

Along the Lincoln Highway



**The Newsletter of the Iowa Lincoln Highway Association
Winter/Spring 2001 Volume 6 Issue 1**

The Lincoln Highway Study Act.

By Bob Ausberger

On December 23, 2000, Public Law #106-563 was signed into law by President Clinton. It had passed the House and Senate as The Lincoln Highway Study Act of 2000. The "Act" provides \$500,000 for a massive twelve state study of preservation, interpretation and economic development opportunities along the 3,000 mile corridor of America's first transcontinental highway.

The National Park Service will facilitate the study which has the potential of creating America's first and only heritage corridor stretching across the country. Other participants will be state historic preservation offices, local governments and interest groups, and individuals knowledgeable in American history, historic preservation, popular culture, and economic development.

The Lincoln Highway was built through a remarkable partnership of interests. In 1913, leaders of the "Good Roads" movement, largely from the automotive and construction industries along with historians and proponents of recreation formed the Lincoln Highway Association. The association worked through local civic boosters to achieve the building of the road. The original alignment was built primarily with individual, city, and county funds.

The LH fostered rapid growth of the automobile and subsequent economic development opportunities. Similarly the Lincoln Highway Study Act will provide a structure of national leadership working through local groups to put the highway to its best uses and to let it tell the story of the development of our national highway transportation system. It will recognize that the automobile and its transportation system have changed America forever.

The National Park Service, a division of the Department of the Interior, has recognized that the Lincoln Highway is significant in national, state and local history through the standard of the National Register of Historic Places.

Jess Petersen, national LHA president, recently reported that Sondra Washington will be in charge of the Lincoln Highway Study Act. Ms. Washington is stationed at the Omaha office of the National Park Service. L

State Center Hosts Spring Meeting.

The Spring 2001 meeting of the Iowa LHA will be in Marshall County, and everyone is invited to attend. Come to State Center for the meeting and tour on **Saturday, April 14th**. The business meeting will be at Char's Cafe, and visitors are welcome to join an afternoon tour of the Lincoln Highway from State Center east through Marshalltown, ending at Shady Oaks Campground.

Char's Cafe is located at **112 West Main**, across the street from the Central State Bank in State Center. Come early to enjoy coffee and conversation at 8:30 a.m. with newsletters from other LH states on-hand for your viewing pleasure. Van and Bev Becker's gavel will open the meeting at 9:00. The group will enjoy lunch at Char's before the tour begins.

Want to get on the agenda? Send inquiries to Paul Walker at 319-358-7056 or the Beckers at IowaLHA@mcleodusa.net.

Iowa's Treasured Monument to the Lincoln Highway.

by Ron Cory, Tama County Consul

The Lincoln Highway Bridge in Tama was constructed on the dirt Lincoln Highway leading into Tama in 1915. The bridge was renovated in the 1980s and subsequently listed on the National Register of Historic Places. Many years after its construction it remains a vital, working bridge just off U.S. Highway 30, on East Fifth Street on the east edge of Tama.



Today we commemorate the bridge and the highway each May during the Lincoln Highway Bridge Festival, by celebrating its significance and working to maintain. But how much do you really know about the bridge?

Aware of its deteriorating condition, concerned community members in 1987 formed a restoration committee. Many of the ten committee members were active in the Tama Chamber of Commerce. The goal was to bring the bridge back to its original appearance. In addition, the creek flowing under, and the park adjacent to the bridge, needed landscaping, and signage marking the area had to be created and placed.

The project included extensive sandblasting and cement work with special sealant applied to prevent cracking. The lighting pillars—which had disappeared long ago—were to be recreated in their original likeness.

The cost of the project was \$15,000 with funds provided by the city, chamber and the Mansfield Foundation of Tama. Mansfield was the original owner of the nearby King Tower “gas, food, and lodging” one-stop.

After completion of the work, consultation with the architect provided the committee with the words they wanted to hear—the bridge would last another 75 years.

The Lincoln Highway Bridge was officially rededicated in August of 1987. The project was awarded the Iowa Treasures Award and also received the KCCI TV-8 Community Betterment Award. It also earned the enormous gratitude of Lincoln Highway enthusiasts nationwide.

To say that the area needed landscaping is probably an understatement. During the spring of 1987, for two weekends, over forty volunteers with rakes, chain saws, and weed eaters worked to clean the creek area over the distance from U.S. 30 on the north to about 30 yards south of the Lincoln Highway Bridge. Four loads of garbage and debris were hauled away in dump trucks. In addition, trees were trimmed or cut down and flat rock placed along the creek bed to protect the bridge from erosion.

The park adjacent to the bridge was renamed the Lincoln Highway Bridge park that same year to tie in with the area located northeast of the bridge.

The Lincoln Highway Bridge Festival has been an exciting yearly event of the Tama community for many years. The Festival is scheduled for the third weekend in May on Friday and Saturday nights and is sponsored by the Tama Chamber of Commerce.

Friday events include magicians and other family entertainment as well as pie-eating contests, demonstrations of local talent, various musical groups, and much more. Saturday events kick off with a 5K run followed by a big—and we mean BIG—parade at 10:00 a.m. The beef barbeque commences after the parade and serves over 2000 each year. In addition, over six hours of continuous entertainment of state fair quality is enjoyed by over three to four-thousand participants each year. L

Greetings Friends!

Please welcome our newest members:

Ron & Arlys Anderson	Denver, CO
Dwayne Augspurger	Marion
Rory Autenreith	Jefferson
Gerald Baldwin	Dunlap
Scott Blackledge	Slater
Pat Cain	Ames
Fred Doerring	Jefferson
Calvin & Nora Ferris	Jefferson
Chuck Finn	Mantorville, MN
George Hoering	Takoma Park, MD
Scot Hughes	Cedar Rapids
Larry Larson	Marion
Walter & Claudia Light	Grand Junction
Charles Lundberg	Derby
Don & Phoebe Renslow (Don's Texaco)	Grand Junction
Leland Smith	Newton
Al Warren	Des Moines
Dallas & Joyce Wiese	Toledo
Harold and Mary Woodruff	Jefferson

National Lincoln Highway/MAFCA Tour Planned for September.

Contributed by

Stan Larson, Bill Ackermann, Al Warren, Jeff Benson and Paul Walker

The Lincoln Highway Association is hosting an Auto Tour across the United States, and the tour is planned for the weekend of 15-16 September, 2001.

The national LHA hopes to sponsor a tour in each of the twelve states of the Lincoln Highway, including Iowa. Most participating states will have two tours, starting at both their east and west borders and traveling to a selected city near the state's center. Preliminary plans are for a car show to held at the end of the tour in the host city.

The Auto Tour is being planned to showcase as much history as possible, and to drive on or near the original Lincoln Highway. The travel itinerary will include highways of yesteryear, through small towns with their historical buildings, and with the LHA highlighting many of the local historical and important landmarks.

Old car friends, as well as old car clubs are invited to join in this historic trip across America—one state at a time—and to help put the Lincoln Highway back on the map.

In Iowa, the weekend will indeed consist of two tours, one from the east entrance of the Lincoln Highway at Clinton, and a west tour starting in Pottawattamie County. On the morning of Saturday, September 15th, both tour groups will start driving toward Marshall County at the center of the state. The west tour will stay overnight at Jefferson, and the east group will finish the first day at Cedar Rapids.

On Sunday the two groups will meet in Marshalltown in the early afternoon for an open-to-the-public car show.

The west Auto Tour will be comprised mainly of members of the Des Moines Model A Ford Club. They surveyed the road in early March, and will return later this month with Joyce Ausberger to finalize their route.

Members of the Cedar Rapids Model A Club will make up the bulk of the east Auto Tour. Club leadership will meet with State Director Paul Walker on March 21st to drive from Clinton to Cedar Rapids and make their road assessment. The route is being planned to avoid the gravel of the original highway.

Other car clubs are welcome to join MAFCA and the LHA in this historic event. Already the Des Moines chapter has registered 27 entries in the west tour, not including members of the Omaha "Meadowlark" club who may participate. And registration is not limited to Lincoln Highway states. Al Warren of Des Moines reports interest in the Auto Tour from the Kansas City MAFCA chapter.

Tour leaders are already planning special events along the way to commemorate the century-old relationship between car and road. These include a photo of Model A's crossing the 1912 Eureka Bridge in Greene County, or driving the brick streets of Woodbine in Harrison County. Another popular idea is to temporarily replace the new cars on the Wittrock lot in Carroll with a bevy of Model A Fords for a once-in-a-lifetime photo shoot. The Wittrock dealership is on the National Historic Register and sports a rare front double canopy.

Additional events will be planned in various Lincoln Highway communities, organized by county directors of the Iowa LHA. Think RAGBRAI for old car fanatics!

Details of the Auto Tour are still emerging, so stay tuned for additional information. A more complete schedule will appear in this column in the Spring/Summer issue of *Along the Lincoln Highway* in June.

To participate in either tour, please direct inquiries to the leader of your preferred tour:

<u>West Tour</u>	<u>East Tour</u>
Al Warren	Bill Ackermann
4010 SW 12th Street	P.O. Box 59
Des Moines IA 50315	Amana IA 52203
515-243-5398	319-622-3756

Ramblings Along the Lincoln Highway.

Minutes of the Winter 2001

Iowa LHA Meeting

Cedar Rapids, Iowa.

13 January 2000.

Submitted by Norma Berns, Secretary.

Twenty-two members of the Iowa chapter of the Lincoln Highway Association met Saturday, January 13, 2001 at the History Center. Coffee, juice and kolaches were provided.

Co-President Van Becker opened the meeting, and members introduced themselves. A verbal thank-you and round of applause were conveyed to Jeff Benson and Margaret Elbert as co-chairs for the past three years. A thanks was also passed to Paul Walker for the super Fall/Winter newsletter.

Minutes were approved as published. Joyce Ausberger gave the Treasurer's report. Cecil Stewart's membership report indicated 280 Iowa LHA members, and 15 new members.

Elmer Ketelsen kicked off the County Consul reports. He displayed some Clinton County photos that he wanted to identify.

Anne Schoonover has retired as president of the Youngville Association in Benton County but is still working on the project. She is currently working on getting water supplied and on locating the cabins in the spring and finding a manager for the coffee shop.

Ron Cory said Tama County is locating the original cabins for the King Tower grounds. The LH Bridge Festival celebrates its 15th year this May 19th and 20th.

Marshall County will have an Easter Egg Hunt on the LH in April.

Bob Owens reported that renovation of the Moss markers commemorating "Moss Corner" north of Scranton in Greene County will be completed by spring. Moss family descendents are coming June 27 for rededication of the Lincoln busts on the Moss markers. He also reported that Jefferson has rented the 1920 Hamburger shop on LH as a LH office, open by volunteers every day.

Norma Berns reported that Tony Vorsten, long time advocate of the LH from Carroll County, died New Year's Day. Also, Greg Franzwa presented a slide show of the new edition of 1924 LH Guide book at Glidden, Carroll and Jefferson in December.

Ardith Sporleder reported that the Park Motel at Denison is now on the National Historic Register.

