

Iowa Lincoln Highway Association

Spring 2024 Newsletter | Volume 29, No. 1

President's Corner

by Mary Helen Preston

We've just welcomed Spring – bring on the day-trippers, car, motorcycle and bus tours, and the long-haulers traveling along the Lincoln Highway!

I continue to be optimistic travelers will want to get off the four lanes onto the two lanes for more leisurely travel. I think back to the trips we would take right after getting out of school for the summer and before all of our summer activities started. First we traveled in a green pick up with a camper on the back then when we got older it was Suburban. We'd be on the road for 2 weeks – taking one route going out and another coming home. We would camp most every night but occasionally staying in a motel. I remember being in charge of the Rand McNally atlas monitoring our route from Point A to B. Those were the best times – stopping by roadside attractions, camping, spending quality time with family and making new friends even if for a night at the campgrounds. So many memories made. I often wonder, do families still travel like this? I think families traveling by car and taking in the sights are an exception nowadays. It's a shame our society seems to be in such a hurry to get some place that they are missing out on history and the significance of the American road trip.

As you will read in the newsletter, Iowa House passed HB 2569 which mandates expansion of Highway 30 across Iowa. This will without a doubt have a significant impact on the Lincoln Highway. How do we combat progress? What will become of our history?

I know I sound like a broken record but, WE cannot let the lore of automotive travel disappear. WE are the knowledge keepers and must be committed to educating and promoting the Lincoln Highway. WE have so much to be proud of!

To those reading this newsletter – It will take ALL of us to plan, execute and sustain the Iowa Lincoln Highway Association and the historical significance of the Lincoln Highway.

Thank you for your continued commitment to the Lincoln Highway – the Past, the Present and the Future.

Promise Rode: How the Lincoln Highway Changed America

Promise Road: How the Lincoln Highway Changed America is still traveling around Iowa on the Lincoln Highway. Promise Road is an audiovisual exhibit telling the story of the Lincoln Highway and the significance it played in the development of cross-country travel.

Promise Road engages visitors by providing a new understanding and appreciation of our forgotten past and what it means for us today.

The exhibit is currently at the Woodbine Carnegie Library through April. So why not take a day trip to Woodbine.

Did you know, the Woodbine Carnegie Library sits on the longest stretch of original brick road of Lincoln Highway?

The traveling exhibit *Promise Road: How the Lincoln Highway Changed America* was funded in part by a grant from the Iowa Department of Cultural Affairs and with support from the Iowa Department of Transportation.



Photo from Woodbine Carnegie Library Facebook page

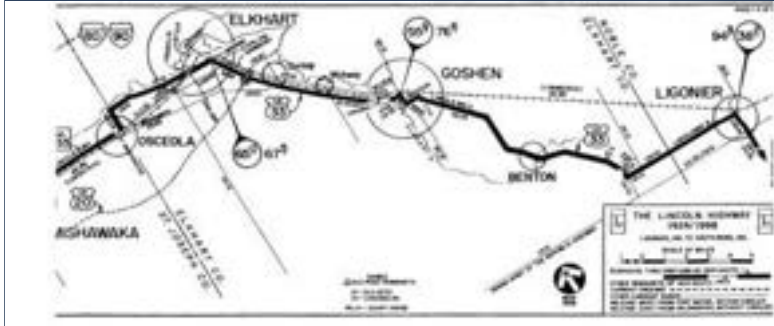
Association Conference Registration



Don't forget to register for the Annual Conference in Elkhart, Indiana from June 24 - 28. Register before May 1 to take advantage of a discounted Full Conference rate.

Check out <https://www.visitelkhartcounty/lincoln-highway-association-conference> to see events and sites as well as up-to-date planned activities for the Conference.

Hope you can come for some or all! - Jeff Blair, President



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Visit our website to read the minutes from our last meeting.
www.iowalincolnhighway.com/latest-news



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Featuring Boone, Iowa

Travel Iowa just named Rail Explorers USA in Boone as the winner of their Iowa Icons bracket. This is the first Rail Explorers Experience in the Midwest. This is a 12.5 mile round trip where riders enjoy beautiful views of open farmland to the Des Moines River Valley. Along the way, it's not uncommon to see a convocation of bald eagles along the riverbank. During your trip, you'll cross the Bass Creek High Trestle and the Des Moines River Bridge. Riders crossing the Bass Creek High Trestle have panoramic views of the valley and experience the thrill of soaring high above the creek below.



Photo from Rail Explorers website



While in Boone, stop to tickle the ivories on Boone's Outdoor Piano at The Book Shoppe, Inc. Thanks to Chuck Brehm, for the extensive work done on the piano including being weatherproofed with new 3D printed keys.

Photo from Boone County Chamber Facebook page

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1 Issue: \$10; 2 Issues: \$20; 3 Issues: \$30
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Annual Dues

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ILHA
P.O. Box 224
Grand Junction, IA 50107

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(319)366-0552 or drparr51@gmail.com

Iowa House Bill 2569 - Highway 30 Expansion

On March 4, HB 2569 was passed. At the time of preparing this newsletter, we are uncertain as to the status of the bill. This bill will have a significant impact on the Lincoln Highway as the bill mandates our beloved two-lane must be expanded to four-lane across Iowa.

Description House File 2569 requires the State Transportation Commission to prioritize the improvement of United States Highway 30. The Commission is required to include in its long-range program plans to expand all roadways to four-lane divided roadways until the entire highway is comprised of four-lane divided roadways. For the expansion of Highway 30, the Department of Transportation (DOT) is required to expend all reasonable alternatives before exercising eminent domain to acquire land that is a part of a century farm or residential real property.

Background United States Highway 30 is a roadway that goes east to west across the continental United States, with approximately 331 miles running through Iowa.

The State Transportation Commission consists of seven members appointed by the Governor and confirmed by the Senate. The State Transportation Commission is responsible for developing, coordinating, and annually updating a comprehensive transportation policy and plan for the State, including preparing, adopting, and publishing a long-range program for the primary road system. The program is required to be prepared for a period of at least five years and is required to be revised, updated, and republished at least once every year to maintain a continuing five-year program. Currently, the State Transportation Commission's long-range plan does not include plans for Highway 30.

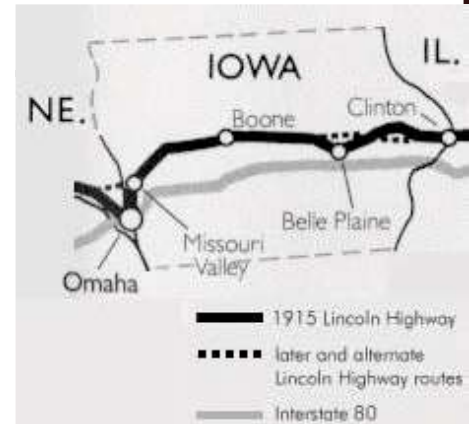
In most cases, the DOT allocates approximately 80.0% of federal highway funding to larger projects. However, federal funding is between 50.0% and 60.0% of annual funding available for construction projects. Iowa is allocated a fixed amount of federal highway formula funding each year, and funding for Highway 30 expansion will use the same resources.

Assumptions

- Two lanes will need to be added to approximately 120 miles, costing an estimated \$6.7 million per mile.
- Four-lane bypasses will need to be constructed for approximately 39.5 miles, costing an estimated \$10.0 million per mile.
- An estimated 16 interchanges will be needed, costing approximately \$16.1 million each.
- Construction costs are based on the current bid prices for the types of improvements listed above.
- Construction costs will be funded by a combination of federal funds and the Primary Road Fund (PRF). Federal funding for Highway 30 expansion may pay for up to 80.0% of the construction costs. However, this will depend on the timing of the project.
- Operations and maintenance will be funded primarily by the PRF and will cost approximately \$1.7 million annually.

Fiscal Impact

The expansion of Highway 30 is estimated to cost \$1.500 billion throughout the course of construction. Federal funding could cover up to 80.0% of the total cost, but this will depend on future budgeting decisions made by the State Transportation Commission. All State funding for construction will be provided by the PRF. Annual maintenance costs for the full 120 miles will be funded by the PRF and are estimated to be approximately \$1.7 million per year.



