

Along the Lincoln Highway

The Newsletter of the Iowa Lincoln Highway Association

Volume 8, Number 1

Spring 2003

NPS: LH Nationally Significant, In Need of Protection.

By Jeff Benson.

On Tuesday, March 11, 2003, the National Park Service held a meeting in Jefferson to present partial results of their coast-to-coast Special Resource Study of the Lincoln Highway and to hear comments on their management alternatives. Close to 200 people attended this meeting. NPS employee Ruth Heikkinen is managing the study [photo].

Two days later Heikkinen took her road show to Cedar Rapids for a second Iowa engagement where another 55 interested Iowans were in attendance.

Heikkinen said that all such special resource studies determine:

- if the resource has national significance
- if the resource would make a suitable addition to the National Park System
- if it would be feasible to manage the resource as a National Park System unit alternative ways that the National Park Service could manage the resource.

The National Park Service will only rec-

(NPS, Continued on page 8)

THE LINCOLN HIGHWAY ASSOCIATION SHALL IDENTIFY, PRESERVE, INTERPRET AND IMPROVE ACCESS TO THE LINCOLN HIGHWAY AND ITS ASSOCIATED SITES, PURSUE THE APPROPRIATE MEASURES TO PREVENT FURTHER DETERIORATION, DESTRUCTION OR ALTERATION OF THE REMAINING SECTIONS, PUBLICIZE AND SEEK PUBLIC AWARENESS OF ITS GOALS AND



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

Preservation Efforts Under Way for LH.

By Dave Rasdal

*Reprinted with permission from The Cedar Rapids Gazette
11 March 2003.*

For the last quarter century, I've followed the Lincoln Highway through Eastern Iowa, from the closing of an old bridge west of Calamus to the historical bridge in Tama that spells "Lincoln Highway" in its side rails. I have treasured conversations with the late George Preston at his road sign-covered service station in Belle Plaine, enjoyed watching restoration gradually take shape at the Youngville Cafe at Highways 218 and 30 and traveled the Seedling Mile west of Mount Vernon with a sense of nostalgia.

The Lincoln Highway actually had a relatively short life, from its inception by Carl G. Fisher and Henry Joy of Michigan in 1913 to its completion from New York City to San Francisco a decade later, to the replacement of highway names with numbers in 1926.

A number for a name. How efficient. How boring.

The Lincoln Highway portends memorable experiences. Maybe not to the extent that Route 66, that famous concrete ribbon of adventure from Chicago to Los Angeles,

(Dave Rasdal, Continued on page 2)



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(Dave Rasdal, Continued from page 1)

does, but it was our nation's first coast-to-coast highway, 3,389 miles when planned.

Now, except for pockets of history here and there, the Lincoln Highway is gone.

Its narrow two-lane route has been replaced by the four-lane divided highway we call Interstate

But the National Park Service is now considering several programs to preserve the Lincoln Highway. They range from designating the highway as a national treasure with the issuance of grants to keep and commemorate what's left of it, to establishing a system of tourist "hubs" with one in each state, to creating heritage areas along the route, to maintaining the status quo by simply working with existing programs.

"I think it should be a combination of the different options they've given us," says Bev Becker of Cedar Rapids, who helped the Park Service set up Thursday evening's meeting at Kirkwood Community College. She and her husband, Van, are past co-presidents of the Iowa chapter of the Lincoln Highway Association and now serve as Linn County counsels for the association.

Bev loves the Lincoln Highway and is thrilled to see groups such as the Mount Vernon Road Merchants Association buy banners and install them along the old route in southeast Cedar Rapids. But, she says, more can always be done, which is why she's glad to see a federal agency take interest.

Among Bev's priorities are consistent signs along the coast-to-coast route. While the Lincoln Highway in Iowa became Highway 30, in New Jersey it's basically along Highway 27. When you get out west to Colorado, it becomes Highway 40, and then in California, it's Highway 50.

The Lincoln Highway was like tying a belt around the midsection of the United States. It brought East Coast and West Coast together. In the context of its era, it was the Thomas Edison of transportation ideas, the Wright Brothers of innovation, the Henry Ford of efficiency.

Aren't we supposed to learn from history so we don't repeat it? Yet, consistently, we wait until something like the Lincoln Highway is nearly gone before we decide it should be saved.

All I can say is, it's about time.

Friday 14 March 2003.

When the Lincoln Highway was finished in the 1920s, its backers predicted it would last forever. About 55 people from across Eastern Iowa who gathered Thursday night in Cedar Rapids hope the National Park Service can make that prediction come true.

"A lot of people are out there driving the old highways, and I think it would be nice to preserve them," said Liz Norton, whose husband, Brian,

restored a hotel along the route in Lowden.

"We're losing more and more miles of the Lincoln Highway all the time," said Richard Thomas, a retired history professor at Cornell College in Mount Vernon.

"My dad was a hell of a promoter of the Lincoln Highway, and now it's going downhill," said Ron Preston, whose late father, George, decorated his Belle Plaine service station with old signs.

But the spirits of these people, and others, have been raised by Congress. In 2000, it directed the Park Service to study ways to preserve the nation's first coast-to-coast highway, which stretched from New York City to San Francisco and included the Iowa route from Clinton to Council Bluffs beginning in 1913.

Ruth Heikkinen, coordinator of the Park Service's study team, outlined options under consideration for presentation to Congress by the summer of 2004.

Options are 1.) Develop a program to preserve and commemorate the highway through a national grant program, 2.) Develop a series of "discovery hubs" (one for each of 14 states) and associated interpretive sites, 3.) Create local heritage areas as part of a national coalition, 4.) Create a new program in the U.S. Department of Transportation to preserve and interpret the highway as nationally significant, or 5.) Simply continue existing programs to preserve and interpret the highway.

While Heikkinen said the Lincoln Highway is significant enough for consideration, she said Route 66 is an example of what can happen.

The Chicago to Los Angeles route was studied for about four years in the early '90s and it took Congress another four years to provide funding, which fell from \$500,000 the first year to \$150,000 the next year.

Among the dozen speakers supporting the Lincoln Highway were Van Becker of Cedar Rapids who outlined Iowa's local projects, Ron Cory of Tama who suggested consultants be hired to coordinate the effort and Rick Sampson of Cedar Rapids who said the first step should identify the entire route with signs, just as the Avenue of the Saints has been identified from St. Louis to St. Paul, Minn.

"What we propose," Heikkinen said, "will probably be a mix and match of the ideas." **L**



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

Iowa membership is holding steady. 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 discus-

sions. 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.lhpa.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 a replacement for Elmer Ketelsen, at Elmer's request.

Cedar. Liz and Brian Norton, owners of the Lincoln Hotel, are county's new co-Consuls.

Linn. 60 banners are up on Mt. Vernon Rd. in Cedar Rapids. Beckers meeting with Aero Stage Lines to discuss LH tours; probably looking for step-on guide. Met with Cedar Rapids Visitors and Convention Bureau for 2006 Annual Conference proposal info. Cider for today's meeting from Holland Orchard on the original LH. If rerouted, 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. Youngville 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 Hwy. 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 Bylaw 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 Feb. 3rd and 4th; was never shown in theaters. Filmed in State Center area. One-room

(Ramblings, Continued on page 4)

(Ramblings, Continued from page 3)

schoolhouse to be re-located on library grounds in State Center.

Story. Margaret Elbert working with Ames Heritage Association on 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 on 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 Beth 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 Ehler invited members to the April 12 Spring meeting in Woodbine. City administrator will be there to talk about Lincoln Way. 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.

National Park Service, Special Resource 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 for 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 Univ. LH Corridor Mgmt 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, IA

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*

Springtime Means Tama Bridge Festival Time.

*By Ron Cory
Tama County Consul.*

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 Issisettes, 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**

The Nortons are New Cedar County Consuls.

Brian and Elizabeth Norton have accepted the position of Cedar County co-Consuls. Brian and Liz are the proprietors of the esteemed Lincoln Hotel in Lowden. Once a busy stop on the original Lincoln Highway, the Hotel is now a bed and breakfast catering to visitors desiring some small-town Iowa charm in a community that knows all about it.

The Hotel sits at the intersection of the old Lincoln and the current Herbert Hoover Highway. When the Lincoln became U.S. Highway 30, instead of turning north in front of the hotel, the route continued along Lowden's east-west thoroughfare.

Liz reports that things have been hopping at the Lincoln Hotel. "Although the winter months are slower for the hospitality industry, we have been busy with interior painting and are decorating another guest room. We have been accepted as a member of the Iowa Bed and Breakfast Innkeepers Association and in keeping with the title will be offering a gourmet breakfast to our guests this year."

Travelers on the Iowa LH should contact the



Nortons soon if planning a trip through eastern Iowa. "Our guest book is full of comments about enjoyable stays on the Lincoln Highway in rural America. We continue to try to improve our guest's experience at our historic Lincoln Hotel."

L

The annual Youngville Highway History Association meeting will be held Wednesday, April 16, 2003 at 7:00 pm at Youngville. Everyone interested in this project is welcome. Further details are available at www.youngvillecafe.com



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 break-out 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.

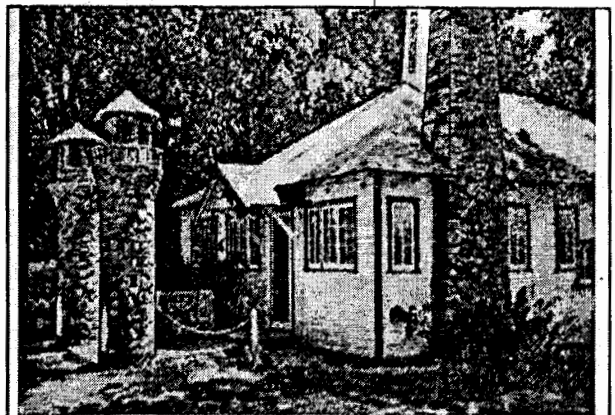
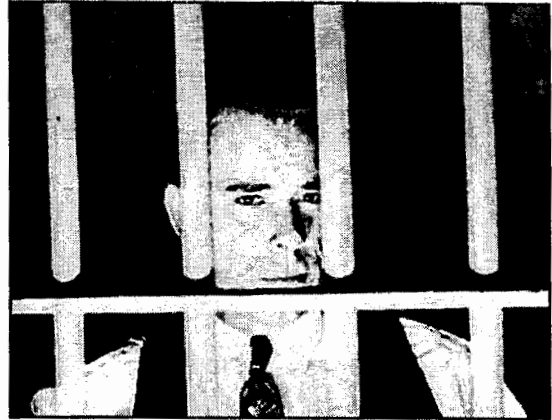
Nearby, the Light House Road House east of Cedar Rapids on Mt. Vernon Road on the Lincoln Highway since 1912 has had until recently had a small claim to fame [photo]. The dining room booth closest to today's door to the bar had a hole in the wall. A *bullet hole!* It seems that back in the 30's, that 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 acci-

dentally 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

(*Lincoln Crime, Continued on page 7*)



"THE LIGHT HOUSE" - The Place to Dine and Dance
2 Miles East on Lincoln Highway

(Lincoln Crime, Continued from page 6)

corroborating story to a *Gazette* 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].