The board re-visited the issue of the garbage-strewn old Lincoln Highway grade at Honey Creek, asking if volunteers are needed to help the EPA clean it up.

New Business

*** The national Lions Club has benefit fund-raisers from which they will split proceeds with the LHA.**

*** Margaret Elbert-Benson and Anne Schoonover are looking into crockery items as fund-raisers for the ILHA.**

*** Bob Ausberger reported that the federal bill to have the National Parks Service study the LH was passed by Congress and signed by President Clinton on December 20, 2000.**

Bob noted that this needs to be a grass roots effort by the state organizations. The National Parks Service won't organize the effort, they will help lead it. State efforts include how to mark the route, how to tie it together across the nation, and recognize its significance.

*** The status of interpretive site projects was updated, including Youngville, Lions Club Tree Park at Grand Junction., Nilands Corner at Colo, the Krienbrink Station at Lowden and the Harrison County Welcome Site.**

*** It was noted that the state organization is running out of brochures, and Joyce will order more.**

*** Bill Ackermann, Al Warren and Craig T. Martin introduced and explained the Model A. Tour across the U.S., and specifically across Iowa occurring Friday through Sunday, September 14-16, 2001.**

One group will start at Council Bluffs and one at Clinton, with the objective to meet somewhere at the center of the state on Sunday, the 16th.

*** The Iowa Chapter has decided to donate \$300 to fund the National Headquarters in Franklin Grove IL, and provide a \$300 loan to be paid back as the Headquarters becomes permanently funded.**

*** Group adjourned to reconvene at Bricks Restaurant on the old LH where they viewed old advertisements of the early LH era. L**



Have Spare Tire, Will Travel

By Van & Bev Becker

SWEEPING THE GRAVEL BACK TO THE CENTER OF THE ROAD

It's spring-cleaning time and time to clear various notes, scraps of paper and articles off the desktop. There may be a nugget of information here that you'll find reported nowhere else.

They're talking about us:

Home and Away, Iowa, January-February 2001. This is the AAA Motor Club magazine. In an article titled "Fine Food," AAA lists five of its favorite Midwest eating places. Two of these restaurants sit on the Lincoln Highway in Marshalltown.

Tremont on Main, 22 West Main Street. Specialties include grilled pork tournedos. This place is complete with a piano bar and features a sophisticated menu in a renovated historic downtown building. The Tremont is open for dinner. For more information, call (641) 752-1234.

Stone's, 507 S. Third Avenue. This restaurant features home-style cooking in a 113-year-old restaurant tucked under the Iowa Highway 14 viaduct. Don't miss the "Mile-High" lemon chiffon pie. Stone's is open for lunch and dinner. Call (641) 753-3626.

Autoweek, January 29, 2001. Book Reviews: *The Pacesetter: The Untold Story of Carl G. Fisher*. The name should be well-known to Lincoln Highway Association members. This new book covers, of course, his driving force behind the Lincoln and Dixie Highways, mentions how he missed being included in *Who's Who* and according to the *Autoweek* reviewer, includes some wonderful tales about his early publicity stunts. Gotta have it? Look for *The Pacesetter* by Jerry M. Fisher in hardcover, 440 pages, Lost Coast Press at <http://www.nctimes.net/thepacesetter>, priced at \$22.95.

Old Car Weekly, March 8, 2001. "An Old Highway Welcomes Old Cars" by Stan Larson. Stan Larson is the current president of the Wisconsin Chapter of the MAFCA (Model A Ford Club) and a member of the LHA. Stan gives a brief history of the Lincoln Highway and then of the plans to tour the highway September 15/16 in vintage automobiles. Our chapter voted at the October membership meeting to support this effort. Paul Walker and Jeff Benson will have more information about this event at upcoming meetings. We received half-page exposure from this article.

More sweepings—

In the summer of 1913, Grand Central Station in New York City was completed. Now if you were planning a trip to the World's Fair in San Francisco, you could chose the luxury of Pullman and dining cars or the dust and mud of the Lincoln. Which would you have chosen?

Fire up those computers. Check out this site and bookmark it. <http://luigecam.com/lincoln.htm>. Time and temperatures from New York to California on the Lincoln. Look fast—Lew (AKA Luige) is known to change his webpage often.

No film tonight? There are not many drive-in theaters left. "How many?" you ask. The nationwide count is now just 68, down from 76 in 1998 according to the *Wall Street Journal* of December 21, 2000. The drive-in pictured here is the Ranch Drive-In Theater on Lincoln Way in Ames, Iowa. This theater was destroyed in April of 2000—in its 47th year—due to a "fire of suspicious origin."



Finally, not wishing to disappoint the readers that have come to expect a radio-related article in this column. The cars and trucks are traveling so fast today—I only have time for a *short wave*. L

GREAT GRADES.

Lincoln Highway fanatics will be challenged to identify this abandoned road grade with washed-out wooden bridge—and well they should, because it's not the Lincoln Highway.



Sitting atop a high grade and enjoying the shade of a lush shroud of trees (once the snow melted), this old road served as an important regional highway years before the use of concrete. The road is useless now, as it runs into the side of the even higher Interstate 80 embankment out of frame to the right.

So the next time you're traveling on Interstate 80 and find yourself between Des Moines and Iowa City near the 202-mile marker, look to the north to see our friend here And keep in mind—as important highways go, our Lincoln is top of the heap, but there are examples of our environment having been shaped and shifted into early roadway artifacts *everywhere*.

* * *

Our cover photo celebrates the new welcome sign constructed at both ends of the town of Clarence in Cedar County.



Clarence has never been slow to display its Lincoln Highway pride. Townsfolk understand the importance the highway held for their community when it was the Lincoln and today as U.S. 30. The town has been hanging LH banners for years, so it's not surprising that they would include the "L" symbol of the Lincoln Highway so prominently in their new and quite stately welcome sign.

Always eager to make a good first impression, Clarence wants visitors to know that the Lincoln Highway is part of their heritage. L

New Banners Ready.

A fresh batch of red, white, and blue Lincoln Highway banners have been manufactured and are now for sale. Made of a more durable grade of tough vinyl, the new set of lamppost banners should last longer and be more colorfast than the last issue—which are five years old and still “hanging in there” on city squares and roadways across the state.

Cost of a banner and bracket pack is \$100, while the banner alone is \$60 (used with your existing bracket). Shipping and handling is \$10. Direct your order to Joyce Ausberger. L

Outside Iowa Along the Lincoln Highway.

Andy Near, Merle Deets and Everett Kraft, all of Dixon, Illinois, completed a 4,263-mile trip on old Route 66 and the Historic Lincoln Highway. They drove three antique cars, Andy's 1930 Model A, Merle's 1937 Pontiac, and Everett's 1931 Model A.

The trio drove at a top speed of 45 miles per hour. Come and hear about the fun the wandering three had. The program will be presented at the Chapter meeting Saturday March 31 at the Sugar Grove School and Church in rural Dixon.

- from *Land of Lincoln News*
Newsletter of the Illinois LHA.

The featured section of Lincoln Highway in this issue is a twelve-mile part between San Pablo and Oakland. There is no way of knowing for certain, but this short section of the Lincoln Highway may have had the largest concentration of musical establishments than any other part of the highway.

- from *The Traveler*
Newsletter of the California LHA.

Newsletters from all LH states will be on display at the April 14 Iowa LHA meeting in State Center!

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Along the Lincoln Highway



**The Newsletter of the Iowa Lincoln Highway Association
Spring/Summer 2001 Volume 6 Issue 2**

News From Main Street State Center.

*By Catherine Noble, Director
State Center Main Street Program*

A friendly greeting from Historic State Centre!

I enjoyed addressing your organization in State Center at your spring meeting. I have watched your video and find it inspiring to see how much you have accomplished in a relatively short time. Our mutual goals of preservation and tourism overlap well. We wish to extend our cooperation in enhancing and promoting your events in our area.

As the connection between tourism and prosperity becomes more obvious, an appreciation of our heritage will grow. The uphill battle of preserving treasures viewed as simply "old" is a matter of education.

Often new structures with little or no aesthetic consideration constructed of temporary materials are held in higher esteem, simply because they are new, than authentic stone or masonry beautifully designed to lift the human spirit. These "new" structures are out of place among abandoned originals, bringing out the worst qualities of each—shabby and cheap. In my mind it is a version of "The Emperor's New Clothes."

As noted by CITR (Central Iowa Regional Tourism) short day or weekend car travel is becoming the preferred vacation of Midwesterners, as opposed to the traditional 1-2 weeks involving air travel. This puts us in a good position to further our mutual goals.

Aside from the financial aspect of tourism it enhances our quality of life. It provides valuable amenities as well as a sense of community. Tourism is a way to compete with the superstores in the larger nearby towns. We have the opportunity to offer a level of service with which they cannot compete. They could never even hope to be charming or quaint.

One year ago our Main Street Program was just a dream. With generous support we are realizing a wonderful opportunity. The Main Street Program's goal is economic development through historic preservation. We are discovering we have much to offer historically.

We need to start thinking of our town as a destination, a place with something unique to offer, a place we are proud of. Let's make it worth the drive to come see us.

Keep up the good work, and keep in touch.

* * *

Watson's Grocery: Jewel of Main Street.

Watson's Grocery, 106 West main Street, State Center, was built in 1895 and was a prime grocery shopping spot on Main Street [Lincoln Highway] for more than 60 years. Owned and operated by William Watson, Sr., and his heirs until 1981, the store offered all the necessities of a turn-of-the-20th-century homemaker's kitchen: fresh meat, staples sold in bulk from 45 feet of oak bins, vinegar from 40-gallon barrels, farm-fresh eggs, as well as cleaning supplies and "new" products like boxed cereal.

In 1989, a group of community residents banded together to purchase the landmark and restore Watson's as a community museum. In 1998, Watson's Grocery was officially listed on the National Register of Historic Places after proving its significant role in preserving a piece of history.



Watson's Grocery is open to the public between Memorial Day and Labor Day on Saturday and Sunday from 1-4 p.m. Tours may be scheduled by calling Dorine Lampkin at 641-483-2110, Wilma Eckhart at 641-483-2458, or Mike Riemenschneider at 641-483-2350. There is no charge. L

July Meeting in Nevada.

Members of the Iowa LHA are invited to **Nevada** for the Summer 2001 Board Meeting. We'll convene at the Nevada Public Library on **Saturday 14 July at 10:00 a.m.** The library is at **631 K Avenue**, a block east of the north/south main drag (to which the LH runs perpendicular).

Participants can lunch at either the local Subway or at Battles BBQ—a friendly little hometown establishment—next door to the library. After the meeting, folks are free to stop at the Starbucks on the east end of town to sit by the Lincoln Highway and enjoy some ice cream on a July afternoon.

From the President's Desk...

The 2001 Lincoln Highway Association National Conference scheduled for June 13-16 is almost upon us, and we hope to see a large contingent of Iowa members in attendance in Grand Island, Nebraska.

