

Along the Lincoln Highway



The Newsletter of the Iowa Lincoln Highway Association
Winter/Spring 2002 Volume 7 Issue 1

Changes Considered to Greene County’s Old 30.

*Reprinted from The Jefferson Herald,
January 31, 2002.
State Center Main Street Program*

Greene County was the first in Iowa to gravel and then to pave its Lincoln Highway. In 1993, six segments of the highway along with four structures were named to the National Register of Historic Places.

It is with historic pride and purpose, therefore, that county, state, federal, and LHA officials gathered to discuss the future of Greene County’s Lincoln Highway, and develop a process to follow in decision-making on the re-building of the Lincoln Highway. This is the report of that meeting as described in Jefferson’s local newspaper.

Attendees at the ILHA’s April 13th meeting in Jefferson will tour the Greene County Lincoln Highway.

More than forty persons attended a meeting January 30th of the Greene County Board of Supervisors to gather information about improvements to County Roads E-53 and E-39 (old U.S. 30 and Lincoln Highway) west from Jefferson to the Carroll County line. No decisions were made at the meeting, but information provided by several persons demonstrated the complexity of road design, particularly when historic preservation is an issue.

At the meeting were representative of the LHA, the State Historic Preservation Office, the Iowa Department of Transportation, the Federal Highway Administration, the National



**1918
Lincoln
Statue**



**0.1 Mile
Marker**



**Jefferson
Carillon Tower**

Park Service, and Greene county engineer Wade Weiss.

Bob Ausberger of rural Jefferson, a past president of the national LHA, said that four sections of the Lincoln Highway in Greene county are listed on the National Register of Historic Places, and that the LHA is interested in keeping that designation. “The LHA wants to provide the public with a safe driving experience while maintaining the historical integrity so the road can remain on the register,” Ausberger said.

“We’re looking for design excellence from a multidisciplinary team. We’ve always recognized the need for improvements to the road, and we expect the improvements, but we want the job done so it maintains the integrity of the old Lincoln Highway,” he said.

The LHA would like to see Greene County use context sensitive design (CSD) in improving E-53. CSD uses a collaborative process involving all interested parties in developing project designs. It takes into consideration the historic, physical, cultural and aesthetic elements of a road, along with transportation issues of safety and cost-effectiveness. “This project needs an appropriate planning process that fosters open public involvement and creative thinking,” said Jeff Benson of Ames and a past state LHA president.

The LHA has prepared a “wish list” of 35 items it would like included in the design of road improvements including the construction of pull-offs and interpretive sites and the preservation of things such as corner posts, culvert head walls, and tenth-mile markers.

The LHA would like to see the original 66-foot right-of-way used; the road would be widened from 18 feet to 22 feet, with the shoulders narrowed to make up the difference. The goal would be to maintain the look and feel of an old road.

According to Dan Ohman, a design engineer with the Iowa DOT, the look and feel of an old road could be maintained with a 100-foot right-of-way. He suggested that shallower, wider ditches and using native prairie grasses (now required by law) would create the look the LHA desires.

“There has to be some give and take,” Ohman said.

He used culvert head walls as an example. “As people drive past a culvert head wall they don’t even see it, but if an example of a head wall were put at an interpretive site, people could see it and learn about it. You have to determine the best historic benefit. It’s not a specific head wall that’s historic, but the idea of the structure and the aesthetics that are historic,” he said.



**Old Motel
(McGregor's).**

County engineer Weiss presented a brief lesson in road design, explaining the distance needed to create safe shoulders, ditches and clear zones. He explained that road design standards have been established by the American Association of State Highway and Transportation Officials (AASHTO). Variances from those standards must be approved as design exceptions by the state DOT and could cause liability problems for the county should an accident occur.

Weiss explained that design exceptions, such as a narrower road or shallower ditch, can be contrary to pavement management design. "Pavement management looks for pavement to last 80 years. Things like ditches, drainage, and snow removal all go into good pavement management. I don't know that anyone has looked at the actual costs long term of making design exceptions. Is the cost of future patching included in the decision to make a design exception?" he asked.

"In the end, cost will dictate what can be done with historic preservation or aesthetics. Determining the cost will be the first step in design," Weiss said.

There are other parties interested in the E-53 project. A team of Iowa State University faculty and students hired by the Iowa DOT as consultants to develop a corridor management plan for Highway 30 was at the meeting. "We're interested in design issues on Highway 30 to provide a safe, efficient corridor, and in the historic aspect of the Lincoln Highway as heritage tourism," a representative said.

A spokesperson from the National Park Service explained that the Park Service is conducting a special resource study of the Lincoln Highway. The study is a step in adding the highway to the National Park system. The study will present management alternatives for long-term preservation of the highway, including alternatives involving state and local governments and private sector organizations.



Eureka Bridge.

Questions and comments from the public were accepted at the end of the meeting. County residents Vernon Buswell, Gary Goodwin and Bruce Banister all spoke of safety issues at Eureka Bridge/Danger Hill, just west of Jefferson.



Skew Bridge.

An injunction was issued in 1992 prohibiting any work on the Eureka Bridge, which was widened from 16 to 20 feet in 1924. Lack of a comprehensive plan and destruction of wetlands were cited as reasons for the injunction. Weiss had avoided discussion of the section, saying it was more productive now to discuss the entire 12-1/2 miles of the project.



**Gregory
Marker.**

County supervisor Bill Raney had opened the meeting, calling it a "fact-finding session for the board to find the best way for the county to proceed." It was not the intention to make any decisions at the meeting. Construction is slated for the summer of 2003. L

Greene County — A Rejoinder.

Lately, members of the Iowa Lincoln Highway Association have been discussing the future of the Lincoln Highway in western Greene County with the County Engineer and the Board of Supervisors. This includes road projects on County Roads E53 and E39, which Greene County has listed on their work schedule for many years.

These projects will determine the future of the Eureka Bridge and various road segments listed on the National Register of Historic Places. This part of the Lincoln Highway is very intact historically, both in terms of the road section itself and the roadside features. Its integrity is well documented.

There is no question that some parts of the road need work. Many issues are involved in these projects. Solutions to some will be difficult to find. At a meeting in late January and in subsequent letters, we advocated planning the entire route as a whole and

involving the viewpoints of all interested parties. Such a process would give the Board of Supervisors options and recommendations for context-sensitive design solutions.

Highway planners in many other states, counties and cities have used a similar approach on especially sensitive or controversial projects. We pointed out that such a process should help the county meet the requirements of the Iowa DOT project development process, Section 106 of National Historic Preservation Act, Section 4(f) of the Department of Transportation Act, National Environmental Policy Act, TEA-21, state statutes on highway project planning and design, as well as *Flexibility in Highway Design*. The Federal Highway Administration, American Association of State Highway and Transportation Officials, Transportation Research Board and American Society of Civil Engineers recommend considering alternatives and options, examining resource impacts and participation by all interested parties.

Our message was that planning highway work with historic resources in mind is becoming part of accepted design and engineering practice. We favor making real progress towards improving the safety, use and historic value of this road.

At this point, Greene County has backed off any plans to start a project this year, but we don't know yet what their ultimate plans are for the Eureka Bridge and other great parts of the Lincoln Highway there.

In addition to co-Presidents Bev and Van Becker, State Director Paul Walker, Past Co-President Jeff Benson and Bob and Joyce Ausberger, many Greene County members have been involved with this project. L



Eureka Bridge.

Lincoln Highway Memories of Ames.

*By Jeff Bensen and Margaret Elbert,
Story County Co-Consuls.*

The history of the Lincoln Highway in Ames is mostly about memories. That's because of success and progress, which are kind of funny things.

Many small towns on the Lincoln Highway have been shrinking in population since its earliest days. Thus many small towns have artifacts of the Lincoln Highway still intact: brick paving, canopy gas stations, car dealerships, one stops, historic hotels, bridges and many more fascinating, real, physical things—not just memories.

But Ames has been a successful town. It's been growing and progressing these many years, which often means out with old and in with the new. So, sadly, most of the pieces of the old Lincoln Highway have disappeared. Much of



Boone Road (Lincoln Way) looking east from top of hill. House on right stands where bank is today. Two-story house beyond is rooming house (once a sorority) at corner of Lynn and Lincoln Way (today-site of Memorial Lutheran Church).

what is left is memories.

Of course, the Lincoln Highway itself was one of the reasons for many of those changes. To see how fast and how much Ames changed in those early years, we need to take a trip.

H.G. Wells, in his novel and in the current movie "The Time Machine," visits eras of the past and future. Let's get aboard our own time machine and drive down the Lincoln Highway in Ames. In this issue we'll explore Ames around 1915, and in future issues we'll visit 1925 and 1935. Let's see how much change can occur in a mere twenty years.

Circa 1915-17

What had been known as Boone Street, a local highway through Ames east to west, has just been officially renamed Lincoln Way, following the establishment of the Lincoln Highway in 1913. Up until 1915 it was an unpaved road, but in that year hard-surface paving is built from the east edge town to Squaw Creek, and Ames has a new named and paved highway. By 1917, it will have four named highways: Wilson, Lincoln, Jefferson and the Custer Battlefield Highways.

However, trolleys and trains are still the modern way to travel. People traveling to and from Ames can choose from 42 passenger trains that come through town every day. On average 133 people an hour travel between downtown Ames and the college campus on streetcars. But all of that is about to change. These roads are about to alter the face of the Ames.

In the years around 1915, most of this road, from the Skunk River on the east edge of town to the Squaw Creek valley separating Ames from the Iowa State College, is lined with houses. The downtown, a few blocks north of the Lincoln Highway, beyond the railroad tracks, is thriving with ornate new brick buildings. The modern and fancy Sheldon Munn Hotel has just opened. Ames now has two hotels and three garages to serve the traveler. The Bush Hubbard Automobile Company is also downtown and advertises in the Lincoln Highway guide.

Just a little west of Grand Avenue, St Cecelia's brick church is just ten years old, replacing the Church of the Good Shepard. Further on, the new paving stops at Squaw Creek, where the



Briley's grocery delivery truck heads east down hill on Lincoln Way toward Beach Avenue corner and the Squaw Creek bottom grade. Dormitories now occupy all of the area where the farm house sits in this photo. (Photo, courtesy of the Iowa Department of Transportation).



Lincoln Way approaching campus, looking westward. On right women's dormitories, on left today are fraternity houses.

road crosses Squaw Creek on a rickety bridge through the swamps and sloughs, suffering spring floods and washing out often—hence the popularity of the trolley. Therefore, the College has agreed to pave the road from this creek west, but it doesn't actually happen for several years.

Up on the hill west of this floodplain is Iowa State College, which by 1915 has a substantial number of buildings and a coherent plan order, with its central campus. Along the Lincoln Highway, on the south portion of the College, are only a few cottages: Miss Stafford's Cottage and Lincoln Way Cottage, the Knoll and a very small veterinary clinic. One can see the larger buildings up the hill to the north. On the south side of the Lincoln are a few rooming houses, such as the one at 103 Ash, called the Ash House.



Lincoln Way looking east from a point on north side of street near Lynn Avenue before streets were paved in this area. Land was very low in this area. House on the right in this photo was a rooming house and at one time had been used as the Gamma Phi Sorority house. Because of the runoff from creek in times of heavy rainfall, Lynn Avenue in these times was known as "Swamp Street." Second house on right is on the corner of Ash and Lincoln Way and stands today. The first house on right is at location where Memorial Lutheran Church stands today.

A little further, the railroad to Sheldahl and Slater crosses the road diagonally, right where College Creek is next to the Lincoln Highway. Just beyond is, or soon will be, Edwards Coal Company, one of the few businesses on the Lincoln Highway in Ames. The Congregational Church, located in Ames itself, has built a large house on the hill above Edwards Coal to serve the college students. It will come to be known as the Frisbie House, and there are various wooden houses around it.

