

Along the Lincoln Highway



The Newsletter of the Iowa Lincoln Highway Association
Spring 2005 Volume 10 Issue 1

Iowa Nominates LaFollette New State Director.

The re-organized Iowa LHA has only known two State Directors in its 13-year history, but a third will assume the post in June.

Jeff LaFollette of Dixon is currently Clinton County Consul and Vice President for the Iowa LHA. He was nominated by the Iowa Board of Directors (County Consuls) at the Winter 2005 meeting, and his name goes on the ballot for consideration by the national membership this spring.

A State Director's tenure in office is mandated to run a maximum of two consecutive 3-year terms, and Paul Walker's second term will expire this year. Walker took over the State Director helm from charter Director Bob Ausberger in 1999.

LaFollette worked actively last year painting the LH tri-color on poles in Clinton county, and is engaged in a project to save the historic 1920's Syracuse bridge and turn it into an interpretive LH site.

Jeff's experience includes serving on the board of directors of the Route 66 Association since 1996 and as its president from 1999-2004. Jeff also organized the Illinois Route 66 motor tour from 1998-2001 and attended Route 66 national conferences from 2001-2004. He also was on the committee that created the Route 66 Corridor Preservation Program, currently being implemented by the National Park Service. Jeff attended those planning meetings in Oklahoma City, OK in 2000 and Albuquerque, NM in 2002.

Jeff is also vice-president of the St. Patrick's Cemetery Board in Big Rock, Iowa and also currently serves on the city council in Dixon, Iowa. Let's all congratulate Jeff on his nomination as Iowa State Director! L

LH Symposium April 16th in Linn County.

Linn County, Iowa, has a treasure running through it! Our nation's first transcontinental highway, 1913-1928, touched four of our cities: Lisbon, Mt. Vernon, Marion and Cedar Rapids.

Mark your calendar! You are invited to join us for our Lincoln Highway Symposium Saturday, April 16, 2005, beginning at 9 a.m. and lasting through the afternoon. This special event is an outgrowth of the Linn County Historic Preservation Commission.

We will be hosted at the Carl and Mary Koehler History Center building at First Avenue and 6th Street SE, Cedar Rapids. Attendees will enjoy feature presentations by Drake Hokanson, popular speaker and author of *The Lincoln Highway, Main Street Across America*; Carol Ahlgren of the National Park Service; other Iowa Lincoln Highway Association dignitaries Lyell Henry, Van Becker and more.

This is a free all-day event. A light lunch is planned to be available on site. The Linn County Board of Supervisors as well as the cities of Lisbon, Mt. Vernon, Marion and Cedar Rapids have endorsed this event. L



**Have Spare Tire,
Will Travel.**

Van and Bev Becker's Have Spare Tire, Will Travel alternates with Jeff LaFollette's Between the Rivers.

* * *

Let's start by cleaning the desktop while the news is still timely.

Regular readers will recall our ongoing efforts to draw a connection between the Lincoln Highway and the early days of radio. Long-time Iowa Lincoln Highway member Tom Farland shares my enthusiasm for vintage radio. He recently sent the following email. There is one very familiar name that LH enthusiasts will surely recognize. I share Tom's email here for your interest and enjoyment."

Yesterday I got a bunch of tubes and stuff consigned to me for eBay, including a '1926-1927 Radio Station Directory and Trouble Finder,' published by Roth-Downs Mfg. Co. of the Twin Cities. I was pleasantly surprised to note the following entry on p. 28: Call sign WABX was registered to Henry B. Joy in Mt. Clemens, Mich. and was listed as 500 watts on a wavelength of 246 meters. Let's see, I'm supposed to know how to do this.. uh ...well...if I did the figuring right, that would have been roughly 1220 kilocycles. [kcs]

"So a little further research at www.michimedia.net/history/am.html shows that the station was licensed to Joy in December, 1923 on 1110 kcs. Then, by June 30th, 1925, he was on 1220 kcs with 150 watts, but was gone by the following June. Apparently he didn't last until the big shake-up in '28 when so many stations were forced off the air.

"In the late 60's the call WABX resurfaced for a time and became locally famous as an 'underground' FM rock station, again in Michigan. Now it's apparently an FM classic rock station in Evansville, Indiana."

* * *

Patience now — this one *does* relate to the Lincoln Highway.

This year's Super Bowl was...well, a football game. But one of those \$2.3-million-per-half-minute TV commercials really rang a bell.

Volvo made a big advertising splash with their new high-performance sport utility vehicle Model XC90 V8. They claimed it was "powerful enough to send you to SPACE!"

Hmmm... The ad had great graphics and eventually told the viewer how to "LAUNCH your chances to win." OK, if you won the space flight, it will be a sub-orbital flight with Virgin Galactic on a commercial passenger-carrying spaceship. Volvo is still running the TV ads months after the game.

Let's see...Buy a product, win a trip into space. Sound familiar? This gimmick has been used before... *long* before. Think little red signs.

**FREE—FREE
A TRIP
TO MARS
FOR 900
EMPTY JARS**

Burma Shave

Arliss French of Appleton, Wisconsin seized upon the Burma Shave challenge. He presented his 900 empty jars and was ready for the vacation of a lifetime. The Burma Shave people—with much publicity—sent Frenchy and his wife to Mars, Germany (pronounced Mars, spelled Mörs—near Dusseldorf). With a big radio and newspaper photographers' send off, a great time was had by all!

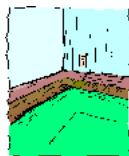
* * *

Good News! Early spring has found the Mt. Vernon Road Business Association again placing Lincoln Highway banners along Mt. Vernon Road where the LH enters Cedar Rapids from the east. What a sight! Three dozen banners stretching for blocks! Tom Glanz of the MVRBA says there are about eight more yet to place. The group is mounting their new banners to the poles with 4" lag bolts instead of the old "radiator clamps." Hats off! Looks great!

* * *

Our beloved 1928 markers keep popping up. In late February, '05, another 1928 marker appeared on eBay. The seller was located somewhere in north-central Iowa. The top portion of the marker looked great with the medallion intact and colors bright, but the post was short—broken off above the bury-line notch.

The seller did not know the original location. There were 16 bids that topped out at \$1,676, however the reserve price was not met and the marker went unsold. Wow! One marvels at the stratospheric reserve price, but also at the obviously elevated market value placed on markers. What would an intact post have garnered? L



The President's Corner

by Bob Stinson.

Here it is, time for my second President's Corner message and it seems like I just wrote the last one. It is said that time flies when you are having fun, and I must agree. It has been fun serving as President of this organization and I look forward to the remainder of my term. Time will certainly fly as the date for the 2006 LHA National Conference approaches. We all need to be working on our tasks assigned at the last Directors' meeting. We have the perfect location and the finest group of folks in the LHA. With that combination, I am confident it will be great.

I would like to take a moment to send a sincere happy birthday wish to one of the nicest ladies I have ever known. Norma Berns' 80th birthday is April 1st. She is a tireless worker and proponent of the Lincoln Highway. She has a vast knowledge of Carroll County history and can speak with authority on the LH as well as many other topics. She may even know where some of that Templeton Rye is stashed! Her sweet spirit and cheerful disposition brighten every Lincoln Highway meeting. May God bless you on your birthday, Norma and may you have many, many more.

I hope everyone is making plans to attend the ILHA meeting and tour coming up on Saturday, April 9th. It's shaping up to be a good one. Always personable Jeff La Follette will lead us on a tour of the Lincoln over in his neck of the woods. Personally, being a Jefferson Highway boy from Des Moines, I have not spent much time exploring our highway in the eastern part of Iowa, so I am really looking forward to a new adventure in Clinton County.

Also on the program is *The Man from Utah*, Rollin Southwell. Rollin will give a presentation on the Fisher Pass Monument. He will also share the knowledge he has gained in putting on a national conference.....boy, we can use some of that, huh!

Finally, I just want to say that I never cease to be amazed by the genuinely nice people who share our passion for the Lincoln Highway. I was in Ames a couple of weeks ago and had some spare time, so I stopped by the Iowa Department of Transportation Library to do some research for my Jefferson Highway road guide project. I was finally able to put a face with the voice on the phone when I finally got to meet Hank Zalatel in person.

I received a warm welcome and we enjoyed a lengthy conversation. He graciously located all the information he had on the Jefferson, some wonderful historic artifacts, and allowed me to copy all that was of interest to me. He also presented me with a copy of a great, old Iowa highway map from the 1920's.

This man has done a tremendous service to all of us who revere history in his efforts to preserve the history of transportation in Iowa. If not for his diligent work, a huge piece of Iowa history would probably have ended up in the dumpster. If you are in Ames, stop by and take a look at his vast collection and tell him "thanks" for his efforts.

That's all for now. See you on April 9th.

Happy Highways,
Bob

See YOU on the Lincoln Highway! This issue's new members..

Bob and Margaret Blumenschein Omaha, NE
 Carroll Chamber of Commerce Carroll, Carroll Co. ^L
 City State Bank (Corporate) Ogden, Boone Co. ^L
 Farner-Bocken Company Carroll, Carroll Co. ^L
 Carl Johnson Hillside, IL
 Donald Johnson Cedar Rapids, Linn Co. ^L
 Junction Bar & Grill (Fred & Pam Thorpe)
 Grand Junction, Greene Co. ^L
 Thomas G. Lynch Jefferson, Greene Co. ^L
 Rebekah Marsh Ames, Story Co. ^L
 John and Joan Niland Colo, Story Co. ^L
 Niland's Cafe Colo, Story Co. ^L
 Gary Paarman DeWitt, Clinton Co. ^L
 Robert Palmer Caledonia, MI
 Dean Soenksen Cedar Rapids, Linn Co. ^L
 Dorothy Thrush Catlett, VA
 John and Dorothy Zimmerman Scranton, Greene Co. ^L

^LIowa Lincoln Highway County

Ramblings Along the Lincoln Highway.
Minutes of the Winter 2005 Iowa LHA Meeting
Watson's Grocery / Community Center
State Center, Iowa
8 January 2005.
Submitted by Su Aros, Secretary.

Twenty-four ILHA members gathered at Watson's Grocery in State Center for refreshments and visiting (coffee and meeting room arrangements compliments of **Catherine Noble** and **Jeff Merrill**; juice and pastries furnished by Carroll County – **Norma Berns** and **Su Aros**, and Iowa cookies provided by **Phyllis Stewart**, Story County). The group adjourned next door to the community center (under renovation) where **Bob Stinson**, in his first appearance as president, convened the meeting with the rapping of the gavel at 9:40am.

Motion was made, seconded and carried to accept the minutes of the October 9, 2004, meeting published in the Winter 2005 ILHA Newsletter with one correction to the header info – North Warren Fire Station is in Des Moines [*ed. regrets the error*].

Treasurer's Report

Stinson gave the Treasurer's Report in Joyce Ausberger's absence. Checking account balance: \$2,038; investment account balance \$4,306.41

Membership Report

Membership Coordinator **Cecil Stewart** announced nine new members added through July-Sept., 2004, plus another 5 or 6 in the last quarter. However, ten members dropped from the National membership list due to unpaid dues. Dropped-member list to be sent to Consuls for follow-up. The option of joining the Iowa association for \$10 as opposed to the \$30 national membership dues should be promoted as an option to lapsed memberships. The 336 names on the Iowa mailing list includes national and state memberships in addition to complimentary members.

State Director's Report

Paul Walker proclaimed 2007 annual Lincoln Highway Association conference will be held in Ft. Morgan, Colorado.

National Mapping Committee requests an Iowa representative. Paul to get answer to the suggestion that the state be separated into sections with volunteers (route experts) solicited by section.

President's Report – Bob Stinson

Stinson states that privilege of serving as this group's president for the next two years, including the hosting of the annual 2006 conference in Cedar Rapids, is appreciated and looked forward to.

All county consuls are to work with local county officials to determine interest and cooperation in marking the route, where it runs on county highway right of ways, utilizing LHTP historic route signage (12x18 metal signs). At the county level will bring us closer to getting the balance of the state marked, with the ambitious goal of completing this in time for the 2006 LH conference in Cedar Rapids. Details for payment of the signs will be addressed at future ILHA meetings. Thanks to Bob Owens for his accomplishments in marking the route in Greene County!

In addition to the Lincoln Highway, there are many other old "named" highways of interest in Iowa for members to explore.

Business Meeting

Bill Smith (new member present from Greene County) and Van Becker will pursue interest in a Ham Radio Operators-sponsored LH promotional event (similar to a Route 66 Association event in 2004) and will report back at April meeting.

Keith Whitlatch welcomed back as the new Cedar County consul. Keith's email is kwhitl1601@aol.com.

Iowa LHA State Director nomination: Motion made, seconded and carried to nominate **Jeff LaFollette**. Paul Walker's 3-year term expires in June 2005; LHA by-laws mandate maximum two consecutive three-year terms. After national election results in June, ILHA will address a replacement for the office of VP/President-elect that Jeff currently holds. Jeff to write a 150-word bio (due to Su by January 31) for the state director ballot that will be included in the Spring 2005 LH Forum.