As you travel along the Lincoln Highway be sure to stop in Grand Junction to visit the Museum, Lincoln Highway Garden and the Green Gable Cabin.

201 East Main Street
Grand Junction, IA

(515)386-4521



Linn County Kiosk Project

Rex Martin, Linn County Consul

Rex recently drove the Lincoln Highway through Linn County. He shares his photos here. The QR code in the corner of each kiosks takes you to the Linn County website which explains Linn County's kiosk program. What follows below is the information from the website.



Lincoln Highway Interpretive Kiosk Background

The Linn County Historic Preservation Commission (HPC), along with its community partners, maintains eight interpretive kiosks along the Lincoln Highway in Linn County. Installation of the kiosks started in 2006, as Cedar Rapids prepared to host the Lincoln Highway Conference and continue providing educational experiences for residents and visitors today. The kiosks tell the stories of the Lincoln Highway, including ones about the first motel to welcome African Americans, filling stations that did more than pump gas, and the Hotel Lincoln, where it only cost \$1 per night to stay when it opened in 1915.



Lincoln Square Park, Lisbon

Kiosk Replacement Project Underway

Over the years, age and storms have damaged many of the kiosks beyond repair. After viewing a new interpretive kiosk design near the Cedar Rapids Central Fire Station, the Linn County HPC decided to adopt this design when replacing the aging kiosks at eight locations in the county.

In 2021, the Linn County HPC replaced the kiosks located at Thomas Park in Marion and Cleveland Park in SW Cedar Rapids, as they were deemed most in need of replacement due to being irreparably damaged in the August 2020 derecho. In 2023, the Linn County HPC replaced three additional signs located in Lisbon, Mount Vernon, and at the local Iowa State Patrol Headquarters. The Mount Vernon and Lisbon signs were funded jointly by the Linn County HPC the following local groups: the Lisbon Historic Preservation Commission, the Mount Vernon-Lisbon Community Development Group.

Plans for replacing the aging and the damaged kiosks at the Abbe Creek School Museum, Lincoln Heights Drive, and Wanatee Park locations are ongoing as funding becomes available.

Lincoln Highway Interpretive Kiosk Locations in Linn County

- **Lisbon.** 169 W Main Street in Lisbon. Located in the small park.
- **Mount Vernon.** No street address; traveling east on Mount Vernon Road, take the first left after going over the railroad bridge; the kiosk is located near a pedestrian bridge.
- **Abbe Creek School Museum.** 877 W Mount Vernon Rd, just NW of Mount Vernon.
- **Thomas Park.** 343 Marion Boulevard in Marion.
- **Wanatee Park.** 1600 Bannar Drive in Marion. Located on the road to the park lodge.
- **Lincoln Heights Drive** at Wilder Drive SE in Cedar Rapids.
- **Cleveland Park.** Located at Corner of 15th Street and 1st Avenue.
- **Iowa State Patrol Headquarters,** 5400 16th Avenue SW in Cedar Rapids.
- **Cedar Rapids Central Fire Station,** 713 First Avenue SE in Cedar Rapids. Located on the 2nd Avenue side of the building. (This kiosk is owned by the City of Cedar Rapids Historical Preservation)



West Post Road, Cedar Rapids

Marshalltown's Big Treehouse

Times Republican, February 29, 2024 by Mick Jurgensen, Longtime Big Treehouse Owner

Thank you for four decades of support for my Big Treehouse fantasy, hobby, and passion. My name is Mick Jurgensen and I "lived" The Big Treehouse for all of my adult life.

Nestled in the historic grove of Burr Oak trees east of Marshalltown on Shady Oaks Road was a unique construct named The Big Treehouse. It was my hobby that I began building in the early 1980's while I attended college. Almost immediately, it enthusiastically drew attention. Let me tell you why this was so.



Early spring when most of the work was completed.

My family including my mother Judy Jurgensen, my grandmother Mary Gift, and grandfather Robert Gift were supportive and helped with construction. Together, we got started by finding supplemental ways and means to earn funding to buy the lumber and materials. We had no idea that the small 10'x 12' patio attached to a small Maple tree would begin such a journey. By the end of the first summer, the treehouse had grown to two levels... but wait, we were just getting started!

Over the next 40 years, the maple tree grew quickly and the treehouse grew with it to become a 13 level, five story structure with well over 5,000 square feet of floor space. Each year my family and I would dream of what would come next to enhance the treehouse. My professional work was teaching school, attending graduate school, and serving as a school principal. Virtually every moment I was available, I returned home to Marshalltown to get the work done.

The treehouse was an open deck structure with beautiful green leaves and tree branches that served as beautiful walls and ceilings. The treehouse was electrified for use at night. It had telephone service, television, and a substantial kitchen. Two raised walkways were constructed to access the treehouse from the north and the south.

Over 150 feet of beautiful flower gardens were along the walkways and decorated several levels of the treehouse. Hanging flower baskets adorned the entire 400 foot walkways. The gardens were all fed by an automatic watering and fertilizer system. The fresh smell of flowers on a warm summer day was amazing.

A specialized music system played mountain music. On the walkways were sights and sounds of Shady Oaks including a raccoon, cat, squirrel, train bridge, a Lincoln Highway era rainbow arch bridge, and a covered bridge museum. Steps connected the levels of the treehouse so that the climb to the top was made easy. Guests enjoyed ringing a large train bell when they reached the top. To exit the 55' high treehouse, a spiral staircase was built in the early 2000s to help people move from the top level of the treehouse back down to the walkways with ease.



East view

From almost the very beginning, people wanted to come and experience the Big Treehouse. The phone began to ring off the hook. My grandmother began to organize small guided tours and people loved the experience so much that they began to donate funds for the upkeep and growth of the treehouse. There were large bus tours as well in the mix. My mom, my wife, and I helped with those large tours. The last of the funds helped to pay the cost to remove the treehouse on December 15, 2023.

Not only did the treehouse receive local attention but it attracted statewide and national attention long before there were television shows about treehouses. Through the years, I was a guest on over two dozen morning radio shows from coast to coast and even from Alaska and Europe. Television guest spots were frequent and even the Discovery Channel made a feature about the treehouse.

I built it and people came! Visitors arrived by different modes of transportation: On foot, horseback, bicycles, and motorcycles, and in cars, vans, trucks, limousines, RVs, and both school and chartered buses. One time hot air balloons landed in the meadow across the creek.



Spiral staircase

Pictures from website BigTreeHouse.net

I have always been proud of the positive attention the treehouse brought to my hometown of Marshalltown. The treehouse put Marshalltown on the map competing with other major attractions across Iowa and the midwest in literally hundreds of books, pamphlets, and newspaper articles. Each year a guestbook was filled with thousands of names. Quite a few of those people stayed overnight in Marshalltown and virtually all enjoyed Marshalltown restaurants, stores, and attractions.

Sadly, it took both a pandemic and a derecho storm to bring all this positivity to a halt. It was left neither practical or even possible to restore the treehouse after the storm. Personally, I am left having to learn how to live my life without the treehouse.

I want to thank the hundreds of Marshalltown people of who brought generations to visit year after year, both county and city governments, media outlets such as the Times-Republican, our Chamber of Commerce, the former Visitors and Convention Bureau, and our Shady Oaks neighbors who tolerated all the commotion for so long. Most of all, I want to thank my family for their participation and support through the years. Finally, I want to thank my brave wife Liz Fischer-Jurgensen who had quite a surprise when she learned that she was about to marry a guy and a treehouse in 1992.

If you want more information about the treehouse and historic Shady Oaks (since 1925), you can still visit www.bigtreehouse.net or leave stories about your tours through the treehouse on the "Memories of Marshalltown's Big Treehouse" Facebook page.