Across the street at the south edge of campus is a brand new lake, perhaps even not yet named Lake La Verne. At the west end of this lake, just a few years earlier, an attractive new bridge has been built across College Creek to form a road that is the new entrance to the College. Across the Lincoln Highway from this entrance is the Champlin Livery Barn. A block down the Lincoln, the College Savings Bank is being built. It will still be a bank at the turn of the 21st century, making it the oldest continuously operating business on Lincoln Way.

Another block west, the Lincoln Highway turns north on what used to be Pike Street, but has just been renamed North Lincoln. Future residents of Ames will know it as Sheldon Avenue. Many houses line the west side of the two blocks south of where the road turns to go down the hill and cross Clear Creek. Many are rooming houses, built to house students after a fire burned down Old Main at the College. Some of these large houses along were early fraternities. Among these houses, the new Collegiate Presbyterian Church is under



Looking south up Welch Street in Campustown from a point where Friley Dormitory is now located. Brick Champlin building, new in 1909, is seen on southeast corner of Welch and Lincoln Way. At top of Welch hill on right is old Beta fraternity house (torn down in 1980s), a two-story frame structure. Streets are not paved here. Barn on left is Champlin's.

construction and, perhaps this early, the West Gate Lunch is across West Street to the north. On the east side of North Lincoln is a trolley line and shelter.

Just around the corner is College Garage and Olsan's greenhouse on the hill above, where flowers bloom and are picked to serve as corsages for countless college formals. At the bottom of the hill, where North Lincoln turns north again, Briley's Pond has recently been filled. Men from the College will have no more tug of war games across it.

Across a creek, through some woods and at the top of a long hill, the Lincoln Highway turns west again. Along the north side here is the College horticulture farm, including extensive orchards. The Lincoln then goes on to Ontario, a little village with grand plans. **L**

Next issue: 1925

Youngville Cafe Report.

Benevolent ILHA Members Step Up.

The Winter 2002 Board of Directors meeting of the Iowa LHA was held at Youngville Cafe on U.S. 30/Lincoln Highway west of Cedar Rapids in January. The beautifully restored Tudor road house is nearly complete and preparing to open to the public this year.



The Youngville Highway History Association was organized in 1997 to preserve the history of the Lincoln Highway. They are still hard at work readying the cafe, performing fund-raising, and sponsoring Farmers' Markets. You can visit the Association's website at www.videoportraits.com/yv/yv1.html.

At the meeting two members of the ILHA Board, eager to help their friends of the Youngville Association realize their dream, were so impressed with their progress that they offered monetary gifts.

Lyell Henry of Iowa City contributed \$1,500 on the promise that the Iowa DOT will be contacted to look into improving the safety of the turn-off into Youngville's driveway.

Elmer Ketelsen of Calamus also donated \$500. Thanks to both Lyell and Elmer for their generosity! The ILHA also contributed \$500.

And speaking of fundraising, ILHA President-Elect Mike Kelly reports that Youngville crocks are still available for \$30. You can get yours by contacting Mike at 319.472.5183, or through email at MTK@videoportraits.com, or through the Youngville website. L

Shady Oaks Campground Celebrating 77 Years.

By Mary Gift

Proprietor, Shady Oaks Campground, Marshall County Consul.

Shady Oaks Campground will reopen April 1st for its 77th season. The personality and aura of this Lincoln Highway interpretive site near Marshalltown has always been different from others in the state.

We strive to keep its rich heritage and individuality alive. Through memories, documents and history, we have reconstructed, reported and recorded the events and people that have made it a special place.

This inviting campground for RVs and tent camping is the result of the camaraderie and combined efforts of three generations. We often pause to contemplate our small world at Shady Oaks as the giant oaks call out their mystery to every visitor.

In summer, the melodious Shady Oaks woodland trilogy is a harmonious blend of tree frogs, katydids and locusts.

The Big Treehouse at the Campground, hobby of arboreal architect Mick Jurgensen, is shared with visitors from across the United States and the entire world. This unique structure, built in a maple tree, features music, sound effects and gardens. The Treehouse is a "golden link" to the past and the Lincoln Highway. Along the walkway to the Treehouse, you cross a replica of the Rainbow Bridge and walk through a small, covered bridge museum.

As our culture becomes more focused on technology, views of the landscape at Shady Oaks tend to keep one's spirit rooted to the land and a simpler time. The most frequent comment shared by RV campers and Treehouse guests is, "It's so peaceful at Shady Oaks." L

1928 Lincoln Marker Has New Home.



Located only a half-block south of the original Lincoln Highway in downtown Tama, an old Lincoln Highway marker has a new home. This past fall the Tama Chamber of Commerce Betterment Committee donated a recently acquired Lincoln Highway marker to the new **Louise and Lucille Hink Tama Public Library** which celebrated its one-year anniversary in November 2001.

Pictured left-to-right are Ron Cory, Tama County Consul of the Iowa LHA, Ron's wife Darla, Project Chair of the new library, and Roger Hill, Chamber representative. L



Have Spare Tire, Will Travel

By Van & Bev Becker

Just when you thought it was safe—the teacher always pulled a surprise quiz from his desk. Well, this quiz may be a surprise, but think of it as the “take home” variety.

This is for those who are confident they know or remember the early days of motoring, automobiles and highways—but everybody else can take it, too. Grab a pencil and let the exam begin. And no looking on your neighbor's papers!

1. Which automobile was the infamous John Dillinger's favorite car to steal?
a. Ford b. Chevrolet c. Buick d. Packard
2. What auto company became the third place automaker in 1928?
a. Ford b. Chevrolet c. Chrysler d. Buick
3. What year did rear-view mirrors become standard equipment on production cars?
a. 1908 b. 1916 c. 1930 d. 1955
4. What year was the first speeding ticket issued in the U.S.?
a. 1895 b. 1900 c. 1902 d. 1915
5. What was the last year Ford had an exposed horn?
a. 1915 b. 1928 c. 1935 d. 1955
6. What was the price per barrel of crude petroleum in 1901?

a. 5 cents b. 25 cents c. \$1.00 d. \$1.50

7. What was introduced in 1937 that would remain until 1952 on Ford automobiles?

- a. Two-piece windshield
- b. Four-wheel brakes
- c. Electric starter
- d. Fender skirts

8. What year were demountable tires introduced?

a. 1900 b. 1915 c. 1929 d. 1934

9. How many taillights did the Stingray have in the song "Dead Man's Curve?"

a. 2 b. 4 c. 6 d. 8

10. Which type of plating was used on radiators and lamps in 1921?

- a. Nickel-plating
- b. Brass-plating
- c. Chrome-plating

11. Who introduced laminated safety glass in 1926?

a. Ford b. Packard c. Rickenbacker d. Duesenberg

12. What automobile did the Red Cross choose for its ambulances in 1915?

a. Ford b. Buick c. Mack d. White

Welcome to the LHA!

Hello and a Hearty Welcome to our New Members.

David Kingery

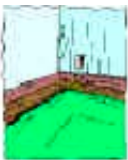
Bill Wadsworth

Fritz Hinrichsen

Urbandale

Encampment WY

Calamus



From the President's Corner...

Bev and I are looking forward to seeing everyone in Jefferson for our

next general meeting on Saturday, April 13. While there, be sure to check out the newly placed 1928 marker across the street from the Greene County Lincoln Highway Association's "Club House."

June is fast approaching. Now is a good time to mark the calendar for the National Lincoln Highway Association Conference in Sacramento, California, June 11-15, 2002. It's just a couple of days west down the "Highway." Always worth the trip—these national conferences are Big-Time fun!

Our July Board meeting will be in Ames, but the location of our October membership meeting is open for suggestions and volunteers. This is your chance to host an event close to your home. Our October host may step forward now please.

Bev is often asked about the health of "The Sign." Of course, I mean the homemade Seedling Mile sign shown at left and in the latest issue of the *Forum*. As of March 7, the sign still stands. It is splattered with mud and snow slush, but it is still there. The highway crews have painted a day-glo pink stripe along the bottom. Pink is the color they have used on trees and brush slated for removal. As road work progresses, it's days are limited. Meanwhile the pink is rather attention-getting. (If anyone wants to preserve this Van Becker original, we can retrieve it and make it yours!)

We'll see you on the Lincoln Highway—drive safely!



Lincoln Highway Joke du Jour.

A circus juggler is fresh from his performance at the Greene County Fair. Driving too fast along the Lincoln Highway, he gets pulled over outside Scranton.

“What are those knives doing in your car?” asks the officer.

“I juggle them in my act,” answers the man.

“Oh yeah?” says the curious cop. “Let’s see you do it.” So along the roadside the circus performer starts tossing and juggling the knives.

Just then Bob Ausberger happens to drive by and sees this. He turns to Joyce and says, “Oh, boy, am I glad I haven’t been drinking! Look at what they’re making that poor guy do!” L

Answers to Spare Tire Quiz

1. Ford
2. Two-piece windshield
3. 1916
4. 1902
5. 1935
6. 5 cents
7. Two-piece windshield
8. 1915
9. 6
10. Nickel-plating
11. Rickenbacker
12. Buick

10 - 12 Correct: **1907 Rolls-Royce Silver Ghost**

7 - 9 Correct: **1911 Ford Model T**

0 - 6 Correct: **1973 Chevy Vega**

Ramblings Along the Lincoln Highway.

Minutes of the Winter 2002

Iowa LHA Meeting

Youngville Cafe.

12 January 2002.

Submitted by Norma Berns, Secretary.

Twenty-two members and guests of the Iowa Lincoln Highway Association met at the Youngville Cafe, 30 miles east of Tama in Benton County at the junction of U.S. Highway 218 and 30 on Saturday morning January 12, 2002. Coffee, juice and rolls were ready and friendships were rekindled.

President **Van Becker** opened the meeting at 9:30. Minutes of the October 13, 2001 meeting were accepted as published in the newsletter. **Joyce Ausberger** reported \$3,667 in the treasury which included a \$1000 donation from the City of Ogden. There is an additional \$5,405 invested in securities.

State Director **Paul Walker** will mail a letter to County Consuls to see if they will accept another term. By unanimous vote, Walker was re-elected State Director for a second three-year term.

Joyce and **Bob Ausberger** are organizing transportation to the national LHA conference in Sacramento—a van or bus depending on the number of participants. Contact them for details. The group leaves on June 8th and will return by June 19.

County Consul Reports

Clinton — Joyce will send a thank-you to the Board of Supervisors for the new bridge and LH signs in Clinton. Bob seeks an application for an award for this work in Clinton Co. **Elmer Ketelsen** displayed the 320-page *Pictorial History of Grand Mound and Orange Township*—available for \$21.

Benton — **Ron Preston** told of the 35 mph limit on the newly renovated LH into Belle Plaine. Beware! Chunks of the old LH have been heaved into the nearby brickyard. Ron is removing some old signs from the Preston Gas Station and storing them to prevent fading.

Tama — **Ron Cory** told of the progress of the cabin behind Twin Towers Cafe on the east side of Tama.

Story — **Margaret Elbert** reported the ISU Library has two 35 mm films. One is of the 1919 Army convoy, the other of Ames “slums” and road of 1927. An Ames teacher wants to make the kids and parents aware of the LH by having sessions at the ISU Library. Suggestions for subject matter were price of gas, patching inner tubes, changing tires, road travel before the motel, comparing old maps with new, and scenery and farms.

Greene — **Bob Owens** and **Kenny Russell** moved and reset a restored marker in front of the Greene County Courthouse.

Carroll — **Norma Berns** exhibited the 1989 Nevada LH Days belt buckle she got at a Carroll Antique Dealer. From the program she gave at Auburn, IA, Norma displayed the invitations which were reprints of LH postcards with Burma Shave jingles, placemats, menus and napkins with LH logos. She also exhibited pictures of the Model A Tour through Carroll, and Craig Harmon's fire truck visit in October.

New Business

Bev Becker updated the group on recent progress on Niland's Corner in Colo.