From The Chris Hegle Collection

O'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.

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 fa-



ther 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...*

WANTED

JOHN HERBERT DILLINGER

\$10,000.00
\$5,000.00

ALL ATTEMPTS TO OBTAIN INFORMATION CONCERNING THE WHEREABOUTS OF JOHN HERBERT DILLINGER, PUBLIC ENEMY NUMBER ONE, ARE REQUESTED. REWARD OF \$10,000.00 OFFERED FOR INFORMATION LEADING TO HIS ARREST OR DEATH. REWARD OF \$5,000.00 OFFERED FOR INFORMATION LEADING TO THE ARREST OF ANY OF HIS ASSOCIATES.

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(NPS, Continued from page 1)

commend a new unit to the system if they can make a positive finding in all four areas.

Heikkinen said that they have determined so far that the Lincoln Highway has national significance and has exceptional value or quality in illustrating and interpreting the heritage of the United States. The NPS identified 1416 elements along the route that have some potential to be eligible for listing on the National Register of Historic Places. The fact that only 100 of these are actually listed indicates the Lincoln Highway is in need of protection as an historic resource.

The remaining issue is whether it is feasible for the NPS to manage the Lincoln Highway resource and how it should do so. The recent special edition of this newsletter described the five preliminary management alternatives. These are really only ideas at this point and will probably change as the study continues. Dave Rasdal, in his Cedar Rapids Gazette article on page 1, offered some quotes from the Cedar Rapids meeting. What follows are comments from some in attendance at Jefferson.

Hank Zalatel told of the work of the Lincoln Highway Association's archive committee, which will recommend to the Association Board that the University of Michigan serve as the national repository for Lincoln Highway artifacts and documents.

Mark Kirper of the Iowa Department of Transportation said his agency considers the Lincoln Highway an important historic resource.

Several people said that it is very important to create uniform, clear signs to mark the Lincoln Highway routes from coast to coast and pointed to Illinois as a good example of how to do this.

Another said it is important to spend money on preservation of this resource, not on its continued destruction through road projects.

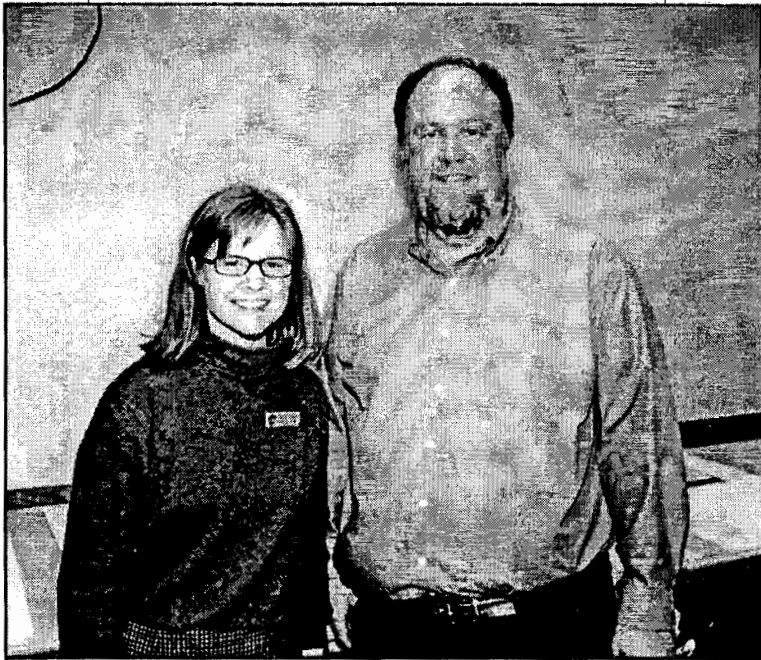
There should be fair treatment for all sections of the Lincoln, not more resources given to places just because there are more people in those places.

It will be difficult to create a "Lincoln Highway National Heritage Area" with consistent treatment across the United States.

As a resource, the Lincoln Highway presents complex issues for preservation and management, particularly since it is under the control of hundreds of local government jurisdictions and private owners. No one agency will be able to do everything needed to preserve and manage it. The National Park Service should consider how it can do what it does best for the Lincoln Highway. This may be marking the route but it may also

include telling the stories of why the resource is important to America.

Only Congress can establish a new NPS unit, so the results of this study will eventually go before the legislators. The NPS will probably complete a draft of this report by late fall of this year,



Ruth Heikkinen, National Park Service, and Charlie Kuester, Iowa LHA NPS Committee.

which they will distribute for public comment. Then it will go to Congress, which can decide to adopt all, some or none of the recommendations, or do something else, or ask for more study. The final report will also go to local governments along the Lincoln Highway.

The National Park Service posts information about this Special Resource Study at www.nps.gov/mwro/lincolnhighway. **L**

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

Daryl & JoAnn Beall	Fort Dodge, Webster
Ed Mondt	Boone, Boone Co. ^L
Richard Sampson	Cedar Rapids, Linn Co. ^L
Jerry & Cheri Shafer	Jefferson, Greene Co. ^L
Loren D. Edwards	Evergreen, CO

^L Iowa Lincoln Highway County

Along the Lincoln Highway - Outside and Inside Iowa.

Lights, Camera... Action!

The movie industry has picked up on our authentic sense of place. I found the movie *Rain* [feature-length film shot in State Center, Iowa, and shown at the Cannes, Sundance, and Stockholm Film Festivals] to be very complimentary to our landscape. I think of trains in a more creative light. A feature production film, such as "Bridges of Madison County" generates as much as \$100,000 a day in revenues. State Center Main Street will be working with the Iowa Film Office to keep updated photos of our town in their files.

- from "Main Street News"
Newsletter of State Center Main Street,
March 2003.

Walking the LH Nebraska.

There will be a series of *volkswalks* in six LH cities across Nebraska, including Fremont, Columbus, Grand Island, Kearney, North Platte and Sidney. A volkswalk is a 10-kilometer non-competitive walk for all ages. Volkswalking originated in Germany. Traditionally, after church services on Sundays, families from neighboring villages would walk to the midpoint between the villages for a picnic, socialization, and games

- from "Linc" Across Nebraska
Newsletter of the Nebraska LHA,
January 2003.

Where Did the Cement Posts Go?

Don't you wonder what ever happened to all those cement LH posts? We recently visited with a retired Department of Roads employee in Grand Island, who had an interesting story to tell. He remembered hundreds of these posts being piled at the Department of Roads yard in Grand Island. They were hauled to the Platte River and buried 10-12 feet deep as footing for the new Interstate bridges build about 1960 over the Platte River near the Grand Island interchange. Several hundred were also used as footings on a bridge built on Highway 2 north of Shelton. He had saved a brass medallion as a souvenir. So salute the LH as you travel over the interstate bridges west of Grand Island!

- from "Linc" Across Nebraska
Newsletter of the Nebraska LHA,
October 2002.

Brick Sections Threatened.

Recently there was quite a stir in the East Canton area of the LH. A club member called to tell us that Cindell street was going to be paved. A quick committee was formed and went to the Osnaburg Township Council and gave our case to stop the paving of this nationally significant brick road landmark. The township is in complete agreement that the brick sections on Cindell plus Baywood Street near Robertsville are historic, but they have neither the money nor the expertise for brick road repair. They have agreed to hold off the project for up to a year-and-a-half before moving ahead with paving, giving the Ohio LH League and the Ohio LH Heritage Corridor a chance to work with state and federal politicians in coming up with money for the correct repair of these historic roadways.

- from "Buckeye Ramblings"
Newsletter of the Ohio Lincoln Highway League
December 2002.

Abe Lincoln Motel.

An article in the August 2002 issue of the Telegraph—"Mom and Pop motels still hanging in there," featured the history of the Abe Lincoln Motel in Frankfort. Owner Judy Kordik's family owned it for more than 40 years. She and her late husband purchased it in 1958. The first customer paid \$9 a night and today prices are \$45 to \$55. It is located on U.S. 30 and has 12 air-conditioned rooms, with chickens and horses in the back. Kordik and two daughters run the motel. Developers offered to purchase the motel, but Kordik turned them down saying, "We're like family here. I would miss that."

- from "Land of Lincoln News"
Newsletter of the Illinois LHA,
September 2002.

**MY JOB IS
KEEPING FACES CLEAN
AND NOBODY KNOWS
THE STUBBLE
I'VE SEEN**

Burma-Shave

What America Needs Is a Good 5-Cent Hamburger.

By Janet Owens
Greene County Lincoln Highway Association.

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 lingers. **L**

From The President's Corner

by Mike Kelly, ILHA President



I attended both of Iowa's National Park Service (NPS) meetings. Our state attendance numbers were impressive. A special thanks goes out to our members who attended and those who helped spread the word. As Jeff Benson mentioned at the Jefferson meeting, this is a very complicated issue with no easy answers. Part of the complexity in making decisions relating to the Lincoln Highway is the many variations of what the Lincoln Highway means to different people.

We all want to preserve the "Lincoln Highway" but as Ruth Heikenen stated, its definition varies from person to person. Is it just the roadbed? Does it include adjacent buildings or the surrounding landscapes? Or is it more about the historic record—photos, home movies, letters, diaries and firsthand recollections from 50, 75 or 85 years ago?

It was clear that the NPS is aware of the importance of all aspects of the Lincoln Highway story, but clever and creative ideas are needed for a comprehensive plan that encompasses the complex scenario.

The one thing that everyone seemed to agree upon was the need for a uniform marking system. To get an idea of what a profound impact this could have, check out any section of the Lincoln Highway in our neighbor to the east. The entire route through Illinois (both original and historic) has been designated a scenic byway and the resulting signage could easily serve as a model for the rest of the LH states. For now, Iowa's scenic and historic route is a bit lacking in comparison.