View of the back



Left - View from the top
Right - Bell at the top



The James H. Andrew Railroad Museum and History Center

at the Boone and Scenic Valley Railroad

November 1 through May 22

Monday - Friday 10 am - 4 pm

Saturday Noon - 4 pm

Closed Sunday

May 23 through October 31

Sunday - Thursday 10 am - 4 pm

Friday and Saturday 10 am - 5 pm



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**The next ILHA meeting will be
April 13, 2024 beginning at 9:30 am
at Tama American Legion**

Tama American Legion is located at 1105 E. 5th Street in Tama, Iowa. The meeting will begin at 9:30 am with lunch provided by the American Legion.

Please let Mary Helen Preston know if you'll be attending so we can make appropriate arrangements.

Upcoming Iowa LHA Meetings

July 13, 2024

Location: TBD

October 12, 2024

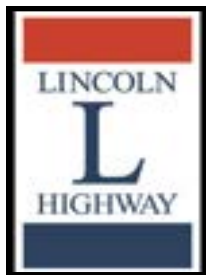
Location: TBD

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Iowa Lincoln Highway Association

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President's Corner

by Mary Helen Preston



Summer is for taking road trips and exploring.

With all the activities listed on Travel Iowa's website and shared through Iowa Lincoln Highway's Facebook page there's something for everyone. What a better time to get out and about to explore. Visit a favorite attraction or event. Take a hike or camp in one of our state parks. Try experiencing something new.

WE have so much to be proud of in our state and along the Lincoln Highway. Get out to explore and support our resources - including educating and promoting US while out and about.

WE cannot let the lore of automotive travel disappear. WE are the knowledge keepers and must be committed to educating and promoting the Lincoln Highway.

To those reading this newsletter – It will take ALL of us to plan, execute and sustain the Iowa Lincoln Highway Association and the historical significance of the Lincoln Highway.

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Back Roads and Better Angels: A Journey into the Heart of American Democracy

Francis Barry - Facebook Post

My wife Laurel and I drove the entire Lincoln Highway in an RV during the fall of 2020. I've turned the trip into a book that has just come out: "*Back Roads and Better Angels: A Journey into the Heart of American Democracy*."

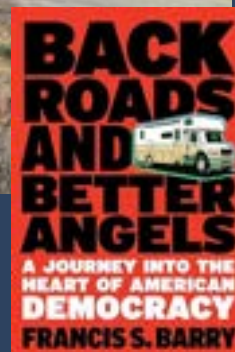
It's the story of what holds us together as a country -- and there is no better way to explore it than on the Lincoln Highway. The book includes conversations with people from all different walks of life we met along the way, as well as lots of roadside history that I unearth as we travel. Plus, fun stories of our adventures -- and misadventures...

Given this group's love and appreciation for the Lincoln Highway, which I share, I hope you'll take the ride with us!

And to see more photos and learn about the book, visit fsbarry.com



Photo from Francis Barry's
Facebook post to
Lincoln Highway page



Iowa Weather



Janice Gammon shared these pictures from the May 21 tornado along the Lincoln Highway between Nevada and Colo. Janice lives about 5 miles from where the tornado was spotted.

Damage was mostly trees.



South of Highway 30, there was a semi overturned, one drove into a field, one brick home completely destroyed, and two farmsteads destroyed.

Thankfully, Reed-Niland only lost power.

Currently the west side of Iowa is facing historic flooding.



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Anita King, The Paramount Girl



While we celebrate the 100 year anniversary of the 1924 Ten Millionth Ford Model T Sea to Sea tour, we also want to remember some of the early coast to coast promotional tours.

Almost a decade before the 1924 tour, Anita King, The Paramount Girl, drove the opposite direction from San Francisco to New York City along the Lincoln Highway. She was called the first women to drive solo from coast to coast. She also had a film crew similar to the 1924 Ten Millionth Ford tour. Paramount made a movie of her trip that is also lost to history.



Here's a lobby card from her 1916 movie, *The Race*. The movie was never as popular as her cross country trip the year before where she was greeted in every community along the Lincoln Highway and made headlines from coast to coast. This item is currently for sale on eBay.

Author Darcy Dougherty Maulsby - Presents in Toledo

by Jeff Morrison from Between Two Rivers

Author and Iowa Writers' Collaborative member Darcy Dougherty Maulsby brought her Lincoln Highway presentation to the Wieting Theater in Toledo. Her book about the Iowa Lincoln Highway was published in 2022. She began with the pre-history of the highway — the earliest cross-country attempts and an around-the-world race — and how everyone got bogged down in Iowa's mud roads. Carl Fisher, a co-founder of the Indianapolis Motor Speedway, came up with the concept of a "coast-to-coast rock highway" in 1912 with the Lincoln Highway born a year later.

Placement of Iowa's "Seedling Mile" in 1918 was a tug-of-war between Greene and Linn counties, with the latter winning out. "You find the muddiest, nastiest, grossest section" of mud, plop a mile of smooth concrete in the middle, "and it will sell itself," Maulsby said. Each county along the route has landmarks and stories.

Maulsby, who also wrote "A Culinary History of Iowa," highlighting historic and present-day eating places on the Lincoln Highway in Iowa, including:

- ❖ the Candlelight Inn in Clinton, "home of the original Chicken George;"
- ❖ the Ced-Rel just west of Cedar Rapids, which gained a reputation as a speakeasy, and whose liquor after being seized was distributed to hospitals;
- ❖ Taylor's Maid-Rite, Zeno's (started when pizza was "extremely exotic"), and the Flying Elbow in Marshalltown;
- ❖ the Lucky Pig in Ogden, winner of "Iowa's best breaded tenderloin" in 2014;
- ❖ Dairy Mart in Glidden, with its soft-serve lemon ice cream; and
- ❖ and not a restaurant but a recipe, Iowa native Mamie Eisenhower's Million-Dollar Fudge.

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Briggs Terrace/Evergreen Lane Historic District

by Janice Gammon

With the ILHA July meeting being held in Nevada, the community would like to share a little history of their beloved 8-acre Briggs Terrace/Evergreen Lane at 1204 H Ave.

Taken from the Briggs Terrace/Evergreen Lane Master Plan compiled by RDG -Crose, Gardner, and Shukert:

"There are two National Register Criteria of Significance that apply to Briggs Terrace/Evergreen Lane. The first criterion relates to the property's association with significant persons in the history of the community. The second criterion applies to the architectural significance of the estate.

Family History

Otis Briggs was very influential in the early commercial development of the City of Nevada. In the early 1870's he founded the Farmers Bank and began construction of Briggs Terrace in 1877.

Historically, career bankers, like Briggs, were highly regarded in the community due to the country's early banking history. A heavy real estate investor, Briggs was one of the largest landowners in Story County. Firm values and key community investments helped to establish Otis Briggs as a community leader.

Otis Briggs was married twice. His first wife was Eliza Allen, whom he married in 1854 and had four children. After Eliza's death in 1867, Briggs married her half-sister, Jennie Allen. Otis and Jennie had three children together. Briggs Terrace was built during his second marriage. Construction began in 1877 and completed in 1879. Evidence from early photographs suggest the carriage house and barn were built shortly after.



From Briggs Terrace/Evergreen Lane Facebook Page

Otis Briggs died December 9, 1903, after a long and serious illness. At age 28, Lida (Briggs) and her husband Jay Dutton returned to her childhood home, shortly before her father's death. It was then that Jay and Lida renamed the estate Evergreen Lane for its many pine and coniferous trees at the front entrance drive. Jay's family was also in banking and the merging of the two families, brought greater wealth and prestige to them. It was rare a property would be transferred to a daughter, but perhaps other siblings received farms as well. Jay and Lida often wintered in New Orleans and brought many furniture items and other finery back to Evergreen Lane. Lida enjoyed gardening, painting, stamp collecting, and books.

The Dutton's had two children, Dorothy, born in 1893, and Orson, born in 1898. Jay Dutton died of cancer. Outliving her husband by some thirty years, Lida remained at the family home until her death in 1958. The extensive Victorian and early twentieth century gardens on the west side of the house were among many of Lida's influences on the property.

Jay and Lida's son, Orson, and his wife, Irene, resided in the family home until Orson's death in 1975. The house remained largely unoccupied for nearly a decade following his death. The last occupant of the estate was the great-great granddaughter of Otis Briggs, Zoe Nady.