Lyell Henry acquired a Jefferson Highway sign.

Bev Becker distributed a copy of the ILHA By-Laws each County Consul.

Bob Ausberger told of his concerns about the LH west of Jefferson and the Eureka Bridge. He solicited ideas to help enhance our relationship and cooperation with the IDOT. A meeting will be held with the Greene County Board of Supervisors January 30 at the Courthouse board room.

David Pyles told of the two-year Iowa Corridor Study. Peter Butler will be contacting each of our 13 Consuls, with the state organized into east, central and west regions. The study will gather cultural and natural data and pictures.

Jeff Elbert offered his comments and concerns to help clarify the project goals.

Mike Kelly gave a historical preservation report of Youngville. Still unfinished are the countertop, the museum room, and the souvenir shop. **Richard Grovert** was staffing the shop and shared some Youngville anecdotes.

Anne Schoonover detailed some coming expenses and asked the Association for monetary help. Lyell Henry agreed to give \$1500 if Anne will call IDOT for assistance on Youngville. Specifically, more signs are needed to notify motorists that Youngville is upcoming. In addition, safe turn-off lanes from each direction of U.S. 30 are desperately needed.

Jeff Elbert moved and Paul Walker seconded for the ILHA to donate \$500 to Youngville Station. Moreover, a letter soliciting member donations will be mailed.

New brochures are needed due to our membership fee increase and changes in information in the old flyer.

The meeting adjourned at 1 p.m. A cafeteria lunch of delicious potato soup, bread and lunchmeats was served by Anne and Michael with carrot cake or chocolate cake as desserts. Lunch was served in the booths and tables at the Youngville Cafe—serving customers again after so many years!

The end of a wonderful meeting. L

GREAT GRADES.

Greene County has more Lincoln Highway artifacts per mile than any county in Iowa. So when the good folks of Jefferson, Scranton, Ralston, and Grand Junction host a tour of their esteemed road, we should take the opportunity to see it.

Our cover photo was taken at the last tour of Greene County in October 1999, which blanketed the eastern half between the Marsh Bridge in Boone County and Jefferson. Included was a stop at the home of David and Linda Fountain, on whose property lies a real charmer of abandoned grade.



After crossing Buttrick Creek on the Head Bridge today, the road turns south briefly before making a gradual turn to the west toward Jefferson. However, drivers on the original LH made a sharp turn to the west to climb the hill in the cover photo. Most days the grade is not so neatly trimmed, but you can always make out the two-track road. Best of all, as the photo at right indicates, this is an Official Lincoln Highway Abandoned Grade Landmark.¹

Remember! — as every steward of the Lincoln Highway knows, you should contact owners before exploring private property.

¹ An Official Lincoln Highway Abandoned Grade Landmark must have an exposed piece of culvert. ©

Springtime Finds Everything Coming Up Green(e).

Jefferson plays host to the Spring 2002 meeting of the Iowa LHA on **Saturday, April 13th**. Bob Owens and the rest of the Greene County Lincoln Highway Association invite members and the merely curious to the group's headquarters at 110 Lincolnway, on the LH a half-block west of the courthouse square. Guests are welcome to partake coffee and rolls at **9 a.m.** at the "clubhouse." Because of the small size of the 1920s "burger joint" and former **5-Spot Cafe**, the meeting will continue at the more spacious Slininger-Rossow Funeral Home across the street. The daughters of the original owners of this still locally owned establishment, at 119 West Lincolnway, will be on hand to share some of their Lincoln Highway memories.



An important order of business will be the report on the status of the LH in Greene County. At the conclusion of the meeting, attendees are free to lunch on their own. Jefferson has several eateries, but a room at the **Uptown Cafe** will be reserved for the association.

In the afternoon, everyone is welcome on a **tour of western Greene County**. We can visit some of the 35 points of interest that the ILHA would like included in the design of county road improvements, as reported on **Page 1**. Highlights will include the newly renovated **Moss Corner Markers**, as well as the Gregory Markers just over the Carroll County line. L

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and Staff

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Lyell Henry

Along the Lincoln Highway



The Newsletter of the Iowa Lincoln Highway Association
Spring/Summer 2002 Volume 7 Issue 2

Woodbine: Bricks and Brickbats.

by Brian Bloom, Woodbine Twiner
March 20, 2002.

The City of Woodbine learned last week that they would be awarded \$807,000 by the Iowa Department of Transportation to help defray the costs of infrastructure and the re-laying of bricks from Second Street to the middle of Sixth and Seventh Streets on Lincoln Way. This award goes with \$300,000 in enhancement funds given by MAPA (Metropolitan Area Planning Agency) more than a year ago.

Despite the grant, Woodbine's City Council must still find an additional \$1.25 million to renovate Phase II of the three-part Lincoln Way project.

The \$807,000 was granted after Woodbine unsuccessfully applied in two previous years. In that time, cost projections for the Lincoln Way restoration have risen from just over \$3.2 million to more than \$4,182,000 according to George Parris, an engineer representing JEO Consulting Group.



"There's places to bring costs down but you'll have to make some decisions," Parris told the council.

The most significant cost increases came from infrastructure replacement. Archaeological and engineering studies showed Woodbine's existing sanitary and storm sewer systems to be insufficient to handle the increased demands of its citizenry. Woodbine currently has 18" pipe, the majority more than 50 years old.

Parris acknowledged Woodbine may be served by laying another 18-inch pipe next to the existing line but said the junction boxes required to connect the two could eat up any potential savings.

According to Parrish, Phase I, from the railroad tracks to Third Street, is expected to cost \$489,640, \$184,500 more than anticipated. The majority of that increase is grading, drainage, surfacing and engineering.

Phase II costs, to cover construction from Third to near Seventh Streets, are expected to cost nearly \$500,000 more than anticipated. Phase III costs, to complete the project to Bus Brown Drive, also increased.

According to Parris, the proposed rebricking of the street would call for a 12-inch stabilized subgrade, four inches of gravel sub base, a seven-inch concrete base, another sand base and the brick pavers.

"The best we can do is estimate truck traffic and those 18,000-pound axel loads. We know this is a farm-to-market road and we need to design it to handle the load."

Woodbine's Lincoln Way is a 3,600-foot-long stretch of the original Lincoln Highway, in service for more than 75 years. Woodbine's City Council must now seek funding alternatives to complete the project. L

Outside Iowa Along the ~~Lincoln~~ Other Highway.

Auburn Brick Road is Saved.

Our story begins before there was a **Route 66**. A 1.4 mile piece of Portland cement road, 16 feet wide, was known as Route 4. Then from 1926 to 1930, this little piece of hard road became a link of the new highway called [U.S.] Route 66. This original alignment twisted and turned but folks found it great because all of it was paved.

In 1931, the more direct routing was ready and Route 66 moved farther east. Our little road had proudly served its purpose; it went back to being a country road.



In the 1930s, for some unknown reason, this section of Route 66 was resurfaced. The original Portland cement was covered with brick, and the grade widened to a width of 20 feet [left].

For years the road was lightly used by locals and farmers. In 1997, Illinois DOT began a project to pave half of our historic brick road. Their plan was to tear it up and modernize it. After all, they surmised, it was only an old, useless, piece of brick road. History meant nothing to the designing engineers. They operated with the idea of "The shortest distance between two points is a straight line." Our brick road was in the way.

The hand-laid brick was in fantastic condition. The 16-foot wide Portland cement curve was still there along with two 1920 bridges. But how do you stop progress for the sake of history?

In 1998, IDOT previewed their plans, open to the public. We were outnumbered 10 to 1 by what we referred to as "the suits." Everything looked doomed.

Later that year we applied to have the two bridges declared historically significant with inclusion in the Historic Bridge Survey—we succeeded. Then we prepared the paperwork to have the entire roadbed included in the National Register of Historic Places, which the Historic Sites Advisory Council unanimously approved. While this does not guarantee protection, it did create a problem for IDOT.

Our only ally was the Illinois Historic Preservation Agency (IHPA). Because of the National Register status, they became the official voice.

Lots more talk and paperwork followed, and the paving project was put on hold. One official actually said to me, "Okay, we will put all this off for 2 or 3 years. By then the road will be in such bad shape, we can proceed due to safety concerns."



The road did not give up. Time and trucks could not hurt her.

I have recently been informed that IDOT has canceled its plans to extend its original paving project. *They are working directly with the IHPA to completely restore the brick surface.* They will not harm the original Portland cement curve. The only change—and it is sensible—is that both bridges will be rebuilt. But, they will be rebuilt in the 1920s style.

The message here is to target your projects and act. Don't expect someone else to do it. And never give up.

Please visit when you are in the area. She is a lovely lady!

*by John Weiss, Chair
Preservation Committee
Route 66 Association of Illinois*

Fellow travelers—If you wish to visit this original section of brick Route 66, Auburn is located on **IL 104** ten miles south of Springfield on I-55. [*ed.*]

Lincoln Highway Memories of Ames.

*By Jeff Bensen and Margaret Elbert,
Story County Co-Consuls.*

Part II: 1925

It is 1925, and much of the Lincoln Highway through Ames has changed dramatically. There is an astounding number of cars on the road and businesses are springing up to meet their needs. Entrepreneurs have figured out that, as predicted, there's money to be made meeting the needs of people who travel by automobile.



Although in 1915 there were only two places for travelers to stay, now visitors have several choices. The grandest is the brand new Sheldon Munn Hotel down on Main Street, which has some of the finest accommodations in the Midwest. One of the owners, Parley Sheldon, helped get the Lincoln Highway routed through Ames. The Sheldon Munn Hotel is the control point for Ames in the *Official Road Guide for the Lincoln Highway*, 1924 edition.

Another choice are tourist camps, such as the one by the cemetery up at Maxwell Park, open for a few years. In 1921, the city and college talked about opening another tourist camp near Squaw Creek, but nothing came of it. However, the Ames Tourist Camp did open about this time on the Lincoln at the east end of town. It will have a number of modern ideas in the coming years, and *will still be serving auto travelers in the 21st century.*

A number of other businesses catering to automobile traffic have replaced houses along Lincoln Way, such as Ames Auto Repair near the Ames Tourist Court, and, at the intersection of Lincoln Way and Duff Avenue, the Standard Service Station occupies the southeast corner with H.L. Minert on the southwest corner. Minert sells and services Dodges (but probably tows *any* make). Minert advertises in the *Official Road Guide*.

In 1928, two blocks west on a corner of Kellogg Avenue, Mayor Parley Sheldon will deliver a speech inspiring Boy Scouts to place concrete markers along the Lincoln all

through town - just like hundreds of other mayors will on that day. Some of the markers will last into the next century. The speeches will not.



On Lincoln Way at Grand there is the Interurban railroad depot and the brand new Iowa Highway Department headquarters. There are at-grade crossings for railroads coming from all four directions near this intersection!

The Squaw Creek bridge opened in May, 1921, and replaced a concrete bridge that collapsed in the 1918 flood. From Squaw Creek, the Lincoln has been paved west to the Iowa State College campus and beyond. All of the homey little cottages are still there on the campus along the north side of the Lincoln, but a group of new women's dormitories has been built, later to be known as Richardson Court. There are many nice houses on the south side of Lincoln Way at this east end of the campus. The Ash House is now known as Club La Verne, often also called Club Va Lerne!

One block west, the diagonal railroad crossing is still there and so is Edwards Coal. One of houses on the hill above is now used by the Episcopal Church to serve students, next to the house built by the Congregational Church. On the campus just near here, the College students, faculty and alumni have just decided to site their student union, which will memorialize students and staff who died in the great war.

In the block across from Lake LaVerne, the Ames Theater has only been showing moving pictures for just a few years. What was Champlin Livery Barn is now Champlin Garage and Storage and the Champlin family has been building out this block in between. West of the College Savings Bank there is a brand new Collegiate Methodist Church.

