along the way as your schedule allows. The more Wyman waypoints you ride to, the better the experience.

When used with Garmin BaseCamp, or other readily available mapping programs, this document and a GPS device will guide the rider through the George A. Wyman Memorial Grand Tour. A GPS is not necessary as there is enough information provided to enable one to plot the desired waypoints along the route all the way from San Francisco to New York City.

The George A. Wyman Memorial Project site: <http://goo.gl/95CBGd> contains the latest edition of the Rider’s Guide, as well as the companion GPS GPX format file for download. They are on the Grand Tour page.

Members of the long distance riding and motorcycle touring communities will be familiar with the format used. It is common to competitive long distance motorcycle rallies. If you are not familiar with this aspect of motorcycling, then the George A. Wyman Memorial Grand Tour will be a great way to experience the fun and navigational challenges of motorcycle rallying. There are 160 Wyman waypoints contained in this guide. Depending on your long distance riding abilities, navigational skills and available time, you can ride to and document a majority of the points along the way in the span of a week’s vacation, Saturday through Sunday; comprised of a one to three-day ride to San Francisco, five days to ride the Grand Tour, then, one to three day ride back home.

- **Number – Waypoint Name:** Each waypoint is uniquely numbered using the date and order in which Wyman arrived and the name of the location he passed through. When Wyman referred to a specific event, such as stopping for gas, repairs or remaining over-night (RON) that is also included. In some cases, an “Information” waypoint is used to mark a location of interest or substitutes for waypoints not accessible by paved highway. They have the same sequence number as the Wyman waypoint to which they refer.
- **Date:** Weekday and date Wyman reached the location.
- **Coordinates:** Lat/Lon in hddd.ddddd format. [HyperLinked](#) to Google Maps
- **Address:** In many cases, our historical research was able to pinpoint the street address of the waypoint. Where the specific address is unknown we used prominent circa 1903 intersections, geographic features or landmarks as points Wyman likely rode passed.
- **Description:** Used to enhance the circumstances and historical context of the waypoint. For visual interest period pictures have been added. When actual Wyman photographs are used, this is noted.
- **In his own words:** These are quotes from the Wyman narrative specific to the waypoint.
- **Departing Route:** Suggested route from the waypoint that would approximate the route taken by Wyman.
- **Waypoint visit log:** (For those seeking [IBA certification of the Grand Tour](#)) Place to record date, time, motorcycle odometer, with checkbox for dated business receipt (DBR) and “SPOT” satellite tracking marker.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

☐ ~~DBR~~ indicates a DBR is not available at that location. Using a satellite tracking device like [SPOT](#) or the Android Smartphone App [BubblerGPS Pro](#) will help document waypoints and can be used to produce a nice [SpotWalla](#) map to share on your blog and or social media if desired.

TABLE OF CONTENTS

The Rider's Guide is organized into Legs that compliment Wyman's published articles. You are encouraged to read the full text of each of the articles before beginning the Grand Tour. Excerpts from the Wyman narratives are included at each waypoint entry as a reminder and to enhance the experience.

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TABLE OF ROUTE DISTANCES AND TIMES

Listed below are the miles and riding times for routes to each of the Wyman waypoints accessible by paved roads. The routes follow the paved roads and highways available today that closely match Wyman's 1903 route. You may choose any route between waypoints. Navigating point-to-point using the "Fastest" GPS route setting may reduce the distances and moving time, but you might miss out on a lot of great riding between the points along the way.

Table of Distances and Times by State

STATE	WAYPOINTS	MILES	MOVING TIME	DWELL TIME	TOTAL TIME
California	18	217.3	4:21	2:50	7:11
Nevada	16	482.1	7:50	2:40	10:30
Utah	8	233.3	3:35	1:20	4:55
Wyoming	28	547.0	9:47	4:40	14:27
Nebraska/Colorado	19	474.9	8:54	3:10	12:04
Iowa	13	372.5	7:19	2:10	9:29
Illinois	10	184.1	5:29	1:40	7:09
Indiana	7	171.4	3:27	1:10	4:37
Ohio	11	261.7	6:25	1:50	8:15
New York	15	608.8	11:20	2:30	13:50
TOTALS	145	3,553.1	68:27	24:00	92:27

. (Source: Garmin BaseCamp, map set 2015.2)

LEG ONE

Over The Sierras And Through The Snow Sheds

San Francisco, CA to Reno, NV: Wyman made his ceremonial start at 2:30 p.m. on May 16, 1903 from Lotta's Fountain, pictured here, in "Newspaper Square" at the intersections of Market and Kearney streets. When he reached Reno on the evening of Wednesday, May 20, he had successfully crossed over the Sierra Nevada Mountains by motorized vehicle for the second time in history. The previous summer Wyman had been the first ever to cross the Sierra Nevada's by motorcycle to participate in a bicycling event in Reno. It was this trip that inspired him to attempt the first transcontinental motorcycle ride.



Wyman's final waypoint, RIP George A. Wyman, is inserted between the SFO Vallejo Ferry and the Vallejo Ferry Terminal waypoints. After crossing the San Francisco–Oakland Bay Bridge, ride to the Mountain View Cemetery and take this opportunity to pay your respects to America's first long distance motorcycle rider.



While on your way to the Summit Hotel RON point why not stop by the Donner Summit Historical Society and check out all the vintage photographs, circa 1900? Back then it was something of an adventure to brave the trek over the Sierra Nevada Mountains. The Central Pacific Railroad, now Union Pacific RR, was operating rail service along the "Transcontinental Railroad" over the famed Donner Pass. Owing to the heavy snow fall in the pass the CPRR built "Snow Sheds" to protect the railroad bed from avalanches and the buildup of snow along the route. They are still in use today, although the original wooden sheds have been replaced with ones made of concrete. Wyman would slog through the snow sheds much of the way over the pass.

Each RON (remain overnight) point below represents a day's ride for Wyman during his journey. Today, riding your motorcycle to the Wyman waypoints will take much less time. The distances and times listed in the table below are on modern paved roads and highways that closely follow Wyman's likely original route. The dwell times are ten minute (0:10) stops at each of the Wyman waypoints so you can take pictures, document your visit and savor the moment. Take as much or as little time as you like.

LEG 1 -- Over The Sierras And Through The Snow Sheds

RON POINT	WAYPOINTS	MILES	MOVING TIME	DWELL TIME	TOTAL TIME
516.3 Vallejo Ferry Terminal	4	40.1	1:02	0:40	1:42
517.3 Sacramento RON	3	61.2	1:05	0:30	1:35
518.4 Colfax RON	4	55.3	1:04	0:40	1:44
519.2 Summit Hotel RON	3	43.4	0:44	0:30	1:14
520.5 Reno RON	5	44.1	0:56	0:50	1:46
LEG 1 TOTALS	19	244.1	4:51	3:10	8:01

516.1 - Lotta's Fountain Start

Date: Saturday, May 16, 1903

Coordinates: N37.78787° W122.40338°

Address: 692 Market St, San Francisco



Description: George A. Wyman made a ceremonial start of his transcontinental motorcycle ride from this spot at 2:30 p.m. It was known as "Newspaper Square" at the time. Wyman's transcontinental attempt was being underwritten by The Goodman Company, NYC, to help launch their new publication "The Motorcycle Magazine." Seven weeks of hard riding would begin the following day from the eastern shore of San Francisco Bay.

In his own words: *"Little more than three miles constituted the first day's travel of my journey across the American continent. It is just three miles from the corner of Market and Kearney streets, San Francisco, to the boat that steams to Vallejo, California, and, leaving the corner formed by those streets at 2:30 o'clock on the bright afternoon of May 16..."*

Departing Route: The direct route along Market St to the Vallejo Ferry terminal is less than one mile. However, the distance from Lotta's Fountain to the California Motor Company, then on to the ferry terminal, is about 3 miles.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

516.1i - The California Motorcycle Company

Date: May 1903

Coordinates: N37.78055° W122.41695°

Address: 305 Larkin Street, San Francisco, CA



Description: Roy C. Marks, formerly of Toledo, OH, created the first moto bicycle in the United States in San Francisco around 1896. By 1901, the California Motor Company was established to manufacturing the Marks design of motorcycle. Wyman used the Marks design in his ride across America. Wyman likely visited the CMC factory in the days leading up to his departure. The California Motor Company was later purchased by Consolidated Manufacturing and its machinery was disassembled before being shipped to Toledo. The CMC building may have been destroyed in the 1906 earthquake. Today it is the location of the Supreme Court of California.

In his own words: *"But, as a whole, the motor behaved splendidly and performed its work well under many trying conditions."*

Departing Route: McAllister St to Market St then east to the Vallejo Ferry dock on the north side of the famed San Francisco Ferry Terminal building.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

516.2 - Vallejo Ferry, San Francisco Ferry Terminal

Date: Saturday, May 16, 1093

Coordinates: **N37.79607° W122.39448°**

Address: 1 Ferry Plaza, San Francisco, CA 54111



Description: Wyman embarked for Vallejo aboard one of the many steamships operated by the Monticello Steamship Company. This is from The Chamber of Commerce Handbook for San Francisco, 1913. Page 257.

"Monticello Steamship Company. Vallejo (enroute to Mare Island) and connecting with San Francisco, Napa and Calistoga railway (electric) to Napa, St. Helena and Calistoga. Boats leave foot of Merchant Street, north of Ferry building."

In his own words: *"It is just three miles from the corner of Market and Kearney streets, San Francisco, to the boat that steams to Vallejo, California, and, leaving the corner formed by those streets at 2:30 o'clock on the bright afternoon of May 16, less than two hours later I had passed through the Golden gate and was in Vallejo and aboard the "Ark," or houseboat of my friends, Mr. and Mrs. Brerton, which was anchored there."*

Departing Route: Wyman took the Vallejo Ferry with his motorcycle. Today, the Vallejo Ferry is passenger only, no motorized vehicles. You might take I-80 to Vallejo, via Oakland, Wyman's final waypoint in his life's journey.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

1959 - RIP George A. Wyman

Date: November 15, 1959

Coordinates: **N37.83219° W122.24260°**

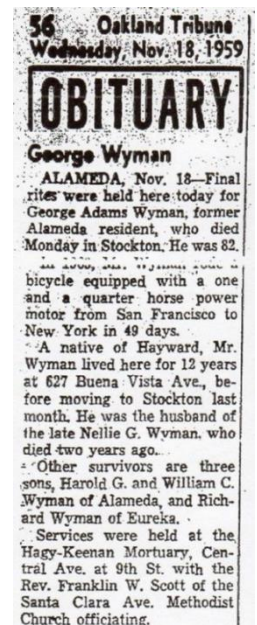
Address: Mountain View Cemetery, 5000 Piedmont Ave, Oakland, CA 94611

Description: While you are in the Oakland area, stop by and pay your respects to the "World's Toughest Motorcycle Rider" circa 1903. George A. Wyman's remains are in the main mausoleum, Section 157, Niche 1, Tier 2. It is on the second floor, to the right of the central fountain as you walk through the main entrance. George rests there with his spouse Nellie.

In his own words: *"I had always wanted to see New York. What better way than to go by motorcycle along the pioneer trail? And I made it, too!"*

Departing Route: Wyman's route from here? Only God knows.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT



516.3 - Vallejo Ferry Terminal

Date: Saturday, May 16, 1903

Coordinates: N38.10094° W122.26334°

Address: 289 Mare Island Way, Vallejo, CA 94590

Description: Wyman passed by this way on the late afternoon of Saturday, May 16 on his way to spend the night with friends aboard their houseboat.



In his own words: *"...less than two hours later I had passed through the Golden gate and was in Vallejo and aboard the "Ark," or houseboat of my friends, Mr. and Mrs. Brerton, which was anchored there."*

Departing Route: In 1903 there were no direct roads to Davisville. The Southern Pacific RR tracks made a direct path to Davisville. Today, take Interstate 80 to Davis(ville).

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

517.1 - Davis(ville)

Date: Sunday, May 17, 1903

Coordinates: N38.54389° W121.73761°

Address: 840 2nd Street, Davis, California

Description: Wyman passed by this way as he travelled to Sacramento. The main thoroughfare of Davisville at the time was 2nd Street along the RR tracks. He would have passed by the Depot.



In his own words: *"At Davisville, 59 miles from Vallejo, those always genial and well-meaning prevaricators, the natives, informed me that the road to Sacramento, which point I had set as the day's destination, was in good shape."*

Departing Route: Wyman continued east along the road. Today, take Interstate 80 to US 50 to Sacramento River Bridge where Wyman crossed into the city.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

517.2 - Sacramento River Bridge

Date: Sunday, May 17, 1903

Coordinates: N38.58558° W121.50833°

Address: 104 E Street, West Sacramento, CA, 95605

Description: Wyman rode the tracks and had to make his way on the RR bridge to cross the Sacramento River. This was the first of many obstacles and his first recorded use of the RR ties instead of the poor roads of the time. Pictured here is the I Street bridge looking north, circa 1895



In his own words: *"Eight miles from Davisville the road lost itself in the overflowing river. The water was too deep to navigate on a motor bicycle or any other bicycle, so I faced about and retraced the road for four miles, on until I reached the railroad tracks..."*

Departing Route: East along the I Street bridge to downtown Sacramento.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

517.3 - Sacramento RON

Date: Sunday, May 17, 1903

Coordinates: N38.58171° W121.49405°

Address: 915 I Street, Sacramento, CA 95815

Description: Wyman spent the night in Sacramento on Sunday, May 17, 1903 after crossing the Sacramento River Bridge over the RR trestle then onto I Street, what was then the "Main Street". He would have stayed in one of the many hotels near the center of town. He departed the next morning heading north east over the American River Bridge.



In his own words: *"On the trestles themselves the ties are laid sufficiently close together to make them ride-able – rather "choppy" riding, it is true, but much faster and less tiresome than trundling. I walked the road-bed; I "bumped it" across the trestles and that night, the 17th, I slept in Sacramento, a day's journey of 82 miles and slept soundly."*

Departing Route: I Street to the Capital City Freeway crossing the American River. Glance to the left at the RR bridge as you cross over the river. Or, take I Street east to 28th St north to the American River Parkway for a photo op of the bridge Wyman used to cross the river.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

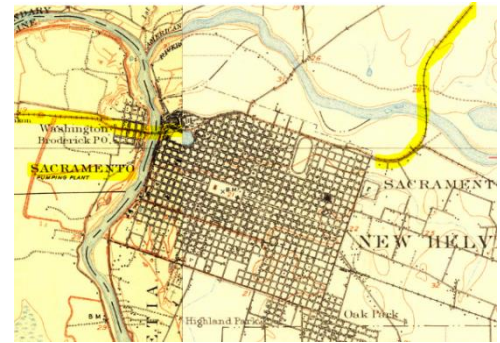
518.1 - American River Bridge

Date: Monday, May 18, 1903

Coordinates: N38.58939° W121.45150°

Address: River Road, 28th Street, Sacramento, CA

Description: Wyman crossed the American River near this point using the then Central Pacific RR bridge. You can take a great picture of the bridge from the Sutter's Landing park on 28th Street.



In his own words: "Three and a half miles east of Sacramento the high trestle bridge spanning the main stream of the American River has to be crossed, and from this bridge is obtained a magnificent view of the snow-capped Sierras..."

Departing Route: Wyman rode over the RR bridge crossing the American River. You will have to backtrack to get across the river. As you are riding east along the Capital City Freeway (I-80 BL) glance to the north and left to see the current RR bridge at the same location Wyman crossed.

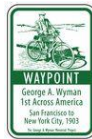
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

518.2 - Rocklin

Date: Monday, May 18, 1903

Coordinates: N38.79138° W121.23826°

Address: 5210 Front Street, Rocklin, CA



Description: Wyman passed through Rocklin along Front Street, then the main road through town. He would have ridden right past the **Burchard's Hotel** at the northwest corner of Front and Granite (now Rocklin Rd). Wyman would have also seen the **Rocklin RR Depot**, looking south along the RR tracks. The structure you see today was rebuilt in 2007. The Waypoint Sign is mounted to the exterior of the building.



In his own words: "At Rocklin the lower foothills are encountered: the stone beneath the surface of the ground makes a firm roadbed and affords stretches of excellent goings."

Departing Route: Front St to Rocklin Ave to Pacific St north east to Taylor St. Or, take I-80 to Auburn.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

518.3 - Auburn

Date: Monday, May 18, 1903

Coordinates: N38.89688° W121.07600°

Address: 1402 Lincoln Way, Auburn, CA 95603



Description: Wyman passed by this way through Auburn along the main road east. It later was designated "The Lincoln Highway" in the 1920s and subsequently became US40. Today it is still named "Lincoln Way."

In his own words: *"The steep grades also remain, and the little motor was compelled to work for its "mixture". It "chugged" like a panting being up the mountains, and from Auburn to Colfax - 60 miles from Sacramento - where I halted for the night, the help of the pedals was necessary."*

Departing Route: Lincoln Way to I-80 east to Colfax.

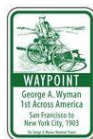
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

518.4 - Colfax RON

Date: Monday, May 18, 1903

Coordinates: N39.10007° W120.95260°

Address: 16 Railroad Ave., Colfax, CA



Description: Wyman stopped for the night in Colfax. Pictured here is Wyman at the 1903 Colfax Depot. Wyman would often store his motorcycle for the night in the Express Office freight area. He would have likely taken a room at one of the local hotels. The 'Gillen

Hotel' at the corner of Grass Valley Street and Railroad Ave had just opened, March 1903. Where would you stay if you were on an expense account? The Waypoint Sign and Memorial plaque are in the city green between the old Gillen Hotel and the RR tracks.

In his own words: *"When I left Colfax on the morning of May 19, the motor working grandly, and though the going was up, up, up it carried me along without any effort for nearly 10 miles."*

Departing Route: The main road east at the time would take Wyman through the towns of Gold Run, Dutch Flat and up Blue Canyon. Today, take Old US Route 40 to I-80 to Emigrants' Gap, exit 158.

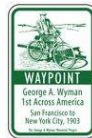
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

519.1 - Emigrant Gap Meal Stop

Date: Tuesday, May 19, 1903

Coordinates: N39.29206° W120.67852°

Address: Exit 158, I-80



Description: Wyman passed by this way on Tuesday, May 19, 1903. He stopped for lunch at Emigrant Gap to let his engine cool off from the hard work it experienced while increasing in elevation from Colfax. He likely stopped in the vicinity of the Allen Hotel and General Store. According to the locals, the structures in the photo are long gone with subsequent changes to the RR right of way and building of I-80. The Waypoint sign is posted on the exterior of the building and the Memorial plaque is inside on a pillar to the right as you walk in the front door.

In his own words: *"When I left Colfax on the morning of May 19, the motor working grandly, and though the going was up, up, up it carried me along without any effort for nearly 10 miles. Then it overheated, and I had to "nurse" it with oil every three or four miles. It recovered nicely during luncheon at Emigrants' Gap...."*

Departing Route: Wyman continued along what is now Donner Pass Road to the Summit Hotel. Taking I-80 is faster and you pass by much of the same scenery Wyman experienced.

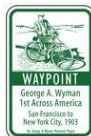
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

519.2i - Donner Summit Historical Society

Date: Tuesday, May 19, 1903

Coordinates: N39.32350° W120.37960°

Address: 21501 Donner Pass Rd, Soda Springs, CA



Description: Wyman passed by this way long before the Donner Summit Historical Society (DSHS) was established. He missed out on all the interesting history of the Donner Summit. On the railroad tracks to the south of the DSHS, Wyman pushed his motorcycle through the "gloomy" snow sheds before arriving at the Summit station and hotel. Seek out Bill Oudegeest, a fan of Wyman, and let him know you are paying tribute to George, check out all his interesting exhibits and dated photos. The Waypoint sign is posted in the window.

In his own words: *"The sheds wind around the mountain sides, their roofs built aslant that the avalanches of snow and rock hurled from above may glide harmlessly into the chasm below. Stations, section houses, and all else pertaining to the railways are, of course, built in the dripping and gloomy, but friendly, shelter of these sheds, where daylight penetrates only at the short breaks where the railway tracks span a deep gulch or ravine."*

Departing Route: Donner Pass Rd to Sugar Bowl Road

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

519.2 - Summit Hotel RON

Date: Tuesday, May 19, 1903

Coordinates: N39.31687° W120.32984°

Address: Donner Pass and Sugar Bowl Roads



Description: Site of the Donner Summit Hotel at the time Wyman spent the night there on May 19th, 1903. At the historic marker sign face south. The Summit Hotel was there. Also, if you stand in the vacant lot where the hotel stood, you can see the tunnel Wyman rode through heading east after his stay. It's a nice picture...be sure to capture the light at the end of the tunnel.

In his own words: *"To ride a motor bicycle through the sheds is impossible. I walked, of course, dragging my machine over the ties for 18 miles by cyclometer measurement. I was 7 hours in the sheds. It was 15 feet under the snow. That night I slept at Summit, 7,015 feet above the sea, having ridden - or walked - 54 miles during the day."*

Departing Route: Wyman made his way through the snow sheds that ran along the mountain side. **FUN RIDE ALERT:** Take the twisty Donner Pass Road down to the head of Donner Lake. While you're riding glance at the covered snow sheds along the RR. Somewhere along this road Wyman left the snow sheds to take to the very road you are about to ride.

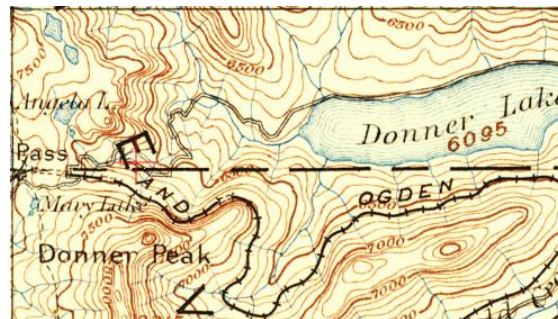
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

520.1 - Donner Lake Head

Date: Wednesday, May 20, 1903

Coordinates: N39.32291° W120.29089°

Address: 15900 Donner Pass Rd, Truckee, CA 96161



Description: Wyman followed the snow sheds after leaving Summit Hotel until he reached where tracks intersected the "road." While standing at the west end of Donner Lake, look south and up to see the snow sheds through which Wyman rode and left to reach this point.

In his own words: *"I walked through that, of course, and emerging, continued to walk, or rather, I tried to walk. Where the road should have been was a wide expanse of snow - deep snow. As there was nothing else to do, I plunged into it and floundered, waded, walked, slipped, and slid to the head of Donner Lake. It took me an hour to cover the short distance."*

Departing Route: Donner Pass Rd east to Truckee.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

520.2 - Truckee

Date: Wednesday, May 20, 1903

Coordinates: 39.327601, -120.185648

Address: Truckee, CA

Description: Wyman passed by this way on Wednesday, May 20, on the main road to Nevada.



In his own words: *"At the Lake the road cleared and to Truckee, 10 miles down the canyon, was in excellent condition for this season of the year. The grade drops 2,400 feet in the 10 miles, and but for the intelligent Truckee citizens I would have bidden good-bye to the Golden State long before I finally did so."*

Departing Route: Wyman followed the main road at the urging of the locals. I-80 east to exit 194 then CR 894 to the Boca RR crossing point.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

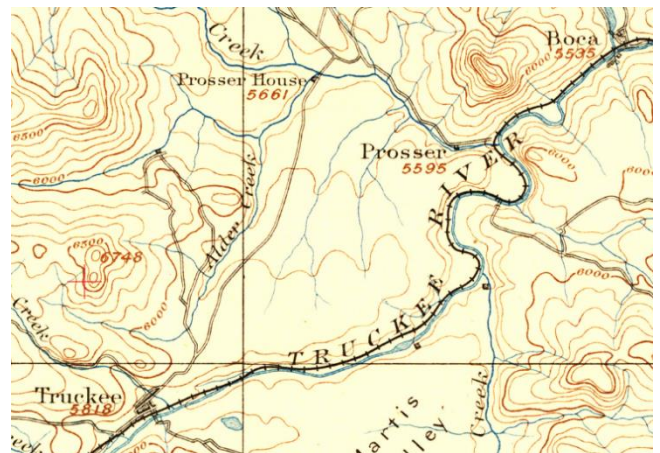
520.3 - Boca

Date: Wednesday, May 20, 1903

Coordinates: N39.38526° W120.09380°

Address: County Road 894

Description: Wyman took the Prosser House road through Prosser before reaching the Boca siding. This was a detour of many more miles from Truckee than taking the alternative, on the rails. (USGS Topo: Truckee 1895)



In his own words: *"The best and shortest road to Reno? The intelligent citizens, several of them agreed on the route, and I followed their directions. The result; Nearly two hours later and after riding 21 miles, I reached Bova(sic) - six miles by rail from Truckee. After that experience I asked no further information, but sought the cross-ties, and although they shook me up not a little,..."*

Departing Route: Wyman followed the tracks to his next point along the way. Take I-80 east to Verdi.

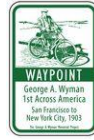
Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

520.4 - Verdi

Date: Wednesday, May 20, 1903

Coordinates: N39.51769° W119.98839°

Address: Intersection of Bridge and S. Verdi Streets, Verdi, NV



Description: Wyman passed by this way. Wyman rode his motorcycle on the RR ties from Boca to Verdi. The Waypoint sign is posted at the Verdi History Center, 740 2nd St.

In his own words: *"After that experience I asked no further information, but sought the crossties, and although they shook me up not a little, I made fair time to Verdi - 14 miles. Verdi is the first town in Nevada and about 40 miles from the summit of the Sierras. Looking backward the snow-covered peaks are plainly visible, but one is not many miles across the State line before he realizes that California and Nevada, though they adjoin, are as unlike as regards soil, topography, climate, and all else as two countries between which an ocean rolls."*

Departing Route: I-80 east to Reno RON.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

520.5 - Reno RON

Date: Wednesday, May 20, 1903

Coordinates: N39.53068° W119.80996°

Address: 325 E. 4th Street, Reno, NV



Description: Wyman remained overnight in Reno. He did not state the location of the hotel but may have ridden by the Railroad Depot at this location on his way out of town along 4th Street, the main road through town at the time.