In 1996, Irene Dutton and her daughter, Margaret Nady, presented Evergreen Lane as a gift to the Nevada Community Historical Society. In 1998, an application was made to the National Register of Historic Places and approved.



Photos from flickr



Photo from Wikipedia



Uniqueness of the Brickwork

In a "Historic Masonry Condition Assessment Report" conducted April 2011 by Speweik Preservation Consultants, "The Italianate home is a 3-story structure constructed of brick and architectural cast stone in an extenuated design with 12-inch-wide walls. The brickwork is uniquely laid in a variegated Flemish bond pattern with a running bond every seventh to eighth course and a cross-header tie-back brick.



Photo from Nevada Journal

Upon closer examination, fingerprints of the people who were involved in the on-site brick making can be clearly seen in the clay faces. Prior to being fired, when the clay was still soft, workers would hand stack the brick for even firing once in the kiln. Builders attempted to sort out these imperfect 'finger-brick' but some made it into the wall system.

The architectural cast stone system used for Briggs Terrace is likely one of the earliest uses of the product in a private residence west of the Mississippi River.

Stylistically, the buildings incorporate distinctive characteristics of the Late Victorian/ Italianate style. Overall, the prominent buildings and grounds have been maintained with remarkably few alterations."

Added Structures to the Historic District

The Halley One-Room School House was moved from the Story County Fairgrounds to Briggs Terrace. It was not in its original site, so it did not qualify on its own for listing on the National Register of Historic Places. It was restored as a sesquicentennial project and was open for tours and schoolchildren.



Right photo: Halley School from Wikipedia

Left photo: George Child Log Cabin from flickr



The George Child Log House was removed from private property near the Story County Fairgrounds. The house owner suffered a fire and during restoration of the house, discovering he had a log cabin inside! He decided not to rebuild, and the cabin was given to the Nevada Community Historical Society. It also not in its original location and as the master plan was developed for Briggs Terrace it was decided to dismantle the cabin log-by-log and re-assemble and re-chink at Briggs Terrace.

In recent years, Briggs Terrace/Evergreen Lane has been the host of fun runs, plant sales, open houses, guided tours, and the newer "Music at the Mansion" with music, food, and shade.



Photo from City of Nevada



As you travel along the Lincoln Highway be sure to stop in Grand Junction to visit the Museum, Lincoln Highway Graden and the Green Gable Cabin.

201 East Main Street
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(515)386-4521



Going Their Way on the Lincoln Highway

in part by Jeff Morrison from Between Two Rivers

It's been a century since the Model T Ford ruled the car market and the Lincoln Highway ruled the auto trails, but the influence of both on modern American transportation remains.

The ten-millionth 1924 Model T was recently driven a cross-country from New York to San Francisco by the Ford Motor Company sponsored by AAA. The Model T stopped by the AAA office in Cedar Rapids during the cross-country trip. The ten-millionth Model T was recently donated to the Museum of American Speed in Lincoln, Nebraska by the family of the late, Dr. Alan Hathaway.

The car previously was owned by Dr. Alan Hathaway of Davenport, who drove it across the country in 1974 and 1999 and died in 2016. His daughter, Anne (Hathaway) McAtee, is accompanying the car this year along with other family members. She loves how a trip like this not only helps people realize transportation history but brings generations together. Other Model T drivers/enthusiasts show up "and it's awesome." Centenarians at a nursing home saw the car and talked about how it reminded them of their childhoods.



The Jefferson Bee on July 9, 1924, covered the visit of the 10 millionth Ford car on July 3-4 there. The "kilties" were a seven-member Scottish band whose day jobs were as workers at the Ford plant in Des Moines. Clip from Advantage Preservation.



Photo by Anne Hathaway Mac at Youngville Station in Benton County, IA.

"It's like driving in a parade all the time and when you stop it's like a car show," said Mike Vaughn, one of the two drivers/mechanics/navigators popping across the country. Vaughn spent nearly every day for five months transforming the vehicle from museum piece to working car. If the part moves, he replaced it. Spokes on the thin wheels are made of hickory. The biggest concession to modernity was upping the battery capacity to 12 volts for a USB port. This car tops out at about 45 mph.

Shortly after starting its trip, the Model T had mechanical issues in Pennsylvania, and unlike in 1924, the nearest Ford dealerships don't have parts in stock. After repairs to the engine block, the car resumed traveling the Lincoln Highway, arriving in Iowa five days later than originally planned. The support trailer carries tires, repair tools, and oil for changes every 500 miles.



Nancy and Chuck Hathaway sit in the back seat of a restored 1924 Ford Model T at the AAA office in Cedar Rapids, Iowa, Wednesday, June 12, 2024. Chuck is the son of Dr. Alan Hathaway, who took the car on cross-country trips in 1974 and 1999. The couple rode in it on their wedding day. Photo by Jeff Morrison.

Mike Bender is the other driver/mechanic/navigator. He's spent half a century working on Model Ts and figures he's driven one in more than 30 states. A memorable part of the trip so far, he said, was meeting a 19-year-old so passionate about the old cars that he and his family waited three hours for the Model T to come by.

For those who aren't in a hurry, though, the Lincoln Highway still beckons.



Photo by Colo Historical Association



Don Spencer, a co-driver of the Model T on the 1974 and 1999 trips across the Lincoln Highway. Photo by Anne Hathaway Mac.

Iowa PBS: Road Trip Iowa



Join Iowa PBS in a new weekly travel series, Road Trip Iowa. Road Trip Iowa ventures across Iowa's scenic byways, historic sites, unique attractions and natural beauty from your couch! The Iowa Valley Scenic Byway was featured in Episode 107. Lincoln Highway will take the spotlight in Season 2.

Stay Tuned.



**National Trust for
Historic Preservation®**



With all of the restoration and preservation taking place in Iowa along the Lincoln Highway, it's certainly worth a click on the link to show our support here in Iowa to Congress. The letters are prepopulated to be sent as necessary.

Preservationists have long advocated for the Historic Preservation Fund (HPF), including funding for state and tribal historic preservation officers (SHPOs and THPOs) and several competitive grant programs that preserve, document, and exhibit America's richly diverse histories. These programs address a wide variety of preservation needs across the country and fund various types of work.

Each year, the U.S. Congress engages in a lengthy process to determine funding levels for every agency and program supported by the federal government, including the HPF. Members of Congress need to hear from us, their constituents, that the HPF is important and should be robustly funded. The critical work of the HPF has expanded and requires increased annual investment from Congress, so this year we are asking for \$225 million for the HPF. The annual funding amount for the program should reflect the ways in which it has grown to preserve the histories of more communities in America.

Reach out to your member of Congress today to encourage them to support \$225 million for the HPF in fiscal year (FY) 2025!

For more information visit: <https://support.savingplaces.org/>

**The James H. Andrew Railroad
Museum and History Center**
at the Boone and Scenic Valley Railroad

November 1 through May 22
Monday - Friday 10 am - 4 pm
Saturday Noon - 4 pm
Closed Sunday

May 23 through October 31
Sunday - Thursday 10 am - 4 pm
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**The next ILHA meeting
will be July 13, 2024 beginning at 9:30 am
at Nevada Senior Community Center**

The Senior Community Center is located at 1231 6th Street in Nevada, Iowa. It is on the north end of the City Hall parking lot. The meeting will begin at 9:30 am with a catered lunch. Please let Mary Helen Preston or Janice Gammon by July 5 if you'll be attending and so we can get your lunch preference.

Upcoming Iowa LHA Meetings

October 12, 2024

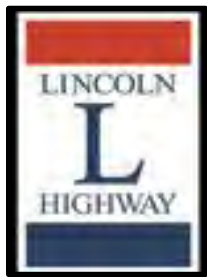
Location: TBD

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Iowa Lincoln Highway Association

Fall 2024 Newsletter | Volume 29, No. 3

President's Corner

Mary Helen Preston

As we welcome the crisp air and vibrant colors of fall, it's a perfect time to reflect on the beauty of our surroundings and the importance of our mission. The changing seasons remind us of the journey we're all on together, particularly in our efforts to advocate for the Lincoln Highway.