Things have changed around the corner on North Lincoln, too. Brand new brick columns with ornate concrete details announce the west entrance to the College, still called West Gate. Nearby West Gate Lunch will see 2002, but one fraternity will burn down or be converted to a rooming house. The Brileys live along here and operate a grocery next door, from where Briley delivers groceries in an old truck with a waving hand hood ornament.

Up the road, there is a bit of a mystery brewing. A family named Grinstead may occupy a house near where the Lincoln Highway turns west for Ontario. In 1928, a Grinstead's Auto Camp advertises its location "two miles east of Ontario," which would be about here, but it will leave no trace behind.

A man named Jensen has bought most of the orchards from Iowa State College west of here. He has a house and barn and a canopy gas station.

Ontario—before Ames swallows it up — is now booming, with three grain companies, including Ames Reliable, who thirty years later will build one of the most modern livestock and poultry feed mills around. It, too, will greet the 21st century. Ontario also has a railroad depot, drugstore, two general stores, blacksmith, grocery, shoe store, two churches and a school – and designs on getting even bigger!

Some things don't work as planned. L



Have Spare Tire, Will Travel

By Van & Bev Becker

The Lincoln Highway in the southeast quadrant of Cedar Rapids is known as Mt. Vernon Road SE. The project to widen the improve the street was to be completed in only six months, but has lasted for the last year and a half.

The merchants along the torn-up stretch of street, our beloved Lincoln Highway, have suffered along with the motorists. Those merchants, in an effort to improve their business and lure new customers as well as old, have devised a plan.

Calling themselves "The Mount Vernon Road Association," they banded together to make lemonade with the lemons the construction handed them by adopting landscaping with an LH theme. The plan called for flower plantings in red, white and blue, LH banners on power poles, city street signs marking the Lincoln Highway and even a special park in a city lot now too narrow for a building that would include a reproduction marker and concrete benches. To participate in the 4th of July parade in Cedar Rapids (part of the weeklong Freedom Festival), the Mount Vernon Road Association (MVRA) is planning a marching entry with merchants and residents dressed in LH tees, polo shirts, and hardhats while carrying shovels and brooms. They will sport a banner proclaiming "We survived the construction."

Bev and I applaud their efforts! We had planned to help the MVRA by making LH banners and shirts available, but they have opted to design their own items and have them produced by merchants in Cedar Rapids. Some MVRA merchants absolutely insist that they have their own identity separate from the LHA. We still feel that it would be to their benefit to affiliate themselves with the LHA, and we hope that they will come to realize that.

When we talked with a representative of the group, they were still planning to use the LH logo with the words **Mount Vernon Road** across the top of the banner, with the words "America's Main Street" across the bottom in script. This will allow the Lincoln Highway to be recognized while the MRVA can proudly display their own identity as well. At last word, the association planned to place 25 to 30 banners on utility poles. The local utility, Alliant Energy, has approved their installation and may assist with that work. Thanks to Alliant.

We wish the MVRA the best of luck and will remain in continued contact. We stand ready to help them promote their businesses and the Lincoln Highway. L

GREAT GRADES.

No, we're not in Iowa anymore. The national Lincoln Highway Association Conference just completed was a doozy! California has a fascinating highway history, and before that, a strong railroad and pioneer tradition.



For the few and the brave—like Bev and Van Becker—the best part of the trip was actually driving the Lincoln Highway to Sacramento.

Sixteen Iowans were able to attend the four-day festival and witness spectacles like the Donner Summit Bridge. To acquaint the rest of us with the Lincoln Highway of the west, there will be an LH slide show at our October meeting in Carroll.



Newsletter editor Paul Walker will share photos of his drive from Council Bluffs to San Francisco, highlighted with an attempt to reproduce the famous 1930s view overlooking Green River, Wyoming (left), plus the abandoned King's Canyon Road in Nevada, the view from Cave Rock on Lake Tahoe, and capped off with the Boy Scouts planting the Western Terminus concrete marker at Lincoln Park in San Francisco. L

Welcome to the LHA!

Hello and a Hearty Welcome to our New Members.

Su Ellen Aros	Carroll (LH)
Don Beattie	Commerce MI
Neil Bratney	Omaha NE (LH)
Kenneth Dwyer	Dunlap (LH)
Jim Hoffner	Cedar Rapids (LH)
Rita Hyland	Churdan
John Kostelnick	Lawrence KS
Matthew Kostelnick	Nevada (LH)
Denis Kozlovsky	Pylesville MD
Cindy Lundine	Alburnett
Catherine Noble	State Centre
Elaine Pruet	Lincoln NE
Rob Russell	Jefferson (LH)
Tom Sargent	Baytown TX
Mike Selberg	Ames (LH)
Chuck Willard	Council Bluffs (LH)
Ogden Community Development	Ogden (LH)

Ramblings Along the Lincoln Highway.

Minutes of the Winter 2002 Iowa LHA Meeting

Stin-Rossow Funeral Home, Jefferson.

13 April 2002.

Submitted by Norma Berns, Secretary.



Every crook and cranny of the Lincoln Highway Headquarters "Clubhouse" at Jefferson was filled as members gathered on Saturday, April 13, 2002 for the annual spring meeting.

Co-President **Van Becker** opened the meeting at 9:30. Minutes of the January meeting were approved as published. **Joyce Ausberger** gave the Treasurer's report, and reported a balance of \$3,233.32. A \$3000 grant was obtained through the Leonard Good trust in Boone for the next printing of our brochures. State Director **Paul Walker** reported that state websites have the opportunity to be hosted by the same service provider as the national website at no charge.

County Reports

Clinton: Consul **Elmer Ketelsen** told of the widening of the road into Mt. Vernon. Trees are being planted courtesy of free labor.

Cedar: **Bob Ausberger** reported for **Keith Whitlatch** that Highway Gardens Ballroom in Stanwood, a Lincoln Highway-era roadhouse, is for sale. Highway Gardens hosted numerous well-known big bands in its day. Ausberger reported Lowden's Kreinbring Service Station project is moving forward.

Benton: Iowa State U. doing research highlighting the Farmers' Market at Youngville. Plans for the Museum are progressing. Anne Schoonover and Mike Kelly are considering selling their special brand

of "Hiway Blend Coffee," and reminded all that Youngville crocks are still for sale. **Ron Preston**, son of late George Preston, has purchased his brother's interest in the Belle Plaine Preston Gas Station. **Lyell Henry** is researching a report on Tippy's Corner and Wayfarer Cabin Camp, probably the first cabin camp in Iowa.

Tama: **Ron Cory** reports work on refurbishing the lone cabin remaining on grounds of King Tower Cafe. This is 16th year of the Lincoln Highway Bridge Festival, May 17-18, in which Tama/Toledo volunteers clean the creek area around the famous bridge.

Marshall: **Catherine Noble** reported working on the \$500,000 Main Street Project at State Centre, Iowa's Rose Capital.

Boone: **John Fitzsimmons** continues his pole painting as well as sketching the bridges and "characters" of Boone County.

Greene: **Bob Owens** related the history of the Greene County "Clubhouse" LHA Headquarters on Lincolnway, famous in 1928 as the 5-Spot Cafe. Ausberger reported an Ohio company is making replicas of 1928 concrete markers for \$350, and he had one on hand for inspection.

Carroll: **Norma Berns** told of the Carroll Mayor's plan to revitalize the Highway 30 corridor. She issued an invitation for the Fall 2002 state meeting in October to be in Carroll, an invitation happily accepted.

Harrison: **Elaine Ehlert** said an award has been obtained to restore 4000 feet or 9 blocks of brick streets from the RR tracks to 3rd street. New period lighting will also be added. Ehlert sported a t-shirt with a map of Iowa with all the towns on the Lincoln Highway, which she purchased at K-Mart.

New Business

Ten years since Iowa reorganized the LHA, Fitzsimmons proposed a project to locate and survey charter Lincoln Highway members from 1992 to learn where they are, and their perspective of the LH today.

Election of officers will take place at the October meeting. President-Elect Mike Kelly will take over the position of President. A new (Vice)President-Elect will be chosen, as well as Secretary and Treasurer. Terms are two years for all. The State Director is chosen by the national board for a three-year term. Walker was approved for his second and last term this spring.

The group crossed the street to the Slinger-Gibson Funeral Home to continue the meeting. Marion Gibson gave a history of the home started in 1919, including funeral and burial of Merle D. Hay, first Iowan killed in WWI, now buried by the Lincoln Highway in Westlawn Cemetery at Glidden.



After lunch, a car caravan proceeded west on Lincolnway past Krieger's Greenhouse, over Eureka bridge, and right on Jordan Ave. to the native stone rail grade separation near the 1913 route. Members drove "Danger Hill" to the abandoned **Hillcrest Motel** to hear Bill MacGregor's stories of the motel in its salad days.

The caravan stopped at the **Holden house** in Scranton and spied the 1918 concrete driveway and now dilapidated home; then a trip on the original LH to Moss Corner to see the Lincoln busts which were dedicated in July 2001. A U-turn on another farm home on the LH and we were headed back to Jefferson. L

Road Closed.

By Bev Becker, Linn County Consul.

The Seedling Mile between Cedar Rapids and Mt. Vernon is closed for construction, with dreaded "improvements" underway. When the heavy construction equipment is parked for the weekend, the road can be driven with care. I drove this stretch two weeks ago in my Volvo wagon. It was slow and rough, and the wagon bottomed out occasionally. The ditches have been widened, the utility poles set back, trees and brush cleaned to the fence-line and the tops of the hills have been shaved or, in county highway-speak, "the vertical curves have been minimized."



As this article is written on June 22nd, the original highway surface is gone, and the roadbed has a wide, thick, coarse gravel base. No concrete has as yet been poured.

When the new surface is laid and the "Seedling Mile" edges marked, we will update this report. Meanwhile, choose U.S. 30 and save the bottom of your vehicle.

In answer to the many of you who have asked, the homemade "Start of the Seedling Mile" sign was still in place as of two weeks ago. It is splattered with mud and bears a distinct stripe of pink paint along the bottom—the DOT marker signaling pending removal. L

Criminy, Get Out of the Heat and Cool Off in Ames.

Iowa LHA Board members will meet in Ames for the Summer 2002 Directors' meeting, held **Saturday 13 July**, [ILHA meetings always take place on the second Saturday of October, January, April, and July].



Coffee and conversation will commence at 9:00 am. If you're coming in on the old Lincoln Highway, turn north at Clark Street and go 3 blocks to the Ames City Hall building, which is **515 Clark**. Room 135 has been reserved, but Ames municipal parking spaces have not—you will have to plug the meters in the lot across the street to the east. There are 4-hour and 10-hour meters available, which should more than accommodate our meeting.

Lunch may be had at a variety of restaurants and delis in beautiful downtown Ames.

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Board of Directors (County Consuls),
and Staff

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Along the Lincoln Highway

The Newsletter of the Iowa Lincoln Highway Association
Autumn 2002 Volume 7 Issue 3

State History Award Earned by Greene County LHA.

*Reprinted from The Jefferson Herald and the State Historical Society of Iowa.
January 31, 2002.*

The Greene County Lincoln Highway Association was selected to receive the Loren Horton Community History Award for restoration of the Abraham Lincoln busts at the J.E. Moss corner on the old Lincoln Highway, north of Scranton. The award is presented by the State Historical Society of Iowa.

The announcement was made May 13 during a special ceremony at the state historical building in Des Moines as part of Historic Preservation Week.



(from left): Lt. Gov. Sally Pederson, Anita Walker, Bob Ausberger, Janet Owens, Bob Neymeyer, Bob Owens.

The Loren Horton Community Award is given to participants who have demonstrated and promoted historical preservation in their community by increasing awareness and appreciation for local history and by establishing a sense of historical achievement through community projects. Individuals have promoted a historical interest that will continue throughout future generations and have encouraged collaboration from local organizations and individuals.