Please send in your NPS survey forms quickly to register your ideas and concerns... and thanks!

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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GREAT GRADES.

Great Grades is taking a break this issue, but returns in the Summer edition featuring the colorful Lincoln Highway mural recently painted in Clarence, Cedar County.

Our cover photo is the March 13th NPS presentation in Cedar Rapids. Ruth Heikkinen is listening to comments and opinions from the audience. **L**



Website Spotlight

Many years ago in Worcester, Mass., there was a diner called Alice and the Hat. One block off Main Street, the diner was a classic red Worcester Lunch Car Company design, with gothic lettering on the side and a 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 and 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, wrote 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 classic 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.rosiesdiner.com—The original Rosie's Diner in Rockford, Michigan.

Reprinted from The New York Times.

Spring is Here—Head for the (Loess) Hills.

The Spring 2003 meeting of the Iowa LHA is Saturday, April 12, and will begin with coffee and rolls served at 9 am at the Shadow Valley Golf Course, 1930 Par Lane, Woodbine. Drive west on 2nd St., and turn south on Park St. Turn west on

Eaton Trail, then look for Par Lane. Harrison County Consul Elaine Ehlert will have red, white and blue signs posted to mark the way. If you see something that looks like the Missouri River, you missed a turnoff.

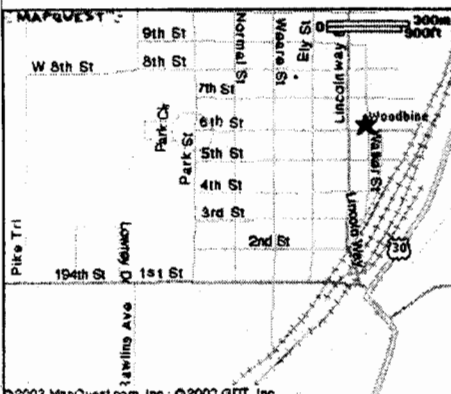
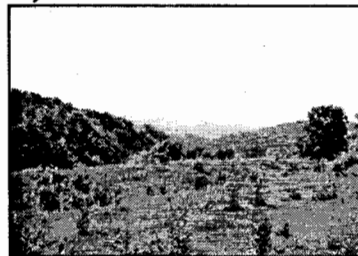
Park Ranger Brett Ford - Operations Supervisor of the Hitchcock Nature Center—will present information on plans for an interpretative site for the remarkable Lincoln Highway grade at Honey Creek, which borders the Honey Creek cut. Elaine has organized a full meeting with tour, including an update from Bob Sullivan on the Lincoln Way project in Woodbine, and a presentation from Dennis Ehlert on the local 1928 LH markers.

At noon a catered lunch will be served, with members' choice of chicken or pork chop. Members planning to attend are asked to RSVP to

Elaine Ehlert at (712)647-2049 or email Linda Dickman at hcgsl@pionet.net.

Following the meal we will be touring by school bus: highlights include the Honey Creek Cut, the scenic Overlook and points of interest in the beautiful Loess Hills with Bobbie Ford as tour guide. Returning to Woodbine on the Lincoln Highway, we will note segments of the original road and four newly found Lincoln Highway markers!

The price for the meal plus your 2003 Woodbine Lincoln Way Coca-Cola souvenir glass is \$15.00. The charge for the tour is \$5.00.



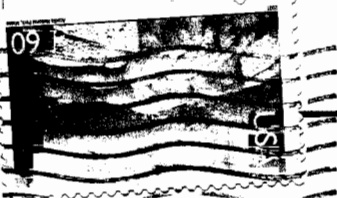
In This Issue...

NPS...NPS...NPS! Dillinger in Iowa!

FIRST CLASS



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



Along the Lincoln Highway

The Newsletter of the Iowa Lincoln Highway Association

Volume 8, Number 2

Summer 2003

IT'S OFFICIAL!

In its annual meeting on June 10th, the national Lincoln Highway Association Board of Directors voted unanimously to accept Iowa's proposal to host the 2006 LHA national conference.

The Board meeting was held on the opening day of this year's national conference in Ft. Wayne, Indiana. Eleven of the twelve State Directors were in attendance and heard Iowa Director Paul Walker's brief presentation and offer to host the annual event.

This is Iowa's second time as conference site since the re-organization of the Lincoln Highway Association in 1992. In 1994 the conference was held in Ames.

At their January Board meeting, Iowa's County Consuls voted to host the event, and designated Cedar Rapids as host city. Iowa Consuls will now begin notifying cities and towns along the LH route.

There is obviously sufficient time to put together an unparalleled national conference, but event organizers have already met to sketch out tours and discuss potential speakers and discussion topics. Organizers are projecting up to 200 participants for the week-long conference.

The national LHA conference in 2004 will be held in Chester, West Virginia. Ely, Nevada will host in 2005. **L**

THE LINCOLN HIGHWAY ASSOCIATION SHALL IDENTIFY, PRESERVE, INTERPRET AND IMPROVE ACCESS TO THE LINCOLN HIGHWAY AND ITS ASSOCIATED SITES, PURSUE THE APPROPRIATE MEASURES TO PREVENT FURTHER DETERIORATION, DESTRUCTION OR ALTERATION OF THE REMAINING SECTIONS, PUBLICIZE AND SEEK PUBLIC AWARENESS OF ITS GOALS AND ACTIVITIES FOR PRESERVING



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

Clarence Has Done it Again.

By Pat Kroemer

*Reprinted from the Cedar County Sun-News.
25 October 2001*

In our Spring 2001 issue, *AtLH* featured Clarence's new "Welcome to Clarence" signage. Now travelers on the Lincoln Highway can admire another tribute to this Cedar County community, contributed by their proud citizens.

Keith Whitlatch of Stanwood sent an article from the *Sun-News* describing the town's dedication, excerpted here.

"The Clarence Vision Committee in February 1999 initiated projects to enhance the town."

"The committee which consists of people from the Clarence Economic De-

velopment group, civic and community leaders, parish representatives, business proprietors and concerned citizens, give the group a well rounded perspective."

"Projects have included 'Welcome to Clarence' signs, a new entrance to the city park, landscaping on the east end and at the cemetery, playground equipment, and \$22,000 worth of trees in the last 6 years. These projects have all been a great asset to the town."

(Clarence, Continued on page 7)



www.lincolnhighwayassoc.org/iowa

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

A Tale of Two Markers.

By Paul Walker.

For years the display building of the Historical Society of Marshall County has had a pristine 1928 concrete Lincoln Highway marker prominently positioned in its front window. With crisp lines and a faultless bronze medallion, the 7-foot giant stood proudly overlooking Marshalltown's 3rd Avenue Lincoln Highway.

Occasionally it was whispered, however, that the marker was not an only child. The golden boy among three brothers, its two siblings were forced to hide in the shadows for years, relegated to the fenced area out back, on the ground.

Snow covered the two markers, and the sun baked them. Their cracked and shortened posts were unhealed scars. Where the medallions once rested, the concrete was jagged and rough, the medallions long ago gouged out. The tri-color patterns, however, were bright and clear, assuring all that they would have no trouble again marking the route, if called upon.

To the devoted Lincoln Highway enthusiast, of course, even the lowliest of the markers are deserving of our respect because we recognize their significance. They are the most tangible symbol of this era we are so fervently trying to grasp, though always out of reach.

In 2002, Dale Benskin, a member of the Historical Society, contacted me with an offer to contribute the broken markers to the Iowa LHA on the condition that if they are ever re-planted, it will be on the Marshall County LH.

A Marshalltown native, I had heard rumors that a marker once stood on the square in front the 1880s County Courthouse. Was this the chance to put it back?

I contacted Ron Goecke of the Marshall County Board of Supervisors with the proposal to do just that. Marshalltown has done some positive things to preserve its heritage in recent years, and I believed a permanent monument to the Lincoln Highway would coincide with that plan. The Board agreed.

Now how to dress up those two boys?

One name sprang to mind. Readers of the *Forum* will remember Dennis Meyer as the concrete maestro who rebuilt the Moss Corner busts of Abraham Lincoln in Greene County. I contacted Dennis and he agreed to take on the project. Both markers were on their way to Johnston.

Only one marker was needed for Marshalltown, so I encouraged the Society to give one to

the State Center Main Street group, which continues its impressive progress with the Main Street / Lincoln Highway restoration. Dale Benskin agreed... and then there was one.

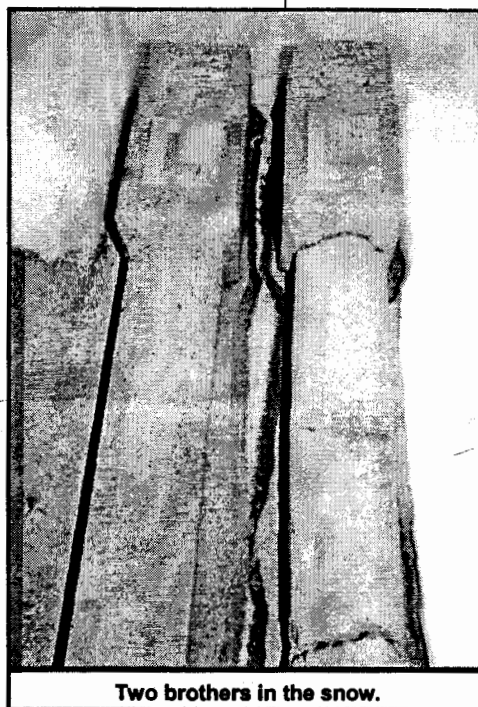
Dennis Meyer does marvelous things with concrete, but replicating a bronze medallion is not his expertise. I contacted vendors of replica medallions, but I have yet to find a replacement that captures the fine detail of an original.

I was ready to abandon hope when my father, a life-long resident of Marshalltown, learned of the existence of a medallion. Ken Main, a retiree from the Water Works, had a medallion in his desk drawer and agreed to contribute it to the effort. Off it went to become a permanent addition to marker #1.

What would a marker renovation be without a ceremony to welcome it to the modern world? Fortunately, 2003 marks the 150th birthday of Marshalltown, with celebrations aplenty this summer. The official birthday party is the weekend of August 15-17. I am in discussions with the Chamber of Commerce to do the unveiling on one of those days—probably Friday, August 15th. We have some details to work out, but so much has fallen into place, I'm sure everything will be fine.

Contact me or the Chamber of Commerce for the exact date, or if you're in Marshalltown some day, be sure to look up our rehabilitated friend here on the left. Like his big brother on display, he will soon have an audience and a nice view of the Lincoln Highway himself. Pat him on the head, and if no one's looking, tell him "good job!" He's come a long way and had a hard life.

Thanks to the Marshalltown Board of Supervisors, the Chamber of Commerce, Ken Main, the Historical Society of Marshall County, and my dad. **L**



Two brothers in the snow.

Ramblings Along the Lincoln Highway.

*Minutes of the Spring 2003 Iowa LHA Meeting
Woodbine Golf Club
12 April 2003.*

Submitted by Bev Becker, Acting Secretary.

Members of the Iowa Lincoln Highway Association began arriving at the Woodbine Golf Club before 9 a.m. and were treated to coffee, juice and rolls provided by Elaine Ehlert. President Mike Kelly gaveled the meeting to order at 9:30 a.m. with about 40 ILHA members and guests attending.

Minutes of the January Board Meeting were corrected to indicate Joe and Barb Moore as directors of Boone County and Liz and Brad Norton as directors of Cedar County. Minutes were so approved.

Joyce Ausberger's Treasurer's report shows a checking account balance of nearly \$3000, savings account balance \$4000.

Membership Chairman Cecil Stewart reported that our Iowa membership count remains fairly constant at 330.

State Director Paul Walker told of the LH Trading Post webpage being developed by an Ohio marketer. We can sell our LH products via this webpage. The trading post operator will retain a percentage of the proceeds of the sales. Trading Post is creating a Lincoln Highway calendar and asks for our contributions from which they make selections. For more information, contact Walker.

Walker indicated it is time for annual report of Iowa LH developments during the past year. He asks that county consuls contribute reports of events and progress since last year's report. Walker reported that Jesse Peterson of Utah has accepted the position of Treasurer for national LHA. Thank you, Jess!

Dennis Ehlert opened program with discussion of the history of Harrison County and the county LH. He had an impressive display of historic Harrison County photos.

Brett Ford, Park Ranger with the Pottawatomie County Hitchcock Nature Center told of acquisitions made since our last state meeting there in Fall 2000, including land belonging to the reclusive farmer at the Honey Creek grade. The Hitchcock Nature Center has expanded to 830 acres with more additions planned. Ford wants to work with the ILHA to preserve portions of the LH within the Center's boundaries and educate visitors about the LH and its im-

portance to the development of the country.

Bob Sullivan described the Woodbine brick street project, explaining the process using diagrams detailing the layers of rock, concrete and bricks. Actual work to begin Monday, April 14. Bricks to be cleaned and stored until re-set in the street, resulting in a more durable roadway and a beautiful stretch of restored LH with period lighting. Congratulations to Woodbine for their dedication and perseverance. Their dream of restoring their LH will soon be realized.

County Consul Reports

Clinton: October membership meeting may be a joint meeting with Illinois, probably be held in Clinton. Illinois chapter members contacted Elmer Ketelsen on feasibility.

Cedar: Liz Norton was at the NPS meeting in Cedar Rapids and voiced concern over bridge work east of Lowden.

Linn: Van Becker reports Seedling Mile looks much better with ditches turning green; cuts do not look so severe. It is certainly a nice, smooth drive now. Becker found another marker 19 blocks off the highway in s.w. Cedar Rapids.

Benton: Mike Kelly reports Youngville Café to open in May, business hours to be announced. Belle Plaine Museum asks for letter of support from the ILHA. Letter to be sent.

Tama: Annual LH Bridge Festival will be May 17, 2003. Ausberger to provide ILHA display; and possibly a decorated car in the parade. Ron Cory announced remaining King Tower cabin is 80% complete. Tama is displaying 5 LH banners with plans for 3 more, and hopes to get LH painted poles touched up. Ten years since last painted.

Marshall: Marshalltown will be celebrating their sesquicentennial all summer. Restored 1928 LH marker will be planted on Courthouse square in August.

Story: Operator of Ames Dairy Queen asked about LH signs for his business, wanting to devote one wall to historic photos of LH highlights and other memorabilia. Peter Butler asks input in first week of May at workshop with several ILHA members to work on design of LH right-of-way. Nevada is planning a combined celebration of the LH and their sesquicentennial. Becker gave visual report on Niland's Corner: paving torn up, possibly for removal of buried storage tanks. Filling station looks great, appears professionals hard at work inside the café.

(Ramblings, Continued on page 4)

(Ramblings, Continued from page 3)

Boone: Classic cottage-style gas station has been moved from northwest corner of Eisenhower and Marion in Boone. Owner **Bill Jepsen** has invited ILHA to hold a meeting at the station in its new location.

Greene: Best attendance at the NPS meeting held here of any place in country. Jefferson will hold their Bell Tower Fest in June.

Carroll: Had 7 representatives at the NPS meeting in Jefferson.

Crawford: Counted 7 or 8 representatives at the NPS meeting in Jefferson. Members in Denison are continuing to work on rescuing 3 markers at the Carlyle Monument Co.

Harrison: LH display to be put up at DeSoto Wildlife Refuge; will remain in place May through July. Brick street project beginning; first blocks of project *should* be completed in time for September Apple Festival.

Pottawattamie: Discussion of capabilities of Brett Ford to serve as County Consul.

Walker working on presentation in support of Iowa sponsoring 2006 annual LHA conference, to be presented in Ft. Wayne in June.

TOUR

Meeting adjourned for lunch in golf club dining room. Diners received commemorative Coke glass with an imprint of LH logo and Woodbine, Iowa.

Group boarded Woodbine school bus. Tour began with stop at Merry Brook School, (now local history center), restored Illinois Central railroad depot, and former Standard station which was LH Control Point.

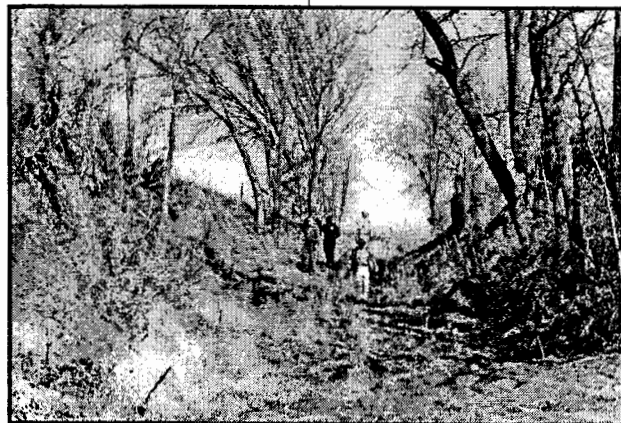
Loess Hills tour extended north to Moorhead in Monona County and south to Hitchcock Center in Pottawattamie County. Tour visited history and culture centers at Moorhead featured wonderful array of craft items and an amazing display of black-and-white photos. From Moorhead, bus headed south to lookout deck in Preparation Canyon Park (photo below)



with spectacular view of the Loess Hills fading into the Missouri River bottom.

Bus headed south to Hitchcock Nature Center at Honey Creek, a now-bypassed town of original LH. Brett Ford, Park Ranger, greeted tour. Group trooped into the lodge to stretch our legs and survey the hills and valleys surrounding the lodge. Hitchcock Nature Center is a major site for the annual raptor (birds of prey) count. Chart evident of the names and numbers of different species observed from this location. After a respite, group started trek

down the Honey Creek Cut accompanied by Ford (photo at right), who pointed out the graded area where a campground is projected. Ford plans to include an LH interpretive site as part of campground design. At Fall 2000 tour, group climbed the cut—this time



started at the top and hiked down. After much work and considerable expense, the former junkyard no longer detracts from the original highway route. Group consensus was decidedly relief in seeing big yellow bus waiting at the bottom of the one-mile cut.

Last tour stop was home of Don Blackford in Harrison County. Blackford rescued four complete Lincoln Highway markers from a crumbling bank in Council Bluffs. Markers



are positioned across Don's back yard and are an impressive sight. Thanks to Don for alerting us to these relocated treasures.

Bus returned to Woodbine Golf Club, arriving 7:15, after a most satisfying and comprehensive LH tour. Thanks to Elaine Ehlert for planning a truly memorable day.

*Submitted by Bev Becker,
substituting for Su Aros, Secretary
Photos courtesy Charles Kuester.*

Lincoln Highway Anniversary 2003 Coast-to-Coast Tour.

The national LHA is hosting a 3300-mile tour of the historic Lincoln Highway from New York to San Francisco. The tour will commemorate the highway's 90th anniversary. Join them for a tour of the entire route, or for just a little bit.

The tour starts at Times Square on Sunday, August 17th. Vehicles of all types from antique, classic, street rod, sports cars, trucks, motorcycles, and modern cars are welcome. We will head west over as many of the original LH alignments as possible. The group will travel approximately 225-250 miles

per day, with stops in all 13 LH states.

All vehicles are welcome. Older vehicles are encouraged and will set the pace with newer vehicles to the rear. Participants are welcome to drop in and out of the tour as time and interest permit. The entry cost is broken down respectively, and prorated to encourage full participation. Entrants may opt for full tour, one-week, or three-day passes. Discounts for lodging have been arranged across the country.

A truck and trailer support team will follow up to assist disabled cars. Owners will be responsible for keeping their cars going en

route. Useful guide books, maps, shirts and other items to commemorate the trip will be given to participants as remembrances of this once-in-a-lifetime trip. Any profit from the tour or sponsorships will go the national LHA.

State chapters of the Lincoln Highway Association are assisting in the tour as hosts and guides. Other Lincoln Highway heritage and byway groups are assisting, along with cities and towns via their chambers of commerce and tourism bureaus. Car Clubs are encouraged to travel in groups on the tour if they wish.

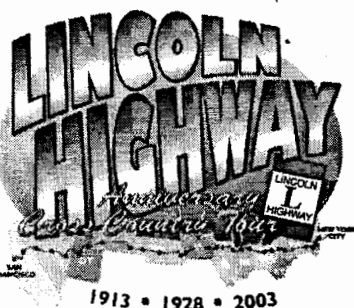
For more information, contact:

**Bob Lichty or Rosemary Rubin, co-chairs
Lincoln Highway Anniversary Tour
330-456-7869**

email: rrubin@neo.rr.com.

For Iowans, the tour leaves Dixon, Illinois on Friday, August 22nd, stops in Mt. Vernon for lunch, and overnights in Marshalltown. On Saturday the 23rd, the group makes a lunch stop in Denison and spends the night in Omaha.

For details on the Iowa segment of the tour, contact Paul Walker. If there is sufficient interest, a two-day mini-tour may be organized to join the larger group in Iowa. **L**



August 17 to September 1, 2003

The President's Corner

by Mike Kelly, ILHA President



Lincoln Highway committees were well represented at the annual "Celebrating Community History Awards" program at the State Historical Building in Des Moines recently. Receiving National Register of Historic Places certificates were the 100 Block of West Broadway (Lincoln Hwy.) Commercial District in Council Bluffs, the State Center Commercial Historic District, and the Woodbine Normal and Grade School. The Iowa Historical Preservation Alliance's

"Preservation at its Best" Award for commercial small property went to Youngville. A special thanks goes out to Joyce Ausberger for nominating Youngville.

The awards ceremony and the recent National Park Service meetings really emphasized the fact that while the Lincoln Highway Association represents many communities with preservation projects, the greater sense of state and national community becomes more apparent as our visibility increases.

Speaking of visibility, another special thanks is in order to Dave Rasdal whose column in the *Cedar Rapids Gazette* continues to regularly feature Lincoln Highway stories. Another media salute goes to Carey J. Hahn, a.k.a. "The Iowa Traveler" who recently celebrated twenty years with KGAN Channel 2 in Cedar Rapids. Carey is a Lincoln Highway enthusiast and has featured Youngville in two segments. He recently produced a piece on Dana Stearn's Buick. Dana built the first garage in Mt. Vernon and was featured in the Fall 2002 *Forum*.

Special thanks also to the Woodbine crew who hosted our spring ILHA meeting. My opening remarks suggested that our membership meetings are more than just a meeting and tour—it's a Lincoln Highway experience that is unmatched anywhere in the nation. Park Ranger Brett Ford's talk, the plans for the Honey Creek Cut, and the extended tour made it truly a memorable experience.

Last, this September is the 75th anniversary of the setting of the concrete LH markers and I am looking for a way to recognize the surviving Boy Scouts who participated. This may be in conjunction with the August coast-to-coast car tour. Please contact me if you know of any Scouts who participated.

- Mike



Have Spare Tire, Will Travel

By Van & Bev Becker

Regular readers of *Spare Tire* know that Bev and I are the keepers of "The List" - all known 1928 Lincoln Highway markers still in Iowa. We have the 1928 notes of Gael Hoag, Field Secretary of the original LHA, as to where the markers were originally placed, and we have the notes and photos of where the markers are today.

Of the approximately 300 original Iowa markers, we have catalogued about 88. Some are quite far off the route of the LH.

This project was expected to wrap up a few years ago—but new leads and rumors keep coming in resulting in "new" finds. Now it seems the keepers of "The List" will be kept busy for years. Following up on one of the rumors of two markers in Sioux City has been difficult. Reasons to visit the northwest corner of Iowa are difficult to justify, so the search would require a special trip. But then, what would we do without our volunteers?

Members will recognize Bob Stinson, our Iowa LHA President-Elect. Knowing that Bob's travels in Iowa occasionally lead him to Iowa's "northwest territories," we asked him to follow up on the long-dormant lead. The details were shared and off he went.

Success! As a way of introducing a "guest columnist"—let us share Bob's letter that accompanied a set of excellent photos of the markers that flank an elevator. Bob, sounds as though you had fun!

Dear Van & Bev—

Mission Accomplished! Enclosed are photos of the two Sioux City mystery LH markers. They are indeed located at the IDOT District 3 Office located in Sioux City at 2800 Gordon Avenue (Hwy 20 Business Route).

As you can see, they are not door stops but have been cut off and mounted in cement bases. They are located in the front hallway of the building. Perhaps they were markers that were salvaged. I don't know. Neither did the DOT employee to whom I spoke.

My being able to photograph them at all

must be due to divine intervention. It was late Sunday morning before I had time to locate the DOT building and there was not a soul around. All doors were locked. I peeked into the windows and could see nothing.

As I was preparing to leave, a gentleman drove up in a pickup. I approached him and asked if he was a DOT employee. He seemed a little anxious, but when I explained I was with the LHA and stated my objective, he relaxed. The sterling reputation of the LHA has a calming effect on folks!

At first, he could not recall any highway markers at the office, but he thought for a little while and said, "Say, maybe you're talking about those two stubby cement things with the letter 'L' on them."

EUREKA!

He unlocked the door and led me to the front hall and VOILA! There they were! He said, "I've always wondered what those things were.

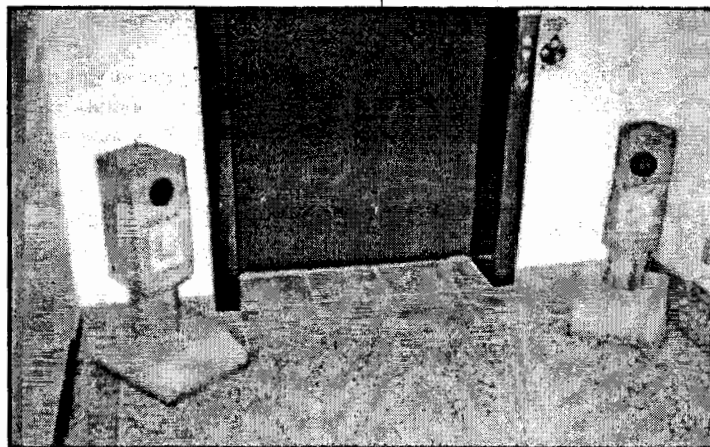
What is the Lincoln Highway, anyway?" We had a short history lesson right there in the hall and he seemed genuinely interested. I am going to send him a newsletter and brochure. Maybe we will get a new member.

Have not had a chance to investigate the wayward marker at the state historical building as yet. That's my next quest. I will also send you a photo of my marker [acquired in Potter, Nebraska].

Also, had a neat highway adventure as I left Sioux City. I discovered about 15 miles of old 18-foot lip curb paving heading east out of town. It is the by-passed Highway 20 Route (originally the Hawkeye Cut-Off) now signed as Woodbury County D-18. The old paving runs almost all the way to Moville. What a pleasure to drive. A great 45-mph road with all the "vertical curves" still intact!

See you on the Highway!

Bob



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Paul Walker
Noble Sojourner
Lyell Henry

GREAT GRADES.

(Clarence, Continued from page 1)

"Ann Munro of Mechanicsville was asked to donate her artistic ability and sketch a mural that depicts the history of Clarence. She will assist in sketching the key element on the west side of the old city hall building and then community volunteers of the town will paint the mural."

"The mural begins with a buckboard leaving Onion Grove and crossing the railroad tracks to Clarence. Next is a train engine from 1834, an important part of Clarence's history. The trains pulls into Clarence where it stops at the Clarence Produce Co. where a Gold Medal Flour logo will be painted. Many older residents will remember when advertisements were painted on the side of buildings. The last section of the wall will have an early 1930 Ford truck parked next to the Clarence Produce Co. This stands for the many years the old city hall was part of the Clarence Ford garage."

"On the southwest corner of the building the Lincoln Highway sign will be painted reminding all that travel through Clarence that it was on the first interstate highway system."

"Many of these enhancement projects have not cost the taxpayers anything. Generous grants and donations of labor and materials have made these projects a reality."

Are you kidding? From Clarence, we would expect nothing less! **L**



Website Spotlight

LHAers in Iowa and beyond will recall the folksy Lincoln Highway song *Rollin' Down That Lincoln Highway* from a few years ago. The composer of *Rollin'* is Shadric Smith, a Fort Dodge performer who has been writing music and performing in Iowa for over twenty years.

Shad has nine CDs for sale, and has a liberal music distribution policy. Visitors to his website at www.shadric.com are welcome to download what they like for fifty cents, and a great instrumental version of *Rollin'* is available this year for free. His latest CD *Tunesmith* is available at a reduced price for LHA fundraising.

The website also provides information on Shad's performance schedule for his large and small bands. You can hear Shad in central Iowa several times this summer. He would love to perform at your LH event. Contact him through his site. **L**

Summer Board Meeting in Tama.

The 42nd board meeting of the Iowa Lincoln Highway Association is at hand. Members and non-members alike are invited to join the Iowa LHA Board of Directors at their summer business meeting. Ron Cory, Tama County LHA Director will play host as we convene on **Saturday, July 12**, at the Louise and Lucille Hink Tama Public Library at 401 Siegel, which is north of the Tama Civic Center at the end of Main, or Third Street, in Tama. Coffee, orange juice and famous Tama Bakery donuts will be shared at 9:00 a.m. President Mike Kelly will drop the gavel at 9:30. Be sure to notice the Lincoln Highway marker as you enter the library. After the meeting we will visit the remaining King Tower cabin on the Lincoln Highway (U.S. 30) which is being renovated. Lunch is at King Tower cafe at 12:30. **L**

WHOM DO I WRITE?

Categories:

Student \$15	Supporting \$50
Individual \$30	Patron \$100
Family \$40	Institutional \$100

Application for membership:

Lincoln Highway Association
P.O. Box 308

Franklin Grove, IL 61031

Membership changes/address changes:

Ruth Frantz

Box 27

Sugar Grove, IL 60554 (630)466-4382

See You on the Lincoln Highway!

This issue's new members...

Brett Ford

Hitchcock Nature Center

Honey Creek, Pottawattamie Co.^L

Michael Kramme *Iowa Historic Preservation Alliance*

Washington, IA

Bob Merritt

Carroll, Carroll Co.^L

Bill Monroe

Medicap Pharmacy

Jefferson, Greene, Co.^L

Joe Pickett

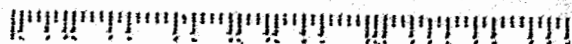
Montgomery, TX

Elaine Pruett

Lincoln, NE

In This Issue...

Iowa: Get Your Kicks in 2006!



52240+5603 12

FIRST CLASS

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



Along the Lincoln Highway

The Newsletter of the Iowa Lincoln Highway Association

Volume 8, Number 3

Autumn 2003

Friend, Can You Spare 37¢.

Iowans pride themselves on being good hosts whenever guests come over, and as host for the 2006 national Lincoln Highway Association conference, the Iowa chapter is seeking feedback from *all* members on their preferences regarding the conference site.

Cedar Rapids is the host city, but the specific location of the June convention is not finalized. This is your opportunity to contribute to that decision.

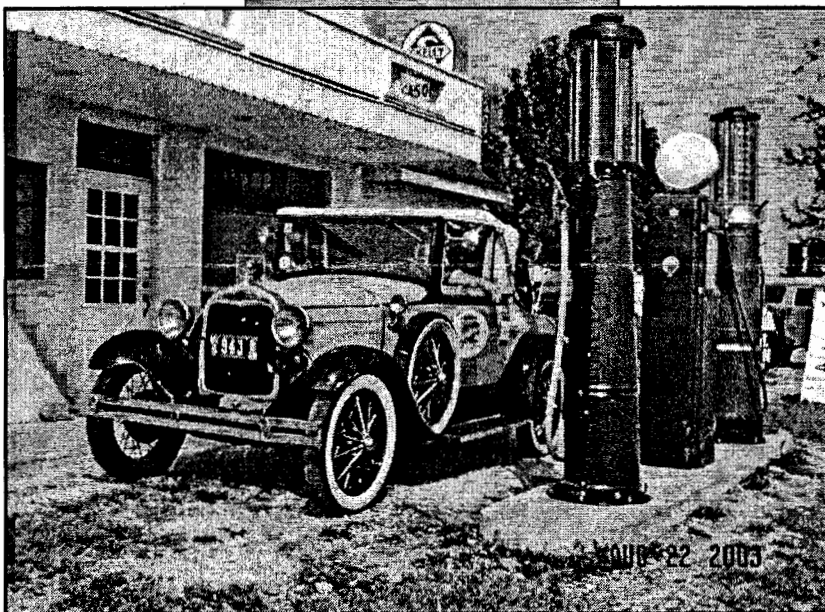
Included in this newsletter is a brief survey we hope you will complete and mail to Iowa State Director Paul Walker.

The survey will be used to make decisions about lodging, and how best to accommodate our out-of-town guests. Feel free to offer additional suggestions contributing to a successful conference.

The Iowa association wants to provide you with an entertaining, educational and *fun* conference—one with a few surprises and Lincoln Highway experiences you'll not soon forget.

So sharpen that pencil, take 5 minutes, and please give us your comments. **L**

THE LINCOLN HIGHWAY ASSOCIATION SHALL IDENTIFY, PRESERVE, INTERPRET AND IMPROVE ACCESS TO THE LINCOLN HIGHWAY AND ITS ASSOCIATED SITES, PURSUE THE APPROPRIATE MEASURES TO PREVENT FURTHER DETERIORATION, DESTRUCTION OR ALTERATION OF THE REMAINING SECTIONS, PUBLICIZE AND SEEK PUBLIC AWARENESS OF ITS GOALS AND ACTIVITIES FOR



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

Marshalltown Puts On a Show.

By Mick Jurgensen.
LHA Member.

Witness the 150-year history of Marshalltown come alive as it is recreated in a unique sound and light show on Friday, September 26, at 8:30 p.m., and on Saturday, September 27, at 7:30 p.m. on the Marshall County Courthouse lawn. This event is the finale to Marshalltown's Sesquicentennial celebration. The general public is invited to attend without charge. The presentation will last about an hour-and-a-quarter.

Sound and Light Shows have been presented at the Louvre in Paris, the Coliseum in Rome, and the Pyramids in Egypt. Similar shows took place at the United States Capitol

and at Independence Hall in Philadelphia, during the Bicentennial Year.

"Marshalltown Milestones" presents the history of the city through the eyes of the old Courthouse. The Courthouse lawn will become an outdoor theater, with the Courthouse as its screen. The façade of the building will be brilliantly illumi-

(Mtown Milestones, Continued on page 6)



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

www.lincolnhighwayassoc.org/iowa



Have Spare Tire, Will Travel

By Van & Bev Becker

PULLING at THIN THREADS.

It was after midnight on a warm July night and I had settled into my nightly routine at the radio station in Cedar Rapids. The government aircraft that we track had all set down for the night and the commercial airliners, both passenger and freight, were few and far between.

Our 12 radio receivers, huge antennas and two remote sites thousands of miles away were full of atmospheric hiss and thunderstorm crashes, but there were no aircraft requiring attention. It seemed logical to a seasoned radio operator that if there is hiss and lightning crashes on 12 radios, I should turn on a 13th for entertainment. My plan was to tune across the 75-meter ham ("receive only") band. I had to be ready for a real customer to call on those other 12 radios—after all, I was at work. At about 2 a.m., I brought up a spare shortwave receiver to tune the ham bands looking for interesting conversation to keep me awake as I sipped my second cup of joe.

There he was! I had heard him before—"Mac," W8ZNX in Detroit, Michigan, chatting with a couple of other night owls on 3.875 megahertz. He had a good signal, and I began to listen to Mac's sailboat adventures. After about a half-hour, Mac confided in the other hams that his sailing club had a rather nice clubhouse at Gross Pointe, Michigan (just north of Detroit) on Lake St. Claire, the little lake that connects mighty Lakes Huron and Erie.

It seems his club facility is a converted boathouse. Approximately 40' X 100' and previously holding a single yacht, it has a full-length catwalk along the peak of the roof for viewing members' sailboat races. Mac further explained that the widow of the President of the Packard Motor Company donated the building to the sailing club many years ago. The gift came with the stipulation that the club never build or include a bar at the facility for serving alcohol.

This rich Packard president's name was

Henry B. Joy. And, oh by the way, he was also an amateur radio operator (ham). Even in the middle of the night, hearing "Henry B. Joy" rang a bell. Gosh, he was the first president of the Lincoln Highway Association.

My ears perked up, waiting for more juicy tidbits, but Mac had to work the following morning and signed off. The rest of the story would have to wait for another day.

It was still the middle of the night. I was at work and at the ready, but no activity was heard on our 12 radios. So this July night I was being paid just to sit, listen and be ready. I felt like the Maytag repairman.

Those thoughts passed as I mulled the ham radio connection to Henry Joy. In addition to being a professional radio operator, I have been a licensed ham radio operator since 1962 and my wife, Bev, since 1954, totaling 90 years as hams! (Stop that snickering.) I wondered if the Internet would yield more information on this new perspective on the Joy legend.

I got online, and searched and searched, but the ham radio connection seemed to be a dead end. However, I discovered that Henry B. Joy's father was James F. Joy, described as a prominent attorney and railroad entrepreneur. He was president of several railroads and on the boards of more.

Pulling on this thread, I was interested in his involvement with the Chicago and Rock Island Railroad, which formed the original connecting link for uninterrupted railroad traffic between the Atlantic and Pacific Oceans.

In his capacity as a railroad president, James F. Joy was the first to enlist and hire the young Abraham Lincoln in legal work for the railroads. In this legal capacity, James F. Joy helped start the career of Abraham Lincoln, and the relationship lasted about a decade. James F. Joy's admiration and respect for the young attorney must have made quite an impression on the son, Henry B., for it positively affected his decision to head the highway association bearing Lincoln's name.

Let's follow this thread a little further.



Henry B. Joy
Henry B. Joy Papers, Box 25, BHL

(Tracking Joy. Continued on page 6)

Ramblings Along the Lincoln Highway.

*Minutes of the Summer 2003 Iowa LHA Meeting
Louise and Lucille Hink Tama Public Library.
12 July 2003.*

Submitted by Su Aros, Acting Secretary.

Approximately 31 members and guests attended the July 12 Board meeting. Coffee, juice and Tama Bakery donuts were served by our host, Ron Cory.

Mike Kelly called the meeting to order at 9:33am. Minutes of the April 12 meeting were approved as published in the Summer 2003 newsletter.

Membership report by **Cecil Stewart** indicated that between 10-11 names have been dropped from the roster with only a few having rejoined. Cecil also mentioned that at the Ft. Wayne Annual Conference, the national membership chairman reported that Iowa has the most members. Cecil offered to do membership reports by counties in Iowa for the consuls. Currently, Green County leads with most members.

State Director's Report

Paul Walker suggested that each Consul keep an ongoing log of county activities throughout the year which will make assembling the State Activity Report for the annual conference an easier task.

Paul reported **Jess Peterson** accepted the Treasurer position for the LHA.

Iowa stops for the Lincoln Highway Anniversary 2003 Coast to Coast Tour include lunch in Mt. Vernon on Aug. 22, stops at Youngville and Preston's Gas Station in Belle Plaine. Overnight is in Marshalltown August 23 possible coffee break in Ogden, lunch at Cronk's in Denison, afternoon break in Woodbine. There are 50 entries for the tour with vehicles from 1926 to 2004 vintages. **Bob and Joyce Ausberger** have room in their motor home for anyone wishing to make the trip. The Nevada, Iowa Lincoln Highway Festival Days is happening that weekend. Cedar Rapid news coverage is offered if there was a local participant like Kelly is local and making the entire trip. Press release for this tour distributed to Board and consuls for local publications.

Lincoln Highway Trading Post is producing a 2004 Calendar with pictures of LH sites. State event dates can be noted on the calendar; please send to Paul.

State Center will host the January 2004

Board Meeting.

The 2006 Annual Conference is confirmed for Cedar Rapids. Paul wants the entire Lincoln Highway across the state marked with painted telephone poles.

Concern voiced about approval to paint the county poles. Paul will start the process by asking power companies for written permission.

Paul also wants to put together an all-Iowa calendar for sale at the '06 conference. Also an Iowa postcard, and an Iowa LH Hall of Fame. Conference goal is 200 attendees.

A committee is visiting Coe College on August 8 as a possible venue.

October 11 General Membership meeting in Boone to be held in Boone Co. Museum. Want to take a group photo of all County Consuls (need 100% attendance of these people).

Paul proposes **John Fitzsimmons** conduct a pole-painting clinic. Group agreed to keep the business meeting to one hour (no consul reports) to allow sufficient time for clinic and touring sites in Boone Co.

Agenda Item Discussions

National Park Service is drafting an environmental impact report in the Fall. ILHA should think about a special Board meeting to hear the report.

ILHA Affiliate Program Proposal presented by Paul Walker. Having groups such as the Tama Lincoln Highway Assn., Youngville Highway History Assn., Colo Reed/Niland Corner, Auto groups, etc. associated with the ILHA would show support from a variety of organizations when presenting issues/concerns/requests to government groups for action. ILHA Members asked to consider "mutual benefits" (what we offer, what they offer) for this proposed program.

National Conference Updates: 12 ILHA members were present for the Ft. Wayne conference. Concurrent educational sessions were held which is always an issue as attendees have to choose and therefore miss out on other sessions.

Motion made and passed to accept the offer from the Iowa DOT commissioners to present at their September 16 meeting (8:30am-noon) in Ames. **Charlie Kuester** to draft a 15-20 minute ppt presentation and submit to Mike Kelly and the Board for review. Board members, County Consuls urged to attend. Presentation to include such items as an update on ILHA projects, our goals for road preservation,

(Ramblings, Continued on page 4)

(Ramblings, Continued from page 3)

our response to NPS, support we'd like from IDOT. Bob Stinson offered to attend and introduce Charlie. Need meeting location.

Brett Ford asked for input/suggestions for the LH interpretive site at Hitchcock Nature Center which includes the Honey Creek grade. County purchased the property and added it to the Park. A campground is being built, to be partially done by Labor Day. Jeff Benson to send Brett existing list of themes set for Iowa and assigned to various sites, including copy of an existing blueprint that was done for Grand Junction. Paul Walker asked Brett for photos/story for next newsletter.

Miscellaneous topics

- Consideration was given to a standing LH float for use in state parades.
- Mass distribution of LH press releases to publications as opposed to individual states/Consuls managing them.
- Lyell Henry distributed postcards of the old L-Ranko Motel in Toledo. New ownership begat new name of "Budget Inn." Old neon sign is gone, but Lyell saved the 28 wrought iron door ornaments. Motel is for sale.

County Consul Reports

Clinton: Recruiting continues with help of Paul to find replacement for Elmer Ketelsen. Attended an Illinois LH meeting in Rochelle and there is some talk around a joint IA/IL meeting. LH signs up on west edge of Clinton, which the city did on its own.

Cedar: No report

Linn: Lunch plans in place for hosting of Cross-Country tour. Van and Bev Becker to meet and greet. An original concrete marker located in Mechanicsville; owner asking upwards of \$1,000.

Benton: Kelly reports President of Youngville Highway History Assn. passed away. A wind-break (trees) is planned for Youngville with some of the memorial contributions. Summer hours are 11am-1:30pm on Tuesdays and Thursdays for lunch; Friday 3pm-6pm with pie and ice cream (through end of Farmers' Market season); Saturday 8am-10am coffee/rolls. Looking for LH members to help staff on Saturdays and Sundays from 1-4pm. Mike to send out a sign-up sheet.

Belle Plaine C. of C. has asked to join ILHA; will include LH sites on their tours. Historical society trying to get funds for a museum. Kelly and Walkerr to contact Cross-Country tour organizers as Ron Preston would like to

get the city involved for the stop at Preston's.

Tama: 3 new banners to be hung with 2 more planned bringing total to 10.. Cabin work at King Tower progressing. Almost 3000 in attendance at the May 17/18 festival LH Bridge Festival, including Ausbergers representing the ILHA. Bridge maintenance is in its 17th year.

Marshall: Cross-Country tour is invited to State Center evening of Aug. 22 for the farmer's market, bluegrass band and beer tent. Grant money received to assist with renovations; World Heritage Center of Iowa to include the Iowa Barn Foundation, and LH Interpretive Site. NPS wants to include State Center in its rural community presentation.

Story: College Seniors Program (Ames heritage) starts in Fall. LH exhibit to open in November. Margaret willing to buy any Ames phone books or city directories from the 1910's and 1920's. Larry Forney showed pictures of the progress being made at Niland's Corner. The restored restaurant will be an operating one. Paul will invite Cross-Country Tour to stop.

Boone: General membership meeting to be held October 11 in the Boone Co. Museum.

Greene: Grand Junction buildings on the main street through town soon to be razed.. Saving these buildings in any town takes money to bring them up to code. We all feel the loss when historic buildings are torn down.

Carroll: Attended the Ft. Wayne annual conference; visited the exhibit at DeSoto Bend before it was dismantled. The *Carroll Today* weekly newspaper has asked for and will print articles about the LH for as long as we wish. Norma asked for information on W. Coan, first state consul from Clinton. Suggested she search on Google.

Crawford: No report

Harrison: Elaine had pictures of the Woodbine brick street progress at the Ft. Wayne annual conference. Norma visited and drove down the first completed section. Reports it's "smoooooth."

Pottawattamie: As reported in agenda items.

Meeting adjourned at 12:20pm. Attendees met at the King Tower Restaurant for lunch, and later walked to the remaining cabin to see the restoration progress.

Submitted by Su Aros, Secretary

**WEEK-OLD BEARD
SO MASKED HIS FACE
HIS BULLDOG
CHASED HIM
OFF THE PLACE**

Burma-Shave

Already? The Proposed I-80 Museum.

Coming soon to the world's largest truck stop: A museum of antique trucks that will tell the story of America's love affair with the highway.

The museum will be next door to the Iowa 80 Truckstop on Interstate Highway 80 near Walcott [Iowa].

Delia Moon Meier, daughter of former Iowa 80 owner Bill Moon, said the first phase of the museum will open soon to showcase her family's collection of antique trucks and transportation memorabilia.

"This will be a work in progress" said Meier. "In five years, we hope the museum will be a destination on its own merit."

Iowa's interstate highway system doesn't have many attractions near the road, Meier said, so weary travelers can pull off and spend an hour or two learning history or indulging in nostalgia.

Standard Oil built and opened the truck stop in 1964, before the nearby interstate was complete.

Bill Moon assumed management of the truck stop in September 1965. He purchased it in 1984, and the family built Iowa 80 Truckstop into the world's largest. Moon and his wife, Carolyn, who remains active in the business, practically raised their three children there.

The truck stop now spreads over 200 acres and is a small city in itself with a restaurant, dentist office, barbershop and movie theater.

Bill Moon collected antique trucks, and his family kept collecting after his death in 1992.

Delia Meier's husband, David Meier, said in the first phase the museum will house 27 of the 100 trucks in the family's collection. A 1916 Mack AC truck, believed to be the first Mack truck built, will stay in its current place in the lobby of Iowa 80 Group's 26,000-square-foot corporate headquarters north of the truck stop.

Delia Meier said the museum will show trucks everyone remembers, "not just the one-of-a-kinds. We want a little bit of everything, not a lot of one thing. My father always had it in his mind that he wanted to build a museum to tell the story of transportation in America."

*Reprinted from the Muscatine Journal.
28 December 2002*



The President's Corner

by Mike Kelly, ILHA President



Just a few thoughts on the 90th Anniversary Tour as my return from the twenty-one day trip and the newsletter deadline coincided.

I shot approximately 23 hours of video, which will be edited into a 1-1/2 to 2 hour program. Included are a number of Lincoln Highway sites that have been preserved or sites where preservation efforts are underway.

On the other hand, many remnants of the original Lincoln Highway are slowly disappearing. My traveling companions for the 6500-mile trek, Bill Karr and Bob Leisinger, were always willing to go around the block to get a better shot of a crumbling motor court or gas station. This was no easy task as the schedule was tight. After a leisurely hour of hanging out in Times Square, those of us who stuck to the original route struggled to meet lunch appointments and other scheduled events. Visits with "Lincoln Highway Characters" along the route also put stress on the schedule but they were truly the icing on the cake.

The Iowa section was one of the tour highlights for everyone. The hospitality was legendary. The ongoing joke was "you'd better eat those cookies because it will be at least 15 minutes before you get any more." A number of Iowa map packs were purchased and from my observations they were the best received supplemental guide on the route. As far as the easiest state route to navigate, the hands-down winner was Illinois. It was the only state that has successfully satisfied the overwhelming need to *mark the entire route*. 75 years ago hard surface roads finally paved the way for expanded commercial development along the route. Today we need to *point the way*.

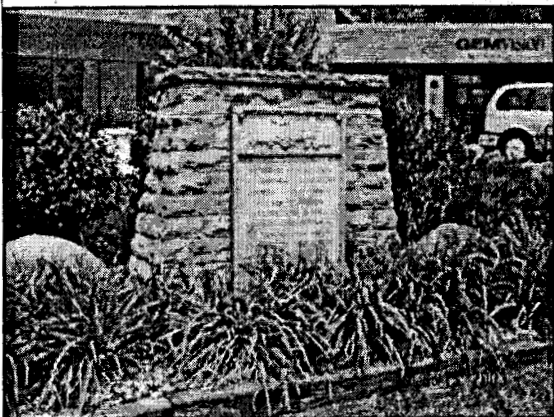
In a sense we were all goodwill ambassadors for the Lincoln Highway and no one was more effective in that role than J.R. Manning of Germantown, Wisconsin. J.R. has chosen Iowa as his chapter affiliation because of our outstanding activity level and excellent newsletter. J.R.'s 1929 Model A was the senior vehicle on the trip and successfully made the Wisconsin to New York to San Francisco trip despite some bad inner tubes and menacing Kennil-worths. I'll have more stories and pictures to share at the Boone meeting.

- Mike

(Tracking Joy, Continued from page 2)

The Internet claims James F. gave Lincoln his start as a lawyer working for the railroads. Back in 1856, the railroad (the Chicago and Rock Island Railroad) was engaged in a lawsuit with the steamship company that owned the Effie Afton Steamboat. It seems the riverboat, on its maiden voyage in 1856, collided with the railroad's first bridge across the Mississippi River at Rock Island/Davenport. The hot smokestacks of the boat set the wood timber rail bridge on fire. The bridge, as well as the steamboat Effie Afton, was destroyed in the resulting fire. The lawsuit pitted steamboat company against railroad and helped launch Mr. Lincoln's career as an attorney for the bridge/railroad. The rest, as they say, is history.

In Davenport, Iowa, along River Drive upstream from the Government Bridge and near the Wonder Bread Bakery, stands a stone monument where the railroad bridge first touched Iowa soil. A replica of the original



bridge pier plaque is on this site.

The caption on the monument explains that construction began in 1853 and was completed April 21, 1856, by the Chicago Rock Island Railroad and that the first train consisted of a locomotive and eight cars passing over the bridge on April 22, 1856. The inscription on the monument indicates that it was the first railroad bridge across the Mississippi River. The original marker plaque is located in the Rock Island Arsenal Military Museum on Arsenal Island along with the bell salvaged from the Effie Afton wreckage.

The marker stands today at the corner of the property that 80 years ago belonged to my grandfather, Carl A. Becker. In the 1920's, Grandfather Becker used this property as the location of his now long-gone coal delivery

(Mtown Milestones, Continued from page 1)

nated with changing colors and intensities of light, including 90,000 watts of colored light and 16,000 watts of sound.

Throughout the performance, you are drawn into these cameo events as they are animated by groups or individuals stepping forth to tell their stories, as conversation pours from large window silhouettes, and as historic photographs are displayed on huge video screens. Choral and instrumental music enhances some sequences, while dramatic and powerful lighting illuminates the Courthouse's countenance.

The script, written by local historian Dorothy Apgar, depicts the timeline of key events in the 150-year history of Marshalltown. It captures the life and times of the community and their leaders and the obstacles they overcame through war, peace, depression, and prosperity.

Naturally, the narrative will include references to the Lincoln Highway, which passes directly in front of the Courthouse.

We hope to see you in Marshalltown when the Courthouse will literally come alive before its audience! **L**



SCENES FROM A TOUR
Van Becker on the Linn/Cedar County line, making sure LH Cross-Country drivers make their way through Lisbon.

"Miss this corner and you miss lunch!"

service.

From my grandfather's coal business to Abraham Lincoln's railroad client, to Henry Joy's father and the amateur radio hobby. I have a connection to the early beginnings of the Lincoln Highway Association.

Amazing where you can go when you start pulling on threads in the middle of the night. **L**

**ILHA OFFICERS,
BOARD OF DIRECTORS
(COUNTY CONSULS),
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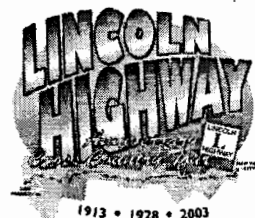
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Brett Ford	(712)545-3283

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Membership Coordinator
Cecil Stewart
Newsletter Editor
Paul Walker
Noble Sojourner
Lyell Henry

GREAT GRADES.

It wouldn't be an official Lincoln Highway 90th Anniversary Cross-Country Tour without a scheduled stop at the storied Youngville One-Stop west of Cedar Rapids. Drivers pulled off the Lincoln (U.S. 30) and huddled around the recently restored main building and cabin camp.

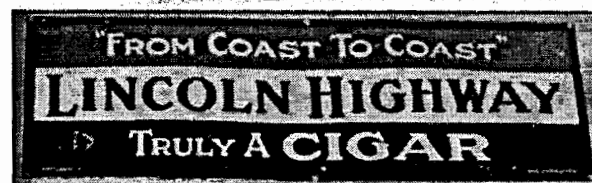


August 17 to September 1, 2003

Our cover photo shows LHA member J.R. Manning of Germantown, Wisconsin, in his 1929 Ford Model A. Mr. Manning drove the entire length of the LH, though it's doubtful he was able to sip much gasoline from Youngville's antique pumps.

Another photo below was contributed by member Cecil Stewart of Ames. Lincoln Highway cigar boxes are found on ebay and in private collections, but a metal Lincoln Highway cigar sign is a rarity, and a true classic.

Readers can email Cecil at cstewart@iastate.edu with their guess as to the location of this impressive LH artifact. *Clue:* It's in plain sight in a commercial establishment in a LH community. **L**



Website Spotlight

A photo diary of the LH Anniversary Cross-Country Tour was maintained throughout the 16-day excursion. You can view hundreds of images from the tour—including many photos of the LH through Iowa—at the Tidewater Region Antique Auto Club of America website:

www.aaca.org/tidewater/lincoln03.htm

But don't stop there! Why not check out some of the other official websites of our Lincoln Highway Association sister states...

UTAH—www.xmission.com/~pgrimes/lincoln.htm

ILLINOIS—www.svonline.net/~lha/

INDIANA—www.lincoln.tripod.com/

OHIO—www.lincolnhighwayoh.com/

PENNSYLVANIA—www.lhhc.org/ (LH Heritage Corridor) **L**

Halloween is Coming... Say "BOOone!"

Welcome everyone to the Fall 2003 meeting of the Iowa LHA on Saturday, October 11th! Meet at the Boone County Historical Center downtown on the old Lincoln Highway at 602 Story—look for the LH marker. Parking is available in the ramp north of the Center and across the street south in the video store lot; only the north spaces running east and west please. Use the Center's southeast door which will be marked. The meeting begins at 9:30, but come early for coffee and conversation. The fee for the afternoon bus tour is \$5.00 per rider—noon meal will be on your own.

There are many places to eat in the downtown area and south of downtown—a list will be provided. Please respond if you will attend the meeting and tour by October 5 to John Fitzsimmons (515-432-3697) or Joe Moore (515-432-6174 or bjmoore@mailstation.com). If you are planning to ride the scenic railroad or visit Mamie Eisenhower Birthplace, or spend more time exploring the LH in Boone, here are some motel numbers: Amerihost (w/pool): 515-432-8168; Super 8: 515-432-8890 or 800-800-8000; American Inn: 515-432-4322.

WHOM DO I WRITE?

Categories:

Student	\$15	Supporting	\$50
Individual	\$30	Patron	\$100
Family	\$40	Institutional	\$100

Application for membership:

Lincoln Highway Association
P.O. Box 308
Franklin Grove, IL 61031

Membership changes/address changes:

Ruth Frantz
Box 27
Sugar Grove, IL 60554 (630)466-4382

See You on the Lincoln Highway!

This issue's new members...

Belle Plaine Historical Society
Judith Cameron
Harold & Delores Hanke
Jeffrey Kuehl
Roger Melton
Mt. Vernon Rd Business Assn.
Shirley Schaper
State Historical Society of Iowa

Belle Plaine, Benton Co.^L
Marshalltown, Marshall Co.^L
Atlantic, Cass Co.
Altoona, Polk Co.
Bloomfield Village, MI
Mt. Vernon, Linn Co.^L
State Center, Marshall, Co.^L
Des Moines, Polk Co.

^L Iowa Lincoln Highway County

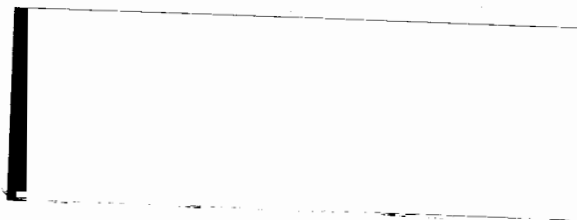
In This Issue...

Showtime in Marshalltown! Grab a Pencil!



5095406225

FIRST CLASS



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



Along the Lincoln Highway



**The Newsletter of the Iowa Lincoln Highway Association
Winter 2003 Volume 8 Issue 4**

Reed/Niland's Corner Grand Opening.

*By Joe Harper, Reed/Niland Project Leader
Colo, Iowa.*

You are invited! The Grand Opening and Dedication of the restored Reed/Niland Corner will be **July 11, 2004** at Colo.

The Iowa Lincoln Highway Association has identified the Reed/Niland Corner as one of seven key sites for presenting the history of the Lincoln Highway in Iowa. The Reed/Niland Corner was found to be the most intact and best preserved commercial "one-stop" sites on the highway in Iowa and possibly the entire country.

Reed/Niland Corner provides a self-guided walking tour of the renovation project. On the pathways you can read its history and view the actual motel facilities and gas station, full of period artifacts. Complete your tour by walking into the Niland's Café to experience a large selection of fine foods in a 1940's atmosphere. Dine at the counter, in the large corner booth or a table next to the 1939 Cadillac. While you wait, view the large photo and video display of the original site and actual Lincoln Highway construction.

The Grand Opening will be from 1:30 to 4:30 p.m. Sunday, July 11, with a Dedication Ceremony from 3:00 to 3:30 p.m. at the site. Visitors are asked to park at the high school, visible from U.S. 30, to alleviate congestion at the corner. Handicapped accessible shuttle buses will run continually from there to Reed/Niland Corner until 4:30. A golf cart will be available for those needing assistance at the site. Guided tours will be conducted at the filling station all afternoon. L

Youngville: Life Goes On.

THE PRESIDENT'S CORNER

by Mike Kelly

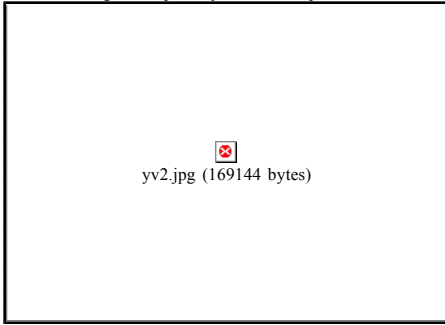
On May 1, 2004, at approximately 11:00 pm, a car was seen speeding out of Youngville's driveway and heading east on U.S. 30. Minutes later, a fire was reported by a passing state trooper. As National Arson Week officially began at midnight, three Lincoln Highway landmarks burned to the ground.

There are two questions that are inevitably addressed at any Lincoln Highway gathering. The first is usually a spirited discussion of the route of the original Lincoln Highway, and the second "Where were those old cabins? What ever happened to them?"

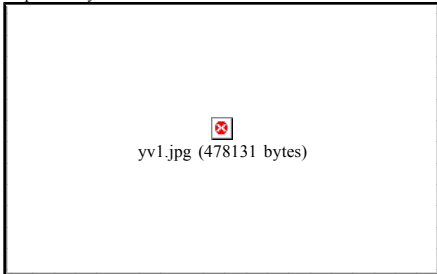
A 14-foot mural to be unveiled this summer inside the Youngville Café will answer the Benton County portion of that latter question. Despite the fire, our plans continue to create a Cabin Court representation to address this on a statewide basis.

The history of tourist lodging and the cabin court's role is a crucial part of the Lincoln Highway. The Youngville interpretive site is where the motor court story will be told... in addition to a few words about

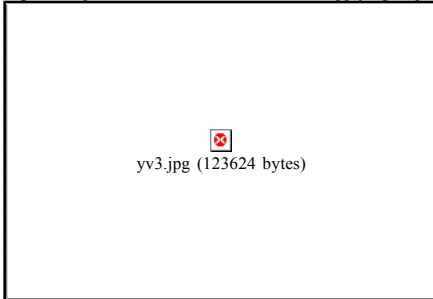
roadside eating and especially homemade pies.



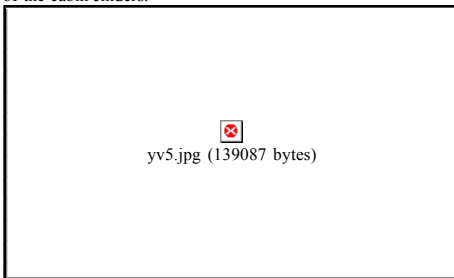
The mandate to locate, preserve, and protect the last vestiges of Lincoln Highway cabin courts is being addressed to varying degrees in all of Iowa's Lincoln Highway counties, and the Youngville site could help to unify these efforts.



The café was not damaged and on the following Monday morning, as the fire marshal investigated what was soon labeled as arson, workers from Roster Masonry were donating their time and expertise and began a