A month later on July 14, there will be a meeting of the ILHA Board of Directors at the Public Library in Nevada, Iowa. Beyond that, we will have our general membership meeting scheduled for October 13, which Ron Cory has generously volunteered to host in Tama County. We are requesting your help during the months between now and October. At the April general meeting, we advanced an idea for your consideration.

We proposed an office of **President-Elect** which would need to be filled at the October meeting. This office would run for a one-year term ending the following October when the President-Elect would succeed to the office of President. Since this idea met with general approval, we should start thinking now of candidates to nominate in October. Be thinking of persons whom you would like to serve our association in this capacity. Please ask for permission before nominating individuals.

An advantage of creating this office is that the President-Elect would have a year to prepare for assuming the position before actually taking over the responsibilities of President.

Youngville Restoration Nearing Completion.

By Mike Kelly

The cabin court project at Youngville is moving ahead. In May 2000, three cabins from the Watkins corner three miles east of Youngville were relocated to the Youngville site. The Youngville Cafe group is grateful to Bill Karr for donation of the labor to move the cabins and assistance with securing them.

Discussion and research on the placement of the cabins has resulted in focus on the following goals: a) Extend the interpretational site to include period cabins; b) Maintain the Youngville Cafe's integrity as a National Historical Register eligible site; and c) Recreate the environment of a cabin court. Work on new floors, roofing, and the exterior is scheduled for this coming summer

The 2001 Farmer's Market season, hosted at Youngville, is in full swing. The market provides an opportunity for patrons and marketers to see progress on the Youngville Project and purchase locally produced baked goods, locally grown produce, and crafts items. The market is held each Friday from May through October. Youngville had a reputation for outstanding pies, and the market's offerings bridge the availability until the Cafe opens on a regular basis.

We are also busy updating our traveling display, new website and the Youngville video, all of which will debut at the National Conference in Grand Island, Nebraska, June 13-16.



In addition, plans are underway to offer numbered Redwing Youngville Cafe commemorative crocks for sale at \$30 each. Orders are being taken now for the crocks, which measure approximately 5 1/2 inches high (5" diameter). The crock design features a 1930s image of the cafe with the Lincoln Highway in the foreground. Anticipated delivery is later this summer. For more information or to place an order, contact Renae Tharp (Benton Development Group) at (319) 472-5545.

Youngville's section of U.S. Highway 30 has recently been expanded to four lanes. The additional traffic makes it an ideal site for promoting Youngville history as well as other Iowa Lincoln Highway sites east and west. Support is needed to continue to move the Youngville projects ahead.

Youngville is at a bit of a disadvantage in not being claimed by any one town, but we hope the entire Lincoln Highway community agrees that this site is in a key position to serve the entire Iowa Lincoln Highway corridor. L

Greetings Friends!

Please welcome our newest members:

C. Raymond Fisher	Grand Junction
Wayne and Karren Gray	Tama
Roger and Chloe Ann Hill	Tama
Inez McHugh	Jefferson
Robert and Laura Metz	Tama
Warren Rienecke	Grinnell
Mark Rossow	Jefferson
Bob Smith	Jefferson
Bill South	Dennison

Shady Oaks' Tradition Continues.

*By Mary Gift
Owner and Proprietor of Shady Oaks*

The April 2001 ILHA tour of Marshall County came to an appropriate rest at the venerable Shady Oaks RV Camp east of Marshalltown.

“Shady Oaks was begun by Bill and Les Norton in 1924. The following spring a combination filling station, cafe, and grocery was built. This was probably the first ‘quick stop’ in Iowa. A log cabin dayroom was built of oak, for use by the visitors. Later it housed showers, restrooms, and laundry facilities, for the cabin camp. All were in a dense forest of oak trees, which offered respite from the heat of summer to thousands of travelers.” (*The Lincoln Highway: Iowa*, Gregory Franzwa, 1995.)



Also in April, historic Shady Oaks unveiled a new sign, seen in the photo. There have been various signs over the years. The new one was placed in almost the identical location as the 1925 sign.

That original round sign was displayed on the Lincoln Highway to identify the first cabin camp west of the Mississippi River on the Lincoln Highway. Les Norton's vehicle is seen in this photo.



Shady Oaks Campground is still a treasure of American travel. This privately owned campground has maintained its class and quiet charm while it has adapted to modern comforts. Guests can experience the nostalgia of the early-day automobile.

Many "road scholars" prefer the byways over the interstates. At Shady Oaks, RVs may park in the shade of the historic oaks yet be within minutes of a vast choice of dining options and the cultural atmosphere of Marshalltown.



The sign above, designed by the Four-Winds Sign Company of Cedar Falls, was unique. It was mounted so the message could swing around and be read from all four directions. We have three of these signs, and the Marshall County Historical Museum has one. Les Norton was personally responsible for displaying these signs in Iowa and across Nebraska on the Lincoln Highway.

The landscape at Shady Oaks tends to keep spirits rooted to the land and a simpler time. A claim was staked on this land in 1848 by John Campbell. It was the first location of Rock Valley School and provided a campground for the Methodist camp meetings and Rock Valley Mill visitors. In 1925, it was developed into Shady Oaks Cabin Camp and provided lodging for transcontinental travelers. It is the oldest established private campground in Iowa. Shady Oaks is celebrating its 76th year in continuous operation.

Shady Oaks' namesake grove of bur oaks were recognized by the DNR in 1996 as one of the 26 Famous and Historical Trees (or groves of trees) of Iowa.

We enjoyed sharing our Shady Oaks with members of the Iowa Lincoln Highway Association on April 14, 2001. L

- Mary Gift, Marshall County ILHA Director
- Judy Jurgensen
- Mick and Liz Jurgensen

Ramblings Along the Lincoln Highway.

Minutes of the Spring 2001

Iowa LHA Meeting

State Center, Iowa.

14 April 2001.

Submitted by Norma Berns, Secretary.

Thirty ILHA members and guests met at Char's Cafe in State Center, Marshall County, Saturday April 14, 2001 at 9:30 a.m. Coffee and home-made rolls were available. The Char's Cafe building was State Center's original Hospital, and Char delighted in pointing out the operating room and other facilities.

President **Van Becker** gaveled the meeting to order at 9:30. He suggested we select a president-elect at the fall meeting to make the transition smoother. We also need an official residence as the Ogden office no longer serves our needs.

MAFCA t-shirts are available for \$10 advertising this September's Iowa Model-A club tour to Marshalltown.

Joyce Ausberger doled out our few remaining Iowa brochures. New brochures will be printed at the end of the year. It was decided to continue with the current design.

Mt. Mercy College in Cedar Rapids discarded the boxes of postcard books commemorating **Lyell Henry's** 1996 LH display.

Membership coordinator **Cecil Stewart** reported 320 members of which 50-60 are Iowa members without national affiliation. This includes 16 new members.

State Director/Newsletter Editor **Paul Walker** asked for newsletter submissions, and then discussed the LHA national budget. We are experiencing a \$16,500 operating loss in 2001 that includes \$29,000 to print the *Forum*. President **Jess Petersen** sent letters asking for donations, and Goodyear donated \$5,000, for which a full-page ad was placed in the *Forum*.

Margaret Elbert detailed the Youngville collector crock which will be a promising fundraiser. The first set will be numbered and sell for \$30.

County Consul Reports

Clinton County: **Elmer Ketelsen** bid on a 1930 Model A at a sale but didn't get it.

Tama County: **Ron Cory** reported Tama is sprucing up the LH Park for the LH Bridge Festival for the May 18-19 Festival full of small-town pleasures like an ice cream social and parade.

Marshall County: **Mary Gift** of Shady Oaks invited us to tour the Tree House today, and showed early photos of the LH and the cabin camp.

Story County: Larry Forney is happy to talk of Niland's Corner progress. \$740,000 has been raised in grants and local matching funds, leaving \$29,000 to their goal.

Crawford County: **Ardith Sporleder** said the restored Park Motel is a nice asset in Denison.

Greene County: **Bob Owens** reported the Green Co. "office" on Lincolnway in Jefferson is a success, with a good volunteer staff. The Moss Corner dedication will be July 27, with reception following at the Methodist Church in Scranton. Moss relatives have contributed funds to get the two busts of Lincoln recast for their pedestals, and will be in attendance.

Other Business

John Strong, Craig Pfantz and **Cathy Noble** of State Center's Main Street revitalization project addressed the group. The group is planning new sidewalks, reproductions of street lights, and restoration of period architecture. State Center has been host to several feature films over the years.

Ausberger outlined the National Park Service bill that was passed by Congress in December to study the importance of keeping the Lincoln Highway before the public.

The National Headquarters in Franklin Grove needs help. Should the LHA use it as a consignment shop? Search for a "gratis" locale?

Larry Forney, who works for the DOT design office in Ames, has found the 1950s DOT movie used illustrate the need for a U.S. 30 bypass. Several showings of the time-capsule film amazed one and all.

Al Warren of the Model A Ford Club from Des Moines spoke about the Model A tour in September. 32 cars are currently scheduled to participate driving east from Council Bluffs.

After adjournment, the group enjoyed a delicious lunch at Char's, and toured **Watson's Grocery** next door before starting the afternoon tour.

Eleven autos trekked the gravel, north route from State Center to Marshalltown, stopping to observe landmarks and noting the curve where Henry Joy's Packard stalled and he spent the night in his car. The group walked the grassy slope of the 1914 "4-Mile Hill" that has been realigned several times, stopping to walk inside the hollow tree.



On to Shady Oaks where Mary Gift, her daughter, Judy, and grandson and wife, Mick & Liz Jurgensen provided an update on the grounds and Tree House. L



Have Spare Tire, Will Travel

By Van & Bev Becker

SWEEPING MORE GRAVEL BACK TO THE CENTER OF THE ROAD

Our President, George W. Bush, in his May 17, 2001 speech from St. Paul, Minnesota, referred to a previous president, Dwight Eisenhower, who as a young army officer made a tour along the Lincoln Highway 80 years ago. President George W. claimed, "Our energy supplies today are as bumpy as the roads were 80 years ago." This is from the speech in which he unveiled his new National Energy Plan. You never know when our history will reappear with a contemporary lesson.

☞ What's happening to our Seedling Mile in Linn County? Not a lot. The Model A Ford Club "Seedling Mile" signs have been removed and stored. (Remember these signs were only 8/10 mile apart.) And a team of surveyors has been seen tramping in the weeds on the shoulders. No real work—yet.

☞ Speaking of Mt. Vernon, there is one 1928 concrete marker in town. It is planted in Mt. Vernon's Memorial Park close to the Visitor Center and is very close to the original route. Our research into the whereabouts of all the markers in Iowa has revealed that six unnamed Mt. Vernon residents purchased this marker from an Ames, Iowa construction site in 1982. Although we're curious about the Ames sale, we really would like the names of the six forward-thinking Mt. Vernon residents. Does anyone out there know their names? Please drop Paul Walker or us a note or a short reminiscence of the big event. Your turn.

☞ 75 years ago, in the "Time of Our Lives" column of the June 12, 1925 *Cedar Rapids Gazette*:

"A second section of the Lincoln Highway was set to open from Lisbon to the Cedar County line once shoulder grading was completed. The new section of paved highway would eventually connect to the original 'Seedling Mile' of pavement on old Highway 30 between Cedar Rapids and Mt. Vernon."