2006 National LH Conference – Cedar Rapids. **Walker** presented an overview of planning that has been done to date, detailing all aspects of the conference and outlining the various positions and duties. Paul will issue a separate report on this activity, documenting suggestions, action items and members who volunteered to take on various responsibilities. **Mike Kelly** shared video clips, which are planned as part of the Iowa conference promo video to be shown at the Ely conference. Paul will also be meeting with county and community officials to discuss and plan for the 2006 Conference bus tours coming through their towns.

County Consul Reports

Clinton – Jeff LaFollette. Clean-up continues, weather permitting, on the Calamus bridge area. A Heileman's beer sign, which was part of the now defunct Ants Roadhouse, was found in the public area near the bridge and rescued by Jeff. Jeff and Annette look forward to hosting the April meeting/tour in De Witt.

Cedar – Keith Whitlatch. Old county jail restored and turned into a museum. Old canopied gas station under restoration. Keith has an old Colonial bread sign in his collection. Working with the local Lions Club on how to leverage both groups for some co-promotion efforts. Looking forward to hosting the October meeting in Cedar County.

Tama – Allan Richards. Downtown Tama mural re-painted/touched up. King Tower has new owners. Annual Lincoln Highway Bridge festival May 20/21, 2005. July ILHA meeting will be held east of Tama in a new winery. Ron Preston offered 2006 conference support from Belle Plaine historical organizations.

Marshall – Cathy Noble. Construction continues on the "Main Street Office." Help with ideas for a LH interpretive site for this building would be appreciated. The Artist Studio Tour in October had a good response. An old grocery store in New Jersey has offered its contents to Watson's Grocery. What they have would fill all the shelves in Watson's!

Story – Jeff Benson/Margaret Elbert. Nothing new to report.

Boone – Joe Moore. LH signs (from Greene County inventory) installed on bridge over Des Moines River. Photo on cover.

Greene – Bob Owens. 12x18 metal LH signs (purchased from LHTP) installed along the old route. Met with county engineers re the Eureka Bridge. Check out the new web site: Lincoln Highway Scenic Byway – Greene County, Iowa: www.freewebs.com/30byway/ Wonderful pictures of historic sites along the highway in Grand Junction, Jefferson and Scranton. Restoration of the Star Motel in Grand Junction continues with Ralph Miller leading the effort.

Carroll – Norma Berns. Wittrock's Motors, owners of the historic building and former Lincoln Highway control station, still looking for buyer. The old restored train depot is being considered as a new location for the Carroll Chamber of Commerce with a tourism center. **Su Aros** reported on a call she received from Bob Blumenschein, a LH member from Omaha. During the conversation he shared that he was one of the Boy Scouts who installed markers along the route back in 1928. His two markers were in Ontario, Iowa near Ames. Mike Kelly to call Bob for an interview.

Crawford – Position open.

Harrison – Elaine Ehlert telephoned her report to Bob. Elaine's LH display is available for the 2006 conference. The Historic Corridor group is restoring the Watson/Coop Garage in Woodbine.

Pottawattamie – No report.

The meeting adjourned at 12:40pm. Several attendees enjoyed lunch at Niland's Caf  in Colo.

*Su Aros, Secretary
Iowa Lincoln Highway Association*

We're Having a Conference and You're Invited!

*by Su Aros,
ILHA Secretary and Passionate Conference Participant.*

Planning your 2005 Vacation? Why not Ely, Nevada and the Annual LHA Conference, June 7-11, 2005?

Let the LHA conference organizers do the work for you. You'll see sites in the Old West you would never have visited! Promotional materials for the Ely conference state: "Enjoy the benefit of traveling back in time without the impediments of large cities, shopping malls or heavy traffic to hinder the traveler from experiencing the sights of this vast expanse. The beautiful basin and range diorama that define portions of Nevada were a daunting experience for the early traveler. Much remains the same as the first travelers on the Lincoln Highway experienced - dirty, rough and dusty. The original rules for the LH traveler still exist - "extra water, tires, food."

The planned tours include traveling over unpaved roads covering the 1915 to 1930 LH routes; a stop in Eureka, an old mining town that maintains the of yesteryear with lunch in the Opera House; a ride on the Ghost Train of Old Ely. Seminar topics include the Midland Trail, the Victory Highway, and LH Beautification.

As members of the LHA, whether it be for Iowa membership, your support the Association's efforts to, promote and mark the highway and help educate the general public about the highway and the historic sites along the way are appreciated. Attending the annual conference is a great way to meet other LH enthusiasts from across the country. The motivation gained from this experience begs the question "Why would members NOT attend?"

Conference registration details were issued with the winter issue of *The Lincoln Highway Forum* which national LH members receive. Details including registration forms are available at www.lincolnhighway.com. **The form and payment must be postmarked by May 4, 2005.** We have a note or an email and information will be sent your way, should you not have access to either option mentioned.

Please seriously consider being part of the Iowa delegation supporting the LH 2005 conference in Ely! L

Next time you are traveling the west end of U.S. 30 in Iowa, take a chance and cross the railroad tracks into the town of Woodbine. Once you motor over the Boyer River and Rock Island Line, your tires will be bumping along the longest stretch of original brick Lincoln Highway in Iowa.

Part of Woodbine's charm are the four canopy gas stations that are still part of the town's landscape. Two are still functioning service stations — one has been restored by our Historical Corridor Committee and the other is to become home to a new business fittingly named Brickstreet Station.

Brickstreet Station is a new travel stop for Woodbine and a source for Lincoln Highway merchandise and memorabilia. The Scichilone family, longtime residents of Woodbine, has a passion for old things as well as for travel, and they've put the two together to preserve a building and the nostalgia of days gone by.

When you come to Brickstreet Station you will find 1940-1950's gas station signs, lights, and the original canopy structure with some modern conveniences. Inside you can shop for gifts, souvenirs and novelty items and browse maps and review local and regional travel information. Enjoy an old-fashioned Coke or cup of coffee and share your stories of

the Lincoln Highway.

Grand Opening is Memorial Day weekend. Open Mon-Sat 9-5, Sun 11-4. Call Andrea Scichilone Reisz at 712-647-3030 for more information, or visit their website www.brickstation.com. L

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(County Consuls),
and Staff.

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Along the Lincoln Highway



The Newsletter of the Iowa Lincoln Highway Association

Volume 10, Number 2

Summer 2005

Search Underway for *AtLH* Editor.

The Iowa LHA newsletter you hold in your hands is in need of a new editor. Paul Walker, in his tenth year as editor of *Along the Lincoln Highway*, has decided to step down. The state association is looking for someone who will carry on the traditions of the quarterly journal, providing a mix of personal stories and contributions from the Iowa membership with reprints from highway-related and history-related publications.

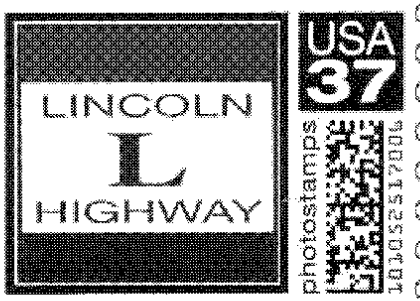
The Iowa newsletter is actually a team effort: the Iowa County Consuls as a group are obligated to submit one article per newsletter. In addition, two of the Consuls have alternating feature columns, and the newsletter is the official forum for minutes of ILHA meetings.

As with every post of the nascent Iowa Lincoln Highway Association, Bob Ausberger was the first newsletter editor, circulating his own brand of home-spun type-written LH news in the early 90s as the organization took its first steps. Walker volunteered to take over those duties starting in January 1996, and since then the newsletter has been published four times a year in its current format.

Along the Lincoln Highway is the most widely distributed state-affiliated LHA publication, so the new editor is expected to support the current membership base while reaching out to an even broader audience in a drive to increase numbers. The

(Newsletter Editor, Continued on page 4)

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 DESTRUCTION OR ALTERATION OF THE REMAINING SECTIONS, PUBLICIZE AND SEEK PUBLIC AWARENESS OF ITS GOALS.



AND ACTIVITIES FOR FURTHERING AND DEVELOPING THE LH. FACILITATE RESEARCH ABOUT THE LH AND PUBLISH A MAGAZINE OF ARTICLES AND NEWS OF ACTIVITY RELEVANT TO THE LH. WORK WITH LOCAL COMMUNITIES AND BUSINESSES TO PROMOTE THE LH AS A TOURISM DESTINATION AND AN EXCLUSIVELY CHARITABLE AND EDUCATIONAL WITHIN THE MEANING OF THE INTERNAL REVENUE CODE.

You Can't Lick Lincoln Highway Postage.

In 2004, the U.S. Postal Service authorized Los Angeles-based company Stamps.com to sell customized self-adhesive postage stamps featuring photos submitted by consumers, in addition to the regular postage it has been selling to corporate clients since 2000.

In the first market test lasting just two months, customers bought 2.75 million stamps of varying denominations and submitted 83,000 images. People turned their favorite baby and puppy pictures into custom postage stamps.

One of the 83,000 images was a Lincoln Highway logo in patriotic red, white and blue, submitted by the Iowa LHA and used for state and national correspondence; the finished product in black-and-white is at left. The response to a Lincoln Highway postmark was quick and widespread, usually expressed in "Where can I get those Lincoln Highway stamps?" Unfortunately the test ended before many LHAers were able to place an order.

Now the U.S.P.S. has given Stamps.com the go-ahead to bring back the custom stamps for an additional year of testing. They went on sale May 17th.

Following the market test, the Postal Service drew restrictions on the kinds of images that can go on stamps: no celebrities, politicians, world leaders or con-

(LH Postage, Continued on page 7)

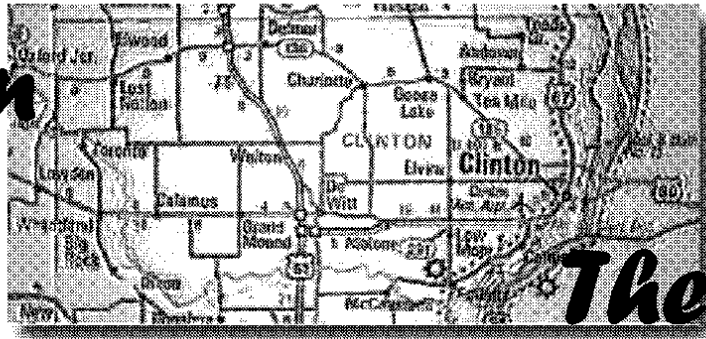


www.lincolnhighwayassoc.org

IOWA LINCOLN HIGHWAY ASSOCIATION
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Between

BY JEFF LAFOLLETTE,
CLINTON COUNTY
CONSUL.



The Rivers

..and then some

Everyone knows that the Lincoln Highway's eastern terminus is in New York. But, if prior to 1913 the Lincoln Highway traversed the towns of Ringwood, New York, Chancy and Vandenburg, would you believe you were in Iowa, let alone Clinton County?

Let the truth be known - these are communities no longer on maps, but were early settlements in the current city limits of Clinton and Clinton County, and were so named until the last domino, Lyons, fell in 1895, creating the current outline of the city of Clinton.

Everyone has seen a postcard of the Lyons-Fulton High Bridge which was opened in 1891 and demolished in 1974. At the site of the old Bridge there is a stone marker commemorating Elijah Buell who settled Lyons in 1835. One year after the founding, another small community sprung up down river. A man named Joseph Bartlett settled on the site, named New York. New York was a fledgling community and would probably still be a small hamlet if not for a bit of geographical good luck.

Lyons was incorporated in 1837, and was named in honor of Lyons, France. Around 1840, New York was a town of a few cabins, two stores, a tavern and a mule or two, while Lyons was becoming a booming mill town with its own ferry service and recognized for its lumber potential.

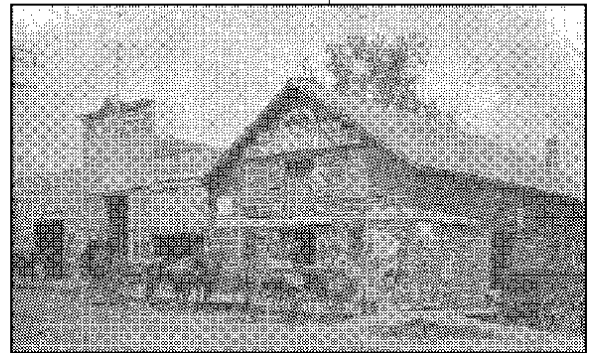
Also in 1840, Clinton County was organized with the community of Camanche, downriver from Lyons and New York, established as the first county seat. Clinton County was named for the two-term governor of the state of New York, DeWitt Clinton, who was also the promoter of the Erie Canal.

In 1841, the county seat was moved to a town in the center of the county. Vandenburg was established as the county seat by a petition of the Territorial Legislature. Had it been around in 1841, the Lincoln Highway would have left New York and gone west to Vandenburg.

In 1844, Vandenburg would be renamed DeWitt to further honor DeWitt Clinton. A new courthouse would be constructed in 1853, cementing DeWitt's hold on the county seat. By 1847, Lyons had a population of 4,000 and was a prosperous community with a grain and flour mill, a ferry service across the Mississippi River, and lumber resources just beginning to be tapped, while New York changed very little during those years. All that was about to change with the advent of the railroads.