Outside normal summer activities, there were a number of significant events – Iowa PBS making its way across the Lincoln Highway filming and interviewing for their Season Two of Road Trip Iowa; then Big Boy No. 4014 chugged its way across the state traveling parallel to our beloved highway passing through and stopping in several of our towns.

We all know we AREN'T Route 66 but the Lincoln Highway is STILL significant in transportation history. This iconic route not only represents our rich history but serves as a vital connector of communities not only across Iowa but the nation. Bob and Joyce have been our cheerleaders since the Lincoln Highway Association began. Their advocacy along with others, Bob Owen, George and Ronald Preston and so many more have helped preserve its legacy, ensuring future generations can appreciate the stories and experiences it offers. Just look, Iowa PBS is going to air FOUR segments in 2025 about the Iowa Lincoln Highway!

We must keep the momentum forward. We must keep sharing our stories. We must preserve our history – orally and physically. Engage friends, family, and neighbors in conversations about the significance of the Lincoln Highway. Share our experiences, insights, and the history which makes the Lincoln Highway significant. Every story we share contributes to a broader understanding of why this highway matters to all of us.

It will take ALL of us to plan, execute and sustain the Iowa Lincoln Highway Association and its historical significance.

Thank you for your continued commitment to the Lincoln Highway – the Past, the Present and the Future.

Fall is the perfect time to get out and explore in day trips across the Lincoln Highway.

Ausbergers Receive Meritorious Achievement Award during Annual Award Banquet

In part from Summer 2024 LHA Forum

By Kay Shelton Kozak

Picture by Ed Kozak



Joyce and Bob Ausberger received the prestigious Meritorious Achievement Award and a standing ovation from those in attendance.

It is very possible there would not be a Lincoln Highway Association today without their volunteer work that began in Greene County, Iowa decades ago.

Over the years, the Ausbergers helped with numerous advocacy projects along the Lincoln Highway throughout Iowa. The Meritorious Achievement Award for 2024 is not the Ausbergers' first recognition and undoubtedly it will not be the last.

We second the comments above from Kay and the entire Lincoln Highway Association. Joyce and Bob have been integral in keeping the legacy of the Lincoln Highway alive – not just with their knowledge but orally and their commitment in saving places.

From all of us, Joyce and Bob
THANK YOU!

We are thrilled to announce the 2025 LHA Annual Conference

ALONG THE PLATTE & THE PLAINS

Ogallala, Nebraska | June 23-27, 2025

The Lincoln Highway Association Conference in 2025 offers a thrilling mix of history & exploration. You will visit iconic sites along the highway which reflect the rich history of the early pioneer trails, the bustling railroads, and the flavor of the "Old West". Experience the short lived and controversial "Colorado Loop" through the Platte River valley of Northeastern Colorado.



Plan to take part in either, or both, of these exciting events!
Stay tuned for more information.

Save the Date

Mission Statement

The Lincoln Highway Association shall identify, preserve, interpret and improve access to the Lincoln Highway and its associated sites, pursue the appropriate measures to prevent further deterioration, destruction or alteration of the remaining sections, publicize and seek public awareness of its goals and activities for preserving and developing the LH, facilitate research about the LH, and publish a magazine for articles and news of activity relevant to the LH, work with local communities and businesses to promote the LH as a tourism destination, and be exclusively charitable and educational within the meaning of the Internal Revenue Code.

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Stay in the Know!

Visit our website to read the minutes from our last meeting.
www.iowalincolnhighway.com/latest-news



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@LincolnHighwayHeritageByway

Iowa PBS: Road Trip Iowa



As mentioned in our last newsletter, Iowa PBS' Road Trip Iowa takes viewers across Iowa's scenic byways to enjoy our historic sites. In season two, Road Trip Iowa will feature four segments along the Lincoln Highway. Season two is scheduled for Spring 2025.

Iowa PBS crews have been making their way

across Iowa and have recently been sighted at Youngville Café, Preston's Station and in Jefferson.



Pictured left to right: Iowa PBS at Preston's Station; above right Youngville Café and below in Jefferson speaking with Experience Jefferson Executive Director, Matt Wetrich.



As we learn when the segments will air, we will let everyone know so be sure to watch our Facebook page.

Annual Dues

Iowa Lincoln Highway Association dues are \$15.00 annually. You may pay up to three years. Make checks payable to Iowa Lincoln Highway Association. Please send membership info and payment to:

**ILHA
P.O. Box 224
Grand Junction, IA 50107**

If you have any questions, please write to the above address or contact:

Membership Coordinator – Dean Parr
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As you know, postage continues to increase and being a nonprofit, we want to make certain we are fiscally responsible with our funds and want to become more environmentally friendly, so we're starting to make a shift in how we distribute our newsletters. We need your assistance to help us reduce costs and ensure you receive timely updates as we work toward are transitioning to email-based newsletters.

We are fully aware not everyone has an email or is willing to share BUT we kindly ask that you provide us with your current

email address so we can include you in our digital mailing list. By doing this, you'll receive our newsletters more quickly and help us cut down on printing and mailing expenses.

Please reach out to Dean Parr at drparr51@gmail.com with your preferred email address by November 1. If you already receive the newsletter by email, there's no need to respond.

Thank you for your support and understanding. We look forward to continuing to keep you informed.

Lincoln Highway Bridge at a Crossroads

Jennifer Morrison from Between Two Rivers

The iconic Lincoln Highway bridge in Tama will have to be replaced in some manner, but the exact strategy has yet to be decided. The Tama City Council held a work session August 14 to review options.

The tug-of-war between the 1915 bridge's status on the National Register of Historic Places and the need to have Fifth Street as a truck route has been complicated by the extremely bad condition of the concrete deck. The original rehabilitation plan is no longer feasible.

Council member Emily Babinat asked, *"Basically at this point there's no way to keep the bridge functional and keep it historic at the same time?"* Tim Monson of engineering firm Shuck-Britson said that was correct. Monson said that based on previous discussions with the council, *"the thought of moving forward with something new was the preferred option."*

"It's a historic bridge right now, and we're going to take that away," Monson said. Possibilities that were discussed included repairing as is, constructing a new bridge with or without the side rails, replacing the bridge with a box culvert, or bypassing it altogether.

Work on the bridge began April 15 but stopped soon afterward. Tama resident Charlie Betz wrote about the bad news in an April 25 Facebook post:

"The Lincoln Highway bridge is likely beyond repair. They removed 6 inches of blacktop off the bridge decking to get to the concrete bridge span. It was then they started finding trouble. The decking itself is 18-inch-thick concrete and in a couple of the test sections they've dug down 12 inches and not found any good concrete."

The city council had expected the work to be completed in 90 days. Four months later, the bridge remains unfinished and impassable, and there are concerns about the prolonged closure of the road.

Kelli Scott with Snyder & Associates said Monday that the city has probably spent around \$200,000 so far between engineering and construction. Moving forward requires choosing between state and federal funding. Either has a significant time frame. Federal funding would require proving that there are no feasible alternatives to replacement, including rehabilitation without affecting the historical integrity of the bridge. Scott said Snyder's recommendation was to get federal funding and modify the structure.

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Council member Larry Thomas said something needed to be done fast and asked about building a new road alongside Fifth Street, which would require property acquisition. Jerome Hatlewick with Shuck-Britson said existing funding could not be used for a reroute of Fifth Street and a reroute would stop any work on the bridge. In addition, he said, good concrete still would be needed in order to make the 1915 structure a pedestrian bridge.

Council members and engineers discussed the possibility of combining the best parts of the two rails to make one rail for display in the nearby roadside park. That would be more economically feasible than preserving both, Hatlewick said. Relocating the rails eliminates the possibility of using a \$50,000 grant from Prairie Rivers of Iowa via the Iowa Department of Cultural Affairs. The rails could be retained as part of a new bridge, but the pieces would need to be stored safely during construction.