In his own words: *"Nevada is truly the "Sage Brush State." The scrubby plan marks its approach, and in front, behind, to the right, to the left and on the plains, the hills, everywhere, there is sage brush. It is almost the only evidence of vegetation, and as I left the crossties and traveled the main road, the dull green of the plant had grown monotonous long before I reached Reno, once the throbbing pivot of the gold-seeking hordes attracted by the wealth of the Comstock lodes, located in the mountains in the distance. That most of Reno's glory has departed did not affect my rest that night. Waking in Reno, Nevada, on a May day morning, the 21st of the Month, I found snow falling thickly and the ground unfit for riding."*

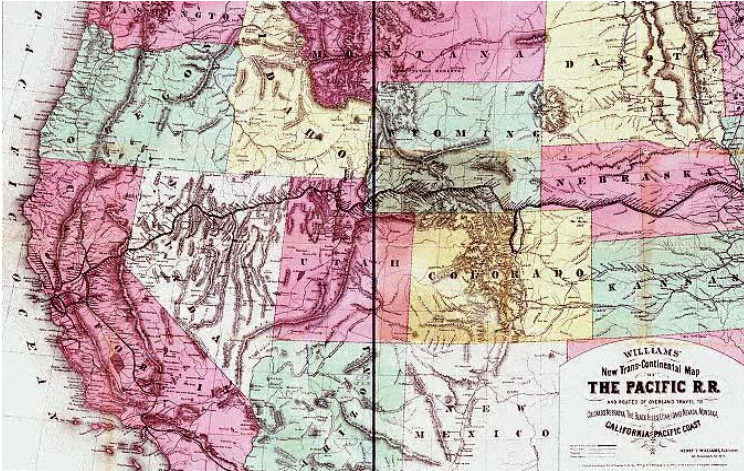
Departing Route: 4th Street to I-80 east to exit 43 and Hwy 427 then on to Wadsworth.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

LEG TWO

Over The Great Deserts To The Rocky Mountains

Reno, NV to Ogden, UT - Wyman woke to snow on the ground in Reno on the morning of May 21. It delayed his departure until early afternoon. He was facing the desolation of the Nevada and Utah deserts in front of him. The roads, what there was of them, were mere wagon tracks laid down by the emigrants heading to the California gold fields 60 years before. His salvation was the Transcontinental Railroad that was the transportation superhighway of the time. It ran all the way from Omaha, Nebraska.



Having spent the better part of nine months preparing for his trip, Wyman had a plan to keep him on track. He would follow the Central Pacific Railroad, now the Union Pacific RR all the way to Omaha. He secured as his mile post guide a copy of "The Official Listing" of agents, stations, sidings, telegraph and Express offices along the route. It listed each place, with the miles from San Francisco, the elevation and what was available in the way of services. It was like the interstate atlas of its day.

Many of the communities along the Transcontinental Railroad from Omaha to Sacramento sprung up because

of the railroad. The consortium of the Union and Central Pacific Railroads was given title, by Congress, to broad swaths of federal land along the right of way as incentive to build the railroad linking the nation together. Many of the communities are still in existence today. Many decayed into ghostly remains when the railroad realigned or stopped using them as maintenance facilities. The ceremonial linking event took place at Promontory Point, UT on May 10, 1869. Wyman did not mention that he stopped there when he was riding the rails over the top of The Great Salt Lake. While you are in the neighborhood take the opportunity to visit the Golden Spike National Historic Site.

In 1903, it took Wyman eight days to ride the 650 miles from Reno, NV to Ogden, UT. He mentioned 22 points along the way that he either stopped at or passed through riding to Ogden. Today, as you can see by the table below, you can do it on your motorcycle in one day of relaxed riding over paved roads with modern conveniences along the way.

LEG 2 -- Over The Great Deserts To The Rocky Mountains

RON POINT	WAYPOINT	MILES	MOVING TIME	DWELL TIME	TOTAL TIME
521.1 Wadsworth RON	1	32.0	0:31	0:10	0:41
522.5 Humboldt House RON	5	127.0	2:17	1:00	3:17
523.2 Battle Mountain RON	2	95.5	1:27	0:20	1:47
524.2 Carlin RON	3	70.8	1:07	0:30	1:37
525.1 Wells RON	1	71.8	1:04	0:10	1:14
526.2i Terrace RON Info	3	87.0	1:17	0:20	1:37
527.1 Zenda RON	2	130.1	1:53	0:20	2:13
528.3 SC Higgins RON	3	16.7	0:19	0:20	0:39

LEG 2 TOTALS 19 630.9 9:55 3:10 13:05

521.1 - Wadsworth RON

Date: Thursday, May 21, 1903

Coordinates: N39.63336° W119.28380°

Address: Virginia St. near RR Ave, Wadsworth, NV

Description: Wyman stopped for the night in Wadsworth. The top picture is one Wyman took with his "little" Kodak. The Hotel, since dismantled, sat on the site across from the church in the photo. The church building is still standing today.

In his own words: *"I managed, however, to make the 36 miles from Reno to Wadsworth in four hours and there I pitched camp for the night...Wadsworth is one of these division settlements and I took a snapshot of it that gives a fair idea of the place...At Wadsworth I found lodgings at a hotel patronized by railroad men, and got some luscious strawberries for supper. I left Wadsworth at 7 o'clock on the morning of May 22...."*



View of the town of Wadsworth, Nevada.



Departing Route: Hwy 427 to US90 to US50 east following the railroad track to Massie

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

522.1 - Massie

Date: Friday, May 22, 1903

Coordinates: N39.56421° W119.05184°

Address: US 50 & California Street, Hazen, NV

Description: Wyman passed by this way on Friday, May 22, while traveling on the tracks. Massie was a section siding just west of the town of Hazen, NV. As he was leaving the Massie area he got his first flat tire.

In his own words: *"I walked the first mile out of Wadsworth pushing the motor bicycle and pausing every 10 feet to take a breath. Then I took to the railroad. I bumped along over the ties for 20 miles and then reached Massie, a telegraph station with a water tank for the train and section hands...I had hardly got to riding again before I got my first puncture of the trip, and it was a beauty."*



Hazen June 24, 1905

Departing Route: US50 east to Fallon then US95 north to the Upsal offset location. Fallon might be a good place to pick up a DBR to show you went this way to Upsal.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

522.2i - Upsal Offset

Date: Friday, May 22, 1903

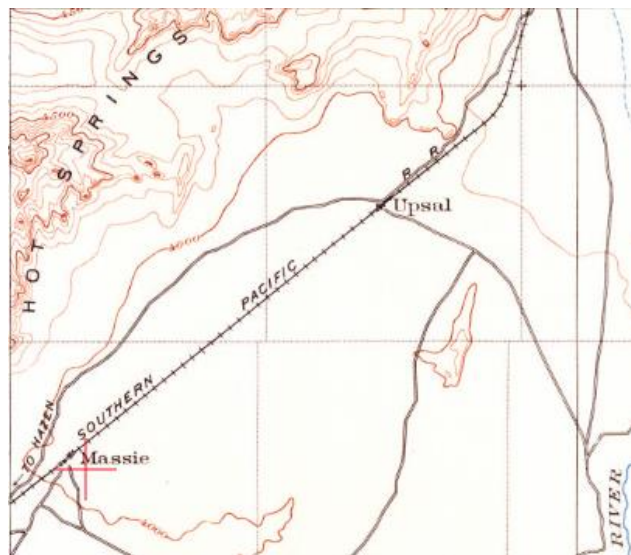
Coordinates: N39.68082° W118.77933°

Address: 14.4 miles north on Lovelock Hwy, from Fallon, NV

Description: The Upsal waypoint is three miles due west at the RR tracks. US 95, at this point, parallels the "California Emigrant" trail. It lies between the highway and the railroad tracks. Dual Sport or 1902 "California" recommended. (USGS Topo: Carson Sink 1908)

In his own words: *"Fifteen miles from Massie I passed a section gang's settlement called Upsal;..."*

Departing Route: Look to the west and imagine being out there on your motorcycle. Take US 95 to Brown's.



Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

522.2 - Upsal

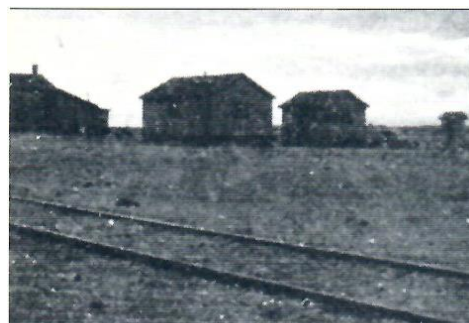
Date: Friday, May 22, 1903

Coordinates: N39.67880° W118.84036°

Address: 3.0 miles west of Lovelock Hwy, Fallon, NV 89406

CAUTION: Unpaved road to this Waypoint

Description: Wyman took this picture while riding on the RR tracks. The location of the Upsal section houses is accessible by unpaved road. If you venture to this spot you will not find much in the way of structures of the Upsal section buildings left. But, you will be standing in Wyman's tracks. Dual Sport or 1902 "California" recommended. (USGS Topo: Carson Sink 1908)



The whole of the "place" of Upsal, Nevada.

In his own words: *"Fifteen miles from Massie I passed a section gang's settlement called Upsal;..."*

Departing Route: Back to the paved at US 95 then north to I-80 then on to Brown's siding location.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

522.3 - Brown's

Date: Friday, May 22, 1903

Coordinates: **N40° 03.587' W118° 38.987'**

Address: I-80, Exit 93, Ragged Rd. near Humboldt Wildlife Management Area

Description: Wyman passed by this way and took this picture, along the RR tracks. He took in the scenery and waxed poetic about his surroundings. Today Brown's is not identified by any markers, but there is a Union Pacific siding in the vicinity of Toy, 16 RR miles west of Lovelock. Regardless, take in the scene and imagine being Wyman on a Friday afternoon in May, 1903.



In his own words: *"....12 miles further I passed the great metropolis known as Brown's, consisting of one house and a signpost. All about there was the same interminable landscape of sickish drab and dirt white sand and gray-green sagebrush and I was steadily bumping over the railroad ties, now between the rails and again on the outside of them, according to the depth and levelness of the sand. So far as signs of life other than my own were concerned I might have been a pre-Adamite soul wandering in the void world before the work of creation began; but the railroad was there to testify to the presence of man prior to me, and with that before me, I imagine myself to be the last of the race, who by some strange freak has escaped the blight that caused the end of the world and had been left alone on the dead planet, over which I was now coursing in search of a habitable spot."*

Departing Route: I-80 East to Lovelock.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

522.4 - Lovelock Gas

Date: Friday, May 22, 1903

Coordinates: **N40.17966° W118.47361°**

Address: 204 Main Street, Lovelock, NV

Description: Wyman stopped for gas and a new cyclometer in Lovelock. Following the tracks into town Wyman would have ridden passed the Lovelock Depot, pictured here. Unlike today, gas was usually available at the local drug store or from a street vendor. Things are much more convenient today.



In his own words: *"Sixteen miles east of Brown's I reached Lovelock's and the Forty Mile Desert had been crossed... It is quite a place, but I reached it in the middle of the afternoon, and did not stop, except to get some gasoline and a cyclometer."*

Departing Route: I-80 East to the Humboldt Humboldt House Interchange, exit 138.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

522.5 - Humboldt House RON

Date: Friday, May 22, 1903

Coordinates: N40.60045° W118.25304°

Address: Exit 138, I-80, Humboldt House Interchange, NV

Description: Wyman remained overnight in the Humboldt House, a station on the Central Pacific Railroad. This rare stereo view photo is what the CPRR Humboldt Station looked like in the 1880s. The site of the Humboldt House is in the tree lined area to the northeast of the interchange. You can ride to the gate and see the site to the west. At one time, the State of Nevada maintained a historical sign near the interchange, but it is gone.



In his own words: *"I pushed on through Lovelock's to Humboldt, 33 miles beyond for my overnight stop.....Humboldt is a pretty place. You are convinced of that when you look at the surrounding country, which is desert, waste. All there is of Humboldt is shown in the picture of it that I snapped with my little Kodak....I think it is because of the trees that he charges 50 cents a meal. The prevailing prices for meals in this country are 25 and 35 cents, the former price being the most common charge."*

Departing Route: I-80 East to Winnemucca.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

523.1 - Winnemucca Gas

Date: Saturday, May 23, 1903

Coordinates: N40.97117° W117.73087°

Address: 767 S. Bridge Street, Winnemucca, NV

Description: Wyman rode into Winnemucca over the "crossties" along the CPRR tracks. He would have gone down Bridge Street to find some gas and something to eat after leaving the RR. Wyman took this picture to mark his arrival in town.



Main Street in Winnemucca, Nevada.

In his own words: *"Winnemucca, a cattle town is quite a place. I got some gasoline there, and put a plug of food in my stomach, which had been without breakfast. At noon I started for Battle Mountain, 63 miles away."*

Departing Route: I-80 East to Battle Mountain. Wyman followed the railroad bed that parallels the Interstate.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

523.2 - Battle Mountain RON

Date: Saturday, May 23, 1903

Coordinates: **N40.64223° W116.93470°**

Address: Broad Street, Battle Mountain, NV



Description: Wyman remained overnight at a local boarding house. He was having a bad day and his morale was pretty low. A good night's sleep helped, as he was in better spirits the next day. Riding into town by the RR tracks Wyman would have seen the same view as this 1908 picture.

In his own words: *"Battle Mountain is somewhat of a historic spot, in a bit of fertile farming land that is about 40 miles across...I put up at the house of Mrs. Brady, and, to tell the whole truth, I went to bed thoroughly disgusted with my bargain. I felt as if I was a fool for attempting to cross the continent on a motor bicycle. I was tired of sand and sagebrush and railroad ties. My back ached, and I fell asleep feeling as if I did not care whether I ever reported to the Motorcycle Magazine in New York or not. In the morning it was different, and I was as determined as ever to finish the task, and was eager to be off."*

Departing Route: I-80 East to Hwy 278 south to Palisade. Wyman took to the RR bed to Palisade. Note: Do not take the Palisade Road off of I-80. It is the unpaved back road to reach Palisade. Take Hwy 278 near Carlin.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

524.1i: - Palisade - Info

Date: Sunday, May 24, 1903

Coordinates: **N40° 36.070' W116° 10.690'**

Address: Hwy 278 and Palisade Airplane Summit Road, Palisade, NV

Description: The Palisade waypoint is 1.6 miles northwest along the Palisade Airplane road. Wyman passed through Palisade and had some lunch. At the time Palisade had several eateries and a couple of hotels. A new station-house, ticket and telegraph office has been constructed here—the finest in Nevada—to be occupied and used by both the Central Pacific and Eureka and Palisade roads. Venture down Palisade Airplane Summit road and visit the actual location. The road is hard packed, well graded, and usually suitable for most any motorcycle.



In his own words: *"I made 36 miles in 5 hours and stopped for lunch at Palisade, a telegraph station in the canyon. I had little more than got started again when I got caught in a thunderstorm, and in less than a minute I was as wet as if I had fallen in the river."*

Departing Route: Wyman followed the RR bed along the Humboldt River.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

524.1 - Palisade

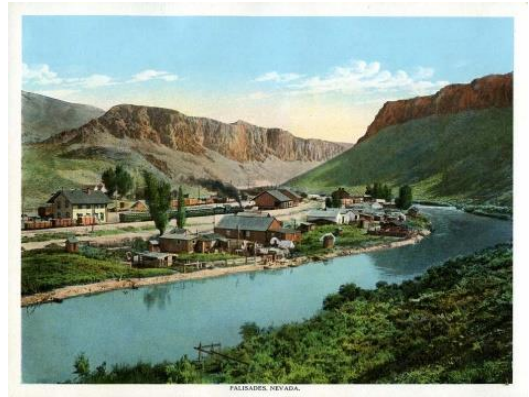
Date: Sunday, May 24, 1903

Coordinates: N40.61004° W116.20014°

Address: Palisade Airplane Summit Road, Palisade, NV

CAUTION: Unpaved road to this Waypoint

Description: Since you got this far, dismount, walk around and check out the sights. If you get in the right spot heading towards the canyon look to the right and you will see the tunnel through which Wyman rode. There are two tunnels now. He likely rode through the one on the right.



In his own words: "I made 36 miles in 5 hours and stopped for lunch at Palisade, a telegraph station in the canyon. I had little more than got started again when I got caught in a thunderstorm, and in less than a minute I was as wet as if I had fallen in the river."

Departing Route: Wyman followed the RR bed along the Humboldt River. You might want to take the road back to Hwy 278 then north to I-80 and east to Carlin.

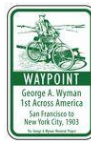
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

524.2 - Carlin RON

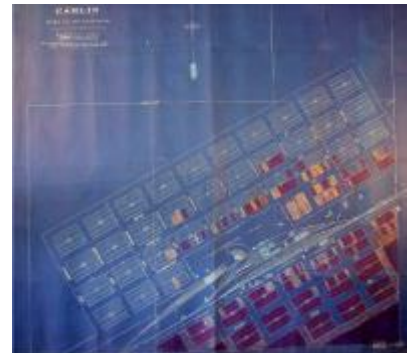
Date: Sunday, May 24,

Coordinates: N40.71493° W116.10767°

Address: Bush Street, Carlin, NV



Description: Wyman remained overnight in Carlin, a typical "Division" town. He had been riding a "good stretch of gravel road" but hit mud again before arriving at Carlin, down Bush St. most likely, late in the evening. He looked for and found a "bike wash" before finding lodging. Carlin was a large RR town laid out to accommodate the CPRR needs. It had a large rail yard and maintenance facilities. The CPRR was granted title to wide swaths of land along the RR route as an incentive to build the Transcontinental Railroad. Here is a blue print of the Carlin Division that became the town.



In his own words: "I finally got to Carlin at 7 p.m., having made 58 miles after the hardest day of work I had yet had. I turned a fire hose on the motorcycle at Carlin in order to soften the mud so that I could wipe it off.. This was on May 24, a memorable day, and I was a week from Sacramento."

Departing Route: I-80 East through Elko to Wells RON. Notice the RR bed as you ride along, where Wyman rode.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

525.1 - Elko

Date: Monday, May 25, 1903

Coordinates: **40.833591, -115.759837**

Address: Railroad Park, Commercial & 7th Street Elko, NV

Description: Wyman stopped for fuel in Elko. He paid \$.50 for about three pints or about \$1.25 per gallon, or over \$33.00 today. Pictured here is business hub along Commercial Street in 1910.



In his own words: *"After tramping ten miles I reached Elko, where I stopped to by some gasoline(sic). I got what two beer bottles would hold, about three pints, and paid four bits for it. This is at a rate of about \$1.25 a gallon, and was the highest price I paid anywhere."*

Departing Route: Wyman followed the road out of Elko most the way to Wells. Take I-80 and you will be there in no time.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

525.2 - Wells RON

Date: Monday, May 25, 1903

Coordinates: **N41.11200° W114.96319°**

Address: 450 7th Street, Historic Front Street, Wells, NV



Description: Wyman passed by this way and remained overnight. He likely stayed in the San Marin Hotel, which was the largest in Wells at the time. It served the CPRR passengers and travelers alike. The Historic Front Street of Wells was badly damaged in the February 2008 earthquake. The picture taken is circa 1911.



Front Street looking west just after 1911. The San Marin Hotel was later the home of the City Club.

In his own words: *"Wells is a division town of about 200 population, with the biggest hotel I had seen since leaving Reno. The dining room there for railroad passengers would have seated the whole population of the place. They fed largely for 50 cents a meal, and I never left anything on the dishes...At Wells I had to tighten up the spokes of the wheels on my Motorcycle."*

Departing Route: Wyman followed the RR bed and the Emigrant Trail riding through Fenelon siding before reaching Tacoma. Take I-80 East to Hwy 233 then northeast to Tacoma. Pick up a DBR at Montello along the way to Tacoma Station.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

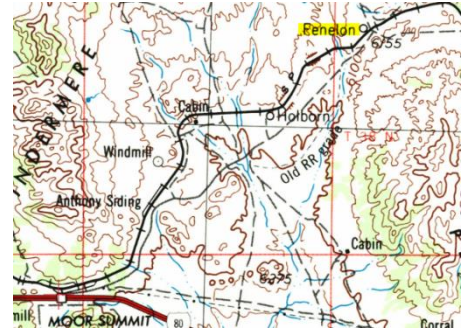
526.1 – Fenelon Siding

Date: Tuesday, May 26, 1903

Coordinates: N41.20223° W114.66204°

Address: I-80 East, Exit 360, then 10.5 miles northeast

CAUTION Unpaved road to this remote Waypoint



Description: Leaving Wells, Wyman rode along the railroad tracks. Today, the Fenelon siding location is accessible by an unpaved road that winds along the UPRR. Stop at the Moor Interchange, exit 360, to check out the unpaved road to Fenelon. It winds through rugged Nevada desert and is suitable for a Dual Sport or 1903 "California."

In his own words: *"This day, between Wells and Terrace, May 26, I had two experiences more interesting to read about than to pass through. It is rather high altitude there, the elevation at Wells being 5,628 feet, and at Fenelon, the name of a side switch without a house near it, 20 miles west, the elevation is 6,154 feet. There was a heavy frost on the ground in the morning when I left Wells at 6 o'clock, as, indeed, there was nearly every morning during that week. It was bitter cold, and before I had gone 20 miles my ears were severely frosted."*

Departing Route: Wyman continued along the tracks to Tacoma. If you stopped at the Moor Interchange, exit 360, to check out the road to Fenelon and decided not to venture on, continue along I-80 to Hwy 233.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

526.2i - Tacoma Station Info

Date: Tuesday, May 26, 1903

Coordinates: N41.33043° W114.09416°

Address: Hwy 233, Montello, NV



Description: The Tacoma Station point is one mile southeast along this dirt road. Wyman passed by this way on a "fine stretch of trail" just to the north of the Tacoma Station location. The photo is what remains of the Tacoma Station. In 1900 Tacoma Station had a population of 124. The BLM road to the Tacoma site is passable for most motorcycles.

In his own words: *"I was about 70 miles east of Wells, near Tacoma, and riding on the finest stretch of trail that I had struck in several miles, when I saw coming toward me in the distance one of the Conestoga wagons drawn by a team of horses with two men walking along side the horses."*

Departing Route: Hwy 233 northeast to UT 30, then on to the Terrace information location. Wyman followed the Emigrant Trail.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

526.2 - Tacoma Station

Date: Tuesday, May 26, 1903

Coordinates: N41.31945° W114.08033°

Address: Tacoma Road, NV

CAUTION Unpaved road to this Waypoint



Description: The Tacoma Station point is one mile southwest along this dirt road. Wyman passed by this way on a "fine stretch of trail" just to the north of the Tacoma Station location. The photo is what remains of the Tacoma Station. In 1900 Tacoma Station had a population of 124. The sign pictured is all that marks the site today.

In his own words: *"I was about 70 miles east of Wells, near Tacoma, and riding on the finest stretch of trail that I had struck in several miles, when I saw coming toward me in the distance one of the Conestoga wagons drawn by a team of horses with two men walking along side the horses."*

Departing Route: Wyman followed the RR bed on to Terrace where he spent the night.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

526.3i - Terrace RON Info

Date: Tuesday, May 26, 1903

Coordinates: N41.49656° W113.61205°

Address: Hwy 30, UT

Description: Wyman passed east of here when he went to Terrace to remain overnight. What remains of Terrace is about five miles due east from this point. The BLM Transcontinental RR Back Country Byway is available to the adventurous public. Dual Sport or 1902 "California" recommended.



In his own words: *"Terrace, where I stopped overnight on May 26, is in Utah, and is another division of some size. It is the biggest eating station on the Southern Pacific road between San Francisco and Ogden. I crossed the line between Nevada and Utah when I was about 30 miles out of Wells, and at Terrace was about three-fourths of the way through the Great American Desert."*

Departing Route: Wyman followed the RR bed all the way around the Great Salt Lake. The paved way is UT 30 to I-84 south to exit 357 to the Zenda location. Still a beautiful ride not traveled by many motorcyclists.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

526.3 - Terrace RON

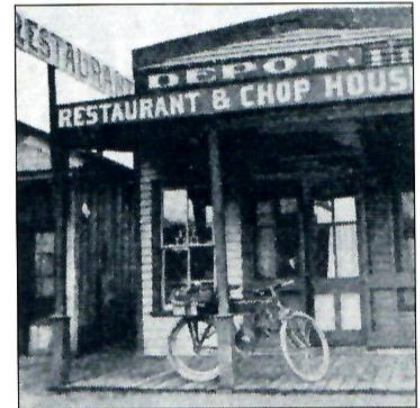
Date: Tuesday, May 26, 1903

Coordinates: N41.50362° W113.51695°

Address: Old RR Grade Road, Terrace, UT

CAUTION Unpaved road to this remote Waypoint

Description: Wyman passed this way going to Terrace and remained overnight. Terrace served the Central Pacific as the maintenance and repair headquarters for the Salt Lake Division. Wyman took this photo of his motorcycle at the “Depot Hotel” Restaurant & Chop House. The BLM Transcontinental RR Back Country Byway is available for the adventurous public. Dual Sport or 1902 “California” recommended. If you ride out to Terrace, leave only tracks and take only pictures.