By 1852, the Chicago, Iowa and Nebraska Railroad—forerunner to the Chicago and Northwestern—was contemplating where to cross the Mississippi. Since Lyons already had rail service to the west, it seemed logical to connect Fulton with Lyons, but this is where the story turns.

After studying where to plat the railroad bridge in 1855, the "C.I.&N." announced a change in their plans: the railroad would cross the river at Little Rock Island adjacent to New York, with the island providing firm ground for the bridge over a fairly long section of the river, thereby saving on construction costs. That same year, the Iowa Land Company bought Joseph Bartlett's New York settlement and renamed it Clinton. From that date on, Clinton began to grow rapidly and prosper. 1855 also marked the "unofficial" date of the feud between Lyons and Clinton. Folks in Lyons felt that Clinton stole the railroad from them.



1856—Becker Wagon and Buggy Works
at 250 Main Avenue, later Lincoln Highway.

(Between Rivers, Continued on page 6)

Ramblings Along the Lincoln Highway.

*Minutes of the Spring 2005 Iowa LHA Meeting
Community Historical Society,
DeWitt, Iowa.*

9 April 2005.

Submitted by Su Aros, Secretary.

Jeff and Annette LaFollette greeted the 38 attendees at the ILHA Spring meeting in DeWitt. The eastern Iowa location made it convenient for LH enthusiasts from Illinois (Albany and Moline) and Wisconsin to also attend. Special guests included **Jo Ella O'Connell**, DeWitt Chamber of Commerce who welcomed the group to DeWitt and encouraged a visit to the downtown area time permitting; **Ann Soenksen**, Director of the Museum; and **Rollin Southwell**, National Director at Large from Salt Lake City. President **Bob Stinson** called the meeting to order at 9:30 a.m.

Motion was made, seconded and carried to accept the minutes of the January 8, 2005 meeting as published in the spring newsletter.

Treasurer's Report

Joyce Ausberger reported a balance of \$2,808 in checking and \$4,519 in the investment account. Attendees were invited to inspect the income/expense ledger. Joyce handed out LH logo decals for consuls to place in business storefronts and car windows. LH brochures were also available. The Iowa 2005 Biennial Report for an Iowa Nonprofit Corporation was filed. Silos and Smokestacks newsletter circulated; note that this organization is a funding resource. Activity is progressing with the Iowa DOT relative to signing the 1928 route, with Jeff Benson representing the LH.

Membership Report

Cecil Stewart reported that 340 copies of the Spring newsletter were printed. This quantity covers the LH membership in Iowa - both national and Iowa-only members.

State Director's Report

Due to term limits, this was **Paul Walker's** last State Director's report. The Secretary noted that all national LH members will receive the voting ballot in the Spring 2005 issue of The Forum for the new Director **Jeff LaFollette** is the Iowa nominee to replace Walker.

President's Corner

Stinson reminded the Consuls of the challenge to sign county roads. The LH Trading Post will offer discounts for any substantial metal sign quantities ordered.

Business Meeting

- Walker informed the group that the National Membership Secretary position is open. If interested, Paul will secure more details.
 - The LH Heritage Corridor group of western Pennsylvania has porcelain LH signs available at \$19 plus shipping.
 - After 10 years as editor of the Iowa newsletter, Paul is resigning after the Spring 2006 issue. A replacement is needed.
 - A Lincoln Highway Symposium (free) will be held April 16 starting at 9am at the History Center in Cedar Rapids hosted by the Linn County Historic Preservation Commission.
 - A suggestion by Jeff LaFollette for a 2007 Motor Tour Event across Iowa was of interest to attendees.
 - Rollin Southwell presented a report on the history and progress of plans for the Fisher Pass Monument in Utah. The ILHA has made a \$500 donation. Individual donations are still welcome. For more information, email Rollin at rollin.southwell@pgrimes.com.
 - For the 2005 Ely Conference Rollin showed samples of the badge lanyard and matching earrings he will have for sale. Raffle tickets for "Model A" replicas were also available.
 - Action item for guest **Marlou Bitcon**, sister of Carroll County Consul visiting from San Jose, CA: investigate the alternate LH route down and around the peninsula (through San Jose).
- ### *Update - 2006 National LH Conference*
- Budget: Suggestions from Rollin Southwell (organizer of the Ely 2005 conference) included setting a policy/budget for invited speakers - pay for registration and travel costs. Factor in flyer and registration form copy costs.
 - Website: Rollin received a grant to establish the Ely Conference web site. It can be continued for the Cedar Rapids conference.
 - Funding: Tourism groups have money. Approach them with "can you help us?"
 - Promotion: Get the local Chambers of Commerce involved.
 - Paul distributed copies of the proposed brochure for distribution/promotion at the Ely conference. Suggested 150 copies for all conference attendees. The brochure was approved by members present at the meeting.
 - A survey for Ely attendees will be completed by Paul Walker/**Su Aros**, the purpose of which is to solicit attendee feedback on what they like, suggestions for improvement at future conferences. Survey to be distributed and collected during annual meeting at Ely.

(Ramblings, Continued on page 4)

(Ramblings, Continued from page 3)

- **Mike Kelly** continues with video preparation for Ely to promote the Cedar Rapids conference. DVDs of the video will be handed out in Ely in addition to the brochures.

County Consul Reports

Clinton - Jeff LaFollette. Pole-painting to resume soon. Checking into volkswalks.

Cedar - **Keith Whitlatch**. The Lisbon Historic Preservation Group signed up as a new member. Highway 30 Coalition member, Paul Crock of Mechanicsville, may speak at the October ILHA meeting.

Linn - **Van/Bev Becker**. The city of Cedar Rapids will be extending 18th Street SW through the Shady Acres Motel in the fall of 2005. Depending on the plans, one or two cabins might be able to be saved, or it may be completely demolished. Take your photos *soon*.

Benton - Mike Kelly. Youngville annual meeting next week. Café and Farmers' Market to resume operation in mid to late April. No progress on catching whoever torched the cabins. Discussing restoration of the Tipper cabin. Also have a 1928 marker for the Youngville site - concern over how to protect it from vandals. **Ron Preston** notes that the garage is mentioned in the book "Iowa Curiosities." Call Ron for garage tours.

Tama - **Allan Richards**. Money is available for repainting the mural and to redo the inside of the King cabin. Hope to have that completed for 2006. LH Bridge Festival parade entries - call Ron Cory to get on the list. Preparations underway for the July ILHA meeting - John F. Ernest Winery.

Marshall - **Catherine Noble**. Absent; no report.

Story - **Jeff Benson/Margaret Elbert**. **Lyell Henry** reported that two round gas signs hanging at the gas station at Niland's corner were stolen. Replacement signs to be made by prison inmates. Possibly Bob Stinson.

Boone - **Joe Moore/John Fitzsimmons**. Absent; no report.

Greene - **Bob Owens**. **Kenny Russell/Joyce Ausberger** reported LH Grand Junction signs made the front page of the Jefferson newspaper. Bob Owens signed up 4 new members last week. Eureka Bridge / Danger Hill Area - consultant meeting Tuesday, April 12, 7pm at the Jefferson courthouse. Joyce solicited support letters from the ILHA to the Iowa DNR for the approval of a proposed establishment of a Eureka Woods State Preserve in Greene County.

Carroll - **Norma Berns**. Wittrock's building still for sale.

Crawford - consul position vacant.

Harrison - **Elaine Ehlert**. New business - Brick Street Station (tourist shop) - opened on Lincoln Way in Woodbine in the old Hickey gas station. Elaine plans to display LH memorabilia. Woodbine Historical Corridor leading efforts for roof restoration, trim and paint for the garage. A Logan photography studio gave old negatives to the Harrison Genealogy Society of parades on their brick street. **Kathy Dirks** reported that the Conservation Board has been holding a \$350K grant which will be applied to an interpretative site if decision made to move forward. Kathy took a supply of LH brochures to distribute at the State Welcome Centers meeting in Waterloo this coming week.

Pottawattamie - **Brent Ford**. No report.

The meeting adjourned at 11:55am.

A buffet lunch was served at Steven's Candlelight restaurant followed by a bus tour of Clinton County LH sites, including the gravel section from Grand Mound to Calamus; LH marker at Elmer Ketelsen's home (great to have Elmer on hand); a close-up look at the canopied gas station/restaurant (now private home in Calamus) and cabin (now pet house) in the backyard; pony truss bridge west of Calamus where Jeff and Annette have spent many hours sprucing up (surprise! LH sign posted by the Becker's just for the tour); walk along the abandoned road berms in the Wapsi wetlands and brushing away dirt and leaves for a better view of 1921 LH concrete; steel and concrete bridge piers and finally a stop on a hill to view LH alignments - the old and the new.

All along the tour the fresh pole-painting job was very evident! Thanks again to Jeff and Annette for hosting an interesting and informative ILHA get-together.

*Respectfully submitted by
Su Aros, Secretary*

(Newsletter Editor, Continued from page 1)

newsletter layout is in Microsoft Publisher, but the new editor is not obligated to continue this format. However, proficiency with a personal computer is required, as well as email capability, and he or she must be a member of the LHA. Interested parties should contact ILHA President Bob Stinson at (515)287-5199.

Walker will vacate the position officially in March 2006. **L**



The President's Corner

By Bob Stinson,
ILHA President

As I write this President's Corner message, you folks who attended the LHA National Conference in Ely, Nevada will be on your way home. I hope you had an enjoyable time, but then whenever we spend time on our beloved highway, we always seem to enjoy ourselves. Sorry I was unable to attend but I need to save my vacation time for a trip to visit my oldest son later this summer. We haven't seen him in over a year and I don't want his son to forget what grandpa looks like!

I received some exciting news from Jeff Benson recently. We may be realizing a goal that was near and dear to my little ol' heart—the official marking of the Lincoln Highway across Iowa. Details as of this writing are few and the project has yet to be finalized but Jeff reports that the Iowa Department of Transportation is involved and it should be similar to the fine marking system used in Illinois. Let's hope it can be completed in time for our conference.

Speaking of the 2006 conference, that's about one year from now. The next board of directors meeting in Tama will be largely devoted to the conference and it's planning. I ask that all of us who took on an assignment related to the conference have a report of our progress to present at the meeting. Let's make sure we are all on the same page with our preparations so it all comes together smoothly in 2006.

This next item is one that is very sad and difficult for me. By now, most of you will have heard the distressing news about our dear friend and LHA member, Norma Berns. This sweet lady was diagnosed with a brain tumor a while back and is currently undergoing treatment. I corresponded with her recently, and she maintains her gentle spirit and positive outlook. Let's all keep this dear lady in our prayers and ask for a speedy and full recovery.

I hope to see you all in Tama. Happy Highways,

Bob

Corridor Management Plan Provides a Path.

By Jeff Benson,
Story County Consul.

You may remember reading or hearing about that Lincoln Highway study conducted by the Iowa State University Department of Landscape Architecture and the Iowa Department of Transportation. You may have seen a presentation about it at one of the Lincoln Highway Association meetings in the past few years. The project, called the "Iowa U.S. Route 30-Lincoln Highway Corridor Management Plan," is now complete and has become the basis for new ways to plan and design road projects in Iowa in this corridor.

The Federal Highway Administration, Iowa DOT, and State Historic Preservation Office are completing what is called a "Programmatic Agreement." Based on the Corridor Management Plan, this agreement allows road engineers and planners flexibility to vary from "the standards" as they determine how to maintain and improve some of the road segments that are part of an historic Lincoln Highway route in Iowa. The need to stick to "the standards" has often been a stumbling block when the Lincoln Highway Association and other local citizens have been involved with such road projects. The Programmatic Agreement combines good highway design principles with good historic preservation principles to promote more creative ways to keep highway users safe, while at the same time protecting the historic features of the Lincoln Highway, which is the reason some of those highway users are out there in the first place.

The Iowa DOT has invited representatives of the Lincoln Highway Association to meet with them this summer to learn more about this Programmatic Agreement. At this time all of the details are unclear, but it appears that the Iowa DOT is also working with Counties along the U.S. Route 30-Lincoln Highway corridor so that they might adopt this Programmatic Agreement, giving them greater flexibility for County road improvement projects and also easing some of their liability concerns.

In spite of all of the "improvements" of our modern age, the wheels of change in government seem to turn slowly, but these developments look very promising. We will keep you posted. **L**

Upcoming LHA State Meetings

July 9 '05	Tama
October 8 '05	Cedar County
January 14 '06	Story County
April 8 '06	Linn County (Coe)
June 13-17 '06	Nat'l Conference

(Between Rivers, Continued from page 2)

Growth in Lyons started leveling off while Clinton was growing to the north and west. Ringwood was a 260-acre piece of open country and duck ponds between the two, serving as a buffer in the area near what is now North 13th Avenue in Clinton.