Repairing the bridge with the existing abutments means the issue would have to be revisited in 20 years, Scott said. Tama Mayor Brian Hanus, who was sworn in last week, said that would be *"just putting a Band-Aid on it, it's not fixing it. ... There's been too many Band-Aids."* Rehabilitation still means starting over with the entire process, a year at minimum, and reconstruction would likely take two years, Scott said.

The bridge is not wide enough for current standards. Trucks and farm machinery repeatedly have struck the rails. Council members discussed what the city could do to better block off the bridge and not have a significant drop-off in the roadbed at the site while waiting for any future work.

The last major rehabilitation of the bridge was in 1987. The current round of work was first discussed in 2014. Over the next five years, money was raised through donations from local residents and organizations, historic preservation groups, and the Department of Cultural Affairs, with the Iowa Department of Transportation committing to covering the remaining cost.

Three bids for work on the bridge in October 2021 came in between double and quadruple the original estimate of \$150,000. The first round was invalidated and the second had no bidders, the Tama-Toledo News-Chronicle said in February 2022.

The third round of bidding was shifted from the local to the state level as a federal-aid swap application. The DOT included the bridge project in its October 2022 letting. Boulder Contracting had the lowest bid in that round, at \$349,040, and the others were substantially higher.

Due to the bridge's inclusion in 1978 on the National Register of Historic Places as a transportation structure, there are many restrictions on the type and scope of work that can be done while preserving that status. Babinat pointed out that any change to the bridge's footprint would endanger its place on the register.

However, Babinat also said later in the meeting, *"We're out of duct tape."*



Photo by Jonathan Meyer
Times Republic

The James H. Andrew Railroad Museum and History Center
at the Boone and Scenic Valley Railroad

November 1 through May 22
Monday - Friday 10 am - 4 pm
Saturday Noon - 4 pm
Closed Sunday

May 23 through October 31
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As you travel along the Lincoln Highway be sure to stop in Grand Junction to visit the Museum, Lincoln Highway Garden and the Green Gable Cabin.

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Big Boy No. 4014 Travels Across Iowa

In August, the Union Pacific Railroad announced the "Heartland of America Tour" with Big Boy No. 4014. The tour started in Cheyenne, Wyoming, and crossed nine states: Arkansas, Colorado, Illinois, Iowa, Kansas, Missouri, Nebraska, Oklahoma and Texas. The eight-week tour concludes in late October.

From Jennifer Morrison's, *Between Two Rivers* article "The Iowa-Illinois portion of Big Boy's 2024 trip followed trackage that was originally part of the Chicago & North Western Railroad and closely parallels U.S. Highway 30 and the Lincoln Highway. Its public stops were in Carroll, Belle Plaine and Grand Mound. Those stops doubled as service periods, since the world's largest operating steam locomotive requires a high degree of maintenance."



LIFE Magazine Archive
Photographer, Dmitri Kessel

Below photo: David Jordon, Facebook Post

From Union Pacific's Big Boy No. 4014 webpage, "Twenty-five Big Boys were built exclusively for Union Pacific Railroad, the first of which was delivered in 1941. The locomotives were 132 feet long and weighed 1.2 million pounds. Because of their great length, the frames of the Big Boys were "hinged," or articulated, to allow them to negotiate curves. They had a 4-8-8-4 wheel arrangement, which meant they had four wheels on the leading set of "pilot" wheels which guided the engine, eight drivers, another set of eight drivers, and four wheels following which supported the rear of the locomotive. The massive engines normally operated between Ogden, Utah, and Cheyenne."

Big Boy No. 4014 was delivered to Union Pacific in December 1941 and retired in December 1961, having traveled more than a million miles in its 20 years in service. Union Pacific reacquired No. 4014 from the RailGiants Museum in Pomona, California, in 2013, and relocated it back to Cheyenne to begin a multi-year restoration process. It returned to service in May 2019 to celebrate the 150th Anniversary of the Transcontinental Railroad's Completion.

Some may have been lucky enough to spy Jay Leno in Denison.



Big Boy near Belle Plaine
Photo below by Tina Lynn, Facebook Post

I was lucky enough to see Big Boy in Cedar Rapids in 2019 and again as it came through Belle Plaine in September. Everyone always has pictures of the Big Boy's locomotive thought the caboose deserved recognition.



The Ames Tree

Ann Rezarch – Facebook Post



I want to share a bit of a different post with you. I live in Ames. The Lincoln Highway is now Lincoln Way in Ames.

On the corner of Lincoln Way and University Avenue is

what is known as The Ames Tree. It's the most beautiful sycamore tree ever. The whole town cherishes this tree.

I was born in Iowa but lived in California as a child. We traveled the Lincoln Highway every year in the early and mid 60's to visit Iowa and my grandparents.

I had this mini cajon drum created to recognize that road, those memories, our tree and my home.

Photo by
Bradley J. Grete



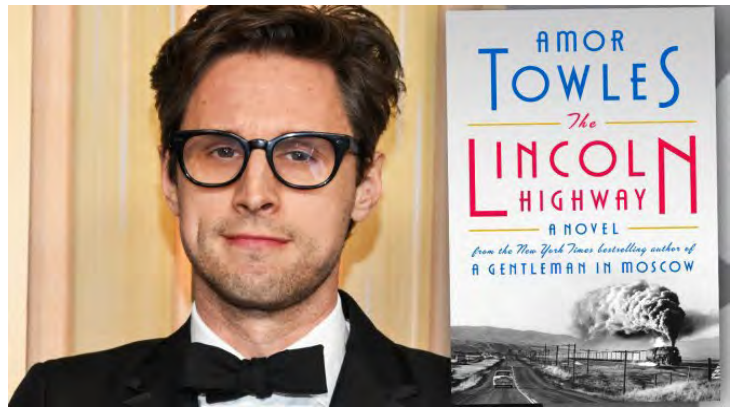
Warner Brothers to Produce new film "The Lincoln Highway"

Paul Gilger – Facebook Post

The Bear creator Christopher Storer has lined up a big feature project at Warner Bros: the big-screen adaptation of Amor Towles' *The Lincoln Highway*.

The New York Times bestseller follows Emmett Watson and his little brother Billy after the death of their father. They go searching for a new home with dreams of finding their mother in California. However, they are forced to take a detour when Emmett's friends escape from juvenile detention appearing on his doorstep with plans of their own.

The Lincoln Highway has been sold in 31 countries. This should bring new awareness to the Lincoln Highway.



Greetings from the 2024 Youngville Volunteers

Thanks for making it a great year!

Pictured below: Becki, Hugo, Stacie, Rachell, Nora, Lu, Mim, Jim, Elliot, Mike, Bruce, Doug and Jodi (not in photo).



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**The next ILHA meeting
is October 12, 2024 beginning at 9:30 am
at Greene County Historical Museum**

Greene County Historical Museum is at 219 E. Lincoln Way in Jefferson, Iowa. The meeting will begin at 9:30 am followed by lunch. Please let Mary Helen Preston or Joyce Ausberger know if you'll be attending.

Upcoming Iowa LHA Meetings

January 11, 2025 via Zoom

Locations to be Determined

April 12, 2025

July 12, 2025

October 11, 2025

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Iowa Lincoln Highway Association

Winter 2024 Newsletter | Volume 29, No. 4

President's Corner

Mary Helen Preston

As I sit and write the last President's Corner for 2024, I want to take a moment to express my heartfelt gratitude for your continued support and unwavering dedication to continuing our efforts to keep the Lincoln Highway legacy alive. Your involvement is important to promoting our mission and efforts.

Looking ahead to 2025, there is excitement for what lies ahead. Together, we will continue to preserve, protect, and promote the historical significance of the Lincoln Highway, ensuring its story remains alive for generations to come.

While we've made great strides, there is still much work to do. The journey to raise awareness and educate the public about this iconic route is ongoing. With your help, I am confident we will continue to make meaningful progress in the coming year.

Just a reminder, we must keep the momentum moving forward. We must keep sharing our stories. We must preserve our history – orally and physically. Engage friends, family, neighbors and communities in conversations about the significance of the Lincoln Highway. Share our experiences, insights, and the history which makes the Lincoln Highway significant. Every story we share contributes to a broader understanding of why this highway matters to all of us.