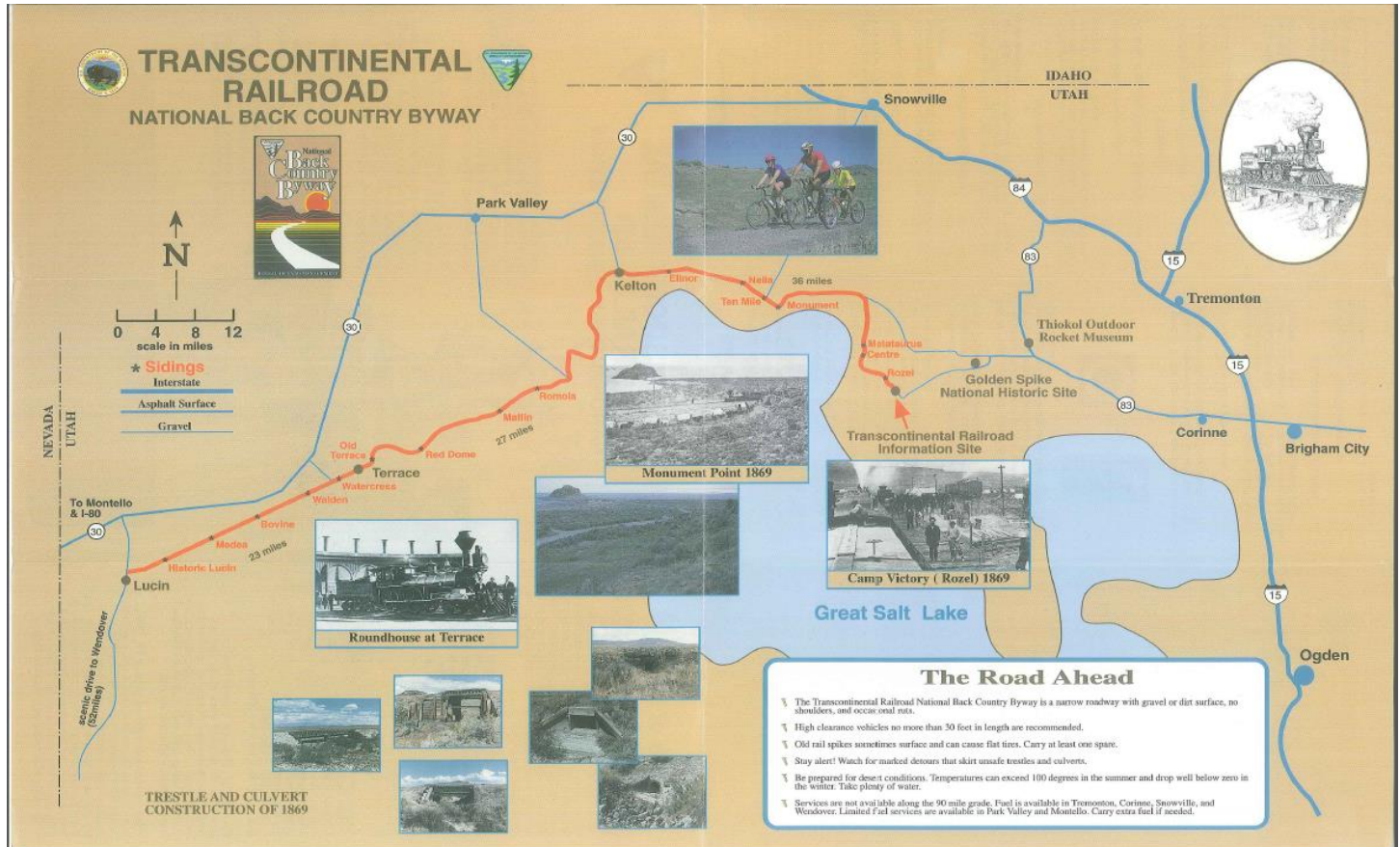


The hotel at Terrace, Utah.

In his own words: "Terrace, where I stopped overnight on May 26, is in Utah, and is another division of some size. It is the biggest eating station on the Southern Pacific road between San Francisco and Ogden. I crossed the line between Nevada and Utah when I was about 30 miles out of Wells, and at Terrace was about three-fourths of the way through the Great American Desert."

Departing Route: Wyman followed the RR bed all the way around the Great Salt Lake. The BLM Transcontinental RR Byway is open to the motorcycling public. Dual Sport or 1902 “California” recommended.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT



The Transcontinental Railroad National Back Country Byway follows the now abandoned original route around the northern shore of the Great Salt Lake. At Terrace you will find the ruins of the once thriving community serving the Central Pacific Railroad maintenance facility. There is a BLM Terrace Information sign located at the site along with the remains of the red brick round house and other Terrace artifacts. Look around and you will see many holes in the ground. These are the remains of “dugout” shelters where many of the Terrace community called home.



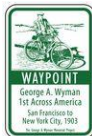
Wyman did not mention stopping at or going through the historic “Golden Spike” location where the Union Pacific and Central Pacific Railroads joined up on May 10, 1869, to create the Transcontinental Railroad. But, whether you take the BLM Back Country Byway or UT 30 around the top of the Great Salt Lake, why not stop at the Golden Spike National Historic Site and the “Camp Victory” Transcontinental Railroad Information Site?

527.1i - Corinne

Date: Wednesday, May 27, 1903

Coordinates: **N41.55005° W112.10772°**

Address: 2450 N 4000 W, Corrine, UT



Description: Wyman did not mention passing through Corinne after riding a hundred miles over the north shore of the Great Salt Lake. Following the rail bed of the Transcontinental Railroad, he would have ridden passed this point. The red wooden building east of this spot is a typical section house used by CPRR crews to maintain a section of the railroad up and down the line. The Waypoint sign in at the history display at the city parking lot.

In his own words: *It was an uneventful day, and I made 104 miles, the road winding along the northern shore of the Great Salt Lake, of which I caught frequent glimpses.*

Departing Route: Wyman continued along the road which followed the rail bed. Now take Hwy 13 east.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

527.1 - Zenda RON

Date: Wednesday, May 27, 1903

Coordinates: **N41.4216092° W112.0715929°**

Address: Exit 357, I-15, Hwy 315, Willard, UT

Description: Wyman traveled 107 miles around the top of the Great Salt Lake to arrive at the Zenda siding. He slept in a section house at the Zenda siding, near Willard, UT. The Brigham Siding near Willard was designated Zenda between 1899 and 1936. Today the rail line is east of the Interstate which has been built over the circa 1903 rail bed. The historian at the Union Pacific Railway Museum places the Zenda siding on the west side of the Willard Interchange, at this location.



In his own words: *I stopped 19 miles west of Ogden because it began to rain. I put up at a section house, that of the foreman of the gang, and he gave me a bed for the night... The place where I stopped is down on the time table as Zenda, but I was no prisoner there, and there was no romance to the situation."*

Departing Route: I-84 to Ogden and the UPRR Express Office.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

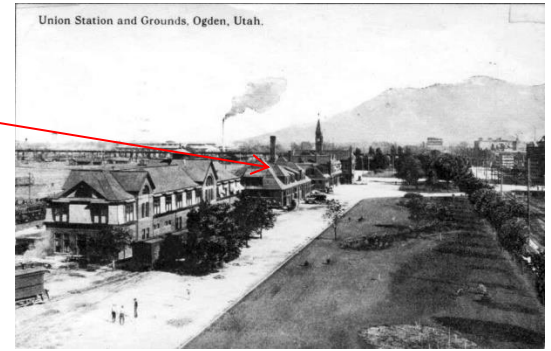
528.1 - UPRR Express Office

Date: Thursday, May 28, 1903

Coordinates: N41.21998° W111.97937°

Address: 2501 Wall Ave, Ogden, UT 84401

Description: Wyman passed by this way. He picked up a delivery at the Union Pacific RR Express Office. The Express Office footprint is at the outdoor locomotive display next to the current Union Station Museum building.



In his own words: "At Ogden I found a pair of new tires and a gallon of lubricating oil waiting for me at the express office. They came from San Francisco, and the charges on the tires were \$2.75 and on the oil \$1.50 - I put on one new tire and expressed the other, with the oil to myself at Omaha. I got to Ogden at 11 am, May 28, and spent the day there. I got a new pair of handlebars and put on some new spokes in my wheels."

Departing Route: 25th Street east to Grant Ave north to the L.H. Becraft Bicycle Shop location.

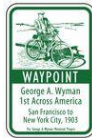
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

528.2 – L.H. Becraft Bicycle Shop

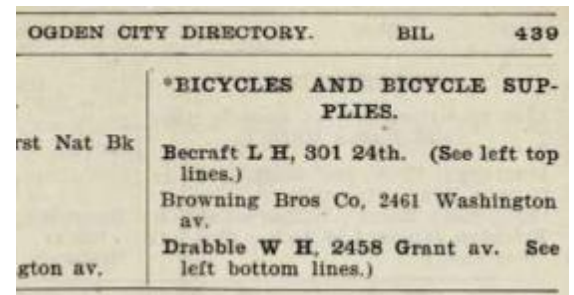
Date: Thursday, May 28, 1903

Coordinates: N41.22276° W111.97323°

Address: 301 24th Street, Ogden, UT



Description: Wyman passed by this way after picking up tires and oil at the Union Pacific Express Office. Louis Henry Becraft opened the first sporting goods store with the largest inventory of bicycles in Ogden by 1900. It was located at the corner of 24th Street and Grant Avenue, just a couple blocks away from the Union Pacific Express Office. L.H. Becraft was also the first person to buy a gasoline engine powered automobile in UT.



In his own words: "I got to Ogden at 11 a.m., May 28, and spent the day there. I got a new pair of handlebars and put some new spokes in my wheels. While there I met up with S.C. Higgins, who has the other motorcycle in that city of 15,000 inhabitants. I met him at the store of L.H. Becraft - the pioneer cyclist of Ogden and the proprietor of a large bicycle store there. I spent the evening with Mr. Higgins and slept at his house, in response to a pressing invitation."

Departing Route: Wyman followed the wagon road out of Ogden. Today, take I-84 east through Weber Canyon.

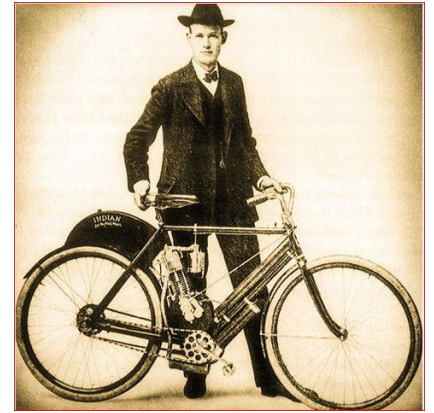
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

528.3 – S.C. Higgins RON

Date: Thursday, May 28, 1903

Coordinates: **N41.21475° W111.97344°**

Address: 2783 Grant Ave, Ogden, UT



Description: While working on his motorcycle at the shop of L.H. Becraft, Wyman met up with Samuel C. Higgins, a machinist with the Southern Pacific RR. Higgins, according to Wyman, owned and rode the only motorcycle in Ogden, a 1902 Indian designed by **George M. Hendee**. After completing repairs to his motorcycle Wyman accepted an invitation to spend the night at the Higgins home on Grant Avenue, just a few blocks south of the Becraft bicycle shop. This example of help and hospitality for a fellow enthusiast is today a time-honored tradition in the long-distance riding and motorcycle touring community. Bravo, Mr. Higgins!

Special thanks to **Eileen H. Stone**, of The Salt Lake Tribune. She discovered the details regarding the location of Samuel C. Higgins employment and residence. After an article, she authored appeared in The Salt Lake Tribune, [Living history: An incredible journey via motorized bike across 1903 America](#) the Wyman Memorial Project contacted her. Intrigued by the goals of the Project, Eileen volunteered to use her investigative reporter skills on the task of finding information about S.C. Higgins. Below are the fruits of her search:

- From the 1902 City directory, Samuel C. Higgins was listed: Mach, Southern Pacific Co., 249 30th Street, Ogden, Utah.
- From the librarian in Special Collections, Weber State University: Higgins lived at 2783 Grant Avenue in Ogden He was an employee of Southern Pacific.

In his own words: " At Ogden, Utah, where I arrived after traveling 925 miles, I had 10 new spokes to put in to replace those that were snapped by pounding over railroad ties. As I had ridden 400 miles with a stick for a bar, I got also a new handlebar and I put on a new belt rim and one new tire, shipping my extra tire and oil and other stuff on to Omaha. This was on May 28, and I left Ogden on the 29th at 6:10 a.m. S.C. Higgins, who had been my host overnight, rode out of the city with me on his motor bicycle for three or four miles in order that I might not take the wrong road. He is a genuine enthusiast, although well past 40 years of age, I should judge, and he took the liveliest sort of interest in my trip and the success of my undertaking. Mr. Higgins is a machinist, and several years ago he made a motor bicycle for himself. Now he rides an Indian."

Departing Route: Wyman followed the wagon road out of Ogden. Today, take I-84 east through Weber Canyon.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

LEG THREE

Over The Rockies And The Great Divide To The Prairies

Ogden, UT to Omaha, NE With his motorcycle handlebars repaired, replaced broken spokes, new tires and replenished supplies, Wyman departed Ogden, UT on May 29th. He faced going over the Rockies following the route of the Transcontinental Railroad through Wyoming and Nebraska. Before the railroad the same general route was used by mountain men, then the pioneers emigrating from the east to the western states and California gold fields. Wyman would pass relics of those past travels while traveling to Omaha. In 1903, the main form of public transportation was the overland stagecoach and the railroad. Wyman, on his motorcycle, was trail blazing the dawn of the motorized age. Those who saw Wyman along the way were astounded at his courage, determination and effrontery attempting to ride a mere “novelty” across the nation.

Wyman’s ride would precede others seeking to cross America using some type of motorized vehicle. Dr. Horatio Nelson Jackson would be the first to ride an automobile across America finishing some 20 days after Wyman’s successful transcontinental crossing. Many more adventurers would brave demonstrations of the new motorized personal transportation potential. These events would capture the imagination of the nation. Whole industries would spring up producing both motorcycles and automobiles to satisfy the growing demand for motorized vehicles. Soon, spurred by the demand for better roads and highways to accommodate these new motorized vehicles, the nation would rise to meet the need. One of the first of these *national* highways across America was the “Lincoln Highway” system. Today, you will see many references to the “Lincoln Highway” while you ride the Wyman route and visit points along the way.



LEG 3 -- Over The Rockies And The Great Divide To The Prairies

RON POINT	WAYPOINT	MILES	MOVING TIME	DWELL TIME	TOTAL TIME
529.3 Evanston Depot RON	4	87.4	1:29	0:40	2:09
530.4 Granger RON	4	82.4	1:19	0:20	1:39
531.4 Bitter Creek RON	5	91.5	1:47	0:50	2:37
601.9 Walcott RON	7	107.7	2:04	1:10	3:14
602.5 Lovejoy Garage	5	137.0	2:17	1:00	3:17
604.5 Cheyenne Depot	4	55.6	1:05	0:40	1:45
606.3 Kimbell RON	4	65.4	1:13	0:40	1:53
607.4 Ogallala RON	4	112.4	2:07	0:40	2:47
608.3 Maxwell RON	3	65.5	1:08	0:30	1:38
609.3 Kearney RON	3	82.1	1:29	0:30	1:59
610.4 Columbus RON	4	106.5	2:04	0:40	2:44
611.2 Flesher Bicycle Shop	2	84.1	1:32	0:20	1:52
LEG 3 TOTALS	49	1,077.6	19:34	8:00	27:34

529.1 - Weber Canyon

Date: Friday, May 29, 1903

Coordinates: N41.13910° W111.84787°

Address: Parking Area, I-84, Weber Canyon, UT

Description: Wyman rode through Weber Canyon and passed along the road through Devil's Gate. Today, the Devil's Gate can be seen on the left while riding east along Interstate 84 about a mile before the Parking Area.

In his own words: *"I am following the wagon road now, and 12 miles out of Ogden I enter Weber Canyon. Turning to the left, I find myself walled-in by the grand granite walls of the canyon that tower upward to the clouds, and I come abruptly upon Devil's Gate, where the waters of the river fall from a great height and trash around a sharp bend that has been obstructed for ages by a helter-skelter fall of great blocks of stone from above."*

Departing Route: Wyman continued along the wagon road. Continue on I-84 to the Devil's Slide rock structure on the right, mentioned by Wyman.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT



529.2 - Devil's Slide

Date: Friday, May 29, 1903

Coordinates: N41.06388° W111.54762°

Address: Parking Area, I-84, Weber Canyon, UT

Description: Wyman was awe struck by the spectacular oddities of the landscapes along the way. One such aptly named geological structure was the Devil's Slide rock formation along the south rim of Weber Canyon.

In his own words: *"A little further on I passed the Devil's Slide, another place well named, where the rocks rise in two perpendicular walls, hardly five yards apart, from the floor of the canyon to the mountain summit. It looks as if the stone had been sawed away by man, so sheer are the sides. But these are only a couple of the many wonderful and grandly picturesque phenomena of nature that I encounter from here on for many miles."*

Departing Route: Wyman continued along the wagon road. Continue on I-84 to Echo City and Pulpit Rock.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT



529.3 - Echo City Pulpit Rock

Date: Friday, May 29, 1903

Coordinates: N40.97266° W111.43838°

Address: Echo Canyon Rd, Coalville, UT 84017

Description: Wyman passed by this way, had a bite to eat in Echo City, then continued on his way to Evanston, WY. This is the site of Pulpit Rock, since dismantled for rail improvements, which Wyman glanced at as he rode by. Also, the Weber Station of the Pony Express was located at the intersection of now I-84 and I-80.



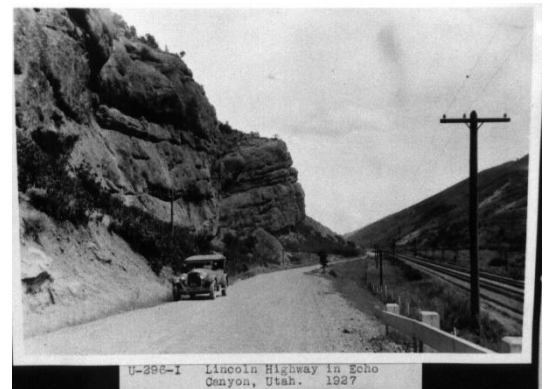
In his own words: *"I reached Echo City, a railroad settlement of about 200 persons, and, after eating, pushed right on toward Evanston. East of Echo City the canyon narrows again, and here it is known as Echo Gorge...I had little chance to revel in the magnificent scenery, but I knew about the Pulpit Rock from which Brigham Young delivered a Sunday sermon during the pilgrimage of the Mormons to their settlement at Salt Lake City, and I had a glance at it as I rode away from Echo City."*

Departing Route: I-80 East to Castle Rock. Wyman followed the wagon road and the RR bed along the way.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

A lot of the American history of the western settlement passed by this point and along this route.

- Mountain Men, circa 1830s
- Mormon Pilgrims, starting in 1846
- California Gold Rush, circa 1849
- Pony Express, 1860-1861
- Transcontinental Railroad, 1869
- The "Lincoln Highway", 1913
- US 30s, 1930s
- Interstate 80, 1960s



529.4 - Castle Rock

Date: Friday, May 29, 1903

Coordinates: **N41.12002° W111.19203°**

Address: Exit 185, I-80 East, Castle Rock, UT



Description: Wyman passed by this way on his way to Evanston. Castle Rock Station was both a Pony Express location and later Union Pacific RR Station. The station was located where the Castle Rock grocery store now stands, according to BLM.

In his own words: *"Sixteen miles east from my luncheon stop I passed the towering sandstone bluffs, with turreted tops naturally formed, that are known as Castle Rocks(sic), and lend their name to a railroad station of the Union Pacific there."*

Departing Route: I-80 East along the "Lincoln Highway" to Evanston.

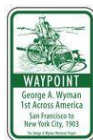
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

529.5 - Evanston Depot RON

Date: Friday, May 29, 1903

Coordinates: **N41.26891° W110.96494°**

Address: 10th Street, Evanston, WY



Description: Wyman passed by this way and remained overnight sleeping in the room on the Express Office side of the Union Pacific RR depot. Check out the Wyman Memorial Plaque that commemorates his "Iron Butt Motel" stay at this newly restored historic sight.



In his own words: *"It was 8:35 p.m. when I reached Evanston in Wyoming, just across the State line from Utah, and, although this is a town of something over 2,000 persons, with half a dozen hotels, the place was crowded with visitors. Every cowboy, ranchman, farmer and miner for many miles around had been there to hear the President (T. Roosevelt) speak in the afternoon, and at night food was at famine prices and sleeping accommodations simply not to be had. After trying at a couple of hotels and boarding houses I made up my mind that I would have to sit it out. Chairs however, were at a premium, and I stood and watched a poker game at the hotel until midnight; and then strolled over to the railroad station where I found a chair, and in that I bunked, sore as a stone bruise until morning, leaving the town at 6:20 o'clock."*

Departing Route: Wyman followed the road out of town then took to the RR bed.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

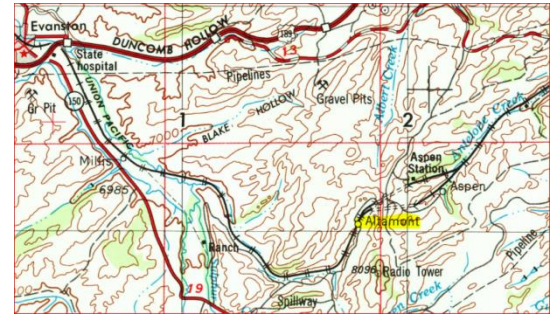
530.1 - Altamont Tunnel

Date: Saturday, May 30, 1903

Coordinates: N41.20052° W110.78122°

Address: On Choppy Drive CR 158, WY

CAUTION Unpaved road to this remote Waypoint



Description: Wyman passed by this way and broke the stem of his handlebars while riding over a rut in the road. He repaired the damage well enough to continue on and rode the tracks to the Altamont tunnels. This is a remote location accessible by unimproved roads only. Dual Sport or 1902 "California" recommended.

In his own words: *"After riding about six miles that day I bumped into a rut and the stem of my handlebars snapped, but there was about an inch of the stem left, and I hammered it down with my wrench into the head tube and managed to make it do. This repair lasted to Chicago. I took the railroad leaving Evanston, as there has been new section built there, cutting off some distance through a newly completed tunnel at Altamont, 13 miles from Evanston."*

Departing Route: Wyman followed the RR bed a short way then took to the wagon trails to Spring Valley.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

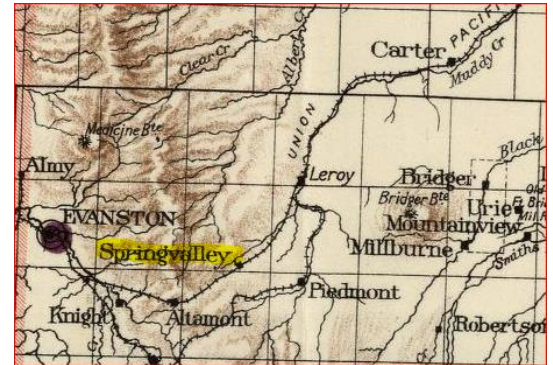
530.2 - Spring Valley

Date: Saturday, May 30, 1903

Coordinates: N41.25090° W110.68418°

Address: County Road 18, Uinta County, WY

CAUTION Unpaved road to this remote Waypoint



Description: Wyman took to the road after the Altamont tunnel operator informed him it would be hours before he could travel through the 1.5 mile tunnel. This is a remote location accessible by unimproved roads only. Dual Sport or 1902 "California" recommended.

In his own words: *"I rode down on the other side using both hand brake and the coaster brake. I forsook the railroad after this and followed the road through Spring Valley and Carter to Granger, riding past the famed buttes, or table mountains of the Bad Lands."*

Departing Route: Wyman followed the wagon trails that meandered along the RR bed. Take I-80 to Hwy 412 then north to the Carter location.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

530.3 - Carter

Date: Saturday, May 30, 1903

Coordinates: N41.43764° W110.42946°

Address: Leroy Road & State Hwy 412, Carter, Uinta County, WY



TAN PAPER BRACKS BELONGING TO THE UPRR AT CARTER

Description: Wyman passed by this way heading to Granger where he would remain overnight. Bar Hat and Leroy Roads follow the UPRR right of way all the way from Spring Valley. It is likely Wyman took those roads, which means he rode right through this intersection on his way to Granger.

In his own words: *"I rode down on the other side using bot hand brake and the coaster brake. I forsook the railroad after this and followed the road through Spring Valley and Carter to Granger, riding past the famed buttes, or table mountains of the Bad Lands."*

Departing Route: Wyman rode along the RR bed and wagon road to Granger. The paved way is Hwy 412 south to I-80 east to US 30 to Granger. Take the CR-2 to the left as you approach Granger.

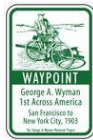
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

530.4 - Granger RON

Date: Saturday, May 30, 1903

Coordinates: N41.59352° W109.96760°

Address: 350 Second Street, Granger, WY



Description: Wyman passed by this way and remained overnight in Granger. He likely rode down the road and passed the school house pictured here. The Overland Stage was still very active at this time and he sought lodging at the Granger Hotel. The building is standing today and was converted to a school in the 1920s. Today, it is the Granger Community Center. The Waypoint sign is mounted on the north face of the building.



School House - Granger, WY
School Granger, Wyoming
Photographer and Date unknown
Courtesy of the Wyoming State Archives

In his own words: *"Leaving Granger, which is a division town of about 200 people and has one hotel, at 6:30 o'clock in the morning I found the road to Marston terribly rocky, and I returned to my old love the crossties, after going half the distance, or about six miles."*

Departing Route: The road out of town was the Overland Stage line to Green River. It has long been replaced by US 30 and I-80 east to Hwy 374 into Green River.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

531.1 - Green River

Date: Sunday, May 31, 1903

Coordinates: **N41.52853° W109.46638°**

Address: Hwy 374, Green River, WY

Description: Wyman passed through Green River on his way to Rock Springs. He was traveling on the old stage road. Hwy 374 runs through the middle of Green River today and follows the Overland Stage route that lead from Granger.