By the late 1860's the population had increased rapidly along the Mississippi River compared to the center of the county. Calls to move the county seat to the population base were bantered about and by 1869 a vote would settle the issue of moving the seat from DeWitt to either Lyons or Clinton.

This is considered another chapter in the feud as news reports of the day described quite a contest between the two communities. Presidential contests reportedly were "tame and flavorless compared with the vote to move the county seat."

By a 511-vote difference, Clinton was chosen as the new county seat. 23 days later at a cost of \$3,200 a new 44'X52' courthouse was constructed and the rest is history.

A sidebar to the courthouse construction: There was talk that the bell from the DeWitt courthouse would be taken to Clinton when the county documents were moved, but in a midnight raid, public-spirited citizens of DeWitt took the bell from the tower and buried it in Elmwood Cemetery. The bell remained buried for more than a year, until a bell was needed for the Christian Chapel (now Grace Evangelical Lutheran Church). Those responsible for hiding the bell again made a midnight visit to the cemetery, and on the day of the church dedication the surprised congregation heard the familiar tones of the old courthouse bell.

Clinton continued to prosper, but with the railroad it was growing much faster than Lyons, thanks in part to the lumber industry shared by both communities. Clinton grew north as far as the boundary with Lyons, and continued its southward and westward expansion.

A small community known as Chancy was plotted to the southwest where the current U.S. 30 alignment flows past the rail yards and rail car shop of the old Chicago and Northwestern

railway. Chancy was named after wealthy lumberman Chancy Lamb, and was annexed into Clinton around 1894. One year later Lyons could not resist the inevitable and was annexed by Clinton, thus completing the growth of the little hamlet of New York, platted just 58 years earlier, with not much of a future until the steel rails made their way across Old Man River in 1855.

One may ponder that, in 1869, had the vote gone the other way we'd be talking in 2005 about the Lincoln Highway starting its eastern terminus at Lyons instead of Clinton.

Another sidebar: although Lyons became part of Clinton in 1895, the community retained some sense of individuality because of the old Lyons High School, which sat alongside the

Lincoln Highway for decades. The school kept its own identity until 1954 when the last class graduated. Thereafter, students residing in the Lyons area began attending classes at Clinton High.

Interestingly, 1955 was the last year that U.S. 30 used the old Lyons-Fulton High Bridge as its Mississippi River crossing. One-hundred years after

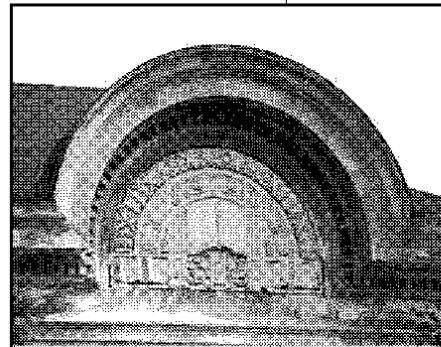
the railroad chose to cross at the site of old New York, the Iowa and Illinois DOTs built a new U.S. 30 bridge just a few hundred yards north of the rail crossing that opened one year later in 1956. If you cross the bridge and look south, in the river you can see the old railroad piers just south of the railroad bridge.

Without doubt, the greatest Lyons victory in the feud with Clinton was their claim to the Lincoln Highway crossing, with the bridge bearing their name, not the name Clinton-Fulton. **L**

Credit goes in part to the Clinton County Chamber of Commerce, "The History of Clinton County," "History of County Governments," and www.clintoncountyiowa.com.



1869—First Clinton County Courthouse.



Lyons High School façade.

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GREAT GRADES.

The Lincoln Highway Symposium in Cedar Rapids was front-page news in the last issue of *Along the Lincoln Highway*. The Cedar Rapids History Center, hosted the big event on April 19, 2005, on the original route of the Lincoln Highway.

The very successful event was planned by the Linn County Historic Preservation Commission and four Iowa LHA members were part of the program. Designed to raise awareness, the all-day symposium was attended by 60+ enthusiasts including Lincoln Highway Association members, county officials, Iowa DOT representatives, educators and history buffs.

Presenters included Drake Hokanson, Carol Ahlgren, Lyell Henry, Van Becker and representatives from the Iowa DOT. Lunch was authentic LH-era food – Maid Rites. With the show of interest and support demonstrated by this symposium, the Linn County Historic Preservation Commission can now return to concentrating on the Lincoln Highway route(s) through Linn County and installing interpretative kiosks at strategic locations. The Historic Preservation Commission Chairman reported that the Linn County Board of Supervisors was pleased and impressed.

Iowa Lincoln Highway Association literature was plentiful and strategically placed near the coffeepot.

A big thank you to all of you who attended! **L**

(LH Postage, Continued from page 1)

victed criminals. In addition, nothing obscene, offensive, menacing, or supportive of unlawful action "or otherwise objectionable" is allowed.

Clearly the Lincoln Highway doesn't fit any of the banned categories, so members are again welcome to show their LH pride by purchasing custom "PhotoStamps."

The stamps will still sell for more than face value: a sheet of 20 37¢ stamps costs \$16.99.

If you're wondering whether the Postal Service will treat them like government-issued postage, the Iowa mailings experienced no problems. In addition to a fluorescent-ink watermark, Stamps.com puts a unique bar code on each stamp which the post office can scan to verify legality.

To purchase custom stamps, go to the Stamps.com website and click on the PhotoStamps tab, then follow the instructions. The website will ask for an upload, so it is best to have a preferred image ready.

If you wish to use the Iowa tri-color, it will be emailed to anyone who asks. Please contact Paul Walker via email at walkerpaul@machlink.com. **L**

Summer Board Meeting Scheduled for Tama.

The summer board meeting of the Iowa Lincoln Highway Association is set for Saturday, July 9th, at the Ernest Winery at mile marker 207 on U.S. 30, two miles east of King Tower in Tama.

Although this is a board meeting, everyone is welcome. Meeting organizer and Tama County Consul Allan Richards will have coffee and donuts on hand from the local bakery. Early arrivers may convene at 9:00 am and at 9:30 President Bob Stinson calls the meeting to order.

The bulk of the meeting will be devoted to 2006 conference planning as well as efforts to mark the LH route across Iowa.

Following the meeting, lunch is arranged at Sweet Repeats on Hwy 63 in downtown Tama, 7 blocks west of Tama's famous Lincoln Highway Bridge. Lunch will run about \$7 with drink, and Allan reports that they serve excellent food. After lunch, Ron Cory should be on hand for a tour of the renovated King Tower cabin for those who want to take a look.

If any special arrangements are required, please contact Allan in advance of the meeting.

See YOU on the Lincoln Highway!

This issue's new members..

Central Community Historical Society, Ann Soenksen

Edward Clavert

Lincolnway Grille, Mellisa Smith

Lisbon Historic Preservation

Glen Peters

Andrea Reisz

Ken & Tish Wasulkao

Jack Watts

Calvin & Phyllis Whitmore

DeWitt, Clinton Co.^L

Jefferson, Greene Co.^L

Jefferson, Greene Co.^L

Lisbon, Linn Co.^L

Lisbon, Linn Co.^L

Woodbine, Harrison Co.^L

Mishawaka, IN

Grand Junction, Greene Co.^L

Moline, IL

Adding Iowa to their LHA membership...

Shelly Barron

Robert Jacoby

Steve & Alma Whitmore

Youngville Café Museum

Marshalltown, Marshall Co.^L

Ellington, CT

Albany, IL

Watkins, Benton Co.^L

^LIowa Lincoln Highway County

In This Issue...

Newsletter Editor Wanted! Lincoln Highway Stamps!

FIRST CLASS

IOWA LINCOLN HIGHWAY ASSOCIATION
P.O. BOX 14
OGDEN IA 50212



Along the Lincoln Highway



The Newsletter of the Iowa Lincoln Highway Association

Volume 10, Number 3

Autumn 2005

Iowa Legend Norma Berns Passes Away.

by Su Aros.

On August 12 the Lincoln Highway Association lost one of its biggest enthusiasts. Norma Berns, Carroll County Consul and my mother, lost her battle with cancer on that date. A tribute to Mom was written by Chuck Signs, reporter for The Carroll Today, a weekly Carroll newspaper, in its August 26 issue. I'd like to share some of what Chuck wrote:

"Norma was a teacher. Although this 1942 Carroll High graduate never received formal teacher education or a degree in history, she became one of the most effective and valuable teachers of history in Carroll County. Time and energy was found by Norma to be involved in a myriad of community activities including American Legion Auxiliary, Farm Bureau, Carroll Co. Genealogy Society, Carroll Co. Historical Society, CHS Alumni Association, Retired Senior Volunteer Program and of course, her beloved Lincoln Highway Association.

As eager to learn as she was eager to impart what she learned, Norma was an invaluable community resource.

Seen those red, white and blue Lincoln Highway signs around town and along rural roads showing the path our parents, grandparents and great grandparents took? They are there because of Norma. Norma worked tirelessly for

THE LINCOLN HIGHWAY ASSOCIATION SHALL IDENTIFY, PRESERVE, INTERPRET AND IMPROVE ACCESS TO THE LINCOLN HIGHWAY AND ITS ASSOCIATED SITES. PURSUANT TO 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.

her community. Through her leadership and countless hours of volunteer effort, Carroll County residents, including many children and young people, now have an appreciation for the Lincoln Highway.

I'm thankful for Norma. There was no better source of information for a journalist new to Carroll. A person's death always leaves a void. There is no escaping that. But Norma's contributions during her lifetime live on through those she taught. That is, if some of us do what she would expect and pick up the ball. There's a lot of unfinished business to take care of in Norma's absence, such as being responsible caretakers of the historic former Wittrock Motors building, currently empty.

The work of restoring and preserving the Lincoln Highway is just getting started, she would remind us. There are children eager for knowledge we can share with them about the history of their community. So let's get started."

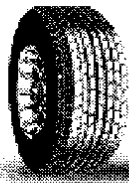
She touched so many lives in such a positive way. "Always a smile on her face," I heard countless times. Thanks to her I am one of those LH fanatics and proud of it.

I want to thank all of Mom's Lincoln Highway friends for their emails, cards, and words of support during Mom's brief battle with cancer. She may be physically gone from our association but as someone recently remarked, "I bet she's up there writing a LH story for the Angel Herald." **L**



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Have Spare Tire, Will Travel

By Van & Bev Becker

Those who attended the Iowa LHA board meeting at the John Ernest Vineyard east of Tama will recall Joe Moore showing off his latest Lincoln Highway finds. As the meeting adjourned, he proudly displayed a Lincoln Highway tire and LH letter opener. This brand of tire is rare; few survived the landfill. Joe, please bring it for show and tell at the next membership meeting.

There is more to this old tire story. While Bev and I were in Lyons (north side of Clinton) researching LH tourist camps, we paused at the edge of the Mississippi River where the old Lyons-Fulton Bridge was located on the Iowa side. Where was this tire company? We knew it was somewhere in Fulton, Illinois, on the other side of the Mississippi. We looked out to the east, but there was no 5-story light gray stone building on the horizon. The factory was nowhere to be seen, so we crossed the "new" bridge downstream and started our search.

We visited the tourism desk in Fulton's new windmill (Fulton was settled by Dutch immigrants.) We were directed to the Martin House, home of the Fulton History Society. There was a 1928 Lincoln Highway marker near the front porch—this had to be the place! There we found the answers we sought.

The main building of the Lincoln Highway Tire Company as shown in photos and on postcards was known initially as the Dement House. Built in 1855, the building was a whopper of a landmark in Fulton; 5 stories tall, including basement and measuring 96 X 110 feet with walls 23 inches thick. It was originally a luxury hotel with rooftop gardens where bands played. It cost \$100,000 for construction and \$40,000 to furnish—in 1855 dollars—WOW! The promoters of the hotel had hoped for railroad business from the Galena and Chicago Union Railroad; but before the railroad could even bridge the Mississippi, the hotel was forced into bankruptcy in 1861. The impressive stone building then became home to a succes-

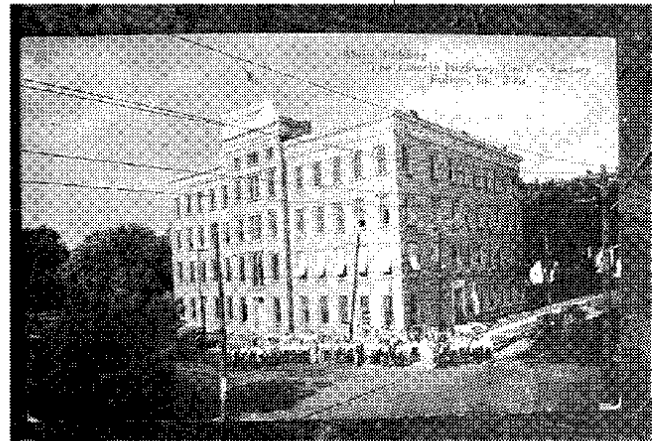
sion of colleges and military academies (1861-1911) and even played a role in Civil War training and rehabilitation.

In 1916-1923 the Lincoln Highway Tire Company occupied the fading stone structure with boilers and factory behind the office building. This structure often found on Lincoln Highway postcards was on the NE corner of 4th Street and 10th Avenue in Fulton. There is a brass plaque on a post near the corner commemorating the historic building. Today this is the location of Fulton's Post Office.