☞ Let's keep an eye on Lisbon, or **Yankee Grove** as it was formerly known. The main street, Lincoln Highway, near the Washington Street intersection is due for major changes under a plan to beautify downtown. Changes would include new landscaping, faux brickwork, ornamental lighting fixtures, raised planters and benches. Even a town square is planned with a gazebo for the old gas station site a block west of the Main and Washington intersection.

The City Council has already authorized \$375,000 for the project. Work will begin in late August after the City's annual Sauerkraut Days festival.

☞ Did you know...King's Tower in Tama has a "Lincoln Highway Burger?" Are you hungry? It is topped with cheese and green olives. The price is only \$2.95 with fries. Check it out!

☞ Sometimes it pays to keep an eye on the competition. That young upstart—Route 66—has many features and challenges similar to those of our organization. They have found a high-tech way to assist highway historians in their research. These clever people are using satellites linked to the Terraserver Website (www.terraserver.com) to trace old paths that are overgrown, fenced or just forgotten. Surprisingly, these old routes are easily visible from space. This is a website that can be used by the public without charge. Check it out; it may help our group research or settle conflicts in old maps. In fact, you can see Terraserver in action on page 7 of this newsletter.

☞ You road warriors are an adventurous lot. Comments in this column of the previous issue about the disappearing drive-in theaters prompted quite a few comments and reminiscences. It seems as if there are still some with interest in visiting an outdoor drive-in theater before they all disappear. Maybe the charm and appeal is just one more trip to the concession stand for popcorn.

Drive-in theaters in Iowa—on and off the LH—peaked in 1954 with 68 screens. There were only 22 drive-ins in 1987. Today, if you move fast, these *three* are still active in Iowa:

- 1) 61 Drive-In Theater, Highway 61 South, Maquoketa, Phone (319) 674-4367.
- 2) Council Bluffs Drive-In, 1130 West South Omaha Bridge Road, Council Bluffs, Phone (712) 366—0422.
- 3) Valle Drive-In, Rural Newton (Hwy 6 west of town) Phone (515) 792-3558.

And check out **www.driveintheater.com** on the internet for more information including listings of what is showing. L

GREAT GRADES.

In April, the ILHA toured the Lincoln Highway between State Center and Marshalltown. On the west side of Marshalltown, members pulled off Lincolnway to hike Marshall County's infamous "Four-Mile Hill," so named because of its distance from the Courthouse Square at Center and Main Streets in downtown Marshalltown. Now well within the city limits, the incline has been repeatedly leveled off and the curve graduated .



Fortunately, the current DOT-approved grade exists alongside its more immoderate ancestor, the original 1913 grade of the Lincoln Highway, shown here.

This 1990s satellite image illustrates both grades.



The current roadbed is obvious. The dirt Lincoln Highway, however, is hiding under the canopy of trees in the north-south swath of dark foliage. At the edge of the farm field, the Lincoln turned west—still visible here—and aligned with the current grade.

* * *

The State Center Main Street group has been kind to furnish two LH period photos of their namesake. Our cover photo's view is to the east, and readers will be sure to note the "L Garage."



The photo above is the opposite view, with Watkins Grocery clearly visible on the left side of the street. L

New Banners Ready.

A fresh batch of red, white, and blue Lincoln Highway banners have been manufactured and are now for sale. Made of a more durable grade of tough vinyl, the new set of lamppost banners should last longer and be more colorfast than the last issue—which are five years old and still “hanging in there” on city squares and roadways across the state.

Cost of a banner and bracket pack is \$100, while the banner alone is \$60 (used with your existing bracket). Shipping and handling is \$10. Direct your order to Joyce Ausberger. L

Lincoln Hotel Now Hosting Overnight Guests.

The Lincoln Hotel, 408 Main Street, Lowden, was built in 1915, and is one of the first hotels built to serve travelers coming in automobiles rather than by train. Built by Emil Mahlstedt, it is a two-story frame stucco building in Prairie School architecture.



Tucked away at the junction of historic Old Lincoln and Herbert Hoover highways lies this quiet place of repose. This restored hotel is one of the few remaining original Lincoln Highway hotels and is on The National Historic Registry. Located in east-central Iowa, thirty minutes off Interstate 80, you will find yourself within easy driving distance of great antiquing, local artist shops, an award-winning winery, and the gentle rolling hills that Grant Wood made Iowa famous for. Spacious suites comfortably furnished with queen-size beds, full kitchens and private baths offer you warm midwestern hospitality in a quiet small-town setting.

Double Occupancy.....\$75.00

- * All rooms have air-conditioning, alarm clocks, and televisions.
- * Dishes, silverware, microwave, toasters and coffee-maker in room.
- * Coffee furnished.
- * Local and credit card calls
- * Smoking and pets are prohibited.
- * Extra occupants (with permission) are \$10.00 extra per night.
- * Rates may change without notice.
- * Check-in time: 4:00—6:00 p.m.
- * Check-out time: 12:00 noon.

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Along the Lincoln Highway



The Newsletter of the Iowa Lincoln Highway Association
Summer/Autumn 2001 Volume 6 Issue 3

J.E. Moss Markers Come Home to Greene County.

By Butch Heman

Reprinted from the Carroll Daily Times Herald

Local history buffs came face to face with their past on Friday, August 27th. Not only were the restored Abraham Lincoln busts unveiled along the old Lincoln Highway, but Jonathan Fletcher and Susan Thomas Feldner—grandchildren of J.E. Moss, who built the monuments along the country's first transcontinental road 77 years ago—were on hand for the rededication.

It was an informative and entertaining hour for the approximately 50 people on hand. After all, how many times can you meet the grandchildren of a Civil War veteran? Cars lined the "Moss Corner" two miles north of Scranton and sheriff's deputies stopped traffic during the ceremony, held under a tent in what is now a soybean field. Officials from the Greene County Lincoln Highway Association, which organized the event, introduced the 86-year-old Fletcher and his 79-year-old first cousin Feldner.

The two monuments are concrete pedestals topped by concrete busts that Moss placed when the Lincoln Highway was paved in 1924. Fletcher said his paternal grandfather was a "strong supporter" of Lincoln and the highway. As a 17-year-old living in Illinois, Moss enlisted in the Fox River Regiment, the Illinois 36th, which later became part of the Union's Army of the Cumberland.



Left to right: Dennis Meyer of Created in Johnston, Inc.; Bob Owens of the Greene County LHA; you know who; and Jonathan Fletcher.

General Ulysses S. Grant became commander of the Union's western armies, and the 36th was instrumental in breaking the Confederate siege of Chattanooga. It was then that Moss suffered a leg injury, and a couple of days later his left leg was amputated. He was personally decorated by President Lincoln. "The rest of his life he lived with a peg leg," Fletcher told the audience. "Notwithstanding, having moved to Iowa in 1875, he became a very successful farmer and acquired several farms."

"[Moss] was a staunch support of the Union, thought the Civil War was very justified, and all of his life he was a great admirer of Abraham Lincoln," Fletcher added.

Fletcher said his grandfather had been appointed as a highway counsel for the town of Scranton, and when the Iowa Highway Commission was planning to pave the Lincoln Highway, it wanted to make the corner by Moss' farm into a curve.

"They knew they had to get some land from J.E. Moss to do that," Fletcher said. "They approached him, and he said 'I'll give you the land,' a couple of acres, 'if you let me put a couple of monuments to Abraham Lincoln at either end of the curve.' That was done."

The Lincoln busts were originally made by Tom Carlisle, a Jefferson native and collegiate art student at the time.



The route past the Moss farm was paved in 1924. Greene County was the first in Iowa to gravel and then pave its portion, and it now has the longest and most usable stretch of the Lincoln Highway. Fletcher, who grew up in Des Moines, said that he and his sisters were spending the summer of 1924 at the home of their cousin, Susan, who now owns the Moss property.

"I remember it very well," he said of the road paving. "I was 9 years old."

Fletcher also discussed the history of the Lincoln Highway Association, and he praised the Greene County members for "reinvigorating" the national group.

Moss' Lincoln busts were vandalized during the 1950s. One of the heads resurfaced at Jefferson eight years ago, and that was used to create a mold from which new busts were cast. Moss' descendants paid to have the busts recreated. **Created in Johnston Inc.**, a manufacturer of concrete ornaments, was hired to do the work. Owner Dennis Meyer took the podium to explain how he built the Fiberglas and rubber mold.

Fletcher retired in 1980 but still visits Scranton at least once a year, on Memorial Day. His parents, grandparents and great-grandparents are buried there. He and Feldner, who now

resides in Washington, D.C., are Moss' last surviving grandchildren.

Twenty-three descendants of J.E. Moss came from across the country to see the restored markers and take part in the rededication program. "I want to again thank the family for doing this," Fletcher said. "I want to thank the Greene County Lincoln Highway Association for pushing this project through."

The ceremony was conducted under a tent near the north Lincoln bust, which was covered until Fletcher and Feldner were honored by doing the unveiling. Fletcher pulled off the purple velvet cloth, stood eye to eye with Honest Abe, and smiled. "I was really thrilled," he said later. "It was a great occasion."

Photos courtesy Bev Becker and Margaret Elbert.

A's Across Iowa.

*By Al Warren
President, Central Iowa Model A Ford Club,
and Paul Walker*

It was on Friday, September 14, at 7:30 a.m. that 50 Model A's from the Central Iowa Model A Club of Iowa and others started on a trip that will live in our hearts and minds forever.

The weather was cloudy and a little chilly. We were only a few miles from our departure from Merle Hay Mall in Des Moines, on our way to the tour starting line in Council Bluffs, when trouble struck in the form of a cranky distributor. Quickly repaired, we were on our way again. In Atlantic we picked up five cars and headed for Walnut—the antique capital of Iowa.

From Walnut, we arrived in Council Bluffs where the Meadowlark Model A Club from Omaha put on a great barbeque for us. What good food and good friends!

That evening over a hundred of us met in front of the hotel where we lit candles and were led in prayer and song by club member Marie Warren, in memory of recent tragedies.

Early Saturday morning we departed the motel, beginning our tour of the Lincoln Highway. Our first stop was the Religious Museum in Logan, and by this time we had 60 automobiles in our caravan. Down the road, we took note of the 1920-era bricks lining the main streets of Woodbine, where we stopped to tour the General Store.

Our next stop was Denison, where we toured the Donna Reed Theater and lunched at Cronk's Cafe located right on the Lincoln Highway. Owner Eric Scooge narrated Cronk's history, which started in the 1920s.

We stopped in Carroll at Wittrock's Chrysler Dealership—another 1920's building on the Lincoln. Formerly a Ford dealership and double-canopy gas station, owner Mike Wittrock moved the new cars out and directed us to park our A's in front, for a great picture!

Going through some of the small towns we were met by residents waving and taking pictures. They were aware that we would be passing through because news releases had been sent to the paper of every small town on the route.