The award is determined by nominations from the public in honor of Loren Horton, who held several positions and was an important part of the State Historical Society from 1973 until his retirement in 1996.

The award was presented by Lt. Gov. Sally J. Pederson, Anita Walker, director of the Department of Cultural Affairs, and Bob Neymeyer, chair of the State Historical Society board of trustees. L

Lincoln Walk Trail Construction Starts.

By Gary Ablan, The Ogden Reporter.

The announcement that the City of Ogden has been granted \$105,097 for the Lincoln Walk Trail, Phase I, came as good news to its promoters and enhances the work that has been and continues to be done at the Lincoln Prairie Park west of Ogden.

During the past four years, the City of Ogden, which purchased the property from the DOT, and Ogden Community Development Co. (OCDC), have placed a 1,200-foot hard surfaced walking trail and parking lot, a walking bridge and memorial concrete benches at the Prairie Park. Last fall, a foundation was laid for a 12'x20' gazebo which is schedule for construction this year.

The gazebo will house information on the Lincoln Highway and will serve as an attractive new addition to the park. OCDC has provided most of the funding from dollars earned on fundraisers.

Phase I, for which the money was provided, carries an estimated price tag of \$131,371, of which \$105,097 will be provided. Locally an additional \$26,274 is needed.

Phase I proposes to develop to completion a nearly 3/4-mile-long trail, beginning at the Lincoln Prairie Park and extending to the Leonard Good Community Center. The project includes property and bridge acquisition, clearing, grading, and surfacing of the trail for pedestrian and bicycle traffic.

The grant application states, "This project offers an off-road transportation alternative between the Lincoln Prairie Park and the City of Ogden. This trail will be of particular value to families as well as older people who utilize the park by offering a safe alternative to the Lincoln Highway. Built to ADA requirements, it will be accessible to wheelchairs and baby strollers as well as to pedestrians, bicyclers and skaters. In the long-term, as additional phases are complete, it will enhance economic development due to increased tourism.

The Lincoln Walk Trail will generally parallel the Lincoln Highway and will be surfaced with asphalt 8-feet wide. Specifically, the trail will start at the entrance to the Lincoln Prairie Park where the Prairie Walk Trail winds through the big blue stem, compass plant, purple cone-flower and other native prairie species (see map).

From the entrance of the Prairie Park, the Lincoln Walk Trail crosses onto 219th Street and heads east to where it meets the Lincoln Highway. The trail crosses the Lincoln Highway and turns northeast to parallel the highway for a short distance as it descends to enter the acquired property. At this point it winds through a light forest of ash, maple, mulberry and walnut before crossing East Beaver Creek on a 60'x8' bridge. On the opposite bank, the trail generally follows a smaller branch of the creek and ends at the corner of the Leonard Good Community Center parking area on Mulberry Street.

The grant includes \$20,000 for land acquisition, including 3.38 acres adjoining the Lincoln Highway. The city will assume the ownership and will maintain the trail. When Phase I of the Lincoln Walk Trail is completed, the City of Ogden will have a continuous strip of parks stretching from the west end of the main street commercial district to the western "Gateway" of the city at Lincoln Prairie Park. Currently many adults and children use the Lincoln Highway (E41) to walk, bike and skate to and from the Lincoln Prairie Park.

The grant application notes, "As later phases of the Lincoln Walk Trail are developed, the trail will present an extraordinary opportunity to tie together the history of both the first transcontinental railroad, and the Lincoln Highway. These historic roads crossed just to the west of the Battin Chapel, where several historic buildings are being restored. The national significance of the highway and the railroad, as well as the heroic action of Kate Shelley in this very area, gives this trail system the potential to become a notable tourist attraction.

GRANT SOURCE: Surface Transportation Program (STP) Transportation Enhancement (TE) funds, Central Iowa Regional Planning Alliance. L

Benton County Eatery Opens After 35 Years.

Thirty-five years after it closed, what may be the last of the rural roadside station/eateries that lined the Lincoln Highway has reopened as a cafe and museum.



The Youngville Cafe is 12 miles west of Cedar Rapids at the intersection of Highways 30 and 218 in Benton County. The cafe was built by Joe Young in 1931, three years after the Lincoln Highway was paved.

Before paving, the highway was nothing but a dirt road. Young pumped gas and fixed tires in one portion of the station, and his widowed daughter, Elizabeth ran the restaurant, which became famous for her pies. Wheeler made her home in quarters above the station, known as a one-stop—the predecessor of today's convenience stores—where people could eat and fuel their cars. A small cabin court was also on the grounds of Youngville.

Construction of Interstate 80 led to the decline of Youngville, and it closed in 1967. Threatened with demolition, the cafe was rescued when the Youngville Restoration Project began as a Benton County Sesquicentennial Committee project.

Anne Schoonover of Garrison was chair of the committee. She wrote grants and spearheaded the raising of \$100,000 for restoration. On July 9, after seven years of restoration efforts, including countless volunteer hours, the first sandwich in 35 years was served at the Youngville Cafe. "Our goal is to make the site a living museum and welcome center," said Schoonover. "We will serve locally produced foods and have menus from the '30s. Food will be part of the museum experience. In its finished state, visitors will experience the 1930s." Booths from a roadside cafe near Chelsea have been moved in, and three dilapidated but restorable cabins were moved to the site from a nearby cabin court.

One room is being developed as a museum devoted to the Lincoln and Red Ball Highways. The Red Ball Highway once extended from Cedar Rapids through Atkins and Newhall and then turned north on Highway 218.

"This is the last of the rural roadside one-stops along the Lincoln Highway that we're aware of," says Mike Kelly, who heads the museum and display effort at Youngville.

Currently the cafe is open on Tuesdays for lunch from 11:30 a.m. to 1:30 p.m. On Fridays, there is a farmers market from 3:30 to 6 p.m. On Saturdays, coffee and homemade rolls are served from 8 to 10 a.m.

Volunteers staff the cafe. Two of the volunteers, Richard Grovert and Joyce Wheeler, are great-grandchildren of Joe Young. Youngville committee representatives hope to have the cafe in full-time operation possibly as early as this winter. L

Lincoln Highway Memories of Ames.

*By Jeff Bensen and Margaret Elbert,
Story County Co-Consuls.*

Part III: 1935

Well, the automobile seems to have taken over just about everything now (they ain't seen nothing yet!) It's hard to believe so many automobile-oriented businesses have sprung up where houses used to be on Lincoln Way, especially in Ames proper.

At the east end of town, a family named Bourne lives at 527 E. Lincoln Way, who own Bourne's Super Service across the street. By now, they must be thinking about opening an auto camp because they will build the Motel Auto Camp around their home in 1938 (see photo). Luella Bourne lives across street, behind her business, Luella's Kitchen.



An advertising postcard shows the interior of the Conoco Motel, owned and operated by Leslie and Elsie Bourne, at 527 East Lincoln Way (Highway 30) in Ames. The motel first was listed in the Ames telephone directory in 1938 and was last seen under that name in 1951. In the 1940-41 Polk's Directory, it was called "Motel Auto Camp." The motel was later called the Colonial Motel and was operated at one time by Mr. and Mrs. Wesley Smith. When the Bournes first opened their motel it was next to their Conoco service station. Motels were then known as tourist courts or auto or motor courts and the term motel only became widely used in the early 1950s. The appearance of motels, in place of hotels, heralded the growing importance of the automobile and the new interstate highway system in American life."

At Duff Avenue, where three or four named highways come together, business is booming. The Standard Station is still there on the southeast, but now Dirksen Service is its neighbor to the east. On the southwest corner Minert's has become Diamond Master Service Station, with the Molleston Shell Service Station nearby.

A block west is the Fall Inn on the north side and down at Kellogg there are more service stations: Texaco Super Service Station, Heggen Service Station, Mobilgas Master Service, Royal 44 Service and, oops!, the Dutch Mill Root Beer Stand. A little ways down at Walnut Avenue is the Fall Oil Company and Trucker's Home.

Near Grand Avenue, the Ames School Board has purchased the round Chautauqua building, moved it here from Maxwell Park and turned it into the Ames High Field House, to complement the new High School just completed downtown. Also at Grand Avenue and Lincoln Way are the Sorensen Service Station and Loyd's Service Station. To the north a fancy new road underpass is being built to take the road under the railroad tracks. Woodland Farms Dairy and Baily Oil Company are just down the street, close to where the brick St. Cecelia's Church still stands.

On across the Squaw Creek, not much has changed along the south part of the College property, except that the Memorial Union was built in 1928. On the opposite side of Lincoln Way the Ash House is still there, as is Edwards Coal, joined now by the Black and White Inn. Next door to the Congregational Church's house, Episcopalians have built their new church, St. John's by the Campus, with stone brought in from Wisconsin on the nearby rail. Lincoln Way Pharmacy has opened across Stanton Avenue from the church and down the street they are just about to build Varsity Theater almost next door to Ames Theater. Also in this block the L-Way Cafe just opened, and it will stay open for next 42 years.

Feeding and watering students and staff has become a booming business in this area, with the Cyclone Sandwich Shop, Campus Cafe and Andy's Cafe which, since it is serving beer, is soon to be shut down. We reported construction of the Methodist church in 1925, and nearby there is now Whattoff Motors and Kirby's Sandwich Shop. Across the street is the first of many parts of Friley Hall dormitory, built in 1927.

To Ames' north and west, Ontario's grand plans have not come to pass. Expansion to the south has been blocked by landowners and others and, because of bridges in Boone County, the Lincoln Highway, now called U.S. Highway 30 by some, no longer turns at North Lincoln but goes straight west through Ames. There are and will be some interesting places down the road there, such as the singing waiter at Scotty's Chicken Inn. But those stories will have to wait for another day.

Images courtesy "The Farwell Brown Photographic Archive at the Ames Public Library.



Have Spare Tire, Will Travel

By Van & Bev Becker

Quickly sweeping the gravel back to the center of the road—this installment is mostly a Linn County report.

The temporary Seedling Mile sign, hastily placed for last year's Model A Tour has finally been disposed of by the Linn County Highway crew. "Road Closed" signs still block the Lincoln Highway/Mt. Vernon Road/Old Highway 30 between Highway 13 and the Mt. Vernon city limits. However, Bev and I drove the route during the first week of September. Crews need to finish the ditches and the road markings, but it is drivable as-is.

The new road is smooth and wider than the original—gosh, it better be! The shaving of the hill tops ("vertical curves") is not as intrusive as originally feared. When the County finally finishes the marking, signage and ditches, this will be a compromise project that we can be pleased to live with.

The Lisbon Downtown Improvement Project reported here over a year ago is moving ahead... slowly. Business intersections downtown on the old Lincoln have new curbs, round planters, period lamp posts and brick trim. There are trees yet to be planted and the site for the planned gazebo square is full of construction materials, but beautification is progressing. A stop at Gwen's Restaurant for lunch was a must—still bountiful and economical.

The Cedar Rapids Mt. Vernon Road Association just sent a last-minute email. The group has sold more than 50 banners! The banners, similar to one shown elsewhere in this issue, will be displayed on power poles clearly identifying both the Mt. Vernon Road Association and that the route is America's Main Street, the Lincoln Highway. Way to Go!

Don't miss our last Presidents' Corner in this issue and watch this space for an upcoming report on "Crime on the Lincoln Highway. L

Website Spotlight

The first Lincoln Highway website **in the spotlight** comes from Story County Consul Margaret Elbert. Margaret submitted www.barracudamagazine.com/lincoln-highway.htm. Barracuda.com is the online location of a definitely retro magazine for the 1950s he-man. If tail fins, pinup girls, and muscle cars are your thing, Barracuda is for you, though Margaret is wondering why they devoted a professionally designed page to the Lincoln.

Members would be remiss if they didn't take a gander at the website for Benton County's Youngville Cafe, at www.youngvillecafe.com, submitted by ILHA President-Elect Mike Kelly. The site includes an up-to-date event calendar, a history of Youngville, and much more.