From a lavish hotel to tire factory, the structure was a real landmark on the Lincoln Highway—only a few blocks east of the Lyons-Fulton Bridge. Before being razed in 1934, the building also served as the home of a chicken hatchery and a filling station. The magnificent 23-inch stone blocks live on—they were moved to a state park in Savannah, Illinois and were used to construct shelters.

Yes, I know this is the Iowa LH newsletter and I'll surely get email—but, before 1934 you could see the LH Tire factory from the Iowa side of the river. We'll see the site, not the building, from the Iowa side during our 2006 Conference east tour.

The sharp eyes of a scrippophilist (lover of financial paper) can also find obsolete stock certificates for the Lincoln Highway Tire Company. These old certificates now are better



(Spare Tire, Continued on page 4)

Ramblings Along the Lincoln Highway.

Minutes of the Summer 2005 Iowa LHA Meeting

John Ernest Winery,

Tama, Iowa.

9 July 2005.

Submitted by Su Aros, Secretary.

Donuts and beverages provided by our host, Tama Consul **Allan Richards**, greeted the approximately 32 attendees at the ILHA meeting in Tama at the John Ernest Winery. **Bob Stinson**, President, called the meeting to order at 9:40am.

Motion was made, seconded and carried to accept the minutes of the April 9, 2005 meeting as published in the Summer 2005 ILHA Newsletter.

Membership Report

Six new members have been added since the summer newsletter was published, bringing total Iowa membership to 223. Iowa retains the highest headcount for LHA members. Ohio is second.

Treasurer's Report

Joyce Ausberger reported a checking account balance of \$2,701.83 and \$4,559.29 in the investment account. Membership brochures and map packs are available. Silos & Smokestacks organization is sponsoring a program in Maquoketa on July 19, 9am to 4pm. \$25/person. Content to include development of interpretive sites and outdoor exhibits.

State Director's Report

Jeff LaFollette reported that a film crew (State of Iowa film office) made their way across Iowa doing a film on the LH coast to coast highway - for the History Channel it is thought. The Board of Directors meeting minutes from the Ely annual conference were made available to members.

President's Corner

Bob Stinson was proud to report that he signed up one new member since the last meeting. The Fall meeting will be hosted by Cedar County Consul Keith Whitlatch and held at the B&B Restaurant in Clarence.

Business Meeting

* A certificate of appreciation plaque as outgoing Iowa State Director was presented to **Paul Walker** by **Van Becker** who accepted the award for Paul at the Ely annual conference.

* Election of a Vice President was tabled until the Autumn meeting. **Bob Stinson** to write a paragraph for the Autumn newsletter looking for an interested person. A replacement for **Jeff LaFollette**, who holds this position, is required since **Jeff's** election as Iowa State Director.

* IDOT Meetings: **Jeff Benson**

- The Scenic Highway application is under analysis. However, the DOT will work with the ILHA to sign the route across the state (pay and

produce the signs and give to counties to install). One route needs to be identified - **Jeff** proposes staying close to the 1924 route since most of it is paved. Each Consul to look at **Jeff's** proposal and send edits or approval to **Jeff**, as well as any historical sites that Consuls recommend for an historic directional sign. It was suggested that the sign template be similar to signage used in Illinois to provide consistency to travelers along the highway. A meeting in August with **Jeff Benson**, **Jeff L.**, **Van** and **Elaine Ehlert** will define the route.

- Corridor Management Plan. Since preservation sometimes conflicts with "good highway design," the IDOT will re-write the policy to allow highway designers to make changes. A draft of the re-write, called a Programmatic Agreement, will be sent to county engineers for review and adoption. The ILHA is also being asked to review - meeting late August in Ames with as many consuls as possible present. ILHA understanding of the proposed agreement will facilitate work with county board of supervisors.

- **Jeff B.** advised consuls to continue with ongoing signing, since there is no timeline for the IDOT project; pole painting should continue.

- Ideally the route will be signed in time for the 2006 National Conference. Mention of this conference to the IDOT might hasten the process.

2006 National Conference Planning

* Motion made, seconded and carried for a sub-committee of **Allan Richards**, **Lyell Henry** and **Van Becker** to meet and propose a plan for mini or side tours (e.g. Cedar Rapids cultural spots). Comment made that all Lincoln Highway related sites should be incorporated into the all-day tours as opposed to those sites being on a side tour.

* Conference Guidebook (**Paul Walker**). Tours will be laid out in a postcard format. Map packs would be available to attendees (at a cost) for additional detail

* Book Room (**Sandy Kelly**). Advised to contact **Russell Rein**, **Jess Peterson** for past experience and specific details relative to fees charged. A visit to **Coe** will determine how many tables can be accommodated. This room will be kept secure.

* Display Room (**Sandy Kelly**). This area is not secured and would be similar to a mini museum. **Elaine Ehlert**, **Lyell Henry**, **John Fitzsimmons** have displays for this area.

* Registration Form (**Jeff Benson/Margaret Ebert**, **Annette LaFollette**). Form is to be ready for inclusion in *Winter 2006 Forum*. When describing the dorm rooms, mention that this would be similar to Elderhostel accommodations.

* Transportation (**Van** and **Bev Becker**). The group agreed that 4 buses should be reserved. Deposit of \$100/bus is required. The association treasurer will be asked to write the check.

(Ramblings, Continued on page 4)

(Ramblings, Continued from page 3)

* **Off-Campus Lodging** (Van and Bev Becker). An \$85/night rate was negotiated with the Four Seasons hotel. Other hotels/motels will be mentioned. Attendees are on their own for making reservations at these facilities.

* **Communications** (Jeff L., Bob S.). Press releases will be ready within the next couple months and will be forwarded to Consuls for local publications; metro areas to be included. Good contact for TV and radio promos is Roger Reilly. Suggested that the DVD developed by **Mike Kelly** be sent to TV stations for possible use. Other states should be provided with these materials.

* **Food Service** (Bob S.). A Saturday breakfast should be included.

* **Decorations** (Annette L.). Joyce has LH logo'd plastic mugs that could be used for centerpieces; work to get flowers donated.

* **Grant Monies / Sponsorships** (Jeff L., Catherine Noble). Jeff reports first phase complete for Alliant grant of \$5,000 which would cover bus costs. Eastern Iowa Tourism to be asked for the maximum amount available. Use to cover production costs of program. Jan from Indiana is a good resource for other grant opportunities.

* **Name Tag Design** (Paul W.). Group suggested simple red or white or blue lanyards. Having a code on the badges indicating what that person paid for was discussed.

* **Polo Shirt** (Van/Bev). LH logo and an Iowa logo planned for front. The LH Trading Post will sell leftovers. It was asked if we could see a sample shirt at the Fall meeting.

* **Promotions/Conference Souvenir** (Joyce A.). For the welcome packets we could include booklets: Iowa's Main Street, Seedling Mile in Linn Co., Marsh Rainbow Arch Bridges, Ogden Walking Tours. The can of dehydrated mud was discussed as the souvenir - possibly use a fruit jar.

* **Keynote Speaker/Seminars** (Jeff B.). Look into a humanities grant to cover costs of a guest speaker if needed. Paul to send Jeff the Ely survey results of suggested seminar topics.

* **Survival Kits** (Bob S.). Include Kleenex, gum, moist towelettes, etc. Plan on 200 kits for each tour day. Pass out leftover kits on Saturday.

Consul reports were not made due to the lengthy 2006 conference planning discussions.

The meeting adjourned at 12:53pm.

Following the meeting...

Bob Owens announced that there will be a Lincoln Highway Quilt Show August 27/28 in Jefferson; proud that the LH was chosen for the theme of the show.

Joe Moore of Boone County shared some LH memorabilia - namely an automobile white wall tire (possibly for a 1932 auto) made by the Lincoln Highway Tire Co. and a letter open also with Lin-

coln Highway Tire Co. etched in the handle part (cost to Joe \$37.50) and a mint LH cigar box.

John Fitzsimmons, also of Boone County, displayed another of his sketches - a LH pole painting scene.

Chris Maakestad of Linn County shared plans to turn her family farmhouse on the LH outside of Cedar Rapids into a specialized restaurant.

Lunch was served at the Sweet Repeats restaurant in downtown Tama.

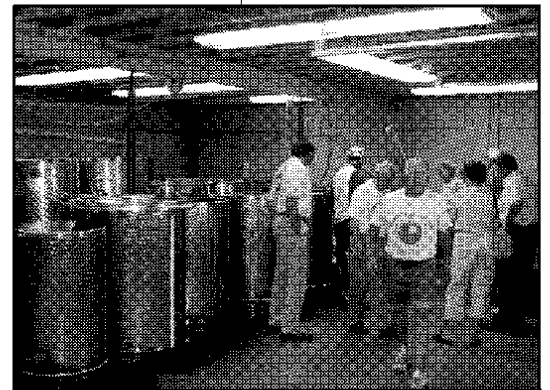
An antique store was part of the restaurant and provided the group with some good browsing. Joyce and Bob Ausberger couldn't pass up a LH cigar box - to the tune of \$35 - not in mint condition.

Bob and Lauraetta Metz opened up the King Tower cabin for the group to marvel in the progress made on the restoration. Half of the cabin houses the Mens and Ladies restrooms and showers. Furnishings are now planned for the other half of the building, which was thought to be the office for the original 18 cabins

Back to the winery for a tour of the facility and the wine making and bottling process ended the planned activities for the day. What a great success story for the family who joined together in building this business. Local support was evident when the people of the Tama community showed up to help bottle the wine. And the John Ernest Winery became the newest member of the ILHA. **L**



Tama meeting: members with restored King Tower cabin.

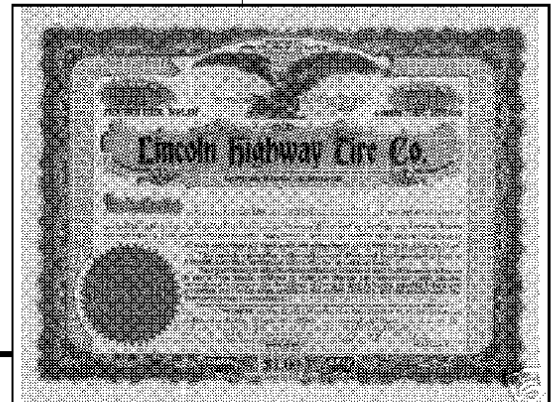


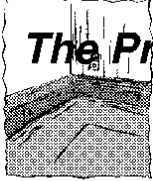
Tama meeting: John Ernest Winery.

(Spare Tire, Continued from page 2)

suited for the wall in the den than the financial portfolio. LH fans are undoubtedly the buyers of these certificates.

It was on our beloved highway, but the building is now a memory. Finding actual tires, letter openers, post cards and stock certificates keep the memory alive . . . that and a little bit of research. **L**





The President's Corner

By Bob Stinson,
ILHA President

By now you all have heard of the passing of our good friend and Carroll County Consul Norma Berns. Norma went home to be with the Lord on Friday, August 12th. Norma was a person you liked from the first moment you met her. Her sweet smile and gentle spirit made her a person you wanted to spend time with, and when you spent time with her, you learned a lot about Carroll County history and the Lincoln Highway. Her knowledge of both was vast.

Like the true historian she was, Norma loved to share that knowledge with everyone through the many articles she wrote. Whoever takes on the job of new Carroll County Consul will have some big shoes to fill, for the way in which she performed her duties was an example of a job well done. Her love of life, the Lord, her family and things historical was evident in all she said and did. The Lincoln Highway Association is a better group because of Norma Berns.

As ILHA President, I say thank you Norma, for all your time and contributions to the association. As friend, I say not goodbye, but farewell until we meet again.

On to some association business. With the promotion of Jeff LaFollette to ILHA State Director, the position of ILHA Vice President comes open. Now is the time for one of our members to step forward and take on that job. The position of Vice President is actually the easiest job on the board of directors. I held it for two years under past President Mike Kelly and in those two years, I didn't have to do a thing. At the end of my term in 2006, the Vice President will take over the duties of presiding at the meetings and serving as spokesperson for the ILHA. You also get to shoot your mouth off every quarter in the President's Corner (some day I hope to get some floor to go with my corner).

To make our association a better organization and for the longevity of the LHA, I call upon someone to step forward and take this position. You may contact me personally at any time, or make yourself known at the general membership meeting in Clarence.

Another position that needs to be

filled is that of editor of our fine newsletter *Along The Lincoln Highway*. Paul Walker has done an exemplary job in this capacity but with his new career duties and his move to Minnesota (on the Jefferson Highway, I might add) he no longer has time to serve as editor. Any individual interested in taking on this most important task may contact either myself or Paul.

That's all for now. I hope to see everyone in Clarence when Cedar County Consul Keith Whitlatch hosts our fall meeting and tour.

Happy Highways,

Bob

Traditions Live On.

Harrison County Consul Elaine Ehlert sent photos and a story from *Logan Observer* of the 4th of July parade that took place on a nice, sunny day in 1924.