It will take ALL of us to plan, execute and sustain the Iowa Lincoln Highway Association and the Lincoln Highway's historical significance.

Thank you for your continued commitment to the Lincoln Highway – the Past, the Present and the Future.

I look forward to achieving even more together in 2025 and beyond.

Wishing you a joyful and prosperous New Year!

Jeff Benson Family Iowa Lincoln Highway Endowment



A fund is established at the Story County Community Foundation to assist in funding of the Jeff Benson Family Iowa Lincoln Highway Endowment.

This fund was set up by Jeff's loved ones who wanted to honor his memory by utilizing an innovative program to give back to the Iowa Lincoln Highway Association, which he was passionate about and reflected his values.

This is an Endow Iowa fund, allows Iowa taxpayers to take a tax credit equal to 25% of a gift in addition to the normal federal deduction for charitable gifts.

To donate you can click the link provided here [Jeff Benson Memorial Form](#).

Please direct donation questions to the Story County Community Foundation by calling (515) 232-9200 or emailing storycounty@storycountyfoundation.org.

Please mail donations to:
Story County Community Foundation
P.O. Box 1666
Ames, IA 50010

Ever thought about driving a significant portion of the Lincoln Highway with a group of friendly people who love driving the old highway? If so, June 2025 will be your chance! The Lincoln Highway Association will be organizing an auto tour from Joliet, Illinois to Cheyenne, Wyoming June 17 – 26. This tour is tied to the Lincoln Highway Association's annual conference in Ogallala, Nebraska June 23 - 27.

What does this mean for Iowa? The Middle Third Tour will be coming through Iowa! Let's show what "Iowa Nice" is all about and the pride we have as Lincoln Highway Association communities.

Mission Statement

The Lincoln Highway Association shall identify, preserve, interpret and improve access to the Lincoln Highway and its associated sites, pursue the appropriate measures to prevent further deterioration, destruction or alteration of the remaining sections, publicize and seek public awareness of its goals and activities for preserving and developing the LH, facilitate research about the LH, and publish a magazine for articles and news of activity relevant to the LH, work with local communities and businesses to promote the LH as a tourism destination, and be exclusively charitable and educational within the meaning of the Internal Revenue Code.

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Stay in the Know!

Visit our website to read the minutes from our last meeting.
www.iowalincolnhighway.com/latest-news



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As you know, postage continues to increase and being a nonprofit, we want to make certain we are fiscally responsible with our funds and want to become more environmentally friendly, so we're starting to make a shift in how we distribute our newsletters. We need your assistance to help us reduce costs and ensure you receive timely updates as we work toward transitioning to email-based newsletters.

We are fully aware not everyone has an email or is willing to share BUT we kindly ask that you provide us with your current

email address so we can include you in our digital mailing list. By doing this, you'll receive our newsletters more quickly and help us cut down on printing and mailing expenses.

Please reach out to Dean Parr at drparr51@gmail.com with your preferred email address. If you already receive the newsletter by email, there's no need to respond.

Thank you for your support and understanding. We look forward to continuing to keep you informed.



Our own Artist in Residence, John Fitzsimmons from Boone County with signs he reproduced for installation at Red's Station in Montour.

Did you know, John does NOT use a stencil? Yes, that's right he free hands the reproductions. Great job, John.

Photo by Joyce Ausberger

Help us preserve a Legacy

While the Station appears to be structurally sound, the improvements, restoration and preservation planned are urgent, so this slice of Americana history is preserved. While we've made progress, there is still much left to do to preserve a story which began over 100 years ago. We have a master plan outlining necessary steps to achieve total restoration **BUT WE NEED YOUR HELP!**

Your support is critical to continuing Preston's legacy for generations to come. If we don't save our history now, it will be lost forever.

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Four-lane Highway 30 finally connects Ames, Cedar Rapids

Expressway across six counties was 60 years in the making

Jennifer Morrison

Now that Thanksgiving, the traditional end to Iowa's construction season, has come and gone, it's time to reflect on a big highway milestone that passed with zero fanfare. In fact, its exact date could have gone unknown had the author not been driving to Des Moines at the right moment.



On October 15, the final restrictions were lifted on U.S. Highway 30 in western Benton County. A 142-mile-long segment between Ogden and Lisbon is now an uninterrupted four-lane road. It's been a long, long time coming — six decades, as a matter of fact.

A 16-minute movie from the Iowa State Highway Commission in 1960 was a key component in the state's public relations strategy for a critical section of U.S. 30. From Ogden east to Iowa Highway 330, the rural highway had not been changed since original

18-foot-wide paving in the Lincoln Highway days. A concrete railroad overpass just east of Nevada dated back to 1923. (It would not be replaced until 1973. A narrow underpass a couple hundred yards away remains to this day.) While we now can appreciate the wide array of car makes and colors in the film, the volume of traffic was an important visual aid to pushing for an all-new road that skirted Ogden, Boone, Ames, Nevada, Colo, and State Center. At the time, the proposed relocation was mostly two lanes.

The campaign worked. By the end of 1964, an all-new road existed along the 55-mile corridor except, ironically, for the highest-traveled segment: Lincoln Way through most of Ames. This segment got bogged down in an argument among the Highway Commission, the city, and Iowa State University on whether, and where, to build an exit south of the university. At one point the plan for the U.S. 30 freeway did not include the single most important entry/exit point for Iowa State events. Although by 1966 the kernel of the idea of the Iowa State Center had been planted, Elwood Drive was "presently a gravel road" (Ames Tribune), Hilton Coliseum would not open for another five years, and the football stadium for another four years after that.

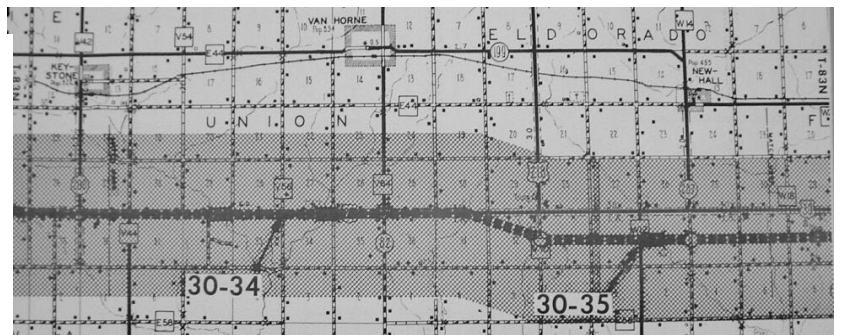
The Ames bypass would not be finished until nearly a decade after the rest of the new road had opened — fall 1972. Wrapping up the connection on the west end was prolonged after weather delays including the blizzard of April 8-10, 1973.

Through the turn of the century, only about a third of the 100 miles between I-35 and I-380 were upgraded, mostly south and west of Cedar Rapids.

The Highway Commission laid out a comprehensive plan in 1968 envisioning a full statewide network of freeways and expressways — and then the 1970s happened. A substantial percentage of the 1968 network would not be built until between 1994 and 2008 — and then the Great Recession happened.

Midway through that latter time span, a projected funding shortfall put U.S. 30 on the back burner. Other long-awaited corridors received priority instead.

If the state's plan from 1999 had been carried out, the gap from Marshalltown to U.S. 218 would have been closed by 2005 and finished in eastern Linn County shortly thereafter. Instead, it took until 2024.



Above - Photograph of a page from a May 1968 plan shows a proposed four-lane U.S. Highway 30 in eastern Benton County that would have dipped half a mile south of the existing road. When U.S. 30 was upgraded to four lanes east of the U.S. Highway 218 junction in 1992 and 1999, it followed the existing road instead. To the west, in the segments opening in 2024, the four-lane is just a few hundred feet south of the original.

"It's been more than 10 years in coming, but the Iowa Department of Transportation has marked the beginning of the Highway 30 Mount Vernon/Lisbon bypass project. ... Many project specifics — such as cost and the exact bypass route — won't be determined for some time. Construction is at least five years away.