Last, all of us should learn more about the National Park Service study of the Lincoln Highway, and the best way to do that from home is through the NPS website, at www.nps.gov/mwro/lincolnhighway. Readers can access background on the project, a list of Frequently Asked Questions, press releases, and the project timeline.

Know a website of interest to Lincoln Highway enthusiasts? Send the address, and it just might be **in the spotlight**. Websites do not have to pertain directly to the Lincoln Highway. L

Welcome to the LHA!

Hello and a Hearty Welcome to our New Members.

Candace Johnson	Tucson AZ
Bertha Harten	Ogden IA
J. Herbert & Margaret Nelson	State Center IA
Gary Rasmussen	Fountain CO
Nick Danek	Davenport IA
Kay Wilson	Cedar Rapids IA

Ramblings Along the Lincoln Highway.

*Minutes of the Summer 2002
Iowa LHA Meeting
City Hall Building, Ames.
13 July 2002*

Submitted by Norma Berns, Secretary. Co-President

Van Becker opened the Summer 2002 Board of Directors meeting at 9:30 a.m. in room 135 of the Ames City Hall building. Minutes of the April meeting were approved as amended.

Joyce Ausburger gave the Treasurer's report. Membership Coordinator Cecil Stewart reported that he is working to have all Iowa members' dues due at the same time, the end of each year.

Newsletter Editor Paul Walker thanked Linn County Consul Bev Becker for her article and invited County Consuls to submit more articles for the newsletter. He noted website www.firestone.com/legend/drive_fr.html for its Legendary Drives segments including Lincoln Highway near Tama. Walker requested reimbursement for half the cost of newsletter software; motion amended by Story County Co-Consul Jeff Bensen to reimburse full amount.

In State Director role, Walker reported blue national brochures will have to be updated with the new membership address sticker. Beginning March 2003, a representative of the National Park Service will visit every state to explain the study. Two NPS forum sites in Iowa will be Jefferson and Cedar Rapids.

In August 2003, Ohio State Director Bob Lichty is sponsoring a Tour Across America. Mt. Vernon was discussed as the lunch site for Friday 22 August, and Ames is the overnight stay. Cronk's in Denison will host lunch on Saturday 23 August.

County Reports.

Clinton Elmer Ketelsen told of the Lincoln Highway under water a few days during heavy rains. Having now seen his 87th spring [and many, many more to go], he suggested that a search begin for a Consul to replace him.

Linn Bev Becker reported the Mt. Vernon Road Assn. is an independent group employing the LH theme of landscaping with log on caps and shirts with "Mount Vernon Road" under the logo "American Main Street." Walker proposed the Mt. Vernon be encouraged to become an affiliate to Iowa LHA, and will draft a letter to related historic preservation groups in the state.

Benton Youngville is open for Farmers Market in a.m. Tuesdays and Saturdays. It recently acquire an LH banner. An Illinois member stopped on her way home from national conference in Sacramento. Ron Preston told of Jumbo Well Days Sept. 25-26 in Belle Plaine. The genealogy group is asking for an LH display.

Tama Ron Cory told of scraping paint on the remaining King Tower cabin (photo), undergoing refurbishing inside and out. This is the 17th year of creek maintenance under the famous LH bridge. Five banners hang through Chelsea and Montour. A pole-painting project is being planned for next spring. Story

Story Ames' "All-American Weekend" to run over Labor Day. Nevada to celebrate LH Days third weekend in August. The cabin camp between Colo and Nevada has gone missing. Has anyone seen it?

Boone Helen Miller reports Battin Chapel east of Ogden is restored. Near turnoff to famous High Bridge.

Crawford Two markers laying in driveway at Carlisle Monument in Denison. Authorities notified.

Carroll Will host 12 October meeting—plans pending. Sample wristwatches passed around. Has 1928 marker picture on face.

Old Business.

Bob Ausberger talked to Greene Co. engineers and will get Lions Club Tree Project progressing again. He showed a proposed Interpretive Sign for the project.

New Business.

Motion to consider a proposal to host the 2006 conference in Iowa. A committee will highlight two sites at the Winter 2003 meeting, after which the Directors will vote on a final conference location. After discussion, Cedar Rapids and Council Bluffs were selected as the two potential host cities.

Cathy Noble of State Center reported on city's Main Street progress and told of difference between Scenic and Historic Byways and Roads. LH will send letter of support for State Center. The 45th annual Rose Festival is approaching. Noble outlined Main Street Brick fund-raiser. Motion passed that ILHA will donate \$300 for a signature brick.

January 2003 meeting to be at Tama. Spring 2003 at Woodbine. Fall 2003 at Clinton. Spring 2004 in Warren Co. on the Jefferson Highway.

Bob Stinson of Des Moines told of buying a concrete marker on ebay from Dale Deddick Antique Shop at Potter NE.

Meeting adjourned at 12:15 and members fanned out downtown for lunch. L

Public Meetings Planned for Iowa in Late Winter 2003.

In December 2000, a bill was signed by the President directing the National Park Service to coordinate a comprehensive study of the routes of the Lincoln Highway. This Special Resource Study (SRS) will evaluate the highway and related resources to present management alternatives for the long-term preservation of the highway, including alternative involving management as a unit of the National Park System, and management by state and local governments and private sector organizations. An statement describing the potential environmental impacts of each management option will accompany the study.

Public involvement is essential for the success of this Special Resource Study. Participants in this study will ensure the National Park Service fully understands and considers the public's interest in the Lincoln Highway.

In addition to keeping up-to-date with the project through newsletters and the NPS website, NPS Study Team Coordinator Ruth Heikkinen invites you to meet their project team and discuss potential management alternatives for commemorating and preserving significant sections of the Lincoln Highway at an upcoming public meeting.

They expect to hold public meetings across the country in late February and early March 2003. In order to minimize the amount of time the public will have to travel and ensure they hear from a variety of communities, the team will hold approximately 14 public meetings along the routes of the Lincoln Highway. Ruth will conduct the public forums in Iowa in March. Both forums will run from 6:30 to 8:30 PM. The schedule:

Tuesday 11 March.. ..Jefferson

Thursday 13 March.. ..Cedar Rapids

Meeting sites in each city have not been chosen yet. Watch for information in the next issue of the newsletter. If you want to help with the arrangements for either presentation, contact the forum organizer closest to you. L

The Mount Vernon Road Association.

The first meeting of the Mount Vernon Road Business Association was on November 1, 2001, in Cedar Rapids. The purpose of the meeting was to unite the businesses along the corridor of Mt. Vernon Road to combat the negative effects of the street construction project.



The Mt. Vernon Road Association in the staging area for the Freedom Festival Parade, the kickoff event for the Cedar Rapids Freedom Festival over the 4th of July. Along with Mt. Vernon Road Association members are CR Mayor Paul Pate, Streets Commissioner Don Thomas and Parks Commissioner Wade Wagner.

The project was to be completed in two summers, but has dragged on into its third year, having adversely effected residents and businesses. We met with the idea of coming together to market and to attract business back to the area, but we also wanted to beautify our street and thought this was as good a time as any to begin our planning. Mt. Vernon Road is of course the former Lincoln Highway, and one of the first highways in the state conceived as a bypass. Coordinating projects with the highway's theme became our primary concern.

We wanted to use the Lincoln Highway connection and combine the Mt. Vernon Road businesses and create a wonderful plan that would positively benefit the area. Three years of construction has definitely taken its toll on many businesses and we viewed this as an opportune time to act.



Iowa LHA Co-Presidents Van and Bev Becker with our road's namesake (Tom Glanz of the Cedar Rapids Community Savings Bank on Mt. Vernon Road).

With the help of Van and Bev Becker, we have utilized the Lincoln Highway, "America's Main Street" and Mt. Vernon Road into an association that is enthusiastically ready to begin our beautification projects. We will be using red, white, blue and yellow flowers, native trees, shrubs and grasses. We designed a banner using the Lincoln Highway theme that Alliant Energy has agreed to put on their poles, and we have now received enough contributions to purchase 50 of them. We also want to raise the funds to purchase 1928 reproduction concrete Lincoln Highway markers and incorporate them into gardens at intersections. Our goal is to have most of this completed in five years.

The Cedar Rapids City Council is supportive of our efforts, and they hope other business areas of the city will follow our lead with their own landscaping. We feel especially fortunate because the Lincoln Highway is a unique theme and is of historical significance to our city, state and country. L

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Board of Directors (County Consuls),
and Staff

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Along the Lincoln Highway



**The Newsletter of the Iowa Lincoln Highway Association
 Winter 2002 Volume 7 Issue 4**

Boone County Lincoln Highway Pioneer Passes Away

*Reprinted from the Ames Tribune
 14 October 2002*

Tyrus R. Casotti, 75, of Boone, died Saturday [October 12, 2002] of complications of cancer at his home. Burial will be in Mineral Ridge Cemetery in Ridgeport.

Tyrus R. Casotti was born March 19, 1927, in Fraser, the son of Alfred and Pia (Marzi) Casotti. He graduated from Pilot Mound High School in 1945. He worked as a preliminary bridge design draftsman for the Iowa Department of Transportation. He retired in 1988. He was a member of Trinity Lutheran Church in Boone, Tall Corn Antique Auto Club, Studebaker Driver's Club of Iowa, Lincoln Highway Association of Iowa and Boone County Historical Society.

Memorials may be directed to Trinity Lutheran Church in Boone or Hospice of Central Iowa.

* * *

Ty was a good friend to anyone interested in the Lincoln Highway, and one of the forces behind the 1992 reorganization of the LHA.

His was the first map pack in Iowa and the template for the current map pack we all use, although I have never replaced the pack I got nine years ago, which Ty laid out entirely by hand. It is still with me whenever I go exploring the Iowa road.

When you first encounter the Lincoln Highway, every mile is an adventure, and I think of those early exposures as days of discovery.

As years go by and there is less to experience for the first time, those days become harder to find. But two years ago Ty and Margaret Elbert and I enjoyed an April day exploring the Boone County river valley.

Ty introduced us to the old Highway 30 truss bridge (now gone), the abandoned LH grade, and the less-accessible north stone piling of the Rose Ferry Bridge that carried traffic over the Des Moines River in the years after the Civil War up through the early Lincoln Highway.

He took us across the river in a hunt for the earliest road in and around the old 30 asphalt, until we discovered the shallow Lincoln grade running into the side of the enormous four-lane embankment of current U.S. 30, and shyly exiting the other side.

What a day of discovery! —made possible through the generosity of Ty Casotti who took the time to show us the way.

State Efforts to Preserve, Update LH.

*By Staci Hupp,
Reprinted from The Des Moines Register.*

Iowa State University researchers want to help the state find ways to update the historical Lincoln Highway without hurting its charm.

The state has spent \$475,000 on an ISU study of the corridor. The goal is to update engineering and landscape elements of the Lincoln Highway while preserving its historical elements. Old bridges engineered in the 1920s, for example, need upgrades to handle the size and speed of today's vehicles and farming equipment.

Many motorists treasure the old bridges, culverts, gas stations and small towns on the Lincoln Highway.

Congestion from suburban development and anticipated economic development has put pressure on the state Department of Transportation to upgrade the Lincoln Highway at a time when national groups want to preserve its heritage. The ISU study sets out to find balance, said Peter Butler, a researcher in the landscape architecture department.

ISU researchers have talked to county engineers, homeowners, and business owners along the highway. Supporters suggest at least 14 spots that need preservations, including bridges, a part in Ogden, depots in Jefferson and Carroll, the Eureka bridge in Greene County, and stretches of road.

Researchers say the highway has the potential to turn into a version of the popular Route 66 which connects Chicago and Santa Monica, California. Mom-and-pop motels, 1950s-style hamburger stands and old-fashioned gas stations draw thousands of tourists.