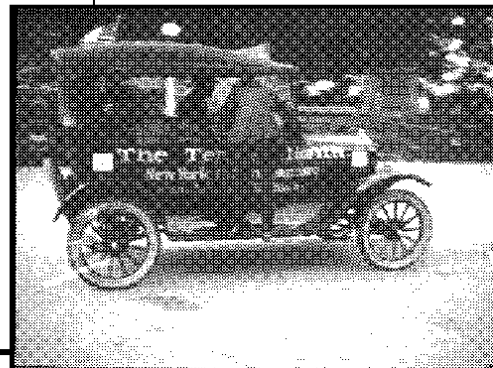
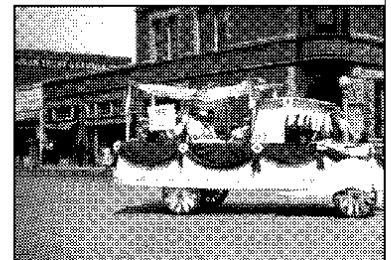
The article could have been written in 2005, describing the parade through the downtown, and congratulating the parade committee for their hard work.

Following the parade, denizens enjoyed a program in the park with band music (have you seen Logan's band shell?) and recitations by locals, including a talk by W.S. Lewis on the accomplishments of the state of Iowa. "He also called attention to the need for law and order, the upholding of the constitution and standing by the landmarks of our nation's progress."

Another Independence Day tradition was the baseball game between Logan and Woodbine, won 2-0 by the local team in 1924.

Most important, Logan was visited by the ten-millionth Ford that afternoon on its trip

from York to San Francisco, and we are grateful at least one citizen was quick with camera in hand. **L**



The Counterintuition of Good Road Engineering.

"The answer to traffic congestion in most towns is to put roads on a diet. By taking lanes away, traffic slows down, drivers feel safer as they get closer to the car in front, and the road will actually carry more vehicles more efficiently."

Dan Burden, founder of the non-profit Walkable Communities, has other traffic-calming remedies, including making intersections smaller, constructing roundabouts, building boulevards divided by medians and designing places where people walk, bike and use public transit.

Mr. Burden holds workshops on fixing traffic problems across the U.S. and Canada.

Q. What do you call your job?

A. I'm a specialist in converting towns that were overdesigned for cars back into town for people.

Q. In terms of traffic, the engineering approach is to make things bigger, wider and faster.

A. That's correct.

Q. You are showing that the conventional approach is often counterproductive. Give me an example.

A. By not moving vehicles as fast, by paying attention to intersections, by controlling access and turns, roads actually move more traffic, are safer and are more attractive.

Here's an example. The typical road we've been building for a long time is five lanes. The fifth lane, where people make left turns, is called a scramble lane. By getting the driver making a left turn out of the picture, the thought was to greatly increase road capacity and reduce crashes.

It was a mistake. By making it possible to turn left into every single driveway, we created incredible friction in the street. It reduced the carrying capacity of the road 30 percent and increased the number of crashes. A better idea is to build boulevards with divided medians. A typical boulevard has an opening every 660 feet and a lane to allow people to make left turns.

Q. Are some cities downsizing their roads?

A. They are. We call them "road diets," where we take away lanes. In some cities like Hartford, we made a list of 12 roads to go on a road diet and lose some lanes. Six are done and on all of them traffic has improved.

Typically before a road diet, speeds are 10 miles per hour too fast, which means it's not as safe, it's harder to get out of driveways, it's harder to maneuver. The road diet gets

down to the right number of lanes, and the speeds come down. In Hartford, the average speed has come down 6 mph on neighborhood streets. It's so much easier to get across a two-lane road instead of a four-lane road.

Q. What are other ways to solve traffic congestion?

A. Pay attention to the intersections. We build big roads that build up huge volumes of traffic at the intersections. The typical response of the engineers is to widen the entire road. Then intersections become so wide that the traffic cycle is longer and we lose efficiency.

Another solution is a roundabout, where we have more volume per lane and therefore keep the intersection much more compact. We can keep crossing distances down to 14 feet, and with no signal to hold up cars.

Q. You say speeding traffic increases congestion.

A. We actually lose capacity on a road if we design it for high speed. If you are in an urban area with a lot of driveways and intersections, you get your best capacity at somewhere around 30 mph. But we've designed places where the running speed is 40, 45, even 50 mph. When you drive at a slower and more uniform rate, you need less space between cars. Since drivers feel more comfortable, you can move more cars through than if the cars are traveling faster and require more space per car.

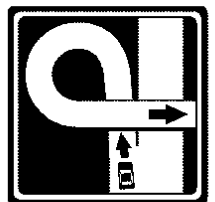
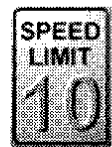
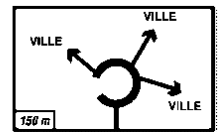
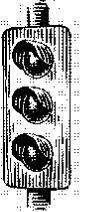
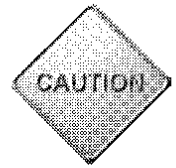
Q. Presumably not everyone agrees with you.

A. Many people don't understand how traffic works. They think if you have a street where people aren't driving as fast and it's not as wide, that traffic will come into their neighborhood streets. That's not what traffic does. Traffic wants to stay on the significant road and does not want to go into a neighborhood unless it gets strangled at an intersection and gets forced there.

On a four-lane in Missoula, pedestrian fatalities compelled the Council to put the street on a road diet and reduce it to two lanes. The business owners got nervous because of the misperception that the diet would reduce traffic. It won't reduce traffic, just move it slower, and when traffic moves slower people will see stores better.

Resistance to these projects can come from many places. **L**

Reprinted from The New York Times.



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GREAT GRADES.

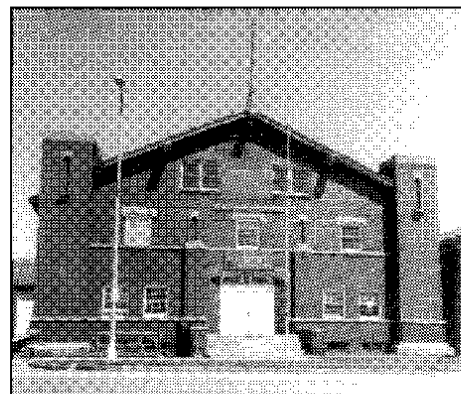
Many people in Boone falsely assume that the old, demolished Lincoln Armory was named after the Lincoln Highway. Long before the Iowa National Guard was organized, Boone had a military company. It was organized by James Rush Lincoln, a Virginian who had served as an officer in the Confederate Army in the Civil War and for a time was a member of General Lee's staff. After the war, he came to Boone County, purchased a farm in Harrison Township and started farming.

Some time later, he was employed in the county treasurer's office. He promptly organized a military company which was commonly called the Lincoln Guards, a name that was applied to the local company for a great many years and long after the company was incorporate into the Iowa Guard.

Lincoln was a military expert and his method of teaching military tactics in Iowa gave him a reputation beyond the borders of Iowa. President McKinley appointed him brigadier general in the volunteer army during the war with Spain.

When the armory was built, it was called the Lincoln Armory in honor General Lincoln. **L**

Thanks to Joe Moore, Boone County Consul.



Happy 80th Birthday, Shady Oaks!

Shady Oaks—an open air museum with historical landscape and trees, loop road, 1925 restored cabin, original office residence and dayroom. The Iowa Hawkeye Division of the Mercedes Benz Car Club recently toured the Big Treehouse and viewed the Campgrounds, now 80 years young! Thanks to proprietor Mary Gift.



ILHA Returns to Cedar County for Meeting and Tour.

The autumn ILHA board meeting and tour will be held for the first time in Cedar County on Saturday, October 9th. Cedar County Consul **Keith Whitlatch** has planned a fun, informative day, kicked off at 9:00 a.m. at the B&B Bakery and Restaurant on the Lincoln Highway—north side—in Clarence. Find them by the "OPEN" flag and flower box outside the door. The day's business commences at 9:30.

The place—formerly Le Hi's—has been a restaurant for many years, and the chef/owner will visit with us on its history, complete with photos. Attendees can order off the menu for lunch.

For the afternoon tour, Keith is organizing a visit to the restored Paige Hotel in Mechanicsville, as well as Monument Square in Tipton to view the new military memorial, and inside the Carnegie Library to see their Grant Wood lithographs and paintings. He's also researching the Bloomington-to-Marion Road, Bloomington later becoming Muscatine. "The first concrete pavement poured on any road in this part of Iowa on the Muscatine to Marion route about 1918 to 1920" [Cedar County Historical Review].

Keith can explain how a road marked in 1836 later became part of the Lincoln Highway. This road runs through the center of the old village of Shiloh, which is where Keith and his wife live. **L**

See YOU on the Lincoln Highway!

This issue's new members..

Allen Anneberg	Carroll, Carroll Co. ^L
Scott Bachmann	Ankeny, Polk Co.
Edward Calvert	Jefferson, Greene Co. ^L
David and Elaine Haren	Belle Plaine, Benton Co. ^L
Roland Herrmann	Green Valley, AZ
Alicia Dee Jackson	Cedar Rapids, Linn Co. ^L
John Ernest Vineyard & Winery	Tama, Tama Co. ^L
Urban Kunkel	Marshalltown, Marshall Co. ^L
Jill Lutz	Boone, Boone Co. ^L
W. Ross Marshall	Mission, KS
Don Sandra McQuillen	Iowa City, Johnson Co.
Cathie Nichols	DeWitt, Clinton Co. ^L
Colin Sandell	Cedarburg, WI
Dorothy Scott	Ames, Story Co. ^L
Peter Youngren / <i>Carroll Today</i>	Carroll, Carroll Co. ^L

^LIowa Lincoln Highway County

In This Issue...

A Loss in Carroll County.

FIRST CLASS

IOWA LINCOLN HIGHWAY ASSOCIATION
P.O. BOX 14
OGDEN IA 50212



Along the Lincoln Highway



The Newsletter of the Iowa Lincoln Highway Association

Volume 10, Number 4

Winter 2005

Lincoln Highway Chronicles.

*by Jeff LaFollette
Iowa State Director.*

Did you know that the Lincoln Highway was originally Primary Road # 6? This was the designation given the road in 1920 after the State of Iowa decided to do limited numbering of its main thoroughfares. But there's more to the story.

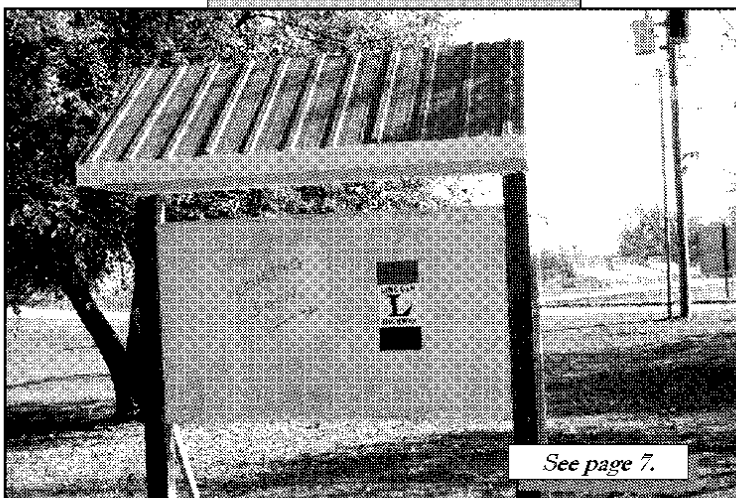
Of the entire single digit numbered state routes in Iowa, only the number 6 is not used with any routing to this day. The original Primary or State Route 6 was decommissioned in 1926 as by then it was provided its current handle as U.S. 30. But Iowa 6 did not die.

A second rendition of Iowa 6 was designated in 1926. The second Iowa 6 was a north-south route whose northern terminus began where it intersected with U.S. 63 in Des Moines. It ended at the Missouri border just a few miles south of Cincinnati, Iowa.

This section was decommissioned in 1931 and renumbered Iowa 60. The Iowa 60 section lasted until decommissioning in January 1969, and since then the number 6 has not been used as a state route.

(LH Chronicles, Continued on page 5)

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 DEGRADATION, DESTRUCTION OR ALTERATION OF THE REMAINING SECTIONS, PUBLICIZE AND SEEK PUBLIC AWARENESS OF ITS GOALS AND ACTIVITIES FOR PRESERVING



See page 7.

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 OPPORTUNITY AND AN EXCLUSIVELY CHARITABLE AND EDUCATIONAL ENTITY. THE MEANING OF THE INTERNAL REVENUE CODE

Lincoln Café: Two Thumbs Up.

*by Van & Bev Becker
Linn County Co-Consuls.*

Mt. Vernon Iowa is one of the most charming small towns on any variation of the Lincoln Highway.

Maybe it's the college—Cornell—high on the city's highest hill. Maybe it's the downtown. Or, just maybe it's the whole ball of wax that is Mt. Vernon, Iowa!