In Jefferson, our A's "circled the square," surrounding the town square with autos. The Lincoln Highway Association served us cookies and coffee and had their little shop open so we could buy some great souvenirs. Our first day ended in Jefferson, and I believe our group filled every hotel and bed and breakfast in town.

Sunday morning brought rain, and some of the cars got a little water inside and some didn't want to start. At times like those I'm glad I own an enclosed car! After drying and working on the autos, we were on our merry way to Ogden.

In Ogden we breakfast'd at the little Chit Chat Cafe, and boy was it good! If you ever visit Ogden, you have to eat there.

Nevada, Iowa, welcomed us with open arms. The local LHA served us rolls, coffee, and milk, and we were each given a free copy of the local newspaper, the *Nevada Journal*, detailing our tour. We really appreciated that. At the Rose Capital of Iowa, also known as State Center, we swarmed Main Street and were greeted by several of the townsfolk, excited to see so many old autos together at once. They introduced us to Watson's Grocery Store, in business for over 90 years. Watson's looks just like it did back in the good ol' days, and has been used in a Hy-Vee commercial and other films.

Just a few blocks from the center of Marshalltown and the end of our tour, the excitement was building. We stopped to wipe off our cars and affix our American flags. At the other end of Main Street was the Hawk A Club of Cedar Rapids, no doubt also anxious to parade down the Lincoln Highway.

The local police escorted both groups to the center of town, where the lead autos of both groups met bumper-to-bumper. In the middle of Main Street in front of the 1885 County Courthouse, Joe Lamb, Bill Ackermann and I put 'em in park, exited our cars, and greeted one another under the new Lincoln Highway banner. Marshalltown Mayor Floyd Harthun was also on hand to greet us and says thanks for helping to celebrate "Lincoln Highway Days."



To conclude the tour, we got back in our cars and led the west and east column of autos past each other, slapping hands as we met [photo]. It was a sentimental moment for us all.

In the procession, the police used a 1960s-era Chevrolet black-and-white which led more than 100 cars to Jensen's Ford Lincoln Mercury Dealership on South Center Street. At Jensen's we parked our A's in the used car lot and enjoyed a terrific lunch sponsored by the Marshalltown Auto Restorers Club.

Words cannot express the feeling of looking back in the mirror and seeing all the A's coming down the street in line. I do believe Henry Ford would have been proud.

I know I was.

* * *

The East Tour of the Hawk-A Model A Club of Cedar Rapids enjoyed a level of fun and good motoring equal to Al Warren's gang in the west. The phrase "need a new condenser" was heard more than once, but overall spirits were high and a few raindrops in Chelsea weren't about to darken anyone's day.

We started the journey in Clinton at the site of the old Fulton-Lyons Bridge - the Lincoln Highway entrance to Iowa from the Illinois side of the wide Mississippi. A collection of photos from the tour can be found on the following two pages, including the group shot taken just before Clinton County Consul Elmer Ketelsen shouted "Gentlemen, start your engines!"

Highlights included the enthusiastic groups we encountered in some of the smaller towns, including Wheatland, Lowden, and Clarence. From Clinton, the tour drove the later LH through Elvira, avoiding U.S. 30 traffic. We stopped in Lowden where Brad and Liz Norton played the gracious hosts, opening their renovated Lincoln Hotel and Bed & Breakfast to all 20 drivers and their guests. The townsfolk of Clarence welcomed us warmly, as the treasure of Red Oak Antiques drew lots of interest.

After lunch in Stanwood, the long line of A's enjoyed occasional bursts of sunlight amid mostly cloudy September skies. Unfortunately Mt. Vernon's Cornell College was in the thick of a gridiron battle that afternoon, so there was no access to the refurbished 1912 wooden LH bridge alongside the field. But everyone enjoyed seeing the Seedling Mile and Van Becker's handmade sign to mark the spot. Day one ended in Cedar Rapids, home to most participants, but drivers and spouses gathered that evening at the Lighthouse Restaurant on Mt. Vernon Road for dinner and fellowship.

We started Sunday with a visit to Youngville Station, seeing up close how the building is coming back to its 1930's glory, including a growing collection of cabins. It was strange, but with all those Model A's crowded around the building like so many ducklings swarming their mother, I could have sworn I saw a tear in the eye of the pleasing face of the Youngville facade.

Belle Plaine is a car lover's dream, of course, and we split our time chatting with Ron Preston and visiting his father's garage, and driving up the street to tour Bill Sankot's equally historic shop. With storm clouds threatening, however, we had to hasten our exit from town. Fortunately by the Lincoln Highway Bridge in Tama, the storm was beginning to pass, though Tama County Consul Ron Cory had a difficult time coaxing drivers from their dry autos.

Pausing briefly at Shady Oaks east of Marshalltown, the group pushed on to our staging area at East Main Street. Al Warren has described the Lincoln Highway parade and auto show, so let's use this space to say thanks to the many people who contributed to this terrific event: Hawk-A MAFCA, Central Iowa MAFCA, Marshalltown Auto Restorers Club, M'town Police Department and Mayor Floyd Harthun, Jensen's Ford Lincoln Mercury, and the people and communities of the Lincoln Highway Association. L

Youngville Station Crock Series Begins.



It has been a busy summer at Youngville preparing for the Model A Ford Club's visit in September. Youngville was the first stop on the last day of the 2001 tour. Both Model A Clubs that participated in the east leg of the tour were instrumental in obtaining our original ISTEAG grant. As a small token of our appreciation, volunteers served homemade cinnamon rolls and gave a tour of the progress since their last visit several years ago. In addition, freshly painted booths and the first of three vintage gas pumps have been installed.

On October 14th, we will be hosting our fall festival. This year's theme is "Apple Daze" and we will feature apple pie, fritters, and fresh pressed cider. Local musicians Todd and Kim Frank will be on hand to perform their "Youngville" song.

The commemorative crocks have been ordered, and as you read this, the Red Wing craftsmen are busy preparing our order which should be in by mid-November. The price of the crocks is \$30.00 plus shipping. Orders can be placed with **Renae Tharp** at the Benton Development Group (319) 472-5545. To see a full color rendition of the crocks see our website at:

www.videoportraits.com/yv/yv1.html. L

Iowa LHA Announces Fall Tour

The Iowa LHA Fall 2001 tour will be held in Tama County on **Saturday, October 13th**. The schedule begins with a **9:30** morning meeting at Rube's in Montour, and will include displays of memorabilia for sale and a program with a slide show by historian Lyell Henry of Iowa City entitled "Along the Lincoln Highway in Tama County."

Featured will be the Lincoln Highway Bridge and Park in Tama as well as a history of the LH through Tama, Montour, and Chelsea. LHA members should remember that the first Field Secretary of the Lincoln Highway Association, Henry C. Ostermann, died in his Packard in an accident just east of Montour in 1920. A vintage car will be on display in front of Rube's.

A noon buffet at Rube's will follow the program with the LHA tour to follow. The tour will begin in Montour and follow the LH through Tama with stops at the Lincoln Highway mural, and Bridge Park. The tour continues to Chelsea with various stops and discussions along the way.

Association members and the public are invited. For more information contact Tama County board member Ron Cory at 641-484-2761.

From the President's Desk...

It is once again time for our fall general membership meeting. One of our activities at this meeting will be choosing a President Elect/Vice President in accordance with the by-laws of the ILHA.

We know there are several enthusiastic and qualified members who would fill this office admirably, so we are seeking candidates for the office of President Elect. If you know someone whom you would like to see move into the office of President at the end of our term in October 2002, please obtain that person's permission to nominate him, her or them and put the name(s) in nomination when we meet in Montour.

The Model A Ford Club of America Tour across America via the Lincoln Highway was a big success. Thank you to all who helped with that event. Most of all, a great big thank you to Paul Walker, our State Director and Webmaster, who gave countless hours of assistance and support to this major event.

We hope to see you all in Montour! Happy motoring.

Welcome to the LHA!

This issue's new members include descendants of J.E. Moss.

William L. Karr
 Jason Gesy
 Gregory Heitman
 Ann Grace Kreiger
 Lincoln Hotel, Brad and Elizabeth Norton, Owners
 Rubes, Inc.
 Tama/Toledo Chamber of Commerce
 Duane Paulsen
 Susan and Louis Feldner
 Bill and Carrol Warrell
 Susan Moss Webster
 Robert and Betsy McCarville

...Vinton
 ...Denison
 ...Ames
 ...Jefferson
 ...Lowden
 ...Montour
 ...Tama/Toledo
 ...Dixon IL
 ...Lansdowne VA
 ...Bethesda MD
 ...Austin TX
 ...Redding CA

Landscape Architecture Project Underway

*By David Pyles
 Iowa State University
 Landscape Architecture Department*

The Iowa State University Department of Landscape Architecture, through the College of Design Institute for Design, Research and Outreach (IDRO), is currently working on a two-year research project involving the U.S. Highway 30/Lincoln Highway corridor within the state of Iowa.

The project is being funded by the Iowa Department of Transportation (IDOT), and the goals of the project are:

to *inform* and *advise* the thoughtful placement of potential new roadway alignments, and the sensitive design of new engineering and landscape elements along the corridor, and

to develop mechanisms to protect and enhance existing natural, cultural, historic, and visual resources within the U.S. Route 30/Lincoln Highway corridor. Work began on the research project this past spring.

As this research relates to the Lincoln Highway, the project recognizes the routes' historic significance and continued importance as America's first transcontinental highway, as well as the interrelationship between the Lincoln Highway and the modern Route 30. Past, present, and future development pressures; demand for highway transportation safety; and, respect for the historic, cultural, and scenic importance of these highway corridors creates an opportunity for valuable research to address and inform future impacts to one of Iowa's best known and celebrated historic resources.

It is expected that the corridor management plan will be used by a diverse array of individuals and groups. As a resource for alternative development strategies in the context of the historical highway, the management plan will address issues and concerns of county engineers, local and county planners, Iowa Department of Transportation planners and engineers, private citizen groups, owners of historic properties and commercial and residential developers. With such a diverse audience, the corridor management plan seeks to inform planning and design at many levels. Providing developed case studies of context sensitive design practices serves to inform development and maintain and enhance the existing cultural and historic fabric of the Lincoln Highway.

In desiring to build a working relationship with the ILHA, respectful of the invaluable knowledge and historical resources within the organization and its membership, the ISU Project Team introduced the research project to the ILHA Executive Board at the July 14, 2001 board meeting held in Nevada, Iowa. Further contact with the ILHA and its members is desired to fully inform the project's research. To this end, the ISU Project Team plans on attending the October 13th annual meeting of the ILHA membership in Tama County. The quality of research conducted by the Team will be made better via the ILHA and its members' knowledge and expertise.

This fall, a project website will be established providing information on the project, as well as providing a tool for contact and information exchange to the ISU Project Team. The ISU Project Team contacts are as follows: J. Timothy Keller, Principal Investigator; Genevieve P. Keller, Co-Principal Investigator; Tim Borich, Co-Principal Investigator; Chris Seeger, Project Manager; and, Peter Butler, Project Manager. Wai Kin Soo and David Pyles are graduate student researchers. These members of the ISU Project team can be reached through the ISU Department of Landscape Architecture at (515) 294-5676, or at the IDRO research office at (515) 294-7462.