I think we've seen from RAGBRAI that calling attention to a certain area can increase tourism," said Tim Keller, a landscape architecture professor who oversees the Interstate-80 and Lincoln Highway projects. L

Springtime Means Tama Bridge Festival Time

The Lincoln Highway Bridge Festival is scheduled for Friday evening, May 16, and all day Saturday, May 17, 2003. We will be celebrating our 24th year in downtown Tama. Sponsored by the Tama-Toledo Chamber of Commerce, the festival

celebrates the Lincoln Highway Bridge and highway, which are also represented downtown by a mural of the bridge along with two 1928 Lincoln Highway markers.

Friday activities include the Bill Riley Talent Show, the Ice Cream Social and a Carnival. Saturday kicks off with the Lion's Club breakfast and 5K run. Then the Big Parade starts at 10 am in downtown Tama. Groups scheduled to appear in the parade include 25 Shrine Units including Shrine Bands, South Tama County High School Band, Union High School Band, East Marshall High School Band, Decorah Kilties, and Issiserettes, plus numerous other entries. The Beef Barbeque opens at 11:00 a.m. along with the Family Food Court and will include Indian Tacos.

Entertainment is also slated to begin at 11:00 a.m. with appearances by Miss Iowa, Storm Seymour and Red Swan, Bohemian Soul Tribe Rhythm and Blues, juggler Dean Franzen, a Ta Kwon Do demonstration and much more. Activities include Lincoln Highway Association display, the Outdoor Channel Motor Home display, Kid's Tractor Pull, Custom Rock Engraving, Restorers Car Club display, camels in parade and on display, and pottery for all ages... just to name a few.

We hope you can celebrate the Lincoln Highway with us in Tama.

For more information please contact Ron Cory at 641-484-2761. L

From the President's Corner.

by Mike Kelly, ILHA President

When officers change in any organization a period of transition is expected. I'm happy to report that with the help of the Beckers, the transition went well. There appears to be no rest in retirement as all the former presidents are working to prepare for the two upcoming National Park Service (NPS) study meetings in March. I think it is important to convey the extraordinary grassroots commitment that Iowans have for preserving Lincoln Highway history. It is still a bit early to speculate what the eventual outcome of the study will be, but some sort of national recognition or designation in the vein of a "historic byway" would be a tremendous boost to local groups trying to restore and revive historic sites and could help prevent the destruction of endangered sites.

In terms of an agenda for my term in office as your president, I would list two items foremost in my mind. The first is a membership drive. The upcoming March meetings will provide a perfect opportunity to recruit potential members and distribute our new brochures.

Second on my agenda is Education. I would like to establish a database of teachers who incorporate aspects of the Lincoln Highway in their curriculum. Every year, my cousin's high school computer class researches the Lincoln Highway and creates a mock web site. If we can get interest and enthusiasm like this from students in a non-LH state (Wisconsin) we should be able to encourage similar programs here in Iowa. If you know of educators who use an aspect of the Lincoln Highway in their classes, I would be most interested in learning of them.

If you have any questions, comments, or ideas to share, always feel free to contact me at mtk@videoportraits.com.

Catherine Noble, New Marshall County Consul.

Catherine Noble (third from left) was born and raised in Marshall County. Having lived in Denver and Seattle the last 17 years she brings a unique perspective and appreciation to her hometown and Iowa. "Many folks who've never left don't realize just how wonderful this life style is.

As the Director for State Center's Main Street program, Cathy is quite at home with the National Trust's concept of economic development through historic preservation. "This is an exciting time for the LHA, with the National Parks Survey nearing completion, increased car travel and Heritage Tourism being recognized as the number one destination for all demographic groups. There is a need for awareness before this potential resource is *"improved to extinction."*

The farm Cathy grew up on is located on the first route of the Lincoln Highway through State Center. Her mother still lives there, the road is still gravel and it looks much like it did at the turn of the century (photo below). Cathy remembers her paternal grandmother Walkup always being very proud of that fact. L



birthday Tad Ann 02.jpg (70628 bytes)



Have Spare Tire,
Will Travel

By Van & Bev Becker

Crime on the Lincoln!

Detroit 1913

When the group of men and women meet with a newly printed certificates stating (that they would) “immediately promote and procure the establishment of a continuous improved highway from the Atlantic to the Pacific, open to lawful traffic of all descriptions without toll charges and to be concrete whenever possible,” what did those road-loving Lincoln Highway visionaries mean by “lawful traffic”?

Onto our developing highway drove the best-known American bank robber of the 20th Century—John Dillinger. By 1933, this hardened criminal had already deserted the US Navy, robbed a store and served time in an Indiana prison. Out on parole in May of ‘33—Dillinger formed a supergang and set out to rob banks.

John Dillinger, born 28 June 1903, died 22 July 1934—shot by FBI

Four months later and after numerous robberies, he was captured—only to be rescued by his gang. More robberies in several states later he was arrested in Arizona. After an amazing breakout on March 3, 1934, his spree of bank robberies continued. In those tough times, a disillusioned American public considered him a bit of a hero, lauding his bold antics, such as holding up a police station and clever prison breakouts, once by threatening officers with a wooden gun.

But J. Edgar Hoover, Director of the FBI, thought otherwise and declared Dillinger “Public Enemy Number One.” J. Edgar Hoover vowed that the FBI would do whatever was necessary to stop Dillinger.

With Dillinger and his well-armed gang of robbers on the loose, we had the makings for CRIME on the LINCOLN. Right here in Iowa, reports of sightings began to filter into the authorities. These Chicago- and Indiana-based gangs—like so many lawful travelers—just jumped on the Lincoln Highway to reach their bank of choice.

The Saturday, June 9, 1934 issue of the Cedar Rapids Gazette reported: “..the woman, Mrs. Frank Cargin, at the Evening Star Camp/filling stations claims to have recognized Dillinger and one of his henchmen back in April 1934.” (The Evening Star Camp located on Mt. Vernon Road east of Cedar Rapids was later converted to a mobile home park in 1947 and later when Osborn Construction is now located.) The travelers made inquiries regarding a cabin for the night. The outlaws were told the cabins were not open for business and ready to rent yet. However, for the next few nights a single cabin was broken into and it appeared to have been used for the night’s lodging. Mrs. Cargin was so frightened, she didn’t notify the police.

After one of Dillinger’s men, Tommy Carroll, was shot and killed by Waterloo police in early June, the Evening Star became known as a “hideout.” Carroll and his wife had stayed at the camp the previous night.

Nearby, the Light House Road House east of Cedar Rapids on Mt. Vernon Road on the Lincoln Highway since 1912 has had until recently had a small claim to fame. The dining room booth closest to today’s door to the bar had a hole in the wall. A bullet hole! It seems that back in the 30’s, that booth would have been safely away from the front door—back to the wall, the first choice of shady types. Current owner Theron Manson claims that Dillinger was drinking with his men and fiddling with a handgun when it accidentally went off. One shot was fired. No one was hurt that evening, but the hole and urban legend lingered for years. Theron tells of the remodeling of the Light House in 1986 when his son returned from college to find the hole missing. The son spent hours digging in the construction dumpster for the “hole.” Alas, it was never found and lost to history.

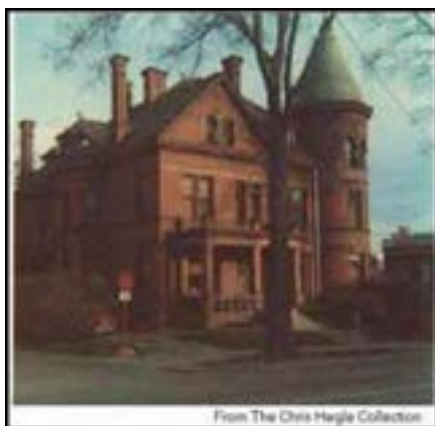
Cedar Rapids resident, Jack Knaack, tells a corroborating story to a staff writer. He recalls working as a teenage boy at the Diamond DX station on the west edge of Vinton, Iowa when a large Dodge sedan with five well-dressed men pulled in for fuel. Mr. Knaack recalls the tall man with a pencil-thin mustache in the back seat. He seemed in charge and the boy recognized him from photos of the outlaw as John Dillinger. The gas bill was \$2.87 for a fill. The driver tried to pay with a \$20 bill—big money in those days. The man in back with the mustache told the driver to pay with the correct change. Grumbling, he dug out the correct amount from various pockets. The car headed for Waterloo where two days later a bank was robbed and a man was shot.

The mother of another Cedar Rapids resident, Rick Craft, ran a boarding house near the former Jackson School on Fourth Avenue between 10th and 12th Streets SE. A man claiming to be a traveling salesman rented a room for a couple of weeks and raised her suspicion. The story goes that one evening the salesman returned to the house driving a new LaSalle luxury auto on a test drive from Allen Motor Company. The following night, the Cedar Rapids Police arrived but the man and the car were gone. A few weeks later, a bank in Wisconsin was robbed and, surprise, there was the LaSalle abandoned! This last portion of the LaSalle story is unconfirmed.

The old Lincoln Highway between Cedar Rapids and Mt. Vernon was the scene of a bizarre chase between the Dillinger gang and the Linn County Sheriff's Department deputies. The deputies were chasing a carload of bad guys back toward Chicago. It was after dark, and this stretch of road included the Lincoln Highway Seedling Mile. Only a few gunshots were exchanged. The robbers then tried to block the windshield and headlamps of the deputies' pursuit car by throwing newspapers out their windows. When the sun came up the next morning, the highway was littered with newspapers for miles. I suspect the pursuing deputies were not real eager to stop and encounter a carload of Dillinger's well-armed men and only pursued half-heartedly.

Dillinger and his henchmen made multiple visits over the spindly Mississippi River Lincoln Highway Bridge into Lyons, Iowa (now the north side of Clinton) and then north up the river to Art O'Leary's home in Dubuque, Iowa [photo].

Leary was Dillinger's lawyer and even hatched the wooden gun scheme. Dillinger used this wooden gun during a daring escape from jail in March '34.



From The Chris Hagler Collection



The Mason City, Iowa bank was robbed by Dillinger's gang on March 13, 1934. It was probably on this "get-away" trip back to Chicago that the gang stopped at the Weir tourist stand and gas station on the west side of Tama near the Mesquakie Indian settlement [photo].

As reported by his son, Charles Weir, his father met Dillinger and his henchmen at the gas pump. Mr. Weir recalls the bandits as "real polite." He filled their tank and he gave them a spare tire. He didn't tell anyone about Dillinger's visit at the time because he did not want them coming back. The tire was quite a gift as a new one in 1934 cost roughly one week's wages for a working man.

July 22, 1934—John Dillinger was shot dead by the FBI while leaving the Biograph Theater in Chicago. He was fingered by the "Lady in Red." Public Enemy Number One had one last "Lincoln" connection. The Biograph Theater was located at 2433 Lincoln Avenue in Chicago, Illinois.

"The weed of crime bears bitter fruit."
The Shadow Knows...

Website Spotlight

The Many years ago in Worcester, Mass., there was a diner call Alice and the Hat. One block off Main Street, the diner was a class red Worcester Lunch car Company design, with gothic lettering on the side an sign showing a fedora. The Hat was the nickname of a former newspaperman and Alice was his wife.

One day - it seemed like overnight - in place of the red landmark, someone had plopped down a real estate office.

But the American diner is alive and well, and there are fans and students, as devoted as any historic preservationist, who are busy identifying adn glorying in its architecture and ambience.

Diner City www.dinercity.com is as solid as a New Jersey truck stop, with a mission statement, Diner Facts, a for-sale section and many pictures.

"Every year at least a dozen vintage diners in New Jersey and other diner-rich states are being junked, moved or given hideous makeovers," Ronald Saari, the site's creator, worte in his introduction. "Watching this happen time and again, I found myself traveling all around the United States with my camera and plenty of film."

There are many definitions of a diner, and fans can argue about whether 24-hour food is necessary, or swivel counter stools, or jukeboxes at each booth.