The business district is alive! The brick buildings are quaint, the trees and benches along the walks, but Mt. Vernon's most important element is its people! You can't help noticing businesses that are open and not shuttered, as greets the traveler in too many small Iowa towns. The business district is just plain vibrant. A real pleasure to visit.

For Lincoln Highway fans, a stop in Mt. Vernon is required. It was a few minutes after 11 a.m. on a recent excursion, and lunchtime brought Bev and me to the obvious choice of eateries—The Lincoln Café on the Lincoln Highway at 117 1st Street West. This small café has been on 1st Street for almost five years now and is always a welcome stop.

(Lincoln Café, Continued on page 5)



www.lincolnhighwayassoc.org

**IOWA LINCOLN HIGHWAY ASSOCIATION
P.O. Box 14
OGDEN, IOWA 50212**

Don't Waste Time at the Louvre. Come to Cedar Rapids!

Coming to the Iowa Conference? We certainly hope so!

While at the conference on the Coe College campus, you will be in the heart of "G.W. Country." No, not that G.W. We refer, of course, to Grant Wood.

Grant Wood became one of America's favorite landscape artists. He also created the often-parodied American Gothic. Wood was a struggling artist about the time the Lincoln Highway was making transcontinental motoring practical. Although Grant Wood was born in Anamosa, Iowa, the family

soon moved to Cedar Rapids where he grew up. The family home was a short walk just east of the Coe campus.

While teaching at local McKinley High School and painting his most memorable works, he lived with his mother and sister above the carriage house at "5 Turner Alley," as Wood dubbed his address behind the Turner Mortuary at 810 Second Avenue SE, which was located on the 1916-1928 route of the Lincoln Highway.

When selecting models for his now world-famous American Gothic, Grant turned to his dentist to hold the pitchfork and his own sober-faced sister. The building that housed the dentist's office still stands just east of the

Coe campus on First Avenue, the 1913-1916 route of the Lincoln Highway.

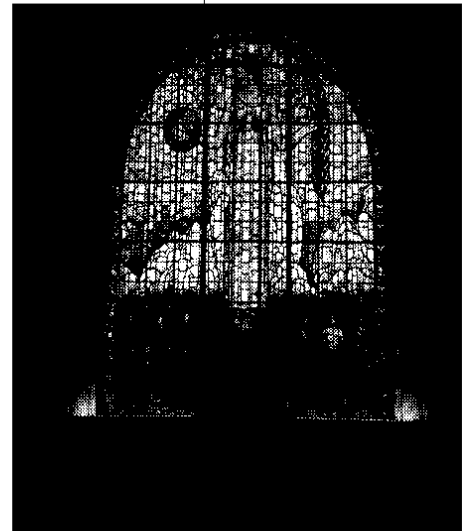
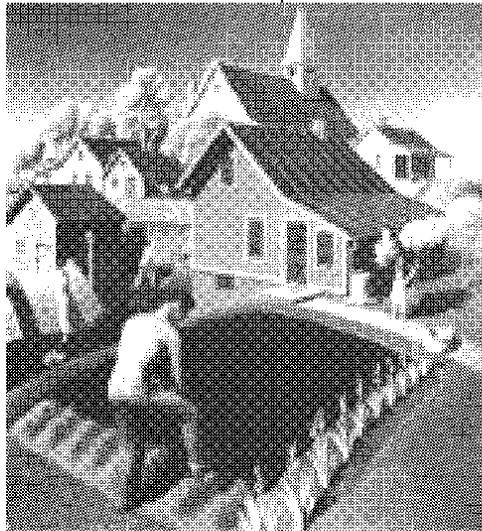
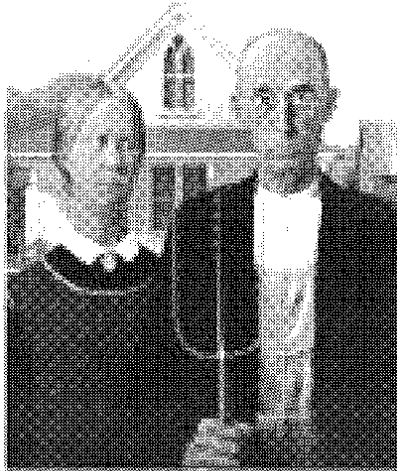
The American Gothic painting is a primary example of Regionalism. The painting is now a part of American Pop culture and the couple has become famous the world around. And it all started along the Lincoln Highway.

In 1928, Grant Wood went overseas to Munich, Germany, to oversee the fabrication of an enormous stained glass window he designed for the Veteran's Memorial Building, which is located along Second Avenue on the island in downtown Cedar Rapids.

ids. It can be viewed for no charge during business hours. For the best effect, it should be seen from inside the building with the sun shining through the glass. This is also located along the 1916-1928

route of the LH through Cedar Rapids.

While in Cedar Rapids for our national conference, be sure to visit the Grant Wood works on the Coe campus, the Cedar Rapids Museum of Art and at the Veteran's Memorial Building. These are classical works of art portraying Iowa, as most of us believe it was during the Lincoln Highway days—without the mud. **L**



Ramblings Along the Lincoln Highway.

*Minutes of the Autumn 2005 Iowa LHA Meeting
B&B Bakery and Restaurant,
Clarence, Iowa.
8 October 2005.*

Submitted by Su Aros, Secretary.

The smell of freshly baked cinnamon rolls and fresh coffee greeted 21 members and friends of the ILHA at the B&B Bakery & Restaurant in Clarence, Iowa. **Keith Whitlatch**, Cedar County Consul, hosted the meeting. **Bob Stinson**, President, called the meeting to order at 9:44am.

The minutes of the July 9, 2005 meeting were accepted as published in the Autumn 2005 ILHA Newsletter.

Treasurer's Report

Bob Ausberger presented the report for Treasurer **Joyce Ausberger**. Regular checking account balance is \$3,707.60 and includes a \$500 memorial received in memory of Norma Berns. Investment account balance is \$5,011.26.

Membership Report

Cecil Stewart reported 356 names on the newsletter mailing list, which includes complimentary distributions. The membership database was transferred to a new PC so there may be duplications or omissions of the ILHA Autumn newsletter. Let Cecil know if any members were missed in the mailing.

State Director Report

Jeff LaFollette shared newsletters received from other states. A re-submission of the request for a grant from Alliant Energy has been made. Planning continues on the 2006 National Conference.

President's Report

Stinson asked for a moment of silence in memory of **Norma Berns**. **Keith Whitlatch** was thanked for hosting the Fall meeting and for planning the Cedar County tour of LH sites to follow. This was the first meeting of the ILHA in Cedar County in over ten years of quarterly meetings.

* * *

Business Meeting

1. *New Vice President:* No volunteers have stepped forward so will continue without one for now.
2. *New Newsletter Editor:* **Jeff LaFollette** volunteered to take on this duty effective with the Summer 2006 issue. **Jeff** will contact **Paul Walker**, current editor, and ask if **Paul** will con-

tinue through the Spring 2006 issue.

3. *New Consul for Crawford County:* **Bob Ausberger** reported that Mr. and Mrs. McKeown, who run the LH Veterinary Clinic in Denison have agreed to be co-consuls. Address: 24 N. 24th St., Denison 51442. Thanks to **Ardith Sporleder** (former Crawford Co. consul) for her successful recruiting efforts.

4. *New Consul for Carroll County:* **Jeff LaFollette** and **Su Aros** will pursue filling this position.

5. *ILHA Web Site:* **Sandra Huemann-Kelly** has updated the Iowa website with sections for each county, statewide LH events and news, officers and consuls, links to the National LH site, etc. All members are asked to visit the site, www.lincolnhighwayassoc.org/iowa/, and respond with comments, suggestions, critiques and to make contributions of information and photos.

6. *Iowa LH Afghan Fundraiser.* **Bob** and **Joyce Ausberger** will have a sample afghan at the January meeting with the final product ready in April 2006. Quantity of 50 will be produced; our cost \$25. Size 50" x 65". Current county representations planned for the afghan are: Clinton - Coan marker; Cedar - Lincoln Hotel; Linn - Seedling mile (other suggestions made were Lighthouse restaurant, Ced-Rel Hotel, Coe College); Benton - Youngville One-stop and Preston Station; Tama - LH bridge; Marshall - Marshalltown bowling pin; Story - Reid/Niland Corner; Boone - Marsh bridge; Greene - Lincoln statue; Carroll - Gregory markers; Crawford - Park Motel & Cronk's postcard; Harrison - Woodbine brick street; Pottawattamie - Honey Creek grade. Consuls are to make **Bob** and **Joyce** aware of any questions, concerns, suggestions.

7. **Jeff Benson** reviewed the draft of the "Programmatic Agreement Among The Federal Highway Administration (FHWA), The State Historic Preservation Office (SHPO), and The Iowa Department of Transportation (IDOT) Regarding Implementation of all Highway Projects Affecting Historically Significant Segments of the Lincoln Highway Corridor in Iowa."

The agreement also includes a section titled "Engineering Strategies for Management of Historic Segments of the Lincoln Highway within the State of Iowa," designed to establish appropriate management practices to maintain and rehabilitate segments of the Lincoln Highway that have been determined to retain sufficient integrity to qualify for inclusion on the National Register of Historic Places. Points and

(Ramblings, Continued on page 4)

(Ramblings, Continued from page 3)

action items made by Jeff:

- a. This agreement will change the way projects are reviewed for federal funding.
- b. This agreement is a testimony to the efforts of the ILHA to preserve "our" highway; it identifies us as a partner in the process as well as a "watch dog."
- c. The ILHA has been asked to sign the agreement as a concurring interested party.
- d. The agreement as is currently stands protects 113 miles of the LH in Iowa.
- e. We have one month to provide feedback to the draft document.

It's critical that each Consul review the historic segments listed on the draft (Appendix A) and respond to Jeff with additional segments and the significance of adding them.

Jeff will send copies of the draft to all consuls not present at the meeting. The ILHA does not meet again until January 2006, and it is anticipated that the FHWA, SHPO and IDOT will take action on the draft document before our next meeting.

Motion made, seconded and carried to withhold signing the agreement until we see what they will do with our recommendations.

Motion made, seconded and carried to give permission to Bob Stinson to sign the agreement if our recommendations are incorporated.

8. *Signing of the Route thru Iowa.* Jeff Benson will schedule a meeting with IDOT before the end of the year to discuss.

9. *2006 National Conference*

- Jeff LaFollette solicited input to the budget, which is based on 160 to 175 total conference attendees.
- Van Becker / Jeff LaFollette are co-chairs of the conference.
- Pole painting seminar/workshop included.
- Bob Stinson is in charge of the West Tour.
- Sandy Huemann-Kelly is fielding requests for tables in book room. \$30/table. Free to state chapters.

- Jeff LaFollette to get details on where/to whom vendors send their table fee.

10. *FY06 ILHA Meetings*

- January: Story County (Ames)
- April: Cedar Rapids (Linn)
- July: Jefferson (Greene)
- October: Woodbine (Harrison) Jeff to contact Elaine

11. *Motor Ioway theme:* Re-discovering the LH. No notice or contact with the LHA. Why?

County Consul Reports

Clinton (Jeff LaFollette): Float with LH logo

participated in Clinton's September Sesquicentennial parade.

Cedar (Keith Whitlatch): Introduced Glenn Peters, Brad Norton and Paul Krock - who is a member of the Highway 30 Coalition for widening, improvements.

Linn (Van Becker): Shady Acres Motel still standing but not for long. Linn Co. Historical Preservation Committee (Lyell and Van members) will have 7-8 information kiosks. The kiosks are to be placed along the LH in Linn County. The easternmost one in Lisbon and the westernmost in west Cedar Rapids at the Iowa Highway Patrol Center/Station.

Benton (Sandra Heumann-Kelly): Greeted Motor Ioway Tour. Apples Days held at Youngville.

Tama (Allan Richards via email): Article in *Cedar Rapids Gazette* regarding the Tama Bridge. Long-time member Marie Vileta now a resident of Grandview Acres in Toledo. Cards may be directed to 310 W. 7th St., Tama, IA 52339.

Marshall (Catherine Noble via email): State Center is continuing to work on the Rural Heritage Center of Iowa. The Iowa Barn Foundation brought design team from ISU to look at the space and come up with plan for shared exhibits of the Barn Foundation, and the Lincoln Highway. Fall Festival in State Center is Friday, Oct 21; 5-8pm, live music, chili, and Watson's will be serving bars and coffee. Lincoln Highway Art tour is Oct 15 & 16 on Main Street featuring three artists from State Center.

Story (Jeff Benson): LH Artist Tour extended to Marshalltown artists. Grant application for funding to restore interior of 5-room motel.

Boone (Joe Moore): Joe and John Fitzsimmons have been out pole painting - refreshing and adding new poles.