*The board and membership of the Iowa LHA welcome and support the participation of the Iowa State Landscape Architecture Department, and will provide assistance wherever and whenever possible.
 - ed.*



Have Spare Tire, Will Travel

By Van & Bev Becker

SWEEPING MORE GRAVEL BACK
 TO THE CENTER OF THE ROAD

The Seedling Mile has lately been the center of much attention. In anticipation of the Model A Tour, we contacted the Linn County Engineer about replacing the signs which previously marked each end of the Seedling Mile. They declined—turned us down flat—citing the impending construction and fear of vandalism. The Linn County Engineer did offer the following time table: The widening and improving project is to begin in late September and October 2001 with tree removal and moving of fences, with utilities to follow. The actual grading and paving will take place next spring and summer. The work should be completed by September 2002. The signs are due to be planted again when construction is complete.

Without signs, the Model A Club members had no marking of the historic mile. Figuring that a homemade sign was better than none, I made and installed one on the highway shoulder just minutes before the Model A's came over the hill for a stop and photos on Iowa's only Seedling Mile. The homemade sign was left behind. Any bets on how long it will last?

At this writing, the only evidence of roadwork on the LH between Mt. Vernon and Cedar Rapids are the numerous trees and shrubs marked with bright pink paint foretelling their impending doom.

The plans to have the Iowa LHA participate in the "Adopt-a-Highway" program by adopting the Seedling Mile will not happen in the foreseeable future. Our beloved section, the section where we so wanted to see our name on the road signs, is already taken. We have made our wishes known to the proper authorities, and perhaps we will have the opportunity to adopt this stretch of our highway at some time.

The Cedar Rapids Gazette gave us good coverage with the Model A Tour press release, and the good coverage will continue. About the time this newsletter arrives in your mailbox, the *Gazette* plans to run another Lincoln Highway/Seedling Mile article. *Gazette* reporter Chris Owens interviewed me regarding how the Lincoln Highway Association feels about the upcoming reconstruction efforts. I provided some historical background information, including the quantity of Portland cement used to pave the Seedling Mile (do you remember that it required 3000 barrels?).

I stated that our association is interested in history, education and preservation; however, compromises were made on both sides to preserve the route and alignment although the resulting road will be wider and flatter. The color and texture of the Seedling Mile portion will ensure that it will still be distinguishable from the rest of the roadway, and commemorative signage was also agreed upon.

In the end, of course, the LHA also stands for good, safe roads, and hopefully the reporter was left with the impression that we are satisfied with the albeit compromised road improvements.

For you Internet surfers—KMRY radio, a CBS affiliate, 1450 KHz, has a website, www.kmryradio.com. KMRY is known as the "oldies" station here in the Cedar Rapids market, and for its community involvement. Rick Sampson, Program Director, lives on Johnson Avenue NW, the original route of the Lincoln Highway. If you go to the homepage of KMRY and click on "links." Scroll down until you find a familiar logo. This is a "LINK-OLN" connection. L

Ramblings Along the Lincoln Highway.

*Minutes of the Summer 2001
Iowa LHA Meeting
Nevada, Iowa.
14 July 2001.
Submitted by Bev Becker, Co-President.*

Co-President **Van Becker** called the meeting to order at 10:25 in the conference room of the Nevada Public Library following a 25-minute social period. 15 persons were in attendance, 11 members and four guests. Coffee was provided.

Minutes of the April meeting were approved as published and reading of the treasurer's report was dispensed with, due to the absence of **Joyce Ausberger**.

Cecil Stewart gave a brief membership update highlighting new members.

State Director **Paul Walker** reported that our National Headquarters will remain in Franklin Grove, IL for the present. National President Jesse Petersen signed a 3-year lease for the building with no rent due from the Association. There will be an increased emphasis on sales of a variety of collectible items in the shop. Paul announced that the National Association has averted a \$15,000 shortfall in the budget for the year 2000, and we will break even. There is however, an anticipated budget shortfall of that same amount for the fiscal year 2001. An increase in membership dues was approved at the 2001 LHA National Conference in Grand Island effective October 2001. For full details, check the next issue of the *Forum*. Locations have been set for the national conference for the next two years. The 2002 meeting will be held in Sacramento, CA, while the 2003 meeting is to be hosted by Indiana.

County Reports

Mike Kelly of Benton County indicates that the cabins behind Youngville Station will receive new wood floors instead of being put on concrete slabs.

Ron Preston reports that he has bought out his brother's share of his father's (George Preston) station in Belle Plaine. Ron plans to remove some of the rarer advertising signs from the exterior of the building to prevent their further deterioration. These signs will be stored for safekeeping and will be replaced with newer, more common signs. He looks forward to speaking to members of the Model A Tour on their trip through his city.

Ron Cory of Tama County advises that the Tama Historical Society has been given permission to restore the one cabin remaining behind King Tower and possibly move it to the Lincoln Highway Bridge Park once the park has been further developed. Ron Cory also reported that an original LH marker has been placed in front of the new Tama Public Library.

Jeff Benson regretfully reports Story County has lost another original Lincoln Highway bridge west of Colo. It no longer met DOT standards for public transportation. Although offered to interested parties, the size, weight and transportation costs were prohibitive.

Elaine Ehlert provided information from Harrison County via telephone that efforts are ongoing to raise the funds to restore the original brick of the Lincoln Highway, Main Street, through Woodbine. The IDOT plans to have a drive-by on August 14. Hopefully, this will lead to future funding. Elaine's team has repainted five LH signs of the 10 poles they have targeted for fresh paint.

Margaret Elbert reported that Pottawattamie County news indicates that the viaduct over the brick section of the LH is to be removed. We are uncertain if this project will affect the LH brick. Margaret and Jeff will follow this development.

Discussion Topics

Benson and **Al Warren** discussed the western leg of the Model A Club's Tour across Iowa. Al proudly displayed an article printed in the *Restorer* covering the Iowa tour. Walker joined the discussion to outline plans for the eastern half of the tour. Paul reported that 26 to 28 of the vintage Fords have registered for this part of the tour. The eastern and western tours will meet in Marshalltown. Walker moved that the ILHA put out an extra issue of the newsletter in August detailing the Model A/Lincoln Highway tour. The motion was seconded by Benson. Motion carried.

Van and **Bev Becker** addressed the subject of the election of a president elect/vice president to occur at the October membership meeting. The official bylaws of our association require such an officer. Official nominations and the election will take place at the Fall 2001 meeting.

Benson introduced representatives from ISU who are working on the Iowa Corridor Management Plan. **David Pyles** presented an explanation of the plan and asked for our cooperation in putting together a plan that will be beneficial to both the IDOT and the Lincoln Highway Association. There was an exchange of names and ideas and tentative plans are for further regional meetings along the Highway.

Attention was called to the annual Lincoln Highway Days parade/festival in Nevada planned for August 24 and 25. Bev Becker and **Margaret Elbert** plan to staff an LHA booth at the fairgrounds after the parade.

Van Becker reported he has been approached by the Cedar Rapids History Center to participate in their brown bag lunch programs. He was asked to speak about the Lincoln Highway in Linn County. As they firm up plans for the program, Van will prepare his presentation.

Jeff Benson moved for adjournment and Margaret Elbert seconded the motion.

ILHA members moved on to Battle's Bar-B-Que next door to the Library for lunch. L

GREAT GRADES.



The April tour of the Lincoln Highway in Marshall County continues to reveal treasures six months after the fact.

Tour participants noticed the culvert in the photo below as they drove the original LH route between State Center and Marshalltown—now county road E41—just west of the intersection with Iowa 330. The locals had assumed that this mass of concrete, south of the current roadway and on private land, was built long ago as a field access road. Not even folks who've lived there long enough to remember the one-room schoolhouse site could recall there ever being a highway there.



But there was! The culvert is at the west end of a grade that runs up a short hill to level ground and down the other side. The level ground is seen in this photo. Shot in April, the image reveals the scooped out roadway, lined with a dirt "curb." After a quarter-mile, the abandoned road joins up again with the county road, which is a large dirt fill over marshland that early road builders avoided.

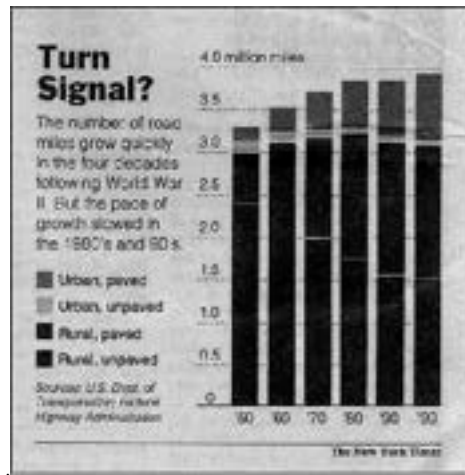
An original alignment of the Lincoln Highway? More research needs to be done but the topography would indicate that it was. Members who want to explore the alignment should contact Paul Walker. L

Is There Anything Left to Say?

The paparazzi weren't there. But in the annals of highly public break-ups, the recent news that California - hallowed birthplace of the four-level stacked highway interchange - would stop building freeways may represent the busted romance of the century.

The magnetic attraction between Americans and their automobiles was consummated in California, terminus of Route 66 [and another famous highway], site of the original McDonald's and the slab-loving home of 15,243 miles of freeway. When Governor Gray Davis announced last week that a newly dedicated stretch of freeway outside Los Angeles would be the state's last for the foreseeable future, some saw a tectonic shift, the end of a 60-year construction epic that began in 1938 with the building of the Pasadena Freeway. The "white line on the holy road" of Jack Kerouac's "On the Road" has lost some of its luster, with Governor Davis now promoting mass transit and improving existing freeways.

Nevertheless, as Americans indulge in their final flings with summer, most will do it in their cars. Alternatives to the highway—trains, bicycles, car pools - can't yet compete with the individualistic ethos of the open road, even a baking, fume-ridden gridlocked one, and the beckoning promise of movement along an infinite ribbon of highway may die hard



Americans have long regarded the highway as sacred space, a place of romance, solitude and self-discovery, and the healing, redemptive power of the road has spawned a genre of literature - not to mention television shows, films and pop music.

Like moving to California, hitting the road has been an act of self-transformation, the highway a haven for renegades and nonconformists from Bonnie and Clyde to Thelma and Louise. Highways appeal to the restlessness of the American spirit. While trains have schedules, car pools involve small-talk and bumping knees and bikes require exercise and sweating under a helmet, the road requires just us.

"The big highways give that feeling of expanse - the need to cover distance," said Ronald Primeau, a professor at Central Michigan University and the author of "Romance of the Road: The Literature of the American Highway." "When it all gets bottled up, we just try for short bursts of speed, like Kerouac."

The dark side of highway culture arrived with all the subtlety of a 24-hour mini-mart. The destruction of historic urban neighborhoods, the relentless franchising of the American landscape, the rise of road rage and vast empty commutes. The very idea that California - where preservationists now campaign to save vintage Cadillac dealerships and triumphal car washes—would put the brakes on freeway-building seems the final symbol of lost innocence, as if George Maharis and Martin Milner had totaled their late-model Corvette on "Route 66."