But Mr. Saari notes: "A diner is also a place for conversation, a community center in some ways. Perhaps this is why politicians choose class diners as campaign rally sites. A diner is one of the best places to 'meet the locals.'"

Check out these other sites that feature both nostalgic sit-down-and-eat diners as well as companies still building diners today.

www.kullman.com - Home of the Blue Comet

www.dinermite.com - Diner-Mite of Atlanta

www.njdiners.com - Includes the "Happy Waitress" page, and even a postcard section

www.rosiediner.com - The original Rosie's Diner in Rockford, Michigan.

Reprinted from The New York Times.

We'll See You on the Lincoln Highway!

Hello and a Hearty Welcome to our New Members.

Daryl & JoAnn Beall

Ed Mondt

Richard Sampson

Jerry & Cheri Shafer

Loren D. Edwards

Fort Dodge, Webster

Boone, Boone Co.

Cedar Rapids, Linn Co.

Jefferson, Greene Co.

Evergreen, CO

Ramblings Along the Lincoln Highway.

Minutes of the Winter 2003

Iowa LHA Meeting

Beems Auditorium, Cedar Rapids, Iowa

11 January 2003

Submitted by Su Aros, Secretary.

Mike Kelly, in his first appearance as President of the ILHA, dropped the gavel at 9:30 am to start the meeting. Coffee, cider and pastries, compliments of Van and Bev Becker, were enjoyed by the approximately 40 members and guests present.

FALL 2002 MINUTES

Correction to the Linn County Consul Report in the October 12, 2002 Minutes: 60 banners were hung in Mt. Vernon, with the activity funded by the Cedar Rapids/Mt. Vernon Road Business Association. Motion passed to approve the corrected minutes, as published in AtLH 7:3

Treasurer's Report

Checking account balance: \$2,936. Discussion continued regarding monies in the savings account (currently in two money market accounts) and whether a committee be appointed to find better investment opportunities.

Membership Report

Membership renewal reminders will be sent as appropriate.

State Director's Report

ILHA voted at Summer 2002 meeting to buy a \$300 commemorative State Centre Main Street brick (annual payments of \$100 – 1st payment made). Paul Walker reported that, with personal pledges received to date, just \$300 in additional pledges is needed to purchase the \$1500 large commemorative brick. Members agreed to change to the large brick level if additional pledges received by Walker.

Two damaged markers in possession of Historical Society of Marshall County were turned over to Walker and ILHA. Cost to renovate first marker \$250. > Motion passed for ILHA to contribute \$125 to this cost. Walker to deliver check. MCHS encouraged to contribute other half, with marker to be placed on Marshalltown Courthouse square. Future marker renovation cost will be \$150 as mold is now cast for first renovation. Paul purchased replica medallion to complete this marker. Note 90 markers out of 300 in Iowa have been located; plan is to capture all 90 markers and their locations on a CD.

Brett Ford of Harrison County Hitchcock Nature Center has expressed interest in working with the ILHA on an interpretive site for Honey Creek LH grade. Brett plans to be present at the April meeting in Woodbine for further discussions. Members urged to start thinking of ideas for this interpretive site display.

Walker reports at national level, Klingstead Company in Ohio will have catalog items (www.lhttp.com) for sale online. State items to list online are welcome.

Tom Lutzi of the Nebraska LHA shared a request from the DeSoto National Wildlife Refuge for a LH visitor center display May through July 2003. A locked glass showcase is available for display items. Elaine Ehlert and Ardith Sporleder will lead project.

Tour Across America: 08-18-03 through 09-01-03

Sponsored by Bob Lichty, State Director of the Ohio LHA. Cost is \$450/vehicle with as many riders as can fit.

Bob and Joyce Ausberger are participating—contact them for information. Members can also join the tour at no cost during the Iowa segment. Lunch tentatively planned at Mt. Vernon on Friday 22 August, overnight in Ames and lunch at Cronk's in Denison on Saturday 23 August.

County Consul Reports

Clinton. <> Walker wrote letter to send to county membership to find replacement for Elmer Ketelsen, at Elmer's request.

<> **Cedar.** Liz and Brad Norton, owners of the Lincoln Hotel, are county's new co-Consuls.

Linn. 60 banners are up on Mt. Vernon Road in Cedar Rapids. Beckers meeting with Aero Stage Lines to discuss LH tours; probably lookin for step-on guide. Met with Cedar Rapids Visitors and Convention Bureau for 2006 Annual Conference proposal info. Cide for today's meeting from Holland Orchard on the original LH. If re-routed, the orchard could be in danger.

Benton. Belle Plaine museum to be located across from library. Meeting January 20 to discuss design. ILHA should be included in discussions. Youngvile Highway History Association annual meeting in April. Mike Kelly is planning fundraisers to continue the work at Youngville, which has closed for the season. Work continues on the museum and cabins.

Tama. 12 volunteers committed to King Tower cabin restoration; exterior is 80% complete. May 16/17 will be 23rd year for Lincoln Highway Bridge Festival. Five banners up in Tama; will add 3-4. Promoting membership through local newspaper.

Marshall. Cathy Noble reports DOT letter deemed the Colo-to-Marshalltown LH ineligible for Scenic Byway/Historic Bylas designation. State Centre Pictorial History book with LH pictures available for \$29.95 until 15 February price

increase. Premier one-time showing of art film "Rain" on February 3rd and 4th; was never shown in theaters. Filmed in State Center area. One-room schoolhouse to be re-located on library grounds in State Center.

Story. Margaret Elbert working with Ames Heritage Association on an article. Planning an exhibit in library in November to include LH info - "building LH awareness." Jeff Benson to teach 4-5 sessions on LH for College for Seniors (program for retired people). New rest stop in I-35 north of Ames; main focus will be LH. Ken Buckland from a Fairfield consulting firm coordinating.

Boone. Proposed and accepted that Joe and Barb Moore serve as co-Consuls. Boone Hobby Shop selling ILHA merchandise. Room in basement of Boone Historical Society museum available rent-free, one Saturday each month as clubhouse. Mike Kelly read a letter documenting John Fitzsimmon's visit with Ty Casotti before he died. The touching letter included memories of Ty's LH association over the years.

Greene. Jefferson Clubhouse had many visitors on December 7 for 5-cent hamburger day. Iowa had representation at the Joy Monument dedication (Bill Wadsworth formerly of Jefferson, now living in WY). Bob Owens reported that an Iowa State senator candidate, campaigning in Jefferson, stopped at his house after noticing the marker in his front yard. Before the candidate left, Bob had signed him up as a member of the ILHA.

Carroll. Verified that a Control Point sign is indeed on the outside of the Wittrock's building.

Crawford. The markers at Carlisle Monument are still laying outside in the driveway. The owner assured Ardith Sporleder he would move inside but nothing done yet.

Harrison. Elaine Ehlert invited members to the April 12 Spring meeting in Woodbine. City administrator will be there to talk about the Lincoln Highway. The brick street restoration (2nd through 7th streets) is starting and hoped to be completed before the Apple Festival in late September. The Woodbine Historical Corridor Group formed to preserve Merry Brook School, the depot and canopy gas stations, one of which has been restored. The Woodbine Chamber of Commerce wants a Lincoln Way promotion in June, associated with the bricks— Elaine asked for ideas. A video of the Loess Hills was shown which will be part of the tour for the April meeting.>

National Historic Resources Committee

Lyell Henry reports a national museum for LH artifacts and collections is impossible but State, regional and local sites and interpretive sites are opportunities to preserve these items. Lyell said that there are many people with LH collections who have no written instructions for what to do with them when they die. University of Michigan, which has the original Association papers plus other LH memorabilia, is definitely interested in becoming the repository for collections which, once donated, become their property. Plans are to categorize and list items online. Some items will be put on display; everything is available for research purposes. The Transportation Museum in Grinnell is also available to house LH artifacts.

NPS Study, Public Meetings.

Motion passed approving Jeff Benson letter be sent from the ILHA Board to city/county governments and local organizations/associations in state. Letter stresses importance of good Iowa representation/support at the Jefferson and Cedar Rapids meetings. Jeff asked for mailing lists from county consuls. The Study team is evaluating the LH and related resources to develop alternative management options for long-term LH preservation. Options include management as a unit of the NPS, management by state and local governments and management by private sector organizations.

Iowa Hosting of 2006 National Conference

Motion passed to rescind earlier motion naming Cedar Rapids and Council Bluffs as proposed sites. Motion passed to accept Cedar Rapids as the host site of the 2006 National Conference, providing an effort is made to tour western Iowa, perhaps as a non-organized tour. Van Becker presented the Cedar Rapids proposal citing the Clarion Hotel as the venue. Carroll was also considered. The formal proposal for Iowa as host of the 2006 Conference will be made at the 2003 Annual Conference in Indiana.

Iowa State University LH Corridor Management Study

A presentation by Peter Butler from the ISU Department of Landscape Architecture was made with much discussion. Meetings occurring with focus groups and county engineers (and there are issues with managing the LH routes as county roads). Road segments have been inventoried and mapping elements documented. Extensive discussions evolved around design issues; i.e. new construction, reconstruction, re-surface, restore, rehabilitate - terms from various preservation standards. This was the first formal study report and has only been presented to the ILHA.

Video Presentation on the History of Beaver, Iowa

John Fitzsimmons is looking for interest in producing videos for places along the LH. To that end, he and Pegasus Films (producers) produced a video on Beaver, Iowa, the first town bypassed in a re-route of the original LH. John narrated the video, which includes histories of Beaver buildings and homes and an interview with a long-time resident. Videos available for sale at \$15.

***Meeting adjourned at 3:45 p.m.
Respectfully submitted,
Su Aros, Secretary***

What America Needs Is a Good 5-Cent Hamburger.

The scent of sizzling burgers filled the air on December 7, 2002, at the Five Spot Café in Jefferson, Iowa. Members of the Greene County Lincoln Highway Association recreated the atmosphere of the 1930s by having a Five-Cent Hamburger Day at the LHA Clubhouse on the Lincoln Highway, which was formerly the Five Spot Café in the late 1920s and 1930s.

Despite a dinner bell scheduled to ring at 1:30, hungry customers were lining up by noon. The menu listed hamburgers (the size of silver dollars—Greene County folks aren't fools!) in mini-buns complete with condiments, potato chips, cookies and bars. Drinks were coffee or hot chocolate. Where could you find a meal like that for a nickel?

Yes, the burgers were small, but customers usually needed two or three. Regretfully, orders of a dozen or more "to go" were declined. Soon the donation box was filling up. Room to sit or move around was at a premium. As people came, ate and left, more arrived and the supply of hamburger and buns got smaller and smaller. Bob Owens, in his chef's hat and jacket, grilled more burgers until everything was gone by 4:00 p.m.

Visiting with friends and checking out all of the memorabilia was the highlight of the day. Many of the older customers had eaten in the original Five Spot and reminisced about the good old days.

The aroma of hamburgers still linger. L

Clare Robson Passes Away, Greene County LH Supporter.

Bob Ausberger writes from Jefferson that Lincoln Highway pioneer Clare Robson has died. Clare was born on the Lincoln Highway, lived and farmed on the Lincoln, and was living on the old highway at the time of his death. He was a WWII pilot and flew aviation fuel over the 'Burma Hump' from India to China.

Clare and Marge, Greene County residents, were instrumental in forming the Greene County Lincoln Highway Preservation Group in 1990. They fought vigorously to have the highway improvements between Grand Junction and Jefferson done in a manner that would save its historic integrity, and they were also part of the original 46 people that met in Ogden to form the national Lincoln Highway Association in 1992.

"Clare will be remembered for his Burma Shave signs which are on the highway at his residence as well as elsewhere in

Lincoln Highway country," reports Bob. "He also was a perfectionist at woodworking and made many of the Lincoln Highway wood products."

"He, his preservation efforts, sense of humor, and Lincoln Highway work will be missed." L

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