Cedar Rapids Gazette, August 27, 1999



Tama County's "Bohemian Alps" before four lane Highway 30.
Photo by Prairie Rivers of Iowa

The final section had to cut through Tama County's Bohemian Alps. These rolling hills are why the Lincoln Highway originally dipped southward to Belle Plaine. It made for a scenic drive whenever you weren't trailing a semi, but that wasn't often.

This segment of U.S. 30 has a relative rarity for Iowa travelers: 45 miles and no gas stations (or restrooms). The route had once been peppered with them, including the historic Youngville station, which was at risk of being demolished in the 1990s but has been preserved. Cedar Rapids Gazette columnist Dave Rasdal wrote about the lack of stops in 1994. The gas station at the Luzerne corner (County Road V44) closed a few years after a manager was shot and killed there. Today, for a fill-up visible from

the highway, there's nothing between Toledo and southwest Cedar Rapids.

The dream of a full four-lane U.S. 30 across Iowa refuses to die. In the last legislative session, there was a bill that took a non-nuanced approach to make the Iowa Transportation Commission "prioritize" the road and "expand all portions of the highway ... until the entire length of the highway is made up of four-lane divided roadways."

The new U.S. 30 can serve as a relief route for I-80 and provide a smooth ride from Cedar Rapids to Ames or Des Moines. The entire corridor provides drivers with a hassle-free trip...

...until the Iowa DOT puts at least one and maybe up to three roundabouts on the south side of Boone.

Lincoln Highway | FIND Iowa

Iowa PBS Episode – July 10, 2023

Fun Investigating New Discoveries (FIND) Iowa from Iowa PBS Education encourages students in grades 2-5 to virtually investigate our state through the use of immersive and interactive learning content. The content provided throughout each theme provides inquiry-based learning resources, aligned with Iowa Core science and social studies standards. Additional resources are provided for teachers and parents to encourage deepening of children's understanding of the topics. iowapbs.org/findiowa.

You can watch the Lincoln Highway episode featuring Joyce Ausberger here
<https://youtu.be/MrN82w1Xtxw>.

The James H. Andrew Railroad Museum and History Center
at the Boone and Scenic Valley Railroad

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The Lincoln Highway in Iowa Explained

Iowa Lincoln Highway Association Facebook

Why do I see posts from the *Lincoln Highway Heritage Byway - A National Scenic Byway*; *Lincoln Highway Association*; *Iowa Lincoln Highway Association* and others? What is the difference? Just like the road itself, the Lincoln Highway has many different forms.

The Lincoln Highway Association was formed in 1913 to promote an improved route from New York to California. The Association disbanded but reformed in 1992 to preserve the story. Many States formed their own Chapters after this time. In Iowa, we have the Iowa Lincoln Highway Association.

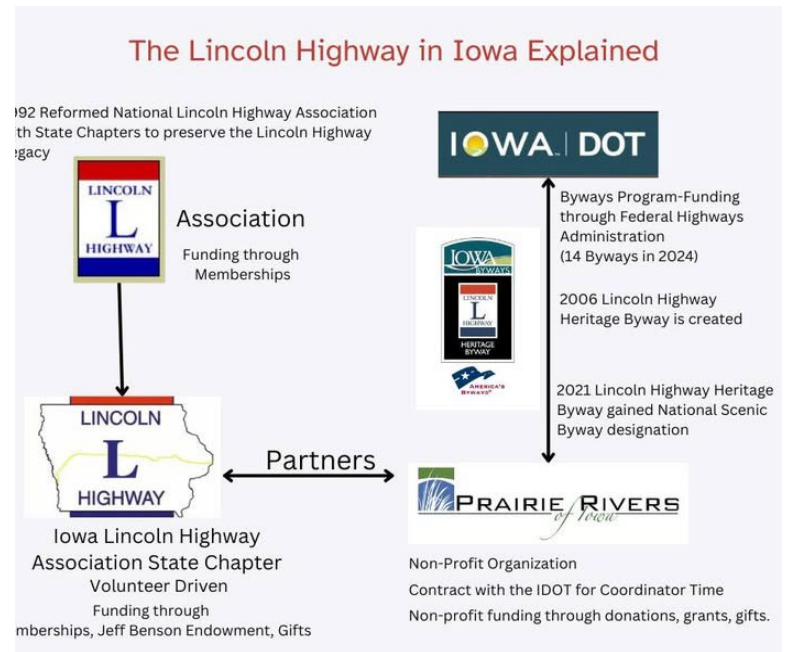
Timeline of activities:

1991 - the Intermodal Surface Transportation Efficiency Act is passed creating the Federal Scenic Byway Program administered by the Federal Highway Administration through the states. This is a voluntary program, with some states not participating.

1993 - Iowa Byways program is created. Byway coordinators are contracted to non-profit or tourism entities. Coordinators' time is reimbursable through this program.

2006 - Lincoln Highway Heritage Byway is created. Prairie Rivers of Iowa contracts with the IDOT for coordinator time.

2021 - Lincoln Highway Heritage Byway is recognized as a National Scenic Byway.



Today, the Lincoln Highway Heritage Byway-A National Scenic Byway, the Lincoln Highway Association, and the Iowa Lincoln Highway Association, and other Lincoln Highway state chapters, byways or road enthusiasts work together, separately, on a common goal to keep the road's history, culture, and communities thriving.

There you have it. Hope this helps.

Annual Dues

Iowa Lincoln Highway Association dues are \$15.00 annually. You may pay up to three years. Make checks payable to Iowa Lincoln Highway Association. Please send membership info and payment to:

**ILHA
P.O. Box 224
Grand Junction, IA 50107**

If you have any questions, please write to the above address or contact:

Membership Coordinator – Dean Parr
(319)366-0552 or
drparr51@gmail.com

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Jefferson, Iowa Chosen Semifinalist

*Jefferson Matters & Lincoln Highway Heritage Byway – A National Scenic Byway Facebook Posts
Main Street American Website*

Jefferson is one of eight Main Street organizations across the United States that has been named a 2025 Great American Main Street Award semifinalist for its Jefferson Matters initiative. Jefferson was selected as a semifinalist for “excellence in fostering preservation-based revitalization efforts in their historic downtowns and commercial corridor districts through the Main Street Approach.” (from Main Street America website).

Jefferson Matters focuses on promoting economic growth driven by their cultural and historic assets. They are committed to supporting multicultural families, providing opportunities across all income levels, and fostering welcoming spaces for LGBTQ+ people. *Jefferson Matters* works to improve the community in many ways, including facilitating historic building improvements, sponsoring historical plaques and tours, implementing downtown design improvements, and providing financial and technical assistance for startups and small businesses.



Vibrant rooftop murals attract thousands of visitors to Jefferson's Mahanay Bell Tower for a unique view of the town. Photo by Matt Wetrich

Recently, a new focus on public art has transformed the community. The organization's rooftop mural initiative draws visitors to Jefferson's Mahanay Bell Tower to enjoy a spectacular view. When the pandemic caused the closure of a large software development office, *Jefferson Matters* knew they needed to pivot. They reallocated funds and worked with local leaders to build a strategy focused on the arts, resulting in new businesses and studio spaces, alleyway improvements, public art installations, and events. By emphasizing art downtown, they have filled vacant spaces and positioned their district as a destination for authentic cultural experiences.

Well Done, Jefferson!!! We're rooting for you.

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As you travel along the Lincoln Highway be sure to stop in Grand Junction to visit the Museum, Lincoln Highway Garden and the Green Gable Cabin.

201 East Main St.
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**The next ILHA meeting
is January 11, 2025 beginning at 9:30 am
via ZOOM**

A conference line will be set up through ZOOM for this meeting with the link emailed to Consuls and Officers. If you are not a Consul or Officer and wish to join, please notify Mary Helen Preston (mary@prestonsstation.com) and she will provide you with the link. If you are unable to join through your computer, you can join by phone. You will need the dial-in number and code.

Upcoming Iowa LHA Meetings

April 12, 2025

Locations to be Determined

July 12, 2025

October 11, 2025

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