Today, after more than 60 years of superhighway building, nearly four million miles of public roadway crisscross the country, accommodating more than 200 million cars, trucks and motorcycles. To Tom Lewis, a professor of English at Skidmore College and the author of "Divided Highways: Building the Interstate Highways, Transforming American Life," the freeway is now something of a historical artifact.

"They are monuments to a time in our nation's history when we thought we could do any thing," he said. The current wave of nostalgia for more intimate roads like Route 66 and the **Lincoln Highway** is arguably a rebellion against the florescent-lit anonymity of the Interstate and the freeway.

The growing reverence for spinning chicken buckets and other artifacts of roadside culture is not likely to end soon. "Today's highway symbols are tomorrow's fascinating relics," noted historian Douglas Brinkley.

In fact, it's a pretty good bet that the rosy, air-brushed glow of history seen through the rearview mirror will, perhaps 20 or 30 years from now, cast its aura on freeways and Interstates as well. There are already inklings of Interstate nostalgia; one day, middle schoolers may yearn for I-70 label jeans the way they now do the Route 66 brand. L

[I'll believe it when I see it. -ed]
Reprinted from the 9 September 2001 edition of The New York Times.

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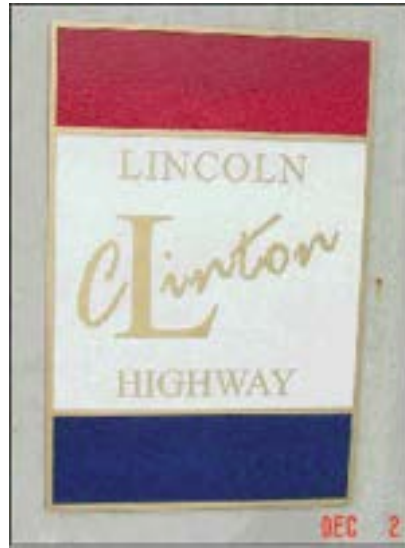
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Along the Lincoln Highway



The Newsletter of the Iowa Lincoln Highway Association
Autumn/Winter 2001 Volume 6 Issue 4

The Time To Act Is Now.

*By Catherine Noble, Director
State Center Main Street Program*

**“What we understand we love.
What we love we protect.”**

For too long Iowa has not realized what it has. The Lincoln Highway is a significant piece of history filled with the right stuff to attract tourists nationwide. Look at the excitement Route 66 generates.

We have the potential for that same success. The highway is simply not promoted to its fullest, and its highest and best use has yet to be realized. Its role as a tool for preservation and the ensuing development of tourism lies dormant while we, as a state, struggle economically.

This mismanagement of our historic legacy cannot go on. I am not criticizing anyone's efforts or opinions. We must, however look at the bigger picture. Every day landmarks are lost to well intended but harmful ignorance. Until people are aware of the value of this road and it's unique landmarks, it will continue to slowly disappear.

About eight years ago an application was made to the DOT by the Lincoln Highway Association to have the LH designated a scenic byway. The application was turned down, as the road was not considered "scenic." An admittedly subjective scoring system is in place to insure the integrity of any road labeled "scenic." The National Trust was called in to help present the concept of a scenic beauty all it's own, but the DOT was not convinced.

Historic significance is also a consideration in the designation as a scenic byway. Not enough of the original Lincoln Highway is intact for it to qualify as "historic." Ironically, this disqualification came into being because of constant DOT improvements to the roadway over the years!

Having lived in places where you cannot see the sun rise or set, I appreciate the wide-open sky and beautiful horizons our views afford. Think of all the people, the many important historical figures, who have traveled through Iowa on this, the first artery of our great nation.

It is time to explore this avenue anew. Illinois has designated their entire length of Lincoln Highway a scenic byway. Possibly there is some other type of historic trails designation to be considered. It is great that our Association was formed to promote this road, however it is time the state of Iowa stepped up to the plate and added it's support and endorsement to the effort.

We cannot afford to take "no" for an answer. L

Reminiscences of Crawford County.

*By Ardith Sporleder
Crawford County Director*



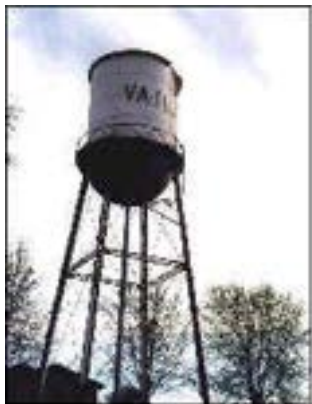
Most of my life has been spent living in or near Crawford County in western Iowa, and when I agreed to write about my experiences for the newsletter I was certain it would be a breeze because my childhood memories would be interesting and exciting. However, such recollections required a reach—perhaps a stretch—back in time, so I decided to take a drive along our Lincoln Way, from Dow City, through Arion, to Denison.

The road from County M14 to Arion is a winding, well maintained gravel road and is two miles long. A bit uneventful as I was looking for abandoned cement abutments in fields and pastures [photo].



There's a well preserved "V" culvert that suggests this road was used frequently. However, I notice the County Home is in disarray. The once-pretty brick home with adjoining buildings was sold by the County Board of Supervisors several years ago and was rented out as a rooming house. I remember this "Home" being well kept with a groundskeeper that was employed full-time. His duties included building repair and numerous maintenance chores. Prior to that, livestock and gardens were maintained by the residents.

The original road nestles down a bit from the hills and becomes Lincoln Way. It continues on through feed lots, abandoned farmsteads and pastures that are a wonderful reminder of another era of 160-acre tracts of diversified farming. It is here that we catch a brief glimpse of the Loess Hills—or their shorter relatives—with red cedar trees atop the hills between deep ravines.



Lincoln Way winds through the land owned by IBP, the meat-packing company started by Andy Anderson in conference with other townsfolk on the second floor of the Park Motel in Denison. This jump-started the local economy, and though it started with a small group of investors, it is one of the largest meat-packing corporations in the nation. But that's another story.

We cross the Union Pacific railroad and four-lane U.S. 30 and are once again on the old Lincoln which now suffers under the label "Access Road." The Sunset Trailer Court and Days Inn are located here as we intersect with Iowa Highway 59.

Denison has hired a consultant to come up with a vision for **Denison 2020**. He expressed a desire to work closely with the LHA in the event that the first ever "Natural Corridor" becomes a reality.



up with a changing rural scene, and each has much to offer. Westside, Vail and Dow City will forge ahead with new businesses and the building of many fine, new homes. And when you have time for a leisurely drive, we hope you'll come visit us. L

Youngville Station Crock Series Continues.



The commemorative crocks have been ordered, and as you read this, the Red Wing craftsmen are busy preparing our order which should be in. The price of the crocks is \$30.00 plus shipping. Orders can be placed with **Renae Tharp** at the Benton Development Group **(319) 472-5545**. To see a full color rendition of the crocks see our website at:

www.videoportraits.com/yv/yv1.html. L

Don't Hibernate - Join Us at Youngville

Youngville will be hosting the January 12, 2002 ILHA board meeting. Coffee, rolls and juice will be served beginning at 9:00 a.m., with the board meeting to follow at 9:30.

The Youngville cafe is on the northeast corner of U.S. Highways 30 and 218. Although you can't miss the building, don't forget our driveway is approximately 50 yards east of the cafe and is easy to miss if you are really "rollin' down that Lincoln Highway." The median crossing is not very visible and coming from the west you will be turning from the passing lane—watch out for impatient drivers.

We look forward in January to showing you our progress. In November we installed the new retaining wall behind the cafe and, earlier this month, **Karr Tuckpointing** of Vinton installed the permanent foundations and set the cabins in place. Now the *Cabin Court* is really taking shape!



Our Fall Festival was held October 14, 2001. Highlights included pie and coffee in our recently installed renovated cafe booths [see photo page 3], hand pressed apple cider, and live music by Todd and Kim Franks.

The **Youngville Crocks** are in and can be ordered from Renae at (319) 472-5545 or Mike (mtk@videoportraits.com). They are \$30.00 each and can be shipped 2 day priority mail for \$6.45.



From the President's Corner...

Last year I wanted to write a State of the Union address, but Bev wouldn't let me, so I suggested a State of the State—she vetoed that too. This year as the deadline looms for the last newsletter of the year, I'm sitting at my desk with a radio whispering in one ear, the television droning across the room and the computer humming in front of me. On this evening of December 7, 2001, the 60th anniversary of Pearl Harbor, all of the news media are reporting on that generation's war, this generation's war and the events that led up to both.

Many of the patriotic speeches today are intended to unite this country. After listening again to the speeches, phrases and political blustering surrounding Pearl Harbor and our recent September 11 tragedy, anything I might say seems hollow. In this light, let's look back at our Lincoln Highway Association objectives and how those who formulated the original mission statement of our organization planned to unite the country.

To immediately promote and procure the establishment of a continuous improved highway of the Atlantic to the Pacific, open to lawful traffic of all descriptions, without toll charges and to be concrete wherever practical, this highway is to be known, in memory of Abraham Lincoln, as "The Lincoln Highway."

At this point, Bev and I want to wish everyone a better New Year. We look forward to meeting and getting to know more of you in the coming year. Meet us along the Lincoln Highway.

Welcome to the LHA!

So Many New Members From Near and Far!

Dale Benskin
Kenneth Carson
John & Judy Carter
Arnold Chantland
Thomas Coenen
Trace Harris
Rick Hickman
Janis Kaup
Mearl & Lillian Luvaas
J.R. & Kathy Manning
Dennis Meyer
Ann Presley
Katherine Shane
Andrew Sorenson
Verilyn Strellner

Marshalltown
Toledo
Belle Plaine
Toledo
Charinda
Anchorage, AK
West Des Moines
Camanche
Denison
Germantown, SI
Johnston
Auburn
Des Moines
Jefferson
Tama

Dirt Roads.

Reprinted from "Paul Harvey."

What's mainly wrong with society today is that too many Dirt Roads have been paved. There's not a problem in America today that wouldn't be remedied, if we just had more Dirt Roads, because Dirt Roads give character.

People that live at the end of Dirt Roads learn early on that life is a bumpy ride. That it can jar you right down to your teeth sometimes, but it's worth it, if at the end is home...a loving spouse, happy kids and a dog. We wouldn't have near the trouble with our educational system if our kids got their exercise walking a Dirt Road with other kids, from whom they learn how to get along.

There was less crime in our streets before they were paved. Criminals didn't walk two dusty miles to rob or rape, if they knew they'd be welcomed by barking dogs and a shotgun. And there were no drive-by shootings.

Our values were better when our roads were worse! People did not worship their cars more than their kids, and motorists were more courteous, they didn't tailgate by riding the bumper or the guy in front would choke you with dust and bust your windshield with rocks.