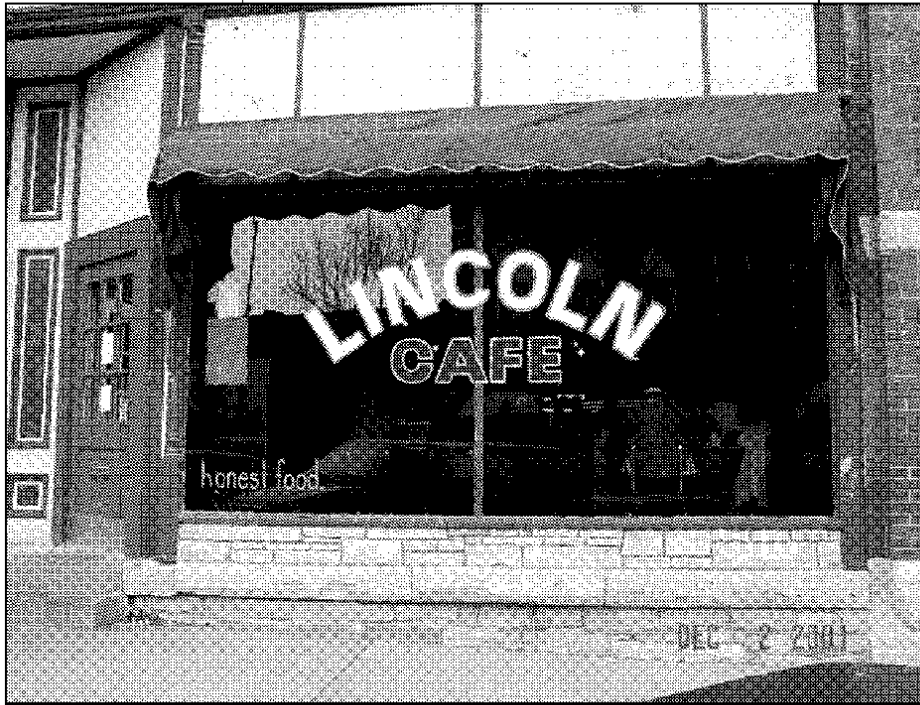
Greene (Bob Owens): LH Quilt Show, sponsored by the medial hospital, held in August. Greeted and hosted the Motor Ioway caravan on Oct. 4. Work is finally proceeding on the Lincoln Highway Tree Park in Grand Junction (groundbreaking was in 1998).

Carroll (Su Aros): The July *Carroll Today's EXTRA* featured the Lincoln Highway as a local, national landmark. This was Norma Berns' last interview. Group of investors to open Lincoln Club banquet hall for wedding and other events in former Mr. D's building in Glidden. Wittrock's Building still for sale.

Crawford: no report

Harrison (Elaine Ehlert via phone): Apple Festival Days held with a LH display. Moving in a

(Ramblings, Continued on page 7)



(Lincoln Café, Continued from page 1)

Matt Steigerwald is the proprietor and head chef. Matt can be found shopping the local farmers' markets for fresh produce, or in the café during the evenings. The menu is the obvious place to start, and the Lincoln cheeseburger with cheddar or blue cheese is always good. However, regulars know the good stuff is on the daily menu board.

On this Tuesday, the menu board showed Carolina pulled pork—a BBQ sandwich for \$6—and fried shrimp over mushroom polenta topped with pickled garlic scapes and spicy pecans for \$8. I chose the pork sandwich, and Bev tried the fried shrimp. Add in some palate-cleansing iced tea with lemon and we were ready for lunch.

The pulled pork arrived piled high on a toasted home-made bun accompanied by chips, pickle spear and a hearty ripe red tomato slice (not the typical thin, pink plastic store-bought type). The sandwich was Carolina style, light on the BBQ sauce and served with red cabbage slaw atop the meat. Good eating! The plate was cleared in record time.

At first, Bev's lunch looked a bit strange. It was topped with a curly endive garnish, which I thought looked like dandelions. She kept offering me a bite, claiming it was delicious: "The plate was a work of art—very pleasing to the eye. The fried shrimp were just right and the mushroom polenta base was tasty. The top-

pings provided just the right tang and crunch."

We finished our lunch by splitting a dessert—coconut cream panna cotta with fresh blueberries and macadamia nuts for \$5.25. By now the restaurant was filling up with the lunch crowd. Five stools at the counter, six booths and four tables. Busy, and it took awhile for dessert to arrive. I'm more of a cheese-cake kinda guy, as my waistline shows; however, I must admit this blueberry topped dessert was cool and refreshing on a hot July day.

The other patrons during our midweek lunch were dressed casually. Shorts, jeans and Dockers are acceptable. A couple of young women dressed in biking gear and helmets stopped in for a cold glass of home-made lemonade during a RAGBRAI practice ride. The hardwood floors and exposed brick walls added a vintage atmosphere. I spent time studying the belt-driven ceiling fans—a wonderful old touch. And we both found the cat tails on the tables in lieu of flowers an original touch.

Will we be back? You betcha! The name Lincoln and the food can't be resisted. Lincoln Highway legends are obviously still being created in the 21st century, and the cafe is one of them.

The small gold letters in the corner of the front window said it all—"Honest food, al-

(LH Chronicles, Continued from page 1)

This gap might have to do with the fact that in December 1931, U.S. 32 was renumbered U.S. 6 (ever look at a map and notice east-west routes skip from 30 to 34?). Iowa 6 was probably renumbered because the routes would have crossed paths in Des Moines, where U.S. 6 still carries traffic today. Imaging trying to navigate the intersection of "6 and 6" if you were new to the area without a map, and didn't comprehend U.S. highway "shield" and Iowa "circular" signs.

The true Lincoln Highway aficionado can imagine this is how the Iowa Department of Transportation pays homage to its oldest and best highway by retiring the number 6 from the roll of state routes. It may not be the case, but we can continue to think so. Happy Travels!

L

The Counterintuition of Traffic Science.

A transportation engineer at the Technion-Israel Institute of Technology in Haifa, Professor Ari Polus's concern isn't drivers' collective blood pressure this holiday season but traffic flow. Like the growing number of other engineers and physicists who are hubcap-deep in the science of traffic, he is determined to explain infuriating mysteries such as phantom traffic jams (There's no bottleneck or accident at the front of this jam, so why aren't we moving?) and why a brief *drop* in volume can, paradoxically, trigger a long-lasting traffic jam.

Impatience on two-lane roads actually improves traffic flow, as antsy drivers pass slowpokes rather than letting a convoy form. On highways, however, "passing, aggressive behavior and lane changing in greatly detrimental to the flow," says Prof. Polus.

The reason is that chronic lane changing simulates the "weaving section" of a highway. If an off-ramp lies just beyond an on-ramp, entering drivers merge left and exiting drivers merge right, causing traffic to criss-cross like mobile braids. When, in heavy traffic, many drivers change lanes again and again, trying to find the one that is moving faster, the same weaving effect kicks in, reducing the capacity of that section of road.

"Weaving is the worst condition for traffic flow," says Prof. Polus. Because drivers in heavy traffic brake when a car pulls into their lane, and because it takes time to get back up to speed, there are larger and constantly-changing gaps between vehicles. That invites yet more cars to change lanes, propagating a wave of stop-and-go traffic that cuts the number of cars in a stretch of road by about 10%, calculates Prof. Polus, who will present his work at the 16th International Symposium on Transportation and Traffic Theory at the University of Maryland. That may not sound so dire, but in rush hour the result is a five-mile backup, his calculations show. In congestion, be content with the lane you're in.

More and more scientists are modeling traffic with equations from the branch of math called nonlinear dynamics, which describes systems that suddenly jump from one state to another. Like water that suddenly freezes, flowing traffic can spontaneously seize up, beginning at a single point of crystallization (the idiots who brake to rubberneck) and causing a wave of high density to spread backward.

Lane closures, on-ramps, uphill, chronic

lane changing and other "inhomogeneities" in traffic flow can all trigger a density wave, Martin Treiber of Dresden University of Technology has shown in mesmerizing simulations (www.traffic-simulation.ed/). One result can be "phantom" jams, which occur so far upstream of the bottleneck that the congestion there has long cleared by the time drivers at the back of the pack reach it. As a result, they never see the snafu that flipped smooth flow into a stop-and-go mess. By one estimate, three-quarters of traffic jams are phantoms.

Carlos Daganzo of the University of California, Berkeley, was puzzled by what highway sensors showed: When congested traffic forms upstream of a bottleneck, the rate at which cars at the front leave the congested area decreases. It's as if, when a line forms at the popcorn stand, the server slows down, so people leave with their popcorn at a slower rate just because there are more people waiting," he says.

Yet the counterintuitive effect is seen time and again, and in a recent study he and colleagues figured out why. The congestion causes cars to jockey across lanes, ever on the lookout for the faster one. Lane changing increases the gaps between cars, as drivers slow down when someone barges in front of them. Bigger gaps means fewer cars per second leaving the front of the jam.

If that seems counterintuitive, consider that briefly *reducing* volume can trigger a stop-and-go wave. Within the region with suddenly fewer cars, perhaps because a long funeral cortege just exited, the emptier road entices drivers to speed up ("Open road—yes!"). But sooner or later, Prof. Treiber notes, these drivers catch up to a denser, slower-moving region. The ensuing braking triggers a dreaded density wave.

Most jams occur way before a road reaches its capacity, and the culprits are all around you. Even in heavy but moving traffic, inhomogeneities would have much less effect if drivers had faster reaction times. When merging traffic causes the driver in front of you to brake, you do so as well. But because braking takes time, the gap between you and the car ahead shrinks. You slow even further until the gap reaches a size you are comfortable with. Result: You are now traveling even more slowly than the car whose braking triggered the stop-and-go wave in the first place. The car behind you does the same, and the effect propagates backward, often for miles. **L**

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GREAT GRADES.

Lincoln Highway kiosks are going up along the route in Linn County. This is a project of the Linn County Historical Preservation Commission of which Lyell Henry and Van Becker are members. The kiosk in this photo is in Mt. Vernon at the west end of the Cornell College football field along the original brick section leading to the restored U.P. high bridge.

The kiosks will be outfitted with weather-proofed photos and text for each location by Spring 2006. The westernmost kiosk will be placed at the Iowa Highway Patrol station on 16th Avenue SW in Cedar Rapids, and the easternmost put up in Lisbon. There will be a total of 7 or 8 kiosks. Van and Lyell hope they'll be finished in time for the 2006 LHA National Conference in Cedar Rapids. All kiosks are being constructed at Linn County's expense.

The same Historical Commission is discussing purchasing and mounting LH signs along the highway including the original route through Marion. However, the kiosks are the first priority. **L**

(Ramblings, Continued from page 4)

carriage house to add to the Woodbine display. Letter submitted to the editor in the Omaha paper complained that \$9M was too much money for the NPS to spend on the LH.

Pottawattamie (Brent Ford): no report
Meeting adjourned at 12:30pm.

Following lunch, members examined the 1928 LH marker in a glass-enclosed case across the street. Driving west on U.S. 30 to Stanwood, the group viewed the old Highway Gardens roadhouse, closed now several years; it has sustained severe structural damage. The old single post filling station was another point of interest here.

In Mechanicsville, the granddaughter of the owner of the Page Hotel (now Page Apartments) shared stories of past guests of the hotel. In Tipton, the Cedar County seat, the group was treated to a tour of the old jail and adjoining sheriff's home. Our host was a former sheriff who incarcerated president Bob Stinson, for a few minutes. Members recalled how "perpetrator" Stinson invited similar incarceration at the Autumn 2004 meeting.

Next, at the Tipton library/monument square, Jeff Kaufmann, editor of the Cedar County Historical Society Annual Review and State Representative, shared the history of the war monument and its restoration. After a visit to the library and a glimpse of the original lithographs by Grant Wood, the group followed the Herbert Hoover Highway to Lowden. Kemman Motors and the Lincoln Hotel were points of interest here. West of Lowden to the abandoned section (original part of paved Lincoln Highway still intact) for a photo stop and the tour concluded at Clarence. **L**

Ames Hosts Winter Meeting.

The January Board meeting of the Iowa Lincoln Highway Association will take place on January 14, 2006 in Room 135 of the Ames City Hall. Coffee will be served at 9 a.m. and the meeting will begin at 9:30 a.m.

Ames City Hall is on Clark Avenue between 5th and 6th Streets in the Ames Main Street Cultural District (a State of Iowa certified Cultural District!).

Entering Ames from any direction, find either Duff

Upcoming LHA State Meetings

January 14 '06	Ames—Story Co.
April 8 '06	Cedar Rapids—Linn Co
June 13-17 '06	Nat'l Conference
July 8 '06	Jefferson—Greene Co.
October 14 '06	Woodbine—Harrison Co.

See YOU on the Lincoln Highway! *This issue's new members..*

Bob McClelland	Jefferson, Greene Co. ^L
Mary McHugh	Columbus, NE
J.B. Richter	Cedar Rapids, Linn Co. ^L
Bill and Virginia Woods	Mechanicsville, Cedar Co. ^L

^L**Iowa Lincoln Highway County**

Avenue or Grand Avenue and follow it to 6th Street, where there are traffic signals. Parking is across the street, but bring change for the meters (or use the free parking on the west side of City Hall and walk around the building to the front entrance).

For lunch, we will go to the Olde Main Brewery, a few blocks away on Main Street.

In This Issue...

Your Help Still Welcome for National Conference!

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