Green River, approx. 1907

In his own words: *"At Marston I found the old stage road to Green River and many portions of this are gravelly and fine. Green River is a quite a place with a population of about 1,500, but I did not stop there. I pushed on past the famous castellated rocks to Rock Springs, 45 miles from Granger, and, arriving at 11:45, I stopped for dinner (lunch)."*

Departing Route: The stage road of circa 1903 was eventually made into the Lincoln Highway. Now called "Old Lincoln Highway" it parallels I-80 on the north side all the way to Rock Springs.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

531.2 - Rock Springs

Date: Sunday, May 31, 1903

Coordinates: **N41.58691° W109.21973°**

Address: 450 Main Street, Rock Springs, WY

Description: Wyman passed through Rock Springs on his way to Bitter Creek. He had lunch and did some bike maintenance there.

In his own words: *"Rock Springs, where I had dinner, is in the district of the Union Pacific Company's coal mines. It is memorable for labor troubles and murders of Chinamen. I had the ends of my driving belt sowed at Rock Springs, and set out again past Point of Rocks, 25 miles east to Bitter Creek."*

Departing Route: Wyman took the Overland Stage road to Point of Rock and on to Bitter Creek. It is to the south of I-80 and skirts the RR bed all the way. Take I-80 to Exit 130.

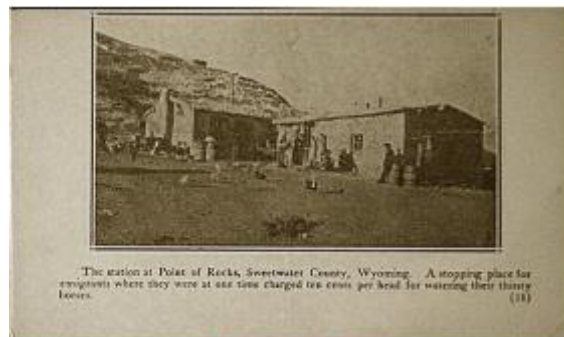
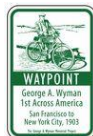
Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

531.3i - Point of Rocks

Date: Sunday, May 31, 1903

Coordinates: N41° 40.795' W108° 47.160'

Address: Exit 130, I-80, Point of Rocks, WY



Description: Wyman passed through Point of Rocks on his way to Bitter Creek. He was riding the road used by the Overland Stage Company as the route east and west. The family that owns and operates the Point of Rocks travel center at this location operated traveler service business at Bitter Creek at the turn of the century. The photo is of the Overland Stage station at Point of Rocks on the south side of I-80.

In his own words: *East of Point of Rocks the road is fairly level, but is of alkali sand, and when I went over it, it was so badly cut up that in some places I had to walk."*

Departing Route: Wyman followed the stage road, along the RR, to Bitter Creek. Just south of the Point of Rocks gas station is the historic marker for the Overland Stage.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

531.3 - Point of Rocks Overland Trail

Date: Sunday, May 31, 1903

Coordinates: N41.67732° W108.79153°

Address: Overland Trail and CR 84, Point of Rocks, WY

CAUTION: Unpaved road to this Waypoint.

Description: Wyman passed this way along the Overland Trail on his way to Bitter Creek. At this waypoint look west to see the Overland Trail road most likely ridden by Wyman to reach Point of Rocks.



In his own words: *"East of Point of Rocks the road is fairly level, but is of alkali sand, and when I went over it, it was so badly cut up that in some places I had to walk."*

Departing Route: With a Dual Sport, or 1902 "California" you can follow the Black Buttes Road, along the RR, all the way to Bitter Creek. Or, take I-80 to exit 142 and take Bitter Creek road south.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

531.4 - Bitter Creek RON

Date: Sunday, May 31, 1903

Coordinates: N41.55077° W108.55316°

Address: Bitter Creek Rd, Bitter Creek, WY

CAUTION: Unpaved road to this Waypoint.

Description: Wyman remained overnight and got a meal from the "Boxcar" restaurant. He sought sleeping accommodations in the UPRR Station House. The water tower in this picture still stands today, as well as a wooden structure much like the section houses of the time. The Bitter Creek Road is a well maintained unpaved oil service road and suitable for most motorcycles.



In his own words: *"Bitter Creek might well be called Bitter Disappointment. I do not mean the stream of water that the road follows, but the station of the same name...The "hotel" there is an old boxcar... The boxcar is fitted-up as a restaurant and reminds one faintly of the all-night hasheries on wheels that are found in the streets of big cities. The boxcar restaurant at Bitter Creek, however, has none of the gaudiness of the coffee wagons. Still, I got a very good meal there. When I cast about for a place to sleep It was different, but I finally found a bed in a section house. This experience was one of the inevitable ones of transcontinental touring. It was 7:15 o'clock when I reached Bitter Creek Station and it is 69 miles from there to Rawlins, the first place where I could have obtained good accommodations."*

Departing Route: Wyman followed the road out of Bitter Creek to Red Desert then onto Wamsutter. Take CR-19 back to I-80 to, passing through Red Desert at Exit 165, then to Wamsutter.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

601.1 - Red Desert Station

Date: Monday, June 1, 1903

Coordinates: N41° 39.066' W108° 07.686'

Address: Exit 166, I-80 East

Description: Wyman made his way east along the railroad track and wagon trail that followed it. He took this snapshot of his bike stuck in the red clay along the road.



In his own words: *It takes its name from the soil of calcareous clay that is fiery red, and the only products of which are rocks and sagebrush, and that will grow anywhere. There is a Red Desert Station on the map, but there is nothing there but a telegraph office, and the same is true of Wamsutter and Creston, the succeeding names on the map. I took a snapshot of the road in the desert near Bitter Creek and wrote on the file: "Who wouldn't leave home for this?"*

Departing Route: Wyman followed the road out of Bitter Creek to Red Desert then onto Wamsutter. Take CR-19 back to I-80 to, passing through Red Desert at exit 165, then to Wamsutter.

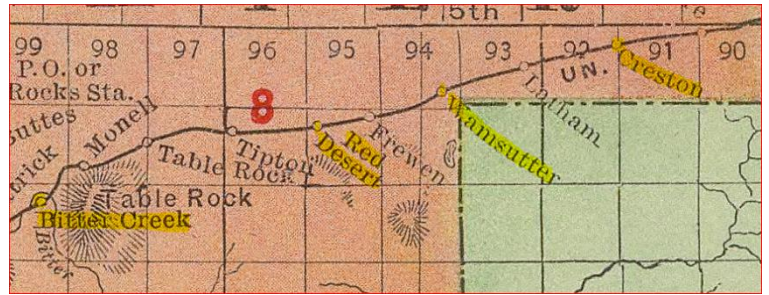
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

601.2 - Wamsutter

Date: Monday, June 1, 1903

Coordinates: **N41.67399° W107.98016°**

Address: Exit 178, I-80, Wamsutter, WY



Description: Wyman passed by this way riding along the main road through Wamsutter. Wyman would site the names of places along the way. He was using the Central Pacific RR "Official List" of locations along the Transcontinental Railroad. They were usually nothing more than a section house and small maintenance sheds. Manned by a couple of employees of the UPRR Wyman would entertain them with tales of his adventure in exchange for a warm and dry place to bunk for the night.

In his own words: *"East of Red Desert the road improved considerably, and from Wamsutter to Creston it was really fine."*

Departing Route: Wyman took the road out of Wamsutter passed the Creston, the Cherokee and Daley's Ranch sidings to Rawlins. You might want to take I-80 east stopping at the Creston interchange looking south to see the landscape in which Wyman rode his motorcycle.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

601.3 - Great Divide

Date: Monday, June 1, 1903

Coordinates: **N41.71459° W107.78223°**

Address: Exit 184, I-80, Creston, WY

Description: Wyman passed by this way and took this picture of the Great Divide signpost. The sign post for the then "Great Divide" was along the main road at the time. Just to the west of this point is the modern "Great Divide" marker on the hill. Use caution, as the road is rough



In his own words: *"It was along the fine stretch, just before Creston, that I came to the Great Divide and took a picture of the sign post, which marks the ridgeline of the great American watershed. Standing there and facing north, all the streams on my left flow to the west and all those on the right side flow to the east, the waters of the former eventually finding their way to the Pacific, and the latter to the Mississippi River. This is the backbone of the continent and it is fully impressive to stand there and gaze at the official sign."*

Departing Route: You might want to take I-80 east stopping at the Creston interchange looking south to see the landscape in which Wyman rode his motorcycle.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

601.4 – Creston

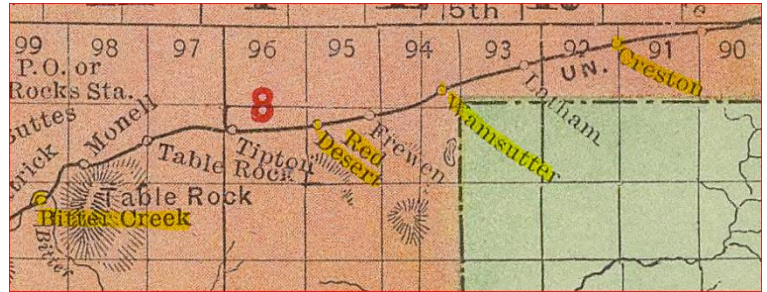
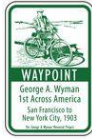
601.4i Creston Info (At Exit 187)

Date: Monday, June 1, 1903

Coordinates: **N41.71015° W107.75828°**

Address: Creston Rd, Exit 187. Creston, WY

CAUTION: Unpaved road to this Waypoint



Description: Wyman may have passed over this portion of the road to Creston. Looking south, about 100 yards from this point you can see what remains of the Creston siding. It is perpendicular to the main line of the UPRR tracks and can be seen using Google Earth view. Dual Sport or 1902 "California" recommended if you want to ride a little closer. At Exit 187 for Hwy 789 look for the Wyman Waypoint sign at the fireworks store. (Waypoint **601.4i Creston Info** on the IBA "Claimed Points Along the Way" log sheet)

In his own words: *"From Creston to Rawlins there is nearly 30 miles of downgrade, and, as it is a fairly good highway of gravel, I made lively time over it."*

Departing Route: Wyman took the road out of Creston, past the Cherokee and Daley's Ranch sidings to Rawlins. You might want to take I-80 east looking south to see the landscape in which Wyman rode his motorcycle.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

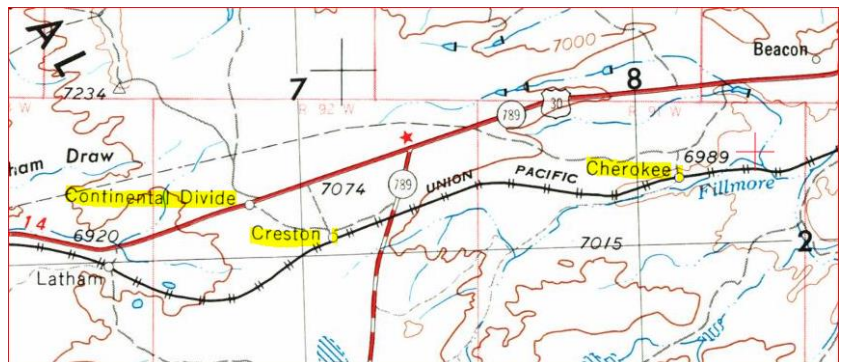
601.5 - Cherokee

Date: Monday, June 1, 1903

Coordinates: **N41.71989° W107.63650°**

Address: Unpaved road west along the RR track approximately 5.3 miles from Hwy 789

CAUTION: Unpaved road to the remote Waypoint.



Description: Wyman passed by this way while riding from Creston to Rawlins. It is pretty remote, so Dual Sport or 1902 "California" recommended.

In his own words: *"After leaving Creston then comes Cherokee and Daley's ranch before you get to Rawlins, and it was between these places, both mire railroad points that I got a picture of the abandoned prairie schooner that was printed in Motorcycle Magazine."*

Departing Route: Wyman took the road past the Cherokee and Daley's Ranch sidings to Rawlins. You might want to take I-80 east looking south to see the landscape in which Wyman rode his motorcycle.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

601.6 - Daly's Ranch

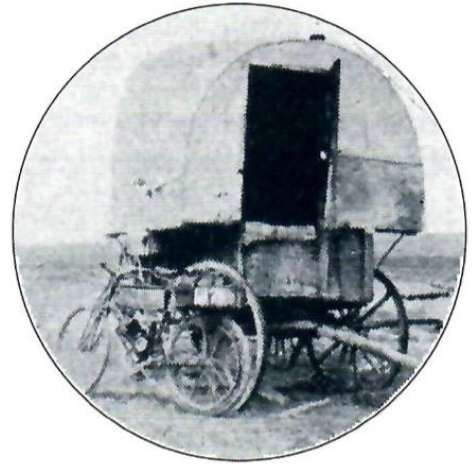
Date: Monday, Jun1, 1903

Coordinates: N41.75047° W107.48415°

Address: Exit 201, I-80, then SW along Daley's Road approximately 2.2 miles

CAUTION: Unpaved road to this Waypoint.

Description: Wyman passed by this way while riding from Creston to Rawlins. He took this "snapshot" of his motorcycle and the abandoned prairie schooner. Wyman referred to this spot as Daly's Ranch. The name may have been changed to Daley or Wyman miss-transcribed the name. Many transcription discrepancies have come to light in the Wyman narratives. Dual Sport or 1902 "California" recommended.



In his own words: *"After leaving Creston there comes Cherokee and Daly's ranch before you get to Rawlins, and it was between these places, both mire railroad points that I got a picture of the abandoned prairie schooner that was printed in Motorcycle Magazine."*

Departing Route: Wyman followed the road all the way into Rawlins to stop for gas. That road was later made into the Lincoln Highway, now I-80.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

601.7 - Rawlins Gas Stop

Date: Monday, June 1, 1903

Coordinates: N41.78698° W107.23848°

Address: 4th and Front Street, Rawlins, WY

Description: Wyman passed by this way and purchased some gas.



In his own words: *"From Creston to Rawlins there is nearly 30 miles of downgrade, and, as it is a fairly good highway of gravel, I made lively time over it. After leaving Creston there comes Cherokee and Daly's ranch before you get to Rawlins, and it was between these places, both mere railroad points, that I got the picture of the abandoned prairie schooner that was printed in Motorcycle Magazine. Rawlins, where I stopped only for gasoline, is a town of some size, having more than 2,000 population."*

Departing Route: The main road out of town then is now Hwy 76 that eventually merges into I-80 east. At the time it would continue to Fort Steele. Take Exit 228 to CR 347 to the Fort Steele historic site, which is open between 9 am and 7 pm.

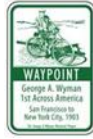
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

601.8 - Fort Steele

Date: Monday, June 1, 1903

Coordinates: **N41.77687° W106.94617°**

Address: Exit 228, I-80, CR 347, Fort Steele, WY



Description: Wyman passed this way leaving Rawlins along the road that followed the railroad tracks. The Fort Fred Steele historic site is approximately 2.0 miles north along CR 347. The fort is north several hundred yards from the RR crossing. Wyman followed the old emigrant trail, later designated part of the "Lincoln Highway", across the Platte River as the bridge foreman would not allow him to cross over the RR trestle.

In his own words: *"From there (Rawlins) the country becomes rolling again, and after passing Fort Fred Steele, I began to ascend once more...At Fort Steele there is nothing left but the ruins and abandoned houses. I now follow the old immigrant trail that winds across the River Platte, and am fast approaching the Laramie Plains, over which my route lies to the Laramie Mountains."*

Departing Route: Wyman followed the road after crossing the river. Take I-80 to exit 235 then north to Walcott.

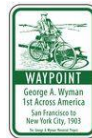
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

601.9 - Walcott RON

Date: Monday, June 1, 1903

Coordinates: **N41.76132° W106.84499°**

Address: Exit 235, I-80, US 30/277 then 0.5 miles to road on left, then 1.2 miles to Walcott, WY



CAUTION: Roughly paved/unpaved road to this Waypoint.

Description: Wyman passed by this way on June 1st after crossing the Platte River and remained overnight in one of the hotels. The photo is of the Walcott Hotel in 1903. Could it be the one in which Wyman stayed?

In his own words: *"At 6:10 p.m. I reached Walcott, a "jerkwater" settlement, composed of two saloons, a store and a railroad station. It is made important, though, by the fact that two stage lines come in there. The hotels at places of the sort are generally clean, and they are more-or-less peaceable by the policy of reserving an out-building for the slumbers of the "drunks", so I concluded to tarry."*

Departing Route: Took one of the roads out of Walcott that followed the CPRR. Today US 30/287 is the main highway northeast to Medicine Bow and on to Laramie.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

602.1i – Edison Info

Date: Tuesday, June 2, 1903

Coordinates: N41.78912° W106.76153°

Address: Off road west of US 30/287

4.0 miles after US 30/287 RR crossing

Description: Wyman passed through the Edison, Dana and Allen sidings while traveling along the rails leaving Walcott heading to Laramie. The approach to these locations are by unpaved roads departing northeast from Walcott or off of US 30. Unpaved road suitable for Dual Sport or 1903 "California." US 30, "Lincoln Hwy" today follows the highlighted road on the map. (USGS Topo Walcott 1914)



In his own words: "From Walcott, which I left at 6:30 a.m., it is uphill traveling eastward all the way to Laramie. I pass through the mining town of Hanna, peopled mostly by Finns and Negroes, and past the railroad stations of Edison, Dana, Allen and Medicine Bow."

Departing Route: Continue on US 30/287

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

602.2 - Dana

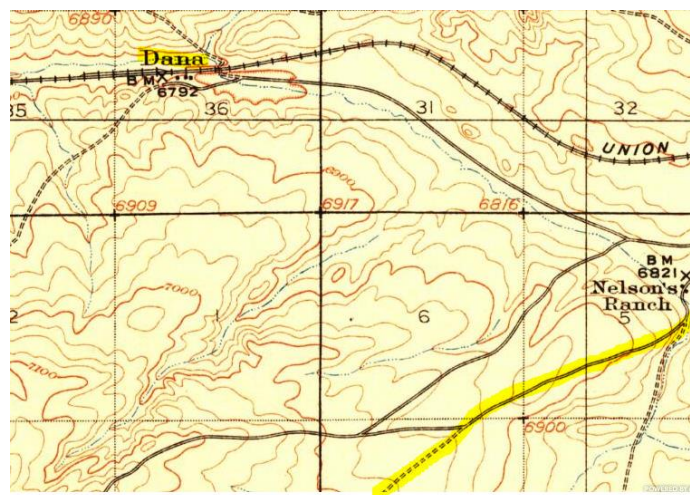
Date: Tuesday, June 2, 1903

Coordinates: N41.83637° W106.70403°

Address: Off road west of US 30/287

CAUTION: Unpaved road to this remote Waypoint

Description: Wyman passed through the Edison, Dana and Allen sidings while traveling along the rails leaving Walcott heading to Laramie. The approach to these locations are by unpaved roads departing northeast from Walcott. Unpaved road suitable for Dual Sport or 1903 "California." US 30 today follows the highlighted road on the map. (USGS Topo Hana 1914)



In his own words: "From Walcott, which I left at 6:30 a.m., it is uphill traveling eastward all the way to Laramie. I pass through the mining town of Hanna, peopled mostly by Finns and Negroes, and past the railroad stations of Edison, Dana, Allen and Medicine Bow."

Departing Route: Continue on US 30/287 to Hwy 22 left to Hanna

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

602.3 - Hanna

Date: Tuesday, June 2, 1903

Coordinates: N41.86897° W106.56474°

Address: 610 Front St., Hanna, WY

Description: Wyman approached Hanna while traveling along the tracks from Walcott. He rode by the Hanna railroad station. It is now part of the Hanna Historical Society. Stop by and tell them of Wyman's adventure.



In his own words: *"From Walcott, which I left at 6:30 a.m., it is uphill traveling eastward all the way to Laramie. I pass through the mining town of Hanna, peopled mostly by Finns and Negroes, and past the railroad stations of Edison, Dana, Allen and Medicine Bow."*

Departing Route: Back to US 30/287 and continue to Medicine Bow.

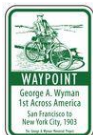
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

602.4 - Medicine Bow

Date: Tuesday, June 2, 1903

Coordinates: N41.89505° W106.20061°

Address: 411 Lincoln Hwy, Medicine Bow, WY



Description: Wyman passed by this way leaving Walcott heading to Laramie. He rode by the railroad station. The Medicine Bow Historical Society is now headquartered in the CPRR Depot. The Waypoint sign is on the front of the boundary fence. The Memorial plaque is inside the Medicine Bow Museum.



In his own words: *"At the last place named. (Medicine Bow) I ripped out some more spokes, and after fixing up the damage temporarily, I took to the railroad and followed it, in preference to the road, into Laramie."*

Departing Route: Continue along US 30/287 that parallels the RR to Laramie.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

602.4i - Rock River Depot

Date: Tuesday, June 2, 1903

Coordinates: N41.74123° W105.97986°

Address: 1st St and Thornton Ln, Rock River, WY



Description: Wyman passed by this way leaving Medicine Bow heading to Laramie. He rode by the railroad station in Rock River. The photo is of the Rock River depot in 1900. There is nothing left of it today.

In his own words: " I pass though the mining town of Hanna, peopled mostly by Finns and Negroes, and past the railroad stations of Edison, Dana, Allen and Medicine Bow. At the last place named, I ripped out some more spokes, and after fixing up the damage temporarily, I took to the railroad and followed it, in preference to the road, into Laramie."

Departing Route: Wyman rode the rails to Laramie. You can take US 287, the Old Lincoln Highway.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

602.4i: - Bosler Depot

Date: Tuesday, June 2, 1903

Coordinates: N41.57183° W105.69515°

Address: 160 Main Street, Bosler, WY



Description: Wyman passed by this way leaving Walcott heading to Laramie. He rode by the railroad station in Bosler. There is nothing left of it today.

In his own words: " I pass though the mining town of Hanna, peopled mostly by Finns and Negroes, wans past the railroad stations of Edison, Dana, Allen and Medicine Bow. At the last place named, I ripped out some more spokes, and after fixing up the damage temporarily, I took to the railroad and followed it, in preference to the road, into Laramie."

Departing Route: Wyman rode the rails to Laramie. You can take US 287, the Old Lincoln Highway.

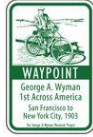
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

602.5 - Lovejoy's Garage RON

Date: Tuesday, June 2, 1903

Coordinates: **N41.30947° W105.59514°**

Address: 412 S. 2nd Street, Laramie, WY 82070



Description: Wyman had repairs to make on his motorcycle so he sought out and found Elmer Lovejoy. Lovejoy was the premier bicycle and automobile enthusiast in Laramie at the time. Wyman stayed overnight and remained in Laramie all day, June 3rd, to make repairs and rest up. Wyman commented on this stop writing, *"This was the first place that I really felt enthusiastic from the time I left the coast."* The sign on the small shed to the left of the large "Lovejoy's Garage" building says "Motorcycle Garage". It is now the parking lot next to the larger building.

In his own words: *"Laramie is a big, fine place of nearly 10,000 and is in the greenest country I had seen since I left Sacramento.... I could not revel in the delights of Laramie as I would have liked, for I had troubles of my own to attend to. It was 7:05 p.m. when I got there, and I hunted up the bicycle shop of Elmer Lovejoy. He furnished me with five new spokes and placed his shop at my disposal, for I preferred from the first to do all the repairing to the motorcycle myself."*

Departing Route: Wyman took the main road out of town instead of following the RR around the Sherman ridge. It later turned into the Lincoln Highway, then US 30, now I-80.

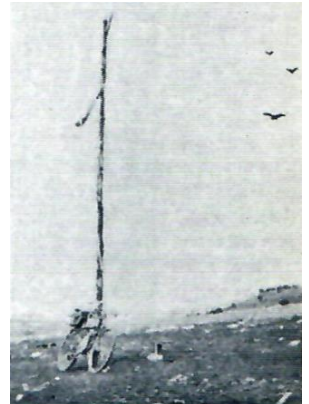
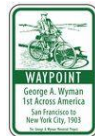
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

604.1 - Sherman Summit

Date: Thursday, June 4, 1903

Coordinates: **N41.23789° W105.43592°**

Address: Exit 323, I-80, Sherman Hill Rest Area, WY



Description: Wyman rode over the Sherman Summit around noon on June 4 after departing Laramie. At the suggestion of folks in Laramie he was following the road over the ridge rather than following the railroad tracks. Today, the Rest Area hosts the memorial to the founder of the "Lincoln Highway" system. A stone bust of Abe Lincoln dominates landscape.

In his own words: *"I climbed steadily for 8 miles, and when I reached the summit I was at the highest point I touched in my entire trip, and higher up than I ever was in my life before. The altitude at the top is 8,590 feet. Going up I followed a narrow trail full of stones and sharp twists around boulders and the best guide I had to keep from going wrong was the hoof-prints of the "presidential party" that had gone over the summit the day before...At the summit is a flagstaff, put there by a survey party I believe, and someone in the Presidential party had hoisted a handkerchief on it the day before, so I took a snap shot of it. Then, before I left I rested myself by putting this inscription on the pole: "G.A. Wyman, June 4, 1903, 11:30 a.m. - First motorcyclist to cross the Rockies, going from San Francisco to New York."*

Departing Route: Wyman took what is now Hwy 210 "Happy Jack Road" for some distance down the mountain.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

604.2 - Happy Jack Road

Date: Thursday, June 4, 1903

Coordinates: N41.26132° W105.40618°

Address: Happy Jack Road, Old US 30, now WY 210

Description: Wyman likely passed by this way around noon on June 4th after resting at the Sherman Summit location visited by the T. Roosevelt party the day before. The Presidential party took Happy Jack Road off the mountain to McGee's Ranch, just west of Cheyenne. Wyman was following their tracks off the mountain when the weather closed in on him.

In his own words: *"While I was on this summit, it clouded up and began to thunder ominously. I had no more than started on the descent than it began to rain in torrents. The water just dropped from the clouds as if they were great lakes with the bottoms dropping out. In one minute I looked as if I had been fished out of a river. There was no place to seek shelter, either(sic), not even a small tree, for the mountaintop is "bald," so I had to keep going. After running down about three miles my belt would not take hold and I had to get off and walk."*

Departing Route: Take WY 210 towards Cheyenne and see some of the same countryside Wyman might have experienced on *his* grand tour. Continue along Hwy 210 to Gilchrist Road, CR 109.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

604.3 - Shaver's Ranch

Date: Thursday, June 4, 1903

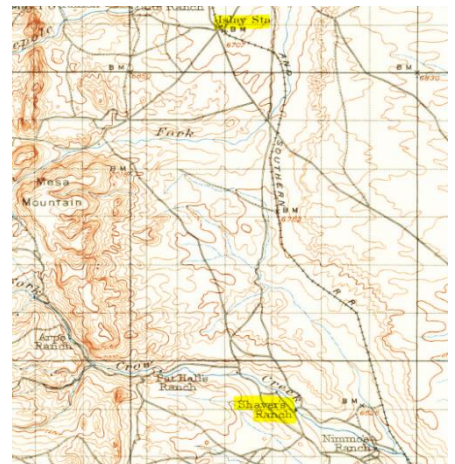
Coordinates: N41.20804° W105.12203°

Address: Gilchrist Road, Cr 109, Cheyenne, WY

CAUTION: Well maintained unpaved road to this Waypoint.

GPS CAUTION – Take CR 109 before the GPS turn location.

Description: During the rain storm that afternoon Wyman struggled to get off the high ground as there was no shelter available to wait out the storm. He made his way to lower elevations and got stuck in the "gumbo mud." He left the motorcycle stuck in the mud and went to look for help. The only inhabitants around were at a ranch house. The rancher "R.C. Schrader, of Islay Station, Wyoming" helped him recover the motorcycle, fed him a meal and provided a hose to wash his motorcycle.



Information on R.C. Schrader has not been found. However, according to the Sherman Quadrangle Topographic map, surveyed 1903, published Aug 1905 there is a "Shaver's Ranch" some 8 miles south of Islay Station location. Could it be that in the excitement of the rain storm and extrication of his stuck motorcycle Wyman got the last name wrong? Shaver sounds a lot like Schrader. This is the approximate location of "Shaver's Ranch" on the 1903 Topo map.

Departing Route: Wyman was shown the way to the RR tracks that lead to Cheyenne. He took to the tracks as a safe bet.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

604.4 - Shaver's Ranch RR

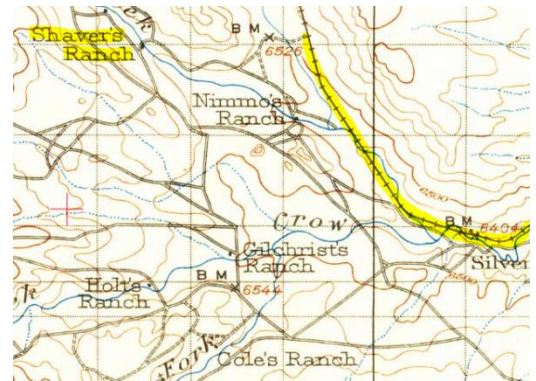
Date: Thursday, June 4, 1903

Coordinates: N41.18964° W105.06176°

Address: RR Crossing near north fork of Crow Creek

CAUTION: No road access to this Waypoint.

Description: Wyman likely intercepted the railroad track at this point on June 4th after departing the ranch of R.C. Schrader (Shaver?), of Islay Station, WY. Today, Happy Jack Road doglegs to the south at Gilchrist's Ranch. The road to the Shaver's Ranch location is up Gilchrist Road.



In his own words: *"I finally left the bicycle sticking bolt upright in its bed of gumbo mud and set out to find a place where someone lived. This move led me to a pleasant experience, the hospitality of the Wyoming ranchers. After walking two miles I came to a ranch house, and I was lucky to find it for there is not another house within seven miles. The young man I met there immediately hooked up a team of horses and went back with me and pulled the wheel out of the mud hole. When I got to the house my rescuer, who was R.C. Schrader, of Islay(sic) Station, Wyoming lent me a hose, and with the aid of a stream of water and a stick, I got the machine fairly clean after an hour of hard work. Mr. Schrader was a hearty host. I had eaten nothing since an early breakfast, and it was then 5 p.m. He made me stop and eat, and then, as I insisted on pushing along, he showed me the way to the railroad tracks. I was glad to see them again."*

Departing Route: Wyman took to the rails again. Return to Hwy 210 and continue on to Cheyenne to the UPRR Depot.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

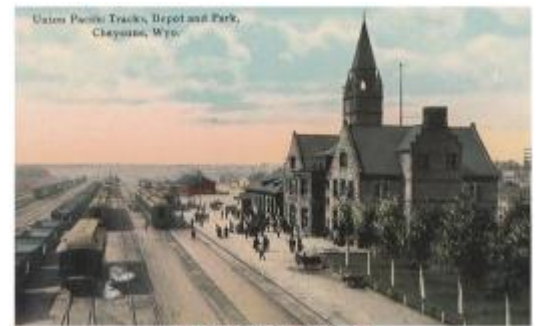
604.5 - Cheyenne Depot RON

Date: Thursday, June 4, 1903

Coordinates: N41.13185° W104.81468°

Address: 121 W. 15th Street, Cheyenne, WY

Description: Arriving in Cheyenne, Wyman checked his motorcycle in at the baggage room in the Cheyenne Union Pacific RR depot around 11 p.m. He remained overnight in Cheyenne after having difficulty finding a room.



In his own words: *"It was about 20 miles to Cheyenne, and I walked most of the way, arriving there at 10:30 p.m.. With my coat torn in several places and one sleeve of it hanging by a thread, my leggings hanging in shreds, no waistcoat on, dripping wet and splashed with mud all over, I checked my bicycle at the baggage room of the railroad station and set out to find a room in Cheyenne. "All full" was the word I got at the first hotel, and at the next it was the same. After I had tried three and been refused, I was satisfied that it was my appearance that was the reason."*

Departing Route: After dropping off his motorcycle at the Express Office of the depot Wyman went looking for lodging. The next day he retrieved the bike and took it to the Pratt Bicycle Shop.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

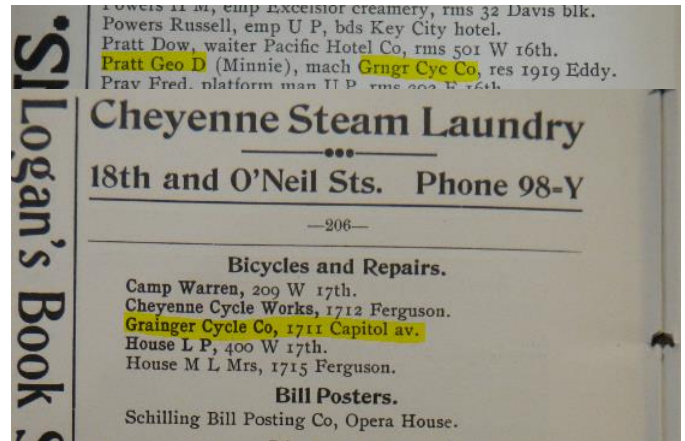
605.1 - G.D. Pratt Bicycle Shop

Date: Friday, June 5, 1903

Coordinates: **N41.13382° W104.81581°**

Address: 1711 Capital Avenue, Cheyenne, WY

Description: Rested up from his ordeal of June 4th, Wyman sought out the G.D. Pratt bicycle shop to make repairs. At the time it was named "Grainger Cycle Company". It was located at what is now the Wells Fargo Bank. He got some new clothes to replace his tattered ones before starting to work on the motorcycle. He would stay another night in Cheyenne before getting back on the trail.



In his own words: *"The next morning I washed and pinned up my rags as best I could and went out to replenish my wardrobe. I must indeed have been a tough-looking specimen the night before, because the first place I went into in the morning, a furnishing store, the dog growled at me savagely and disputed my entrance until called off by his owner. It rained hard all day, and I remained in Cheyenne. while there I weighed myself and found that I was 12 pounds under my normal weight, the scales tipping at 141 pounds. I spent most of the day cleaning and fixing my wheel. Again, I aimed a hose on it, and after that I had to use a scraper and brushes before I could get down to work with a rag. I worked in the bicycle shop of G.D. Pratt while there, and he extended me every courtesy."*

Departing Route: Wyman took the main road east out of town. It was later designated the Lincoln Highway, now US 30 and I-80.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

606.1 - Egbert

Date: Saturday, June 6, 1903

Coordinates: **N41.16813° W104.25377°**

Address: 1156 CR-154, Burns(Egbert), WY

Description: Wyman passed by Egbert while riding the on the track from Cheyenne. He stopped for lunch at the Section House near this spot.



In his own words: *"It was raining a little when I left Cheyenne, and the roads were too heavy to ride. I took to the railroad again, and the railroad ties were not much better than the road. For 43 miles I had to pedal. If you ever went for a ride on a tandem and took your best girl, or some other fellow's best girl, and she was a heavyweight, and about 30 miles from home she gave out and you had to do all the pushing to get home, you have a slight idea how I felt pushing the motor over the railroad ties. I got to Egbert at 12:45 and had dinner at the section house there."*

Departing Route: Wyman took the main road east out of town, which became the Lincoln Highway, then US 30 now I-80.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

606.2 - Pine Bluffs

Date: Saturday, June 6, 1903

Coordinates: N41.18362° W104.06823°

Address: I-80 BL and Main Street, Pine Bluffs, WY

Description: Wyman passed by this way while following the tracks through town. It was still raining so he favored the RR track.



In his own words: *"It began to rain when I had gone a mile and a half from the station house, and, remembering my last experience with the rain and the gumbo mud, I turned back and waited at the telegraph operating room until the middle of the afternoon, when the rain slackened. I got to Pine Bluffs on the state line between Wyoming and Nebraska, at 4:40 p.m. To furnish an idea of how rapidly I have come down it may be mentioned that at Pine Bluffs the elevation is 5,038 feet, and this is only 90 miles from the summit, where the elevation is 8,590 feet, a drop of 3,500 feet in less than 100 miles."*

Departing Route: Wyman took the main road east out of town, which became the Lincoln Highway, then US 30. US 30 instead of I-80 would be the Wyman scenic route to Kimball.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

606.3 - Kimball RON

Date: Saturday, June 6, 1903

Coordinates: N41.23989° W103.66298°

Address: Main and Chestnut Streets, Kimball, NE

Description: Wyman remained overnight in Kimball, NE. It is likely he stayed in one of the local hotels along Main Street. George took the road, later designated part of the Lincoln Highway now US 30, following the "Transcontinental Railroad." Take it and enjoy the ride to Sidney and beyond.



In his own words: *"I got to Kimball, 65 miles from Cheyenne at 6:50 p.m. They told me there that the roads are good when it is not raining. I had to take their word for it, and conclude that I still carry some sort of a hoodoo with me, in spite of having shed my fancy waistcoat, for when I get into a region of good roads it rains and spoils them, and when it doesn't rain I am in a district where the roads are never good. On Sunday morning, June 7, I left Kimball, Nebraska, and made the biggest day's run that I scored west of the Mississippi."*

Departing Route: Wyman took the main road to Sidney, which became the Lincoln Highway, now US 30.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

607.1 - Sidney Gas

Date: Sunday, June 7, 1903

Coordinates: [N41.14474° W102.98052°](#)

Address: I-80 BL, Sidney, NE

Description: Wyman passed through Sidney and stopped for some gas. He was riding over the road into town, later designated as part of the Lincoln Highway, now US 30.



In his own words: *"On Sunday morning, June 7, I left Kimball, Nebraska, and made the biggest day's run that I scored west of the Mississippi. It is a fine, grain-growing country that I rode through from Kimball, which is a prosperous town. For the first 12 miles the country was rolling and the roads sandy. After that I found good hard roads all the way to Sidney, 35 miles from Kimball, and I made it in just three hours, reaching Sidney at 10:15. When I rode into the place, which is a division town, I passed as tough a bunch of citizens as I met all through the West. They were young fellows loafing on a corner, and they tossed all manner of taunting comment at me, as if inviting trouble. I kept on my way without replying, which was wise, but not easy to do. After getting some gasoline, I left at 10:30, and had no trouble making Chappell at 12:15, where I had dinner."*

Departing Route: Wyman took the main road to Chappell, which became the Lincoln Highway, now US 30.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

607.2 - Chappell

Date: Sunday, June 7, 1903

Coordinates: [N41.09256° W102.47096°](#)

Address: Intersection of US 30 and US 385

Description: Wyman passed by this way and stopped for lunch, taking this picture at the hotel. You can see his motorcycle leaning next to the tree. Leaving Chappell Wyman took the road that followed the "[Gold Rush Byway](#)" and RR tracks to Julesburg, CO. It is US 385 today and gives you the opportunity to "dip" into Colorado.



The Hotel at Chappell, Neb., the End of Sixteen Miles of Good Road.

In his own words: *"After that I found good hard roads all the way to Sidney, 35 miles from Kimball, and I made it in just three hours, reaching Sidney at 10:15. When I rode into the place, which is a division town, I passed as tough a bunch of citizens as I met all through the West. They were young fellows loafing on a corner, and they tossed all manner of taunting comment at me, as if inviting trouble. I kept on my way without replying, which was wise, but not easy to do. After getting some gasoline, I left at 10:30, and had no trouble making Chappell at 12:15, where I had dinner."*

Departing Route: Wyman chose the road that follows the UPRR bed to Julesburg, along the "[Gold Rush Byway](#)", now US 385. Take US 30 out of Chappell then turn southeast on US 385. There is no US385 exit off of I-80.

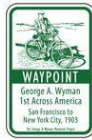
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

607.3 - Julesburg

Date: Sunday, June 7, 1903

Coordinates: **N40.98585° W102.26351°**

Address: 202 W 1st Street, Julesburg, CO



Description: Wyman passed through Julesburg, CO on the way to Ogallala following the road next to the tracks. He would have ridden right by the train depot, now a museum. The current building was built in the 1930s. The Waypoint sign is posted in front of the Depot.

In his own words: *"Of the 114 miles I made this day, 46 were ridden in the State of Colorado, for the railroad and road both put in a bend from Chappell southward to get to the South Platte River at Julesburg, Colorado and then the road follows the river valley back again into Nebraska; so that 46 miles was all of Colorado I saw. I found one good stretch of road five miles long in the 46 and this was a relief from the railroad ties so I blessed it and took a snapshot of it for a Colorado souvenir."*

Departing Route: Wyman took the road that follows the UPRR northeast to Ogallala, now US 138 to US 30.

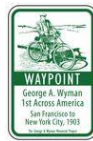
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

607.4 - Ogallala RON

Date: Sunday, June 7, 1903

Coordinates: **N41.12386° W101.71883°**

Address: 220 N. Spruce Street, Ogallala, NE



Ogallala looking east with the depot in the distance

Description: Wyman arrived in Ogallala at nightfall, again in the rain. He did not indicate where he stayed while in town. He would always try to economize his options among hotels, boarding houses and railroad section houses.

In his own words: *"Ogallala is only a "little jerkwater station," as they say in this country, but it was nightfall when I reached there, and it was raining hard, so I put up there for the night. It is now the time of the heavy rains, cloudbursts and freshets that devastated so much of the Western country during the month of June. It is my luck to be right in the particular great basin where the waters flow most copiously. At Ogallala, Nebraska, I was told that there had been nothing but rain there for the last two weeks. The roads were in terrible condition, I know, when I left there at 6:45 o'clock, on the morning of June 8."*

Departing Route: Wyman would stay close to the UPRR bed as the roads were in bad shape. US 30 follows the tracks all the way to Paxton.

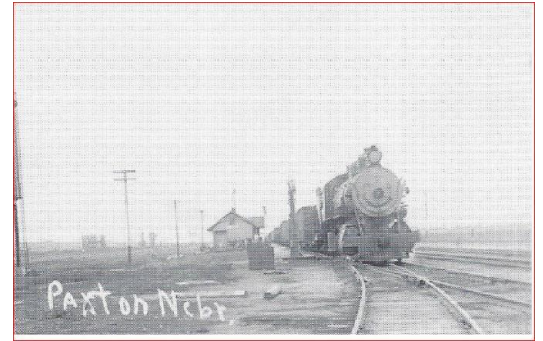
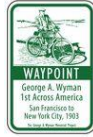
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

608.1 - Paxton

Date: Monday, June 8, 1903

Coordinates: N41.12211° W101.35604°

Address: 200 Oak Street, Paxton, NE



Description: Wyman passed through Paxton in the morning. He took shelter in the Paxton train depot to wait out the heavy rain, leaving after noon. The building at this site is the UPRR depot but was moved, in the 1960s, from the north side of the tracks to its present location. Pictured is the Paxton Depot as it looked in the 1910, virtually the same view from the west as Wyman would have seen. The Waypoint sign is posted on the south side of the building.

In his own words: *"After 10 miles of heavy going through the mud, I struck sand, and then took to the railroad track once more. After going six miles over the ties it began to rain so hard that I had to get off and walk three miles to the station at Paxton. There I waited for three hours until it stopped raining, and set out again at 12:30 o'clock."*

Departing Route: Wyman would stay close to the UPRR tracks as the roads were in bad shape. US 30 follows the tracks all the way to North Platte. Wyman got some gasoline in North Platte. Check your fuel gauge...need some?

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

608.2 - North Platte Gas

Date: Monday, June 8, 1903

Coordinates: N41.13942° W100.76261°

Address: North Platte, NE



Description: Wyman passed through North Platte and stopped for gasoline. North Platte was, and still is a large Union Pacific RR hub. Pictured is the UP Depot at the time. It was demolished in the 1970s after UPRR and the city could not come to terms regarding its preservation. The road which became the Lincoln Hwy, now US 30, went into town passing right by the Depot, then turned east.

In his own words: *"From there it is just 31 miles to North Platte, and as the sun had come out, I returned to the road. I found it good in places and sandy in spots. There was one stretch, two miles long, so sandy that I had to walk it. It was like being back again in the deserts. I got gasoline at North Platte and pushed on 16 miles to Maxwell, which made 70 miles for the day's travel."*

Departing Route: Wyman would stay close to the UPRR bed as the roads were in bad shape. US 30 follows the tracks all the way to Maxwell where he stopped for the night.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

608.3 - Maxwell RON

Date: Monday, June 8, 1903

Coordinates: 41.076944, -100.526031

Address: 206 S. Pine St., Maxwell, NE



Description: Wyman stopped in Maxwell the evening of June 8th and stayed in the only hotel in town. The hotel in which Wyman stayed is the building at the far end of the street in this picture. The Maxwell City Hall today is in the approximate location of the circa 1903 hotel.

In his own words: "Maxwell is a little bit of a place, and I had to take accommodation in a room that had three beds in it. A couple of surveyors were in one of the other beds, and at midnight, a commercial traveler was ushered in and given the third bed. I was fortunate in having a bed to myself at all the small places, for "doubling up" is quite the common thing where accommodations are limited. One more cyclometer was sacrificed on the ride from Ogallala to Maxwell, snapped off when I had a fall on the road. I do not mention falls, as a rule, as it would make the story one long monotony of falling off and getting on again."

Departing Route: Wyman took to the UPRR bed as the roads were in bad shape. US 30 follows the tracks all the way to Lexington where he stopped for repairs...yet again!

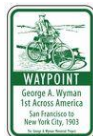
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

609.1 - Lexington

Date: Tuesday, June 9, 1903

Coordinates: N40.77773° W99.73988°

Address: Grant and 5th Streets, Lexington, NE



Description: Wyman reached Lexington around lunch time on June 9th. He made repairs to his motorcycle in the garage of J.S. Bancroft. The garage was at the southeast corner of Grant and 5th streets. The location is just a vacant lot today.

In his own words: "I left Maxwell at 7:15 a.m. on June 9, and followed the wagon road for the first eight miles. Then it got so sandy that I took to the railroad. I remained on the tracks for 12 miles, and then tried the road again. After an hour on it, the mud began to be so thick that riding was impossible, and I then returned to the railroad and stuck to it until I reached Lexington, where I had dinner. When I emerged from the dining room it was raining so hard that it would have been folly to have attempted to ride. My batteries required attention, and by chance I met J.S. Bancroft, who has the most complete bicycle and automobile repairing station that I saw between Cheyenne and Omaha. Mr. Bancroft stopped when he saw me at work on the batteries and invited me to his store. He is a motor bicycle rider, using a 2 1/2-horsepower Columbia. "

Departing Route: Wyman traveled the road and rails to Elm Creek. US 30 is the route that follows the tracks today.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

609.2 - Elm Creek

Date: Tuesday, June 9, 1903

Coordinates: **N40.71736° W99.37312°**

Address: 113 E Front Street, Elm Creek, NE



Leaving west down the tracks. Depot on the left; grain elevators and lumberyard on the right

Description: Wyman rode through Elm Creek late in the afternoon after leaving Lexington. He had a quick supper meal then continued on his way following the tracks.

In his own words: *"I lost an afternoon in Lexington, but it stopped raining at 5 p.m., and I went over to the railroad and made a run of 20 miles in an hour and a half to Elm Creek, where I had supper. I was anxious to make all the mileage I could, so after supper I started again...."*

Departing Route: Wyman took to the UPRR bed as the roads were in bad shape. US 30 follows the tracks all the way to Kearney where he stayed for the night.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

609.3 - Kearney RON

Date: Tuesday, June 9, 1903

Coordinates: **N40.69534° W99.08176°**

Address: Central Ave and RR St, Kearney, NE



July 4, 1908, in downtown Kearney. [Butcher Photo]

Description: Wyman arrived in Kearney at 8:20 p.m. the evening of June 9, 1903. He spent the night and likely did repairs to his motorcycle after falling and breaking the ammeter on his motorcycle before arriving in Kearney.

In his own words: *"I was anxious to make all the mileage I could, so after supper I started again, and by 8:20 p.m. I had ridden 16 miles more and was at Kearney, where I put up for the night. I had a fall and broke my ammeter in this last stretch. I had the same experience with my watch back in Nevada. A note in my diary, made at Kearney reads: "There are some of the greatest pace followers of their size in the world in this region. A bunch tacked on to me back at Ogallala, and for two days I have been unable to shake them. It looks as if they will stay with me all the way into New York. The natives call them gnats. They bite like hornets."*

Departing Route: Wyman took to the UPRR bed as the roads were in bad shape. US 30 follows the tracks all the way to Grand Island.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

610.1 - Grand Island

Date: Wednesday, June 10, 1903

Coordinates: N40.91746° W98.36309°

Address: W Lincoln Way, Grand Island, NE



Description: Wyman rode through Grand Island along the tracks mid-morning on June 10. The road you are on at this point is the Old Lincoln Highway, which around 1913 would have been the New Lincoln Highway. The tracks however, are probably in the same place as when Wyman rode them back then. Pictured are the tracks and depot in Grand Island in April 1908, crowded with people awaiting the arrival of Teddy Roosevelt who was attending the new Carnegie Library ground breaking.

In his own words: *"The roads were still impassible going out of Kearney, and I followed the railroad tracks to Grand Island, and even then I had to walk over several short stretches where it was sandy, and every half mile I had to dismount for the crossing of the wagon road, the highway being in such vile condition that its dirt was piled upon the tracks so that I could not ride through it. In the 11 miles between Grand Island and Chapman, where I stopped for dinner, I broke six spokes."*

Departing Route: Wyman took to the UPRR bed as the roads were in bad shape. US 30 follows the tracks all the way to Chapman.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

610.2 - Chapman

Date: Wednesday, June 10, 1903

Coordinates: N41.02329° W98.15569°

Address: 9th Street, Chapman, NE



Description: Wyman passed through Chapman stopping long enough to get something to eat. He likely stopped at the "Pump & Pantry" for refreshments. Just kidding, Wyman wasn't as fortunate on his trip. He would have passed right by the Chapman Depot, pictured here.

In his own words: *" In the 11 miles between Grand Island and Chapman, where I stopped for dinner, I broke six spokes. I rode, with the rear wheel thus weakened, over the ties 10 miles to Central City, where I stopped for repairs."*

Departing Route: Wyman took to the UPRR bed as the roads were in bad shape. US 30 follows the tracks all the way to Central City.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

610.3 - Central City

Date: Wednesday, June 10, 1903

Coordinates: N41.11605° W98.00171°

Address: US30 and NE14, Central City, NE

Description: Wyman passed through Central City late in the afternoon. He stopped to make repairs to his motorcycle rear wheel by replacing broken spokes.



In his own words: *"In the 11 miles between Grand Island and Chapman, where I stopped for dinner, I broke six spokes. I rode, with the rear wheel thus weakened, over the ties 10 miles to Central City, where I stopped for repairs. I left Central City at 4:45, and rode 44 miles to Columbus, arriving there at 8:25 p.m."*

Departing Route: Wyman took to the UPRR bed as the roads were in bad shape. US 30 follows the tracks all the way to Columbus.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

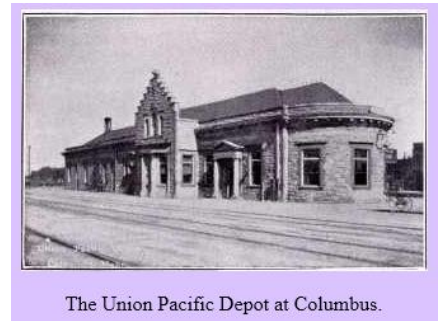
610.4 - Columbus RON

Date: Wednesday, June 10, 1903

Coordinates: N41.42833° W97.35927°

Address: UPRR Depot location on 26th Ave, Columbus, NE

Description: Wyman arrived in Columbus, NE around 8:25 p.m. after riding 108 miles on June 10th. He may have been riding along the tracks to a point near the Columbus Depot, at this location, which has since demolished. He sought accommodations for the night at one of the several hotels in Columbus at time. If a town was prosperous enough for more than one, they would all compete for the traveling customers offering various levels of accommodations. The "amenities" offered, much like today, would be reflected in the price of the room.



In his own words: *"I left Central City at 4:45, and rode 44 miles to Columbus, arriving there at 8:25 p.m. This made 108 miles for the day and I felt satisfied. On this day again I narrowly escaped being lifted from the roadbed by an engine pilot. It was a fast mail train this time. I was riding along outside the rail, where the space between the rail and edge of the embankment was only six inches, and I could not look around without danger of banging into the rail or slipping over the edge. I did not hear the train until the whistle sounded, when the engine was within 100 feet of me. I just went down that embankment as if I had been pushed."*

Departing Route: Wyman took to the road leaving Columbus on his way to Fremont. US 30, the "Old Lincoln Highway", was paved over years after Wyman rode his motorcycle along this route.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

611.1 - Fremont

Date: Thursday, June 11, 1903

Coordinates: N41° 26.143' W96° 29.755'

Address: Military and US77, Fremont, NE

Description: Wyman stopped for lunch as he rode through Fremont on his way to Omaha. He was back on the road at this time and would have likely passed by this corner before turning southeast after lunch.



In his own words: *"I left Columbus, Nebraska at 7:40 a.m. My start was later than usual, because I had to wait to get gasoline. They do not keep it in the stores there, but a wagon goes around in the morning to the various houses and supplies what they want for the day. I had to take to the railroad once more from the outset. After going 28 miles over the ties I noticed that the roads looked better, and I rode on them for the rest of the day, stopping at Fremont for dinner and arriving at Omaha at 5:30 p.m."*

Departing Route: Wyman rode along the main road into Omaha, now US 276 and US 6.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

611.2 - Flescher Bicycle Shop

Date: Thursday, June 11, 1903

Coordinates: N41.26072° W95.93746°

Address: 1622 Capital Ave, Omaha, NE

Description: After arriving in Omaha around 5:30 p.m. Wyman sought out the bicycle repair shop of Louis Flescher at 1622 Capital Avenue. Today, at the site of the repair shop stands an IRS building. Wyman is picture here just prior to leaving the Flescher Bicycle Shop.



In his own words: *"Although it was evening when I reached Omaha, Nebraska, on June 11, I at once hunted up the largest bicycle store and repair shop I could find in the city - that of Louis Flescher, 1622 Capitol Avenue - and began putting my machine in trim for the last 1,600 miles of my trip. I found that six new spokes were needed, and, after putting them in and truing up the wheels, I put on a new belt rim to replace the old one, which had been literally chewed up by the rocks along the road. It looked, in fact, as if it might have been a rail on the manger of a cribbing horse. Also, I put on the second one of the pair of tires that I got at Ogden and soldered up a small leak in the gasoline tank."*

Departing Route: Wyman went to the UPRR Express Office to ship some of his equipment to Chicago.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

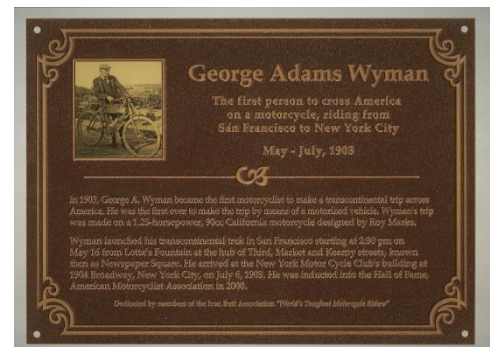
LEG FOUR

Through The Valleys Of The Two Great Rivers To Chicago

Omaha, NE to Chicago, IL The journey was starting to take its toll on both his 1902 “California” motor bicycle and Wyman himself. He had reason to feel optimistic having crossed the vast western states. He felt the roads and services were going to be more readily available the farther east he travelled. Before departing Omaha, after putting his motorcycle back into riding shape, he went to the UPRR Express Office to ship his auxiliary fuel tank, many of his spare parts and tools on to Chicago. It was around three in the afternoon when he crossed the Missouri River into Iowa. It was June 12, 27 days after leaving San Francisco.

Wyman’s expectations of riding over better roads soon collided with the reality of circa 1903 Iowa. The spring rains would make riding difficult. Local flooding made some roads impassable forcing Wyman to again take to the tracks. He had learned to select roads that closely followed the railroad tracks going in his direction. This strategy would prove beneficial time and time again. But the constant pounding the motorcycle was taking while riding the railroad beds would create problems more and more as he went along. During this leg Wyman would experience many mechanical issues. He was a skilled mechanic and was able to keep his motorcycle running using the limited parts he carried with him and items he could obtain along the way. A breakdown near Chicago would prove catastrophic and send Wyman into despair.

During the research into the Wyman waypoints, many new facts not previously published have come to light. Wyman would cite people, places, and sometimes specific addresses where he would seek services. Many of these were bicycle repair shops, machine shops or automobile “agencies” where he would seek a place to repair his motorcycle. One such place was what he quoted as “a bicycle store on Second Avenue” in Cedar Rapids. We researched the Cedar Rapids, Iowa circa 1900 business directory and discovered the bicycle shop on Second Avenue was the Hall Bicycle Company, established in 1898 by Edward Hall, at 108 Second Ave, Cedar Rapids. It is still in business *today*, relocated up the street a couple of blocks, and remains the Hall Bicycle Company. The current owner is the grandson of the man who bought out Ed Hall in the 1920s. The Hall Bicycle Company has proudly mounted a George A. Wyman Memorial plaque on the outside of their building. Be sure to stop by and tell owner, Karl Moscrip that you are riding the George A. Wyman Memorial Grand Tour.



LEG 4 -- Through The Valleys Of The Two Great Rivers To Chicago

RON POINT	WAYPOINT	MILES	MOVING TIME	DWELL TIME	TOTAL TIME
612.3 Council Bluffs RON	3	6.5	0:17	0:30	0:47
613.3 Denison RON	3	67.2	1:17	0:30	1:47
614.1 Ogden RON	1	72.4	1:19	0:10	1:29
615.3 Marshalltown RON	3	68.2	1:24	0:30	1:54
616.3 Hall Bicycle Shop - 1903 RON	4	75.9	1:39	0:40	2:19
617.1 Clinton RON	1	84.1	1:30	0:10	1:40
618.6 Naperville RON	7	133.7	3:25	1:10	4:35
619.2 Chicago RON	2	35.8	1:29	0:20	1:49
LEG 4 TOTALS	24	543.9	12:20	4:00	16:20

612.1 - Omaha Express Office

Date: Friday, June 12, 1903

Coordinates: N41.25012° W95.92909°

Address: 801 10th Street, Omaha, NE



Description: Wyman was about half way finished with his journey and would reward his efforts by getting good accommodations. After doing extensive repairs and maintenance to his motorcycle at the bicycle shop of Louis Flescher, Wyman may have ridden the short distance to the **Union Pacific Express Office** to ship equipment ahead to Chicago. Pictured here is the Union Station building, completed in December of 1899.

In his own words: *""Knowing that from that time on I would be able to get almost anything I needed, I decided to remove my carrier, with its extra gasoline tank and tools, and ship them to Chicago. I kept only a pump, a tire repair outfit, a wrench, a spark plug and my lubricating oil. All this was not done at night. It took me until 1:30 o'clock the next day to finish my work, and then I had lunch."*

Departing Route: Wyman departed Omaha after 3 p.m. and rode the Douglas Street Bridge across the river.

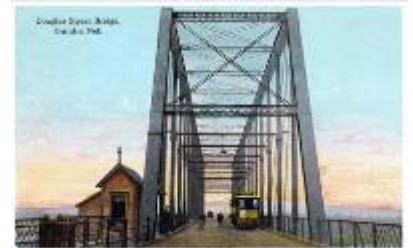
Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

612.2 - Douglas Street Bridge

Date: Friday, June 12, 1903

Coordinates: N41° 15.582' W95° 55.572'

Address: Riverfront Drive, Omaha, NE



Description: The Douglas Street Bridge was built by the Omaha and Council Bluffs Street Railway Company in 1888 and was designed to handle streetcars. It was also the first road bridge to cross the Missouri River connecting Omaha, Nebraska and Council Bluffs, Iowa, and tolls were collected from automobiles. It is now I-480.

In his own words: *"It was three o'clock on June 12 when I left Omaha. The streets of that city are fine, many of them having vitrified brick pavement....Unwitting I cheated the toll collector at the bridge and crossed over into Iowa without paying anything. I was going at a smart pace when I reached the bridge and had gone along on it some distance when I heard a man shouting to me. I learned afterward that he was the toll collector. I glanced back and saw him waving his arm excitedly, but at the time I thought he was expostulating because I was riding between the tracks, so I kept on and, as far as I am aware he did not undertake to pursue me or have me stopped."*

Departing Route: Wyman took Broadway east to downtown Council Bluffs.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

612.3 - Council Bluffs RON

Date: Friday, June 12, 1903

Coordinates: N41.26104° W95.85078°

Address: 509 W Broadway, Council Bluffs, IA



Description: Wyman crossed the Missouri River to Council Bluffs on the afternoon of June 12. There he met up with Mr. Smith of the Nebraska Cycle Company, who gave him some routing advice that caused Wyman to change his planned route to Chicago. The picture is of Council Bluffs at the corner of Scott St and Broadway in 1902.

In his own words: *"At Council Bluffs I made the acquaintance of Mr. Smith, of the Nebraska Cycle Company, who has traveled all over the country. He sent the barometer of my new-born confidence and enthusiasm down. From what he told me of the roads and the condition in which I would find them at that time, after all the rainy weather, I about made up my mind that I would have to ride on the railroad ties all the way to Chicago."*

Departing Route: Wyman headed north along the RR tracks, which today lie between I-29 and the Old Lincoln Highway. Taking the Old Lincoln Highway would afford one a more "Wymanesque" scenic route.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

613.1 - Lovelands Picture

Date: Saturday, June 13, 1903

Coordinates: N41.49961° W95.89385°

Address: 33547 Old Lincoln Hwy, Missouri Valley, IA



Description: Along the main road north from Council Bluffs, Wyman stopped to take this picture of the local spring flooding near Lovelands. This picture was later published in his August 1903 article in "The Motorcycle Magazine." This stretch of road was filled with remarkable events to Wyman. He got stuck, lost his tool bag, had to go back to recover the tools and then was thrown off the motorcycle when it got stuck abruptly. All of this occurred in the space of 20 miles or so. That main road would later become the "Lincoln Highway", then US 30 and now County Road L20.

In his own words: *"I had gone about 10 miles from Council Bluffs, riding and walking alternately, when I got off to foot it past a bad piece, and discovered that the jolting over the rough places had loosened the bundle in which I had my tools and parts and they were all gone....In the course of two miles I recovered everything except the pump connection and a small bundle of battery wire....About 20 miles from Omaha, at Lovelands, I took a picture of an orchard and field still under water from the rains....."*

Departing Route: Wyman continued along the road that followed the RR tracks, now US 30.

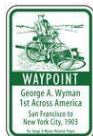
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

613.2 - Woodbine

Date: Saturday, June 13, 1903

Coordinates: N41.73585° W95.70198°

Address: US30 and Walker St, Woodbine, IA



Description: Wyman took to the road, now US 30 "Lincoln Hwy," out of Council Bluffs to Woodbine. The roads were muddy. He snapped this picture of his motorcycle stuck in the mud using his "Little Kodak." After reaching Woodbine, Wyman decided to take to the tracks again. He was chased off the Northwestern RR tracks by a section boss, so he took the Illinois Central tracks instead. The Waypoint sign is located on the Gazebo across from the Visitor's Center.

In his own words: *"I left Council Bluffs at 6:30 a.m. on June 13, and, in spite of what Mr. Smith had told me, I felt glad to know that I had crossed the Missouri, for, with the "Big Muddy" at my back, my journey was two-thirds over. I started on the roadway and followed it nearly 40 miles to Woodbine. The June floods had preceded me surely enough and the roads were so muddy that I could hardly force the bicycle along. I took a snapshot of my bicycle in one place where it was kept upright by the mud."*

Departing Route: Wyman continued along the road that followed the RR tracks, now US 30.

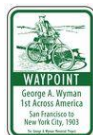
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

613.3 - Denison RON

Date: Saturday, June 13, 1903

Coordinates: N42.01678° W95.35527°

Address: Broadway & Main St, Denison, IA



Description: Wyman arrived in Denison around 8 p.m. while following the Illinois Central tracks into town. He may have passed by the IC Depot near this location.

Before retiring for the night in one of the five Denison hotels, he had to make repairs to his drive belt. He left the next morning taking to the tracks heading east.

In his own words: *"I reached Denison at 8 p.m., after covering only 75 miles in 13½ hours. I found a comfortable commercial hotel, with modern improvements, at Denison, and had it not been for the roads I would have thought I was well out of the wilderness. I had to have my driving belt sewed again that night, and it was midnight before I went to bed."*

Departing Route: Wyman continued along the road that followed the RR tracks, now US 30.

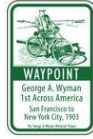
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

614.1 - Ogden RON

Date: Sunday, June 14, 1903

Coordinates: N42.03904° W94.03077°

Address: Walnut & 3rd St, Ogden, IA



Description: Wyman Stopped for the night in Ogden on June 14th. He needed to repair the coaster brake on his motorcycle, so the next morning he sought out a local blacksmith to rethread the rear axle. Many times along the route people would make remarks about him and his motorcycle. Some remarks reflected curiosity, others ridicule. He would write about these in his articles.

In his own words: *"The paradoxical ideas of the farmers about my bicycle were revealed in the evening when I arrived at a small place called Ogden after covering 76 miles. While I was talking about my trip and telling of the troubles of the daunting journey there were several expressions of disbelief in my story of having come from San Francisco, and I was told that I couldn't get to Chicago with a "little thing like that." At Ogden I found a blacksmith, and had him cut a new thread on my rear axle, and we wedged the lock-nut of the coaster on with pieces of brass so that it would act properly. Ogden is in a fine farming district on rolling land, and going out of the place there it fine view across the mountains. I had a good chance to look around, for it was 11:30 o'clock before I got my coaster brake fixed so that I could start.*

Departing Route: Wyman continued along the road that followed the RR tracks, now US 30.

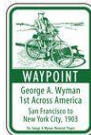
Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

615.1 - Boone

Date: Monday, June 15, 1903

Coordinates: N42.06608° W93.89114°

Address: 225 10th St, Boone, IA



Description: Wyman rode through Boone in the early afternoon. If you have the time, visit the Railroad Museum. Just outside of town, he was chased off the RR tracks...again...and into a farmer's field.

In his own words: *"I rode 11 miles on the road to Boone, a town with model asphalted streets, and there I had luncheon, after which I sought the railroad tracks. After a while I met a section foreman, in the person of a big Swede, who ordered me off the track bed. No amount of blarney would persuade him even to let me continue to a crossroad. I must get off the railroad property right then and there."*

Departing Route: Wyman continued along the road that followed the RR tracks, now US 30.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

615.2 - Ames

Date: Monday, June 15, 1903

Coordinates: N42.02456° W93.61821°

Address: 586 Main St, Ames, IA



Description: Wyman followed the tracks into Ames after leaving Boone. After being chased off the tracks outside of Boone he took to the road and at some point fell, breaking off the cyclometer for the 4th time. The Ames Depot, pictured here, is now a shopping center whose main building retains the façade of the 1900s Depot.

In his own words: "Shortly after I got started at riding on the road again my wheel twisted in a rut and I fell in a heap with the machine. In this fall I broke my cyclometer, the fourth one smashed since leaving San Francisco...After my fall I returned to the railroad tracks, determined to take a chance with the section hands in preference to the chances of the road...By following the railroad tracks I missed passing through Des Moines, which is on a spur of the road down from Ames. At Ames I stopped and got a new screw for my carburetor valve, which was damaged by the same fall that broke my cyclometer. "

Departing Route: Wyman continued along the road that followed the RR tracks, now US30.

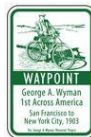
Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

615.3 - Marshalltown RON

Date: Monday, June 15, 1903

Coordinates: N42.04905° W92.90818°

Address: Main St and 3rd Ave, Marshalltown, IA



Description: Wyman Arrived in Marshalltown around 7 p.m. on June 15th. He had ridden the tracks from Ames to avoid the bad road. Seeking accommodations, Wyman stayed at the Stoddart Hotel run by Mrs. Stoddart and her two sons, Earl and Harry. The hotel was located at the southwest corner of Main Street and 3rd Ave. Sadly, the building is gone and in its place sits a parking lot today.

In his own words: "After my fall I returned to the railroad tracks, determined to take a chance with the section hands in preference to the chances of the road. I had no more difficulty with the railroad men, and eventually reached Marshalltown at 7 p.m. with 71 miles to my credit for the day. By following the railroad tracks I missed passing through Des Moines, which is on a spur of the road down from Ames. At Marshalltown I registered at a hotel run by a widow and her sons. After supper I gave my belt a lacing and went to bed. I left Marshalltown at 7 a.m. on July(sic) 16, and proceeded to the tracks of the Northwestern."

Departing Route: Wyman departed east along Main St for a while then took to the railroad tracks. Take US 30.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

616.1 - Tama

Date: Tuesday, June 16, 1903

Coordinates: N41.97222° W92.62694°

Address: Along Meskwaki Rd (Resv 1), Mesquakie Indian Settlement, IA

CAUTION: Unpaved road to this Waypoint. On the Lincoln Highway.



Description: Wyman passed along the tracks through the Mesquakie Indian Settlement on his way to Tama. He stopped to take of picture of a Native American woman who objected demonstratively. That photo has not yet made it to the public domain. Today the road is an unpaved part of the Lincoln Highway that went through the Settlement. It is usually in good shape for travel by most motorcycles.

In his own words: *"In this section of the country I saw more Indians than I did in all that portion of the country west of the Missouri. There is a reservation at Tama, Iowa, through which place I passed and most of the Indians I saw were from there. They were tame redskins, given to the wearing of shirts and coats and trousers, and to agricultural pursuits. In fact, one sees few blanket Indians in this locality. Once, while I was on the road I tried to get a snapshot of one of the parties of Indians that I met in wagons. There was a squaw in the party, and she yowled like a coyote when I pointed the camera at her and made haste to cover herself with a blanket, for most of the Indians have not gotten over the superstition that, like the man's watch in the photograph gallery, their soul is taken in any picture of them."*

Departing Route: Wyman continued along the road that followed the RR track, now US 30 to CR E66 to 77th St.

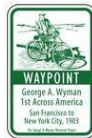
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

616.2 - Cedar Rapids Outskirts

Date: Tuesday, June 16, 1903

Coordinates: 41.920247, -91.780182

Address: Vanderbilt & Railroad St., Fairfax, IA



Description: Wyman was traveling along the UPRR line and the road that connected the small farming communities of Chelsea, Belle Plaine, Blainstown, Norway and Walford. Somewhere near Fairfax, Wyman's motorcycle batteries started to act up. He pushed the motorcycle all the way into Cedar Rapids.

In his own words: *"Five miles from Cedar Rapids my batteries got so weak that my motor began to miss and finally gave out. When I tried to pedal the clumsily repaired coaster brake it broke again and I had to walk into Cedar Rapids."*

Departing Route: Wyman pushed his broken motorcycle along the most direct road to Cedar Rapids. Today, that is US 151 then US (Business Route) 151 to downtown Cedar Rapids.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

616.3 - Hall Bicycle Shop – 1903 RON

Date: Tuesday, June 16, 1903

Coordinates: **N41.97725° W91.66878°**

Address: 108 Second Ave SE, Cedar Rapids, IA

Description: This is the site of the original Hall Bicycle Company in 1903. In business since 1898, the Hall Bicycle Company is still in business today. It is owned by the grandson of a man who worked for Hall Bicycle and later bought out Mr. Ed Hall. Visit the Hall Bicycle Shop at 419 Second Ave SE. Check out the Wyman Memorial plaque. The picture is of Hall Bicycle circa 1920.



In his own words: *"When I reached Cedar Rapids my bicycle needed attention more seriously than at any previous time, and this was not to be wondered at, for it had carried me more than 2,300 miles. I went to a bicycle store on Second Avenue where I soldered the loose sprocket lock nut on to the hub. My handlebars were cracked near the head, where holes are drilled for the wires, so I brazed a piece of reinforcing onto them."*

Departing Route: Wyman departed Cedar Rapids along the road that followed the RR track, now US 30. Head up Second Ave to visit the modern day location of the Hall Bicycle Shop today.

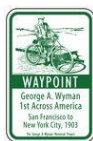
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

616.3i - Hall Bicycle Shop Today

Date: Tuesday, June 16, 1903

Coordinates: **N41.97955° W91.66496°**

Address: 419 Second Ave SE, Cedar Rapids, IA



Description: Wyman stopped at Hall Bicycle on Second Avenue in Cedar Rapids. In business since 1898, it is a must stop on the Grand Tour. The 1903 location was at 108 Second Ave. Stop in and tell the shop keepers you are following the tracks of George A. Wyman who stopped to repair his motorcycle in this shop in the late afternoon of June 16, 1903. He spent the night in Cedar Rapids. Waypoint sign and Memorial plaque on the outside of the building.



In his own words: *"When I reached Cedar Rapids my bicycle needed attention more seriously than at any previous time, and this was not to be wondered at, for it had carried me more than 2,300 miles. I went to a bicycle store on Second Avenue where I soldered the loose sprocket lock nut on to the hub. My handlebars were cracked near the head, where holes are drilled for the wires, so I brazed a piece of reinforcing onto them."*

Departing Route: Wyman continued along the road that followed the RR tracks, now US 30.

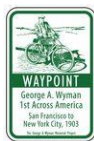
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

617.1 - Clinton RON

Date: Wednesday, June 17, 1903

Coordinates: N41.83468° W90.19296°

Address: US30 & 4th St, Clinton, IA



Description: Wyman reached Clinton late in the evening. He didn't say where he slept for the night but it was most likely in one of the several hotels along the main road into and out of town. In 1903 the street was the main thoroughfare, later becoming part of the Lincoln Highway, now US 30. Riding into town, Wyman may have passed right by the Smith Brothers General Store, the red brick structure.

In his own words: *"The roads were a little better east of Cedar Rapids, which itself has splendid roads, but they were still wet and in places sandy. Darkness overtook me before I reached Clinton, and, being afraid of smashing into something. I walked the last few miles into that place, arriving at 9 p.m., after having covered 85 miles."*

At Clinton I was nearing Chicago, within 150 miles of it, and on the morning of June 18, when I left Clinton, Iowa, at 6:30 a.m., I hoped to reach it before noon on the following day. "

Departing Route: Wyman traveled north along what is now US 67 to Hwy 136 which crosses the Mississippi.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

618.1 - Mississippi River Crossing

Date: Thursday, June 18, 1903

Coordinates: N41.86392° W90.16714°

Address: IL Hwy 136, Fulton, IL



Description: Leaving Clinton Wyman rode north and crossed the Mississippi River over the Lyons-Fulton Bridge. The Lyons-Fulton Bridge was constructed in 1891 with a wooden deck. In 1933, the deck was replaced with a metal grate, which allowed snow to melt through. It is now the Mark Morris Memorial Bridge.

In his own words: *"Shortly after leaving Clinton, about two miles, I crossed the "Father of Waters" and was at last east of the Mississippi and into Illinois, where I was told at the start I never would get with my motor bicycle."*

Departing Route: Wyman rode into Fulton, which was the small town on the east side of the Mississippi.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

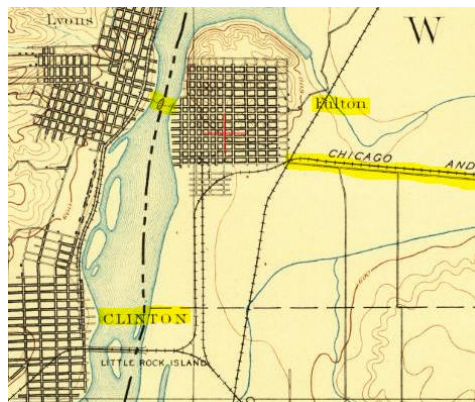
618.2 - Fulton

Date: Thursday, June 18, 1903

Coordinates: N41.86345° W90.14744°

Address: IL Hwy 136, Fulton, IL

Description: Wyman crossed the Mississippi River riding into Fulton along the main road east. The road would later be designated the Lincoln Highway and is now IL Hwy 136. Farther east, IL Hwy 136 intersects US 30.



In his own words: *"The roads improved at once after crossing the great river, though I had some difficulty finding the correct one going out of Fulton, Illinois."*

Departing Route: Wyman rode out of Fulton along Hwy 136 until it intersected with the road that became part of the "Lincoln Highway", now US 30.

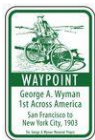
Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

618.2i - North Road

Date: Thursday, June 18, 1903

Coordinates: N41.790459° W89.754508°

Address: West Lincoln Way, Sterling, IL



Description: Wyman rode along the road north of the Rock River from Fulton to Dixon. It was once part of the Lincoln Highway, but has since been relegated to State Hwy 2.

In his own words: *"I chose the road on the north side of the Rock River, and remained on that side until I crossed the river at Dixon."*

Departing Route: West of Sterling he veered north via Lincoln Way and Hwy 2 to follow the north road to Dixon.

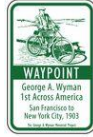
Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

618.3 - Dixon

Date: Thursday, June 18, 1903

Coordinates: **N41.84667° W89.48401°**

Address: 149 Lincoln Statue Dr, Dixon, IL



Description: Wyman Crossed over the Rock River at this point on Thursday, June 18, 1903. He was traveling south over the Galena Avenue Bridge.

In his own words: *"I chose the road on the north side of the Rock River, and remained on that side until I crossed the river at Dixon."*

Persons of whom I made inquiry at Dixon advised me that the best thing I could do was to take the old Chicago stage road. I did so, and that road will be ever memorable to me, for on it my troubles broke out afresh. I rode from Dixon, which is 99 miles from Chicago."

Departing Route: Wyman took the direct route to Earlville. Today that is US 52 through Amboy and Mendota, then US 32 to Earlville.

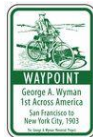
Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

618.4 - Earlville

Date: Thursday, June 18, 1903

Coordinates: **N41.59020° W88.92298°**

Address: Vicinity of Earlville, IL



Description: Wyman passed through Earlville on his way to Aurora, IL and onto Chicago.

In his own words: *"I rode from Dixon, which is 99 miles from Chicago. Southeast about 45 miles to Earlville, and then rode northeast about 25 miles toward Aurora."*

Departing Route: US 34 hugs the RR tracks all the way to Aurora. Wyman would have favored the road that followed the railroad tracks.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

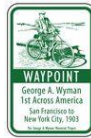
618.5 - Aurora**Date:** Thursday, June 18, 1903**Coordinates:** **N41.75816° W88.31506°****Address:** 2 E Galena Blvd, Aurora, IL

Description: Wyman passed through Aurora on his way to Chicago. Just before Aurora his motorcycle experienced a major malfunction - a broken crankshaft. He peddled through town and headed for Chicago where he would seek repairs.

In his own words: *"I was getting near Aurora when the crank of my motor broke. This was the most serious accident that had happened to me, and it meant trouble. There was no possible way of repairing the damage, so, like the steamer that breaks its engine and hoists sail, I resorted to the pedals, and mighty glad I was that I had fixed the coaster brake at Cedar Rapids, so that I could pedal and did not have to walk. I pedaled about 10 miles before nightfall, and then put up at a little store at a crossroads, where they gave me accommodation for the night."*

Departing Route: Wyman had to pedal his way to Chicago. The direct route would take him through Naperville.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

618.6 - Naperville RON**Date:** Thursday, June 18, 1903**Coordinates:** **41.801657, -88.072330****Address:** 1006 Ogden Ave, Lisle IL

Description: Wyman was about 10 miles from Aurora when he stopped for the night at a "crossroads" establishment. While the exact crossroads was not mentioned by Wyman it was somewhere near Naperville, likely the crossroads at the then village of Lisle, IL.

In his own words: *"I pedaled about 10 miles before nightfall, and then put up at a little store at a crossroads, where they gave me accommodation for the night."*

Departing Route: Wyman continued towards Chicago following one of the many roads on the outskirts of the city.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

619.1 - Chicago Outskirts

Date: Friday, June 19, 1903

Coordinates: N41.82043° W87.81251°

Address: 7626 Ogden Ave, Lyons, IL

Description: Somewhere on the outskirts of Chicago, Wyman stopped to rest on the side of the road. He had been peddling his motorcycle after the crank shaft broke near Aurora. As he sat on the curb contemplating his problems, a local rider stopped and offered assistance. He undoubtedly connected Wyman with locals who could help him locate a crankshaft suitable for his 1902 "California" motorcycle.



In his own words: *"I was on fine stone roads by this time, and only 25 miles from Chicago. I pedaled into the Windy City in five and a half hours the next day, June 19. As may be imagined, I was tired after pedaling 25 miles, and not only physically weary, but I was mentally dejected because of the accident to my motor. On the outskirts of the city I sat down on the curb to rest and meditate, and I was aroused by a local rider who, fancying I was in trouble, stopped to offer assistance."*

Departing Route: From here it is likely Wyman would look for lodging near a railroad Express Office with telegraphic services and a motorcycle/bike repair shop or machine shop.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

619.2 - Chicago RON

Date: Friday, June 19, 1903

Coordinates: N41.87956° W87.62424°

Address: 198 S. Michigan Ave, Chicago, IL

Description: Wyman spent four days in Chicago waiting on a new crankshaft to be shipped from the California Motor Company in San Francisco. He arrived on Friday, June 19th and sought accommodations. He was in poor spirits during his stay in Chicago. Wyman did not say where he stayed in Chicago or where he worked repairing his motorcycle while waiting on parts. There are some clues however. While in Chicago a reporter took a photo of Wyman posing with his motorcycle and some youngsters. The building in the background has some architecturally significant features that might help identify the approximate location. The Wyman Project is working to find out where this photo was taken.

In his own words: *"Once I was fairly in Chicago I sought to get a new motor crank, but found there was none to be had, so I telegraphed to San Francisco for one. The motor crank was the last thing that was expected to break. I had parts of every sort excepting that one along with me, and these were unused, while the one thing I could not replace was the one that broke. This showed that one never can tell what to expect in a cross-country journey of this sort.*

After telegraphing for the motor crank I knew I would have to lay up in Chicago for a while, so I went out to engage lodgings. I found a nice-looking boarding house, and chose it in preference to a hotel. I engaged board for four days. When I made a light in the room, however, I found I had company - insects in the bed as big as canary birds. At least they looked that big to me. I hastily decamped with my few belongings, and walked the streets for three hours, feeling timid about making another attempt to get accommodations. I was thoroughly disgusted with Chicago from that time on. I eventually went to a hotel where everything was all right, but my dislike of Chicago increased during the five days of my stay there. It rained nearly every day, and the soot from the soft coal smoke nearly strangled me, after my being accustomed to the pure air of the mountains. The things that impressed me most in Chicago were the way that the inhabitants ran about the streets as if they were lost or going to a fire, and the number of drunken men and women in the streets. I never saw so much drunkenness in my life anywhere before. I went to some of the theatres, but my impression of the city was not helped by that. I simply abhorred the place. It was not until the morning of this day, June 23, that I got my new motor crank by express, and it took me nearly all day to fit it and get the engine together again. I lost no time in getting away from the Windy City. I did not want to stop there one hour longer than I was obliged to do. I left there that same evening."

Departing Route: Wyman couldn't wait to depart Chicago when he headed southeast for Kensington on the outskirts of the city.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

LEG FIVE

Along the Shores of the Great Lakes and Down the Hudson to New York

Chicago, IL to New York City, NY: With two thirds of the distance across America behind him, Wyman set out from Chicago on his last leg to the New York City finish. His motorcycle was back in working order after the extensive repairs. He was well rested having spent several days in Chicago. Wyman was optimistic about reaching New York City before the start of “**THE GREAT ENDURANCE** -- Motor Cycle Run from New York City to Worchester to New York City -- 394 Miles”. Wyman wanted to enter this motorcycle *rally*, which ran July 3rd through July 5th. Wyman was a competitive bicycle racer in his own right. He was no stranger to endurance runs. Wyman was the first American to ride a bicycle around the circumference of Australia a couple of years before his Trans-America attempt. Imagine the determination and confidence he gained riding a bicycle around Australia.

His publisher, the Goodman Company, would press him for accounts while he was on the road. They were launching “The Motorcycle Magazine” and were using Wyman’s adventures as featured articles. Wyman kept a journal along the way and when he put up for the night would write dispatches and mail them to the Goodman Company in New York City. With his vest pocket Kodak, Wyman took pictures and had them developed locally to be included with the dispatches. Many of these dispatches were published in “The Bicycling World and Motorcycle Review,” another Goodman Company magazine. Motorcycle and bicycling enthusiasts were following Wyman’s adventure through this publication. By this time, Wyman had a copy of the June edition, which he used to prove to skeptics that he indeed was riding a motorcycle across America.



Today you can read these dispatches as published in a copy of “The Bicycling World and Motorcycle Review” that reports on Wyman’s journey. It has been preserved by the Smithsonian Archive and is filled with the first ever publication of many iconic Wyman photos.

LEG 5 -- Along The Shores Of The Great Lakes And Down The Hudson To New York

RON POINT	WAYPOINT	MILES	MOVING TIME	DWELL TIME	TOTAL TIME
623.1 Kensington RON	1	14.6	0:35	0:10	0:45
624.4 Ligonier RON	4	131.3	2:33	0:40	3:13
625.8 Perrysburg RON	8	116.2	2:39	1:20	3:59
626.4 Cleveland RON	4	116.4	3:08	0:40	3:48
627.2 Conneaut RON	2	69.2	1:32	0:20	1:52
628.2 Angola RON	2	100.5	2:21	0:20	2:41
629.1 Thomas Motors Buffalo	1	25.3	0:34	0:10	0:44
630.2 Regas Bicycle Rochester	2	78.4	1:22	0:20	1:42
701.2 Cayuga RON	2	58.9	1:10	0:20	1:30
702.2 Canastota RON	2	60.9	1:16	0:20	1:36
703.2 Albany RON	2	124.8	1:59	0:20	2:19
706.4 Herald Square Hotel	4	160.0	2:38	0:40	3:18
LEG 5 TOTALS	34	1,056.5	21:47	5:40	27:27

623.1 - Kensington RON

Date: Tuesday, June 23, 1903

Coordinates: N41.68570° W87.61260°

Address: E 118th St & S. Front Ave, Chicago, IL



Description: Wyman wasted no time leaving Chicago after receiving and installing his new crankshaft. He regarded his stay there an unpleasant experience. So, around 5:23 p.m. on Tuesday, June 23, 1903 he rode south to the community of Kensington and spent the night. Kensington was the home of the **Pullman Company**, famous for the Pullman Coaches used by most passenger rail lines. Today, Kensington has been consumed by the Chicago megaplex. Very little remains to identify it as a separate community. The picture is the Kensington Station circa 1900.

In his own words: *"As I have said, I did not want to remain in Chicago one minute longer than was necessary and accordingly I left there at 5:30 p.m., on June 23, and made my way to Kensington, 23 miles east. In the morning I ordered and paid for some gasoline. What I got was a vile mixture of gasoline and something that was much like linseed oil. I believe it was that, but I did not discover the imposition until after I had started. and I did not go back. A man who will sell such stuff has no conscience. The roads were heavy from recent rains when I left Kensington at 6:45 a.m., and here in the smooth and "built up" east I had to resort to the trick I learned in the deserts of Nevada and Utah. I took to the railroad track, and rode 20 miles along the ties to the lake. "*

Departing Route: Wyman took the direct route along the rails out of the Chicago area to Porter. Today, an "EzPass" will make your ride to Porter much easier.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

624.1 - Porter

Date: Wednesday, June 24, 1903

Coordinates: N41.61494° W87.07336°

Address: Lincoln & Pleasant Streets, Porter IN



Description: Wyman Left the railroad tracks to ride the road at Porter as he made his way east. (Rand McNally, 1903)

In his own words: *"I left the railroad at Porter, Indiana, and got onto a road with a good rock bed, which lasted for several miles. The rains, which had so severely damaged the roads, had not hurt the crops much, so far as I could see. "*

Departing Route: Today the tracks of the Norfolk Southern tracks run between Porter and his next stop at La Porte. Set your GPS routing to "Shortest" and give it a go.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

624.2 - La Porte

Date: Wednesday, June 24, 1903

Coordinates: N41.61091° W86.72185°

Address: 813 Lincoln Way, La Porte, IN



Description: Wyman Stopped in La Porte for lunch and to get some 'better' gasoline.

Wyman was traveling over the roads to and from La Porte that would become the Lincoln Highway in 1913. State Hwy 2, which passes right by the La Porte County Courthouse, was one of the main east-west roads in 1903. Wyman would have ridden past the Courthouse. Many years later Iron Butt legend Bob Higdson would ride by this same structure on his epic long-distance saga; riding his motorcycle to every County Courthouse in the Nation.

In his own words: *"I reached La Porte at noon, and lunched there, having made 55 miles in the forenoon. I had been keeping company with a smell like that of burning paint all the morning. It came from the mixture that I was exploding in the motor. I got fresh gasoline at La Porte, and at least had an honest smell for my money after that."*

Departing Route: Wyman rode from La Porte to Goshen, bending south around South Bend.

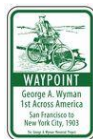
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

624.3 - Goshen

Date: Wednesday, June 24, 1903

Coordinates: N41.58369° W85.83445°

Address: Main & Jefferson, Goshen, IN



Description: Wyman Rode through Goshen along the main east-west road of the time and right by the Courthouse.

In his own words: *"I passed through Goshen at 5 p.m., and reached Ligonier, where I stopped for the night, at 6:30 p.m. The roads began to get better after I left La Porte, and the last 19 miles of this day's run were made in an hour and 10 minutes."*

Departing Route: Wyman took the direct road from Goshen to Ligonier. These roads later became part of the Lincoln Highway. Through years of realignments the direct route has changed several times.

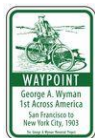
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

624.4 - Ligonier RON

Date: Wednesday, June 24, 1903

Coordinates: N41.46348° W85.58757°

Address: 340 Cavin Street, Ligonier, IN



Description: Wyman stopped for the night in Ligonier. In 1903 Ligonier had a population of around 2,000 with a thriving business community centered along Cavin Street, named after Issac Cavin the town's founder. There were a couple of hotels in town at the time. Wyman likely stayed in one of them. The Waypoint sign is at the Visitor's Center at the corner of Lincoln Way and Union Street.

In his own words: *"This day, when I reached Ligonier, June 24, I had made 130 miles. At 8.a.m. On June 25 I left Ligonier and struck out over a sand road..."*

Departing Route: Wyman took the road that followed the railroad tracks to Wawaka and beyond. Today, US 6 takes you along the same scenic route Wyman might have experienced.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

625.1 - Wawaka

Date: Thursday, June 25, 1903

Coordinates: N41.45684° W85.48209°

Address: US6 & CR300, Wawaka, IN

Description: Wyman entered into Wawaka along the sandy road that turned to a fine riding stone thoroughfare.

In his own words: *"At 8.a.m. On June 25 I left Ligonier and struck out over a sand road, through a rolling and fertile farming country, to Wawaka, where I came to a stone road, and had good riding to Kendallville."*

Departing Route: Wyman took the road that followed the railroad tracks to Kendallville and beyond. Today, US 6 takes you along the same scenic route Wyman might have experienced.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

625.2 - Kendallville

Date: Thursday, June 25, 1903

Coordinates: N41.44253° W85.26536°

Address: 209 S Main St, Kendallville, IN



Description: Wyman passed through Kendallville along Main Street near this spot.

In his own words: *"At 8.a.m. On June 25th I left Ligonier and struck out over a sand road, through a rolling and fertile farming country, to Wawaka, where I came to a stone road, and had good riding to Kendallville.*

Departing Route: Wyman took the road that followed the railroad tracks to Kendallville and beyond. Today, US 6 takes you along the same scenic route Wyman might have experienced.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

625.3 - Butler

Date: Thursday, June 25, 1903

Coordinates: N41.42974° W84.87134°

Address: US6 & Broadway, Butler, IN



Description: Wyman passed through Butler along what is now US 6.

In his own words: *"East of that place (Kendallville), to Butler, the going was a good second to what I had in Iowa, which was the worst of anywhere that there were roads."*

Departing Route: Wyman took the road that followed the railroad tracks to Edgerton. Today, US 6 takes you along the same scenic route Wyman might have experienced.

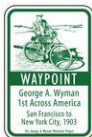
Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

625.4 - Edgerton

Date: Thursday, June 25, 1903

Coordinates: **N41.44871° W84.74808°**

Address: US6 & Michigan St, Edgerton, OH



Description: Wyman passed through Edgerton on June 25 along the road which is now US 6.

In his own words: *Between Butler and Edgerton, after having ridden 48 miles from Ligonier, I crossed the state line into Ohio. The road improved some then, but it was very bad in places all the way to Swanton.*

Departing Route: The RR makes a straight line between Edgerton and Swanton. The roads along and near the tracks were Wyman's preference. This route would have taken him through the farming communities of Bryan, Archbold, Wauseon and Delta, giving him opportunities to seek out repairs if necessary.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

625.5 - Swanton

Date: Thursday, June 25, 1903

Coordinates: **N41.58887° W83.89098°**

Address: Main St & Broadway, Swanton, OH



Description: Wyman passed through Swanton entering town on the road then taking to the tracks leaving town. At the time the road between Butler and Swanton would have hugged the railroad, which is a straight shot. The roads were mere horse and buggy trails until the outskirts of the towns. Wyman purchased some gasoline while in Swanton. He quoted the price for a half gallon at 7 cents. Gasoline prices at the time seemed low by our standards but at the time 14 cents for a gallon in 2013 dollars is \$3.58.

In his own words: *The road improved some then, but it was very bad in places all the way to Swanton, at which place I resorted to the railroad for more comfort and fewer dismounts.*

Departing Route: Wyman took to the RR tracks leaving Swanton.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

625.6 - Holland

Date: Thursday, June 25, 1903

Coordinates: **N41.61761° W83.71252°**

Address: Front & Clark St., Holland, OH

Description: Wyman arrived in Holland while riding along the railroad tracks. He would have passed right by the depot picture here.



In his own words: *"I rode nine miles to Holland along the tracks, but the railroad bed was a poor one and about as rough riding as the road, so I returned to the highway and found a six-mile stretch of good road south to Miami."*

Departing Route: Wyman took the Perrysburg-Holland Road southeast to Maumee.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

625.7 - Maumee

Date: Thursday, June 25, 1903

Coordinates: **N41.55798° W83.65136°**

Address: Conant St, Maumee, OH

Description: Wyman Traveled along the Holland-Perrysburg to Maumee before crossing over the Maumee River to Perrysburg. The Maumee Woolen Mills stood to the southwest in what now is Sidecut Metropark. Wyman referred to the location as "Miami," which was used by the locals referring to the prominent Miami & Erie Canal in the area.



In his own words: *"I rode nine miles to Holland along the tracks, but the railroad bed was a poor one and about as rough riding as the road, so I returned to the highway and found a six-mile stretch of good road south to Miami(sic Maumee). By taking this road I made a shortcut that saved me 15 miles, and did not therefore, see Toledo."*

Departing Route: Wyman rode across the bridge along Conant St to West Front Street into town.

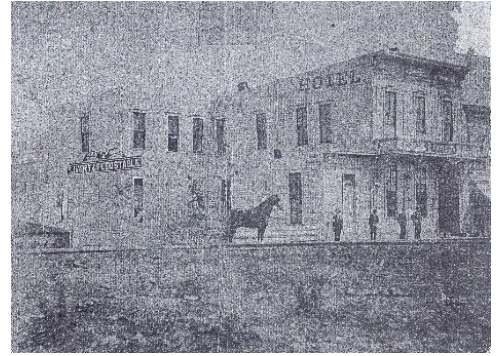
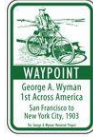
Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

625.8 - Perrysburg RON

Date: Thursday, June 25, 1903

Coordinates: **N41.55963° W83.62852°**

Address: 117 E. 2nd Ave, Perrysburg, OH



Description: After a long day of hard riding Wyman stopped for the night in Perrysburg. In a dispatch to "Bicycle World" Wyman mention that he stored his motorcycle at the Perrysburg Post Office upon arriving. There were two hotels in town, the "Leaf" and the "Exchange." The "Exchange" was on the river road and the more expensive of the two. The "Leaf", pictured here, was a "Traveler's" hotel. Wyman likely stayed there. Each of the hotels were within two blocks walking distance from the Post Office. In the morning, Wyman went to the Post Office to retrieve his motorcycle out of safe keeping before departing for Fremont.

In his own words: *"I arrived at Perrysburg, Ohio, at 7 p.m. with 126 miles to my credit for the day... About this time I began to feel the effects of my five days' rest in Chicago. That length of time led to my growing tender and I was more saddle-sore at Perrysburg that night than at any time before. I felt then as if I would have to finish with a hot water bag on the saddle."*

Departing Route: Wyman took the Fremont Road out of Perrysburg, now called the "Fremont Pike" or US 20.

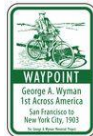
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

626.1 - Fremont

Date: Friday, June 26, 1903

Coordinates: **N41.34716° W83.11337°**

Address: US20 & Front St, Fremont, OH



Description: Wyman had to stop in Fremont to get some motor oil from a machine shop. Leaving town, he would have passed along State Street to the bridge across the Sandusky River near this point. It was late in the morning of Friday, June 26, 1903. The picture is the view south, down Front Street circa 1900.

In his own words: *"From Perrysburg I got a 7 o'clock start, but soon discovered that I did not have any more lubricating oil than enough to last for 30 miles. By economizing I managed to reach Tremont(sic Fremont) where I got some oil at a machine shop. It was so thick that I had to heat it before it would run, but it was better than nothing. After leaving Fremont the roads began to grow very poor. There had been several days of rain on them Just before I came along and as they were simply dirty roads for repeated stretches of 10 miles or more the mud was deep and wide."*

Departing Route: The direct route over the Sandusky River to Amherst would take Wyman along what is now Hwy 412 to the Mason road, then to the North Ridge road. At the time there was a railroad line running along the route.

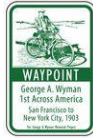
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

2000 - AMA Hall of Fame

Date: Inducted 2000

Coordinates: **N39.92939° W82.78357°**

Address: 13515 Yamouth Drive, Pickerington, OH 43147



Description: George A. Wyman, inducted into the American Motorcyclist Association *Hall of Fame* in 2000, was the first person to ride across America on a motorized vehicle. Take the opportunity to ride south from Fremont to Pickerington and visit the Wyman exhibit at the AMA Museum. The museum is about a 250 mile detour to Pickerington before returning to the Near Amherst waypoint.

A screenshot of the AMA Motorcycle Hall of Fame website. At the top, it says 'AMA Motorcycle Hall of Fame' with a 'BACK' button. Below that, the name 'George Wyman' is displayed, followed by 'INDUCTED: 2000'. A subtitle reads 'The first to cross the United States on a motorcycle in 1903 on a 90cc California.' There is a small photo of George Wyman on a motorcycle. To the right of the photo, text describes his journey: 'In 1903, George Wyman became the first motorcyclist to make a transcontinental trip across America. In fact, he was the first ever to make the trip by means of a motorized vehicle. Wyman's trip was made on a 1.25-horsepower, 90cc California motorcycle designed by Roy Marks. Wyman's arduous journey, which started in San Francisco on May 16, took 50 days and ended in New York City on July 6.' Below this, more text mentions that his journey was sponsored by and covered in a series of first-person accounts titled 'Across America on a Motor Bicycle' by the short-lived Motorcycle Magazine.

The “Captains of Industry” exhibit in the Hall of Fame displays the Wyman Memorial plaque and Wyman Waypoint sign, sponsored by the Iron Butt Association, “*World’s Toughest Motorcycle Riders*”

In his own words: *“Compared with the first cycling journey across the continent, that of Thomas Stevens in 1882, the first effort of the motor bicycle does not suffer. Mr. Stevens required 103 1/2 days to ride from San Francisco to Boston; my journey was completed in 50 days. While the idea of establishing a record was no part of my purpose, it is worthy of remark that none of the three powerful automobiles that have since crossed the continent have come near to equaling my time. With the experience gained and with a more powerful machine - the one I used was of but 1¼ horsepower - I feel confident that the journey from ocean to ocean can be made in 30 days without particularly strenuous effort. With a railway attachment, such as is in common use by bicyclists in the West, and which would permit the use of rails across the deserts of Nevada, it will be possible to more than realize the 30 days' estimate.”*

Departing Route: Head back north to Amherst and get back on the Wyman trail.

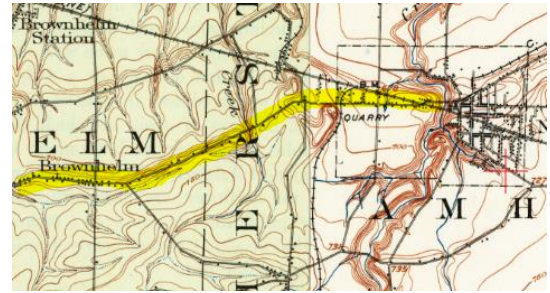
Date _____, Time _____, Odometer _____, ☐ Museum DBR ☐ SPOT

626.2 - Near Amherst

Date: Friday, June 26, 1903

Coordinates: **N41.39859° W82.25050°**

Address: 48854 N Ridge Rd, Amherst, OH



Description: Somewhere on the outskirts of Amherst, 30 miles west of Cleveland, a piece of Wyman's motorcycle suspension broke.

Being a skilled mechanic and knowing his machine so well, he was able to get it repaired and going again. According to the 1903 Vermillion Topo map, North Ridge Road was one of the main roads from the west and is likely the one on which Wyman was traveling.

In his own words: *"Near Amherst about 30 miles west of Cleveland I got my first reminder of the one-horse story and a foretaste of what was in store for me. The truss on the front forks of my bicycle broke. When I stopped to remove the remains of it, I found that it had crystallized so that it was like a piece of old rusty iron. It broke in several places like a stick of rotten wood. That was the effect of the terrible pounding the machine had received over the railroad ties. It occurred to me at the time that the whole machine must have suffered similarly, but it did not show signs of disintegrating at the time, and I concluded it would carry me to New York."*

Departing Route: There was no direct road from Amherst to Elyria but there was a direct railroad line operated by the Lake Shore and Michigan Southern.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

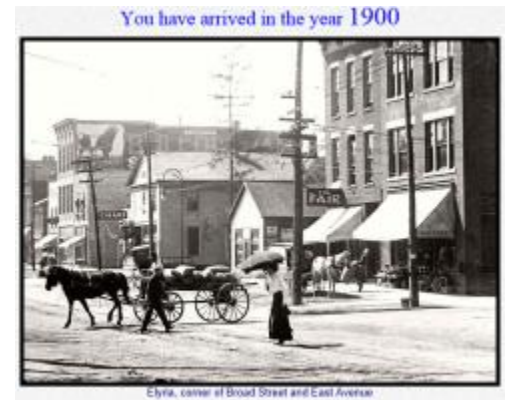
626.3 - Elyria

Date: Friday, June 26, 1903

Coordinates: **N41.36760° W82.10387°**

Address: Broad St & East Ave, Elyria, OH

Description: Wyman rode east on Broad Street & East Ave through Elyria late in the afternoon of Friday, June 26, 1903. After leaving town the road turned bad again but Wyman was able to navigate the good spots along the surface. Not so easy was the going for an automobile he met along the way.



In his own words: *"After leaving Elyria, 25 miles from Cleveland, I struck a good side path that continued for 20 miles. It was only six inches wide in places, but those few inches spelled salvation for me, because the road was so heavy with sand that if I had not had the path to ride I would have had to have walked for long stretches. Just out of Elyria I met an automobile, and it was having a hard time of it. It was all the engine could do to keep it moving."*

Departing Route: Today US 20 follows the 1903 road between Elyria and Cleveland.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

626.4 - Cleveland RON

Date: Friday, June 26, 1903

Coordinates: N41.49952° W81.69207°

Address: 411 Euclid Ave, Cleveland, OH

Description: After riding 121 miles, on 1.25 gallons of gas, Wyman arrived in Cleveland and sought out an automobile station to purchase some motor oil. He found the Oldsmobile "branch" and they gave him enough for 300 miles. He then sought accommodations nearby for an overnight stay.



In his own words: "It was 7 p.m. when I reached Cleveland. and my first move was to hunt up an automobile station in order to get some oil. At the Oldsmobile branch I found what I wanted, and they gave me enough to last for 300 miles, all I cared to carry, in fact. They took a lively interest in me and my bicycle and examined my motor carefully. Like everyone else, though, they had to be shown the photographs of my start from San Francisco before fully accepting my statement that I had come from California. My distance for this day, to Cleveland, was 121 miles, and I used five quarts of gasoline."

Departing Route: According to the Ashtabula USGS Topo map of 1905 the main road out of Cleveland is today US 20 all the way to Geneva and beyond.

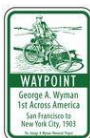
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

627.1 - Geneva

Date: Saturday, June 27, 1903

Coordinates: N41.80508° W80.94789°

Address: Main Street, Geneva, OH



Description: Wyman rode down Main Street of Geneva on Saturday, June 27, 1903 while riding along what is now US 20. He took a quick break to refresh and check out his motorcycle while in town.

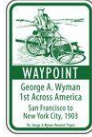


He

In his own words: "It was on the day I left Cleveland, June 27, that my troubles began to come thick and fast. I started from Cleveland at 10 a.m. and had gone only a mile when the lacing holes in my driving belt gave way and I had to stop and re-lace. For the first five miles the road was fine, and then I came to a stretch where the road was being rebuilt and I had to walk for a mile and a half. After that, I had a plank road for six miles, and then it was sandy for 30 miles, all the way to Geneva."

Departing Route: According to the Ashtabula USGS Topo map of 1905 the main road out of Geneva is today US 20 all the way to Conneaut.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

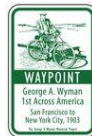
627.2 - Conneaut RON**Date:** Saturday, June 27, 1903**Coordinates:** **N41.94286° W80.55605°****Address:** Main & Broadway Streets, Conneaut, OH

Description: Wyman was having a bad day. Before reaching Conneaut, OH his belt broke 4 times. The roads were bad, as usual, and he was getting pretty discouraged. By the time he arrived in Conneaut he had some serious issues with the motorcycle to correct. Wyman did not mention the name of the "bicycle store" or the place he secured lodging while in Conneaut. In 1903 C.A. Williams Bicycle Company was in operation and the "Cleveland Hotel" was the largest and nicest in town at the time. We are looking to tie these two establishments to the Wyman visit.

In his own words: *"I made only 75 miles this day. When I arrived in Conneaut, I got a piece of belting at a bicycle store and spliced my troublesome piece of driving leather. Then I discovered that the screws in the crankcase of the motor were all loose, so I put in some white lead and tightened them. It was so late by this time that I concluded to remain at Conneaut that night."*

Departing Route: Wyman took the Lake Shore road crossing through the "Pennsylvania Strip".

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

628.1i: Pennsylvania Strip**Date:** Sunday, June 28, 1903**Coordinates:** **N42.13684° W80.08480°****Address:** 208 E. Bayfront Pkwy, Erie, PA

Description: On Sunday, June 28, Wyman rode across the "Pennsylvania Strip" after leaving Conneaut, OH that morning. His motorcycle was once again giving him troubles, which caused him to make frequent stops along the way. He continued on into New York, getting as far as Evans Township before his "Hoodoo" (bad luck) got the best of his efforts.

In his own words: *"I left Conneaut at 7:30 a.m., and before I had gone quite 10 miles the oil began to leak out of the crankcase, although I had done my best to make it tight and seal it with white lead the night before. The belt again gave out and I had my own profane troubles with these two defects all day. First it was the oil, and then the belt, and I became so disgusted before noon that I felt like shooting the whole machine full of holes and deserting it. This was my first visit to Pennsylvania - for I been riding in the little 50-mile strip of the Keystone State that borders on Lake Erie ever since leaving Conneaut - and I can say that all my Pennsylvania experiences were hard ones. The roads were fairly good and for most of the way I rode on footpaths at the side of the road."*

Departing Route: Wyman took the Lake Shore road crossing through the "Pennsylvania Strip".

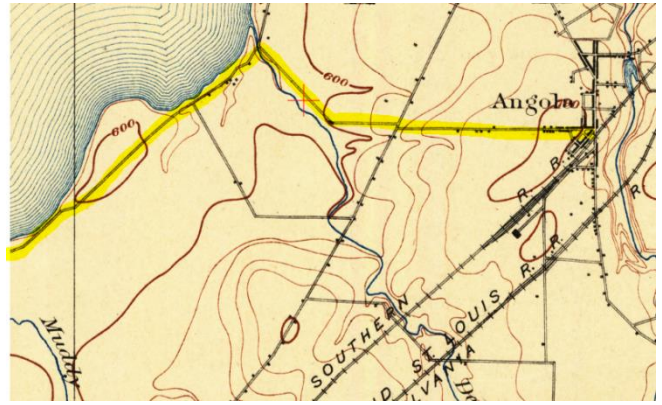
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

628.1 - Forks Broke

Date: Sunday, June 28, 1903

Coordinates: N42.64140° W79.06531°

Address: Lake Shore Rd, Evans Township, NY



Description: Wyman was riding along the road that hugged the lake shore travelling towards Buffalo. About two miles from Angola, his front forks broke and he diverted into town. The Waypoint sign is mounted at the entrance of the Evans Township City Park, Lake Shore Rd & Iroquois St.

In his own words: *"I had hoped to reach Buffalo on the day I left Conneaut but was still 25 miles from the Queen City when my troubles climaxed by the breaking of a fork side. The crystallization resulting from the continuous pounding was telling again. I walked two miles to Angola, and there sought a telegraph office, and wired Chicago for a pair of new forks."*

Departing Route: Take Lake Shore Rd to Lake Street to Angola.

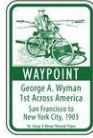
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

628.2 - Angola RON

Date: Sunday, June 28, 1903

Coordinates: **N42.63848° W79.02771°**

Address: Main & Lake, Angola, NY



Description: Wyman decided to make repairs to the forks. He sought accommodations that night and in the morning went to a "repair shop" to work on the forks. In 1903, Angola was the home of the Emblem Bicycle Manufacturing Company, on York Street. Emblem would later produce motorcycles. In the early 1900s there were hundreds of motorcycle manufacturers in America, all hoping to cash in on the new form of personal transportation. Today, only one of the early 1900s motorcycle manufactures remains in continuous operations, Harley-Davidson.

In his own words: *"I walked two miles to Angola, and there sought a telegraph office, and wired Chicago for a pair of new forks. I learned that I would not be able to get a pair there for two days, because they would have to go first to Buffalo and then be reshipped to Angola. I therefore determined to get the forks repaired there if possible, and make them do till I got to Buffalo....I spent two hours in a repair shop in Angola the next morning, June 29, and at the end of that time the repairer pronounced the forks mended sufficiently to carry me through to New York. I did not feel as confident about this as the repairman did."*

Departing Route: Wyman continued towards Buffalo along the Lake Shore road.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

629.1 - Thomas Motors Buffalo RON

Date: Monday, June 29, 1903

Coordinates: **N42.91644° W78.89931°**

Address: 1200 Niagara, Buffalo, NY



Description: Wyman went to the E.R. Thomas Automobile and Motor Bicycle Factory to make repairs on his motorcycle. While the factory is no longer at this location, the E.R. Thomas office building bearing his name stands today.

In his own words: *"I got to Buffalo by 11 o'clock, and after a visit to the post office, I rode out to the E. R. Thomas automobile and motor bicycle factory. There I met Mr. E. R. Thomas for the first time, and I must pay a tribute to his generous hospitality, which I shall always remember. His kindness was all the more magnanimous when it is remembered that I was riding the product of a rival maker. The first thing Mr. Thomas did was to send my bicycle inside and have it seen to that it was supplied with oil and gasoline. Then he learned that my forks were in bad shape, and he ordered men to get to work and make a new pair for it and finish them at night. The men worked in the factory until 9 o'clock that night on my forks, and had them ready for me to make an early start in the morning. For all this Mr. Thomas. would not accept payment. In the meantime, he showed me through his factory, and then lent me an Auto-Bi, on which I took a trip about the city."*

Departing Route: Wyman took the New Buffalo Road, now Walden Ave or Hwy 33, which follows the RR tracks.

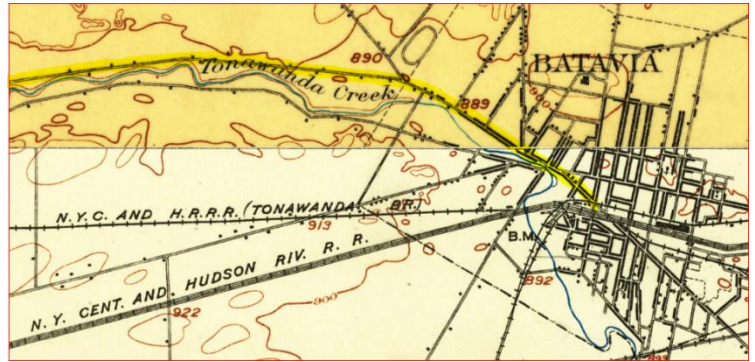
Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

630.1 - Batavia

Date: Tuesday, June 30, 1903

Coordinates: N42.99803° W78.18738°

Address: Hwy 33, Batavia, NY



Description: Wyman departed Buffalo early in the morning of June 30th. Just outside of town along what is now SH 5, he had more engine problems. Seems the 1902 "California" was showing signs of fatigue.

In his own words: *"I left Buffalo at 5:20 a.m., determined, if possible, to get to New York by July 2. and join in the endurance run to Worcester that started on the third. After I had gone 10 miles the lacing holes in the belt broke away again. I then put on the old original belt with which I had started from San Francisco and which I had removed at Chicago. but still carried with me. Everything went finely for the next few miles, and then the connecting rod of the motor broke. Everything seemed to me to be going to pieces. There was nothing for it then but to pedal, and I churned away for five miles into Batavia. It was only 9 a.m. when I got there, and it took until 3:30 p.m. to get the repairs made so that I could start again."*

Departing Route: The main road to Rochester in 1903 is today Hwy 33 through Bergen and North Chili.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

630.2 - Regas Bicycle Rochester RON

Date: Tuesday, June 30, 1903

Coordinates: N43.15523° W77.61476°

Address: 80 Main Street West, Rochester, NY



Description: Wyman got to Rochester and went to the bicycle repair facilities of the "Regas" Vehicle Company on Main Street. He worked through the night and again the next morning.

In his own words: *"It went all right until I was 12 miles from Rochester, and then the valves got to working so poorly that I could not make more than five miles an hour with it. I managed to reach a cycle store in Rochester, and there I went to work, intending to get it fixed and ride half the night to make up for lost time. It was of no use. I worked until 11 p.m., and then gave it up until morning. I realized then that the motor and bicycle were suffering from crystallization. There were no flaws or defects of any sort in the parts that were breaking. They were just giving out all at once, like the Deacon's famous shay that lasted him so well and so long and was not weaker in any one part than in another. In spite of all my troubles, I had made 80 miles that day, and I still had hopes of being in New York in time for the fireworks"*

Departing Route: Wyman took East Ave to Fairport Road all the way to Fairport.

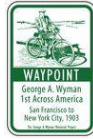
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

701.1 - Fairport

Date: Wednesday, July 1, 1903

Coordinates: **N43.10121° W77.44202°**

Address: Main Street, Fairport, NY



Description: After getting his motorcycle back in shape Wyman was escorted out of Rochester by three gentlemen who were inspired by his epic journey from San Francisco. They rode their motorcycles with Wyman in a demonstration of biker comradery, departing from him at the Erie Canal. Pictured here are Wyman and his "Regas Escort."

In his own words: *"It took until 11:30 o'clock the next day, July 1, to get the motor working, and then I started from Rochester with C.O. Green, superintendent of the Regas Company, and W.L. Stoneburn, the bookkeeper, riding with me as an escort. They accompanied me 20 miles to Fairport. over roads so muddy as to be nearly impassable. "*

Departing Route: Your guess is as good as any as to the route Wyman took to Cayuga. He may have followed the tow path along the Erie Canal to just north of Cayuga. He probably *didn't* take I-90 which you might use.

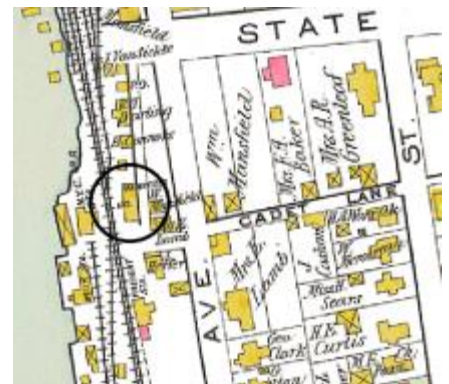
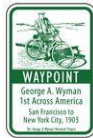
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

701.2 - Cayuga RON

Date: Wednesday, July 1, 1903

Coordinates: **N42.91800° W76.72921°**

Address: Mansfield Building, Lake Street, Cayuga, NY



Description: Wyman got as far as Cayuga on July 1st before nightfall. His motorcycle was not performing well and it caused him concern, but he was encouraged, as he was making progress towards NYC. He may have spent the night at the Mansfield Hotel next to the railroad depot in the vicinity of west side of Lake Ave between State and Cadet Lane. The Waypoint sign is mounted at the entrance of Railroad Street, next to the stone marker.

In his own words: *"Not far from Fairport, when I was alone again the hoodoo asserted itself. First the connecting rod worked loose, and soon after the belt ends gave way. I lost as little time as possible, however, and at night I reached Cayuga, with the satisfaction of having covered 70 miles during the short day."*

Departing Route: The road east out of town lead through Auburn then turned northeasterly along Grant Ave following the RR tracks then what is today Route 5 through Elbridge then east to Syracuse.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

702.1 - Syracuse

Date: Thursday, July 2, 1903

Coordinates: N43.05087° W76.14856°

Address: 318 Erie Blvd E, Syracuse, NY



Description: Wyman stopped in Syracuse to get some batteries for his motorcycle. The 1902 "California" depended on them for ignition spark. The batteries he purchased were bad so he had to turn around and get new ones. Troubles were mounting the closer Wyman was to finishing his trek. Check out the Erie Canal Museum while you are there.

In his own words: *"I left Cayuga at 8 a.m. and took my troubles with me, the batteries were growing weak; first the cyclets(sic) of the belt broke and then the lacing; next the crank axle got out of true, and every time it struck, the belt broke. I had these troubles all day. Toward night the belt broke five times in one mile. I got some new batteries at Syracuse, but after going two miles on them they would not yield a spark, so I went back and returned them, and after a search I managed to get some good batteries. "*

Departing Route: Wyman departed east out of Syracuse towards Canastota along the road that followed the NY Central RR tracks, today Old Fremont Road, Saintsville Road and SH 6.

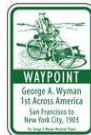
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

702.2 - Canastota RON

Date: Thursday, July 2, 1903

Coordinates: N43.07950° W75.75198°

Address: 122 Canal St, Canastota, NY



Description: Wyman arrived in Canastota for the night after another frustrating day on the road. From Syracuse he would have likely followed the towpath or the road close to the then active Erie Canal into Canastota. The picture is of the Erie Canal looking east from Main Street in 1910.

In his own words: *"The fates seemed in a conspiracy to prevent my getting to New York before July 4. The motor was getting in such shape that I realized I would be lucky if I could finish with it at all. To add to my troubles these two days from Rochester, July 1 and 2, were terribly hot and I was nearly prostrated by the heat. I managed to make 65 miles and get to Canastota by 9:30 p.m. on the second, and as that was the day I had hoped to be in the metropolis, I did not go to bed in any cheerful humor."*

Departing Route: Wyman followed the Erie Canal towpath or the road close to it. I-90 would be the modern route to Little Falls today.

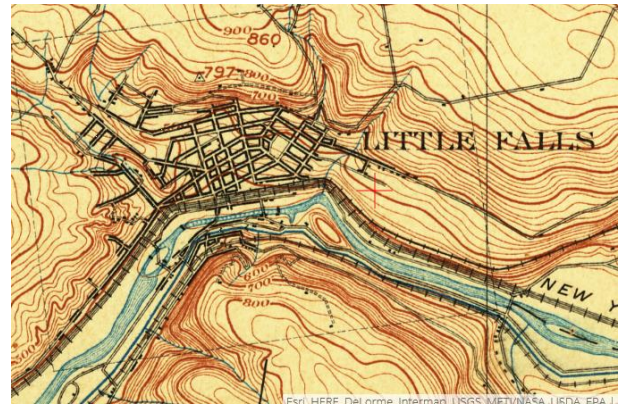
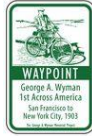
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

703.1 - Little Falls

Date: Friday, July 3, 1903

Coordinates: **N43.04272° W74.85936°**

Address: 319 S. Ann St, Little Falls, NY



Description: Wyman had to stop for repairs to the drive belt in Little Falls. With constant mechanical issues it is a tribute to his tenacity and determination that Wyman got this far. The Waypoint sign is mounted on the Little Falls Historical Society building at this point.

In his own words: *"At 7 a.m. on July 3, I started from Canastota; determined to get to Albany, at least, that day. I had trouble from the start. I replaced the belt seven times during the forenoon, and then I spliced it with a new piece at Little Falls. I was still 40 miles from Albany when my handlebars broke off on one side."*

Departing Route: Wyman followed the Erie Canal towpath or the road close to it.

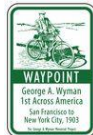
Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

703.2 - Albany RON

Date: Friday July 3, 1903

Coordinates: **N42.65289° W73.76844°**

Address: 467 Madison Ave., Albany, NY



Hendee Mfg. Co.—837 State St., Springfield, Mass., Makers of the Indian motorcycle, first marketed in 1901. Two models made since. Geo. M. Hendee, Pres. and Treas. Agents and Dealers: F. W. Anderson, 467 Madison Ave., Albany, N. Y.; Adams & Hart, 47 N. Division St., Grand Rapids, Mich.; Ashley, W. G., Olympia, Wash.; Baker & Co., Troy

Description: By the time Wyman reached Albany, his motorcycle was deteriorating. Wyman states in his last article that he went to a bicycle store while in Albany. However, in a dispatch he sent to the "Bicycling World" he mentioned the J.W. Anderson Agency. Research of the Albany business directory showed a F.W. Anderson, 467 Madison Ave as the only "Anderson" listed under either bicycle or automobile repair. He was an "Indian Motorcycle" dealer.

In his own words: *"Six miles from Albany, while I was on the towpath, the rear tire blew out. There was a hole in it that would admit a hand. I walked into Albany. Some of the remarks I made to myself as I walked were not fit for quoting to a Sunday school class. My distance that day was 135 miles. This was to be my last day of big mileage though. All the way through New York state I used the cycle path without a license. It was not until after my trip ended that I knew I had been violating the law. On the Fourth of July my first move in the morning was to a bicycle store, where I got a new tire and put in 14 new spokes, and then took the motor apart. The piston rings were worn pretty thin but looked as if they would still give service, so at 2:30 p.m. I started from Albany. Four miles out, I gave it up. The motor would not explode as it should. I went back to the bicycle store in Albany and worked on the problem there until night. Then I went to see the fireworks and forget about it."*

Departing Route: Wyman departed on July 5th determined to pedal all the way to NYC. The main road between Albany and NYC in 1903 is today US 9. At some point Wyman crossed the Hudson to the eastern shore.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

706.1 - NYC Arrival

Date: Monday, July 6, 1903

Coordinates: N40.88175° W73.90276°

Address: 5700 Broadway, NYC, NY

Description: It was near this spot where a photographer snapped this shot of Wyman arriving around 2:30 p.m. near Kingsbridge, the Bronx, NYC. This picture appeared in "Bicycling World and Motorcycle Review" on page 466 of the July 11, 1903 edition.

More or less! By arriving in New York City, before 5:30 p.m. eastern time, Wyman got into town about three hours before the 51st day of his journey. Technically, it took him more than 50 days, but less than 51 days. History has decided, it took Wyman 50 days to cross America on his motorcycle.

In his own words: *So enthusiastic was I that I pedaled along all night on July 5. It was a long, dreary and strenuous ride, but I was well seasoned by this time and fit to do a mule's work. After riding two days and a night under leg power or rather over it, I reached New York in the middle of the afternoon on July 6."*

Departing Route: He continued on Broadway, crossing over the Harlem River and on to 195th Street.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT



706.2 - "Josh" Interview

Date: Monday, July 6, 1903

Coordinates: N40.85930° W73.93135°

Address: Broadway & W. 195th Street, NYC, NY

Description: Wyman arrived on Manhattan Island, NYC, via Broadway and was interviewed by "Josh" of *Bicycling World* at the corner of Broadway and W 195th at around 3:20 p.m. It was at this interview the iconic picture of Wyman and his motorcycle was taken. The full interview appears on pages 456-466 of "Bicycling World", July 11, 1903 issue.



In his own words: *I can smile now as I recall the sight I was with my overalls on, my face and hands black as a mulatto's, my coat torn and dirty, a big piece of wood tied on with rope where my handlebars should be, and the belt hanging loose from the crankshaft. I was told that I was "picturesque" by a country reporter named "Josh," who captured me for an interview a little way up the Hudson, and who kept me talking while the photographer worked his camera, but to my ideal, I was too dirty to be picturesque. At any rate, I was too tired then to care."*

Departing Route: Broadway south to the New York Motor Cycle Club at 1904 Broadway.

Date_____, Time_____, Odometer_____, ☐ DBR ☐ SPOT

706.3 - 1904 Broadway

Date: Monday, July 6, 1903

Coordinates: N40.77145° W73.98204°

Address: 1904 Broadway, NYC, NY

Description: Wyman Arrived at the finish of his historic journey a little after 6 p.m. of July 6, 1903. He finished the ride at the New York Motor Cycle Club's rooms at 1904 Broadway. After dropping off his motorcycle there, he checked into the Harold Square Hotel on West 34th Street, next to Herald Square. This picture was taken June 1, 1920.



Looking south from 64th Street. Lincoln Square in foreground. Tracks of 9th Ave "El" on Columbus Avenue seen in lower right hand corner. Hotel Empire at right.

In his own words: *"But before I got these I had to telephone to The Motorcycle Magazine to learn where to go and wait to have more cameras pointed at me before being escorted to my hostelry...While I slept at the Herald Square Hotel, my ride really ended at the New York Motor Cycle Club's rooms, No. 1904 Broadway. It was there I left the faithful little machine that had carried me some 3,800 miles. What was the exact distance I never will be able to tell, because, as previously related, after breaking four cyclometers, I ceased to bother with the mileage."*

Departing Route: Broadway south to West 34th Street to the Herald Square Hotel.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

706.4 - Herald Square Hotel

Date: Monday, July 6, 1903

Coordinates: N40.75009° W73.98836°

Address: 116 W. 34th St, NYC, NY

Description: Herald Square Hotel is where Wyman stayed while in NYC. He stayed several days and by all accounts really enjoyed his stay. While in NYC Wyman attended several publicity events showcasing his motorcycle and the accomplishment. The Goodman Company, publishers of "The Motorcycle Magazine", likely paid the tab for Wyman's stay as he was their lead story in the 1903. The old Herald Square Hotel has since been flanked by several newer buildings, but much of the original façade remains. Today, there is a "Herald Square Hotel" on 31st Street but that is not the one Wyman stayed while in NYC.



In his own words: *"Of all the sleep I had during my trip, none was more profound, or sweeter than the one I had that night of July 6 at the Herald Square Hotel, just 50 days after I left San Francisco for my ride across the continent on my motor bicycle."*

Departing Route: Wyman took the train back to San Francisco. He had a 1st Class ticket all the way.

Date _____, Time _____, Odometer _____, ☐ DBR ☐ SPOT

Bibliography

The George A. Wyman Memorial Project took care to protect the intellectual property of others during the research of the points along the way. Almost all the research was done online and with actual field research during location verification of the Wyman waypoints. Since all available photos, historical references and quoted documents were published prior to 1923 and therefore are in the public domain, it is our belief that no copyright material was used. The two exceptions might be the graphic we used for the Harley-Davidson and AMA Motorcycle Museums. We are working with those two organizations to secure an appropriate graphic that encourages our riders to visit their most excellent exhibits.

To save space in this document a complete listing of the sources and references used in The George A. Wyman Memorial – “Points Along The Way” Rider’s Guide are published on the George A. Wyman Memorial Project web pages.

<http://wymanmemorialproject.blogspot.com>

The George A. Wyman Memorial Project is always seeking new and more accurate information regarding the Wyman journey across America. If you have any information regarding historic aspects of the Wyman journey please contact the Project. WymanMemorialProject@Gmail.com