Dirt Roads taught patience. Dirt Roads were environmentally friendly; you didn't hop in your car for a quart of milk, you walked to the barn for your milk. For your mail, you walked to the mailbox. What if it rained and the Dirt Road got washed out? That was the best part, then you stayed home and had some family time, roasted marshmallows and popped popcorn, had a pony ride on Daddy's shoulders and learned how to make prettier quilts than anybody.

At the end of Dirt Roads, you soon learned that bad words tasted like soap. Most paved roads lead to trouble. Dirt Roads most likely lead to a fishing creek or a swimming hole.

At the end of a Dirt Road, the only time we even locked our car was in August, because if we didn't some neighbor would fill it with too much zucchini.

At the end of a Dirt Road, there was always extra springtime income, from when city dudes would get stuck, you'd have to hitch up a team and pull them out. Usually you got a dollar... always you got a new friend...at the end of a Dirt Road. L



Have Spare Tire, Will Travel

By Van & Bev Becker

SWEEPING MORE GRAVEL BACK TO THE CENTER OF THE ROAD

Once again this is an opportunity to clean out the inbox. I trust there will be a few pearls of information here that may be useful or at least interesting.

* * *

Lisbon's renovated downtown area is slowly starting to move forward. The filling station (ceramic-veneered Standard if memory serves) on the west end has been leveled for the city square, which is to include a gazebo.

The first of Lisbon's Tax Incremental Fund (TIF) for improving the exteriors and interiors of business district buildings has been awarded to **John's Hairstyling** and **Bill's Tap**. Both owners are pleased with the good deal.

The other side of the coin, Lisbon's main street—our beloved highway—is slated for utility work, landscaping, faux brick and ornamental lighting at the corner of Main and Washington Streets. The City Council has already authorized \$400,000 for this project. However, the bid letting is going slowly. The entire project is scheduled for completion in June 2003. Check on their progress the next time you are cruising the Lincoln Highway in Linn County.

* * *

Mount Vernon has a new restaurant in the business district. The **Lincoln Café—Honest Food**—is a half-block east of the fire station on Main Street. Housed in a vintage brick building, the owners are very proud of their chef. In addition to such simple fare as a Lincoln Highway Burger, the chef prepares daily specials. Yes, Bev and I have eaten there and will stop in again. They serve a good snack.



This column previously requested your help in identifying the six local residents of Mt. Vernon who were responsible for rescuing and installing the original LH marker just west of the Visitors' Center in Mt. Vernon. There was no response to my request. Therefore, I fear their names are lost, although we do appreciate their foresight.

* * *

As mentioned in the last issue, the Linn County Highway Department, in anticipation of the renovation and (de)construction of the Lincoln Highway route from Lisbon to the east edge of Cedar Rapids, has removed the metal Seedling Mile signs.

In a last-minute effort before the Model A tour in September, I placed a homemade sign marking the start of the Seedling Mile west of Mt. Vernon. We expected it to last through the weekend, but to our surprise, it stood proudly for almost three months. Since construction crews will probably not tackle that stretch until spring, I reinstalled the fallen sign in early December. If the last time was good for three months, we hope this sign will stand all winter as I used heavy-duty, UV-resistant tie wraps. [way to go, Van. -ed]



* * *

The highway between the Seedling Mile and Cedar Rapids, known as Mt. Vernon Road or "Old Highway 30," now sports six new metal LH signs mounted on utility poles, three facing east, three west. This must be part of the County plan to improve the road next spring. At any rate, their appearance this fall was a pleasant surprise.



How is the Lincoln Highway signage in your area? Are there any new ones? Old ones? Missing signs? Have you painted any poles? Drop a note to our newsletter editor. I'm sure Paul would appreciate the information including photos for future newsletters. [yes, he would -ed] L

Ramblings Along the Lincoln Highway.

Minutes of the Fall 2001

Iowa LHA Meeting

Montour, Iowa.

13 October 2001.

Submitted by Bev Becker, Co-President.

Members began their meeting at Rube's Steakhouse in Montour at 9 a.m. with good fellowship and refreshments of coffee, rolls and juice.

Van Becker called the business meeting to order at 9:40 a.m. with 40 members and guests in attendance. The minutes of the October 13 Board of Directors' meeting in Nevada were approved as read. **Joyce Ausberger** was asked for a treasurer's report and she provided the treasurer's report. Consult with Joyce for further details.

National LHA President Jim Ranniger wants to attend LH events in each state, so let State Director **Paul Walker** know of any local chapters events planned.

Walker called to our attention the \$5 increase in Association dues, which took effect on October 1.

Clinton County Director **Elmer Ketelsen** reported that the new Clinton bridge is open and a lamppost bears the familiar Lincoln Highway emblem.

Greene County Director **Bob Owens** gave an account of the Moss Corner marker rededication near Scranton in Greene County, which was reported in the last issue of *AtLH*. The restored markers look like new and are very impressive.

Director **Ardith Sporleder** of Crawford County reported on participation in the MAFCA tour and advised that renovation of the Park Hotel in Denison is complete and ready for guests.

Director **Elaine Ehlert** from Harrison County reported that the Applefest in Woodbine was a big success and that Joyce and others represented the LHA with a display. Elaine advised that efforts are ongoing to raise more funds for the preservation of the original brick portion of the Woodbine LH, and she shared her photos of the Model A Ford procession. Ehlert has been busy with a crew repainting the LH signs on poles in Woodbine. She also reported that four painted concrete LH markers from a yard in Council Bluffs were moved to a farm near Logan.

Co-President **Bev Becker** asked for nominations for the office of President Elect/Vice President with a term to run from October 2001 until October 2002, with that person to assume the duties of President of the ILHA for the two-year term ending in 2004. **Mike Kelly** of Vinton and **Bob Stinson** of Des Moines were nominated. Voting was by ballot and those ballots were counted by Past Co-Presidents **Jeff Benson** and **Margaret Elbert-Benson**.

Results were close with Mike Kelly the winner. Congratulations to Mike and thank you to both Bob and Mike for their participation. When Mike assumes the office of president next year, we will elect another President-Elect/VP for a two-year term.

New/Old Business

Ausberger reported that Scranton Manufacturing is now making our Lincoln Highway banners and shirts. The banners remain at \$60 each. The brackets may be purchased separately.

Owens informed us that video of the Moss Corner rededication is scheduled to air on PBS's "Living in Iowa" in November.

Sporleder reported that a person in Belle Plaine has a logbook from the Wayfarer's Cabin Camp in Belle Plaine's LH days, and has offered it to the association for photocopying. Noble Sojourner **Lyell Henry**, volunteered to investigate.

President-Elect Kelly volunteered to host the ILHA Board meeting at **Youngville** in January. Here's the current state of the newly remodeled interior. Nice, huh?



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April's Member Meeting will be at the Greene County LHA headquarters in Jefferson.

Van adjourned the business meeting at 10:30 a.m. and turned the program over to our host, **Ron Cory**.

Ron introduced **Peter Butler** from Iowa State University who explained a survey that the Corridor Study group is conducting. Peter requested that we complete a survey indicating our preferences in the new corridor plan for the Lincoln Highway. Copies of the survey were distributed with SASEs. Members not in attendance can request a survey from their County Consul.

Matt Anderson of Rube's Steakhouse greeted us and explained the present operation of Rube's and gave a brief account of the history of the business, describing the businesses that formerly occupied the building. Rube's can be located on the Internet at www.rubesmeats.com

Darla Cory presented an interesting account of the history of Montour, once a small thriving community on the Lincoln Highway and the M & St. L Railroad.

Attendees were captivated by **Marie Vileta**, long-time Chelsea historian, who told interesting stories about the tiny community. Points of interest included the Lone Elm nightclub east of town which included a restaurant and a swimming pool as well as a dance hall/speakeasy—forbidden attractions for local youths. We learned about the settlement of Gladstone which thrived east of Tama during the middle 1920s. Gladstone once boasted a post office, tourist cabins and a grocery store along the railroad tracks between Tama and the “Bohemian Alps.”

Lyell Henry entertained and informed us with a slide show depicting the Lincoln Highway past and present in Tama County.

Bob Ausberger reported on the status of LH projects. He advised that Illinois is catching up with Iowa with the number of LHA members. The Illinois membership count is approximately 170, while Iowa is around 200. Bob also informed us that the Joy Monument in Wyoming has been relocated from the LH to a point west of Cheyenne on I-80, increasing exposure to the monument. The added visibility will protect it from further vandalism.

The program concluded and the group paused for a delicious lunch featuring Rube's smoked beef and turkey.

Following lunch, we boarded a chartered bus for a tour of the Tama County LH. As we left Montour, we noted long-closed vintage filling stations and Burma Shave signs. We proceeded toward Tama and we noted the spot where Harry Ostermann's Packard left the road and took that fatal tumble down the steep embankment.

In Tama, we toured the Cherry Mansion which was built in 1904—a grand structure with a 3rd story ballroom. In its prime it boasted a small golf course and a landing strip.

We visited downtown Tama with its LH mural, Civic Center original concrete markers, and the historic Lincoln Highway bridge. We proceeded east past King Tower café and the one cabin remaining at the former tourist court, which is being considered for well-deserved renovation. When completed, it may be moved to the LH Bridge Park.

On we drove through nearly invisible Gladstone, and the tiny community of Chelsea, much of which has been relocated due to incessant flooding by the Iowa River. We viewed Otter Creek Marsh, another historic LH Bridge, and then concluded our tour as Marie Vileta pointed out the former location of the Lone Elm and Mr. R's. L

GREAT GRADES.

Thanks to Elmer Ketelsen, the alert Consul in Clinton County, we learned of new Lincoln Highway signs in Clinton near the bridge on the southwest entrance into the city. A quick visit to Iowa's Gateway City provided more than just one or two signs.



clintonCast2.jpg (17287 bytes)

All along U.S. Highway 30, known as Lincoln Way, from the Coan marker at the junction of US Highway 67 and Highway 30 to South 14th Street - almost a mile and a half – the road is marked with professionally designed, red, white and blue cast metal signs. There were so many I had to stop counting.



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The length of the Miracle Mile shopping area, also known as “Sand Burr Hill,” has been revitalized to include new 5-lane concrete, new sidewalks, brick-patterned and colored crosswalks, blue period lamp posts and street signs. The lamp post and cross street signs are all adorned with the LH emblem with “Clinton” in gold-colored script overlaying the “L.” The city is congratulated for acting to improve the west entrance to Clinton. Attention, cities and towns on the LH—Clinton has done it right. *This* is how you renovate the Lincoln Highway! L

After our initial dismay of seeing a big red fire truck turn into the entrance of Shady Oaks on the afternoon of September 29th, my family welcomed Craig Harmon.



wpe24F.jpg (7595 bytes)

Undaunted by his lone mission, we shared stories and exchanged gifts. Craig was awed by the Treehouse just as we were by the 1964 Maxim fire truck with 100-foot extension ladder, that circled our camp driveway.

Last January 20th, Harmon drove this unique truck, "Spirit of the Lincoln Way," in the Inaugural Parade for George W. Bush in Washington, DC.

Now Craig is my Ohio neighbor!

Mary Gift
Proprietor, Shady Oaks Campground, and Marshall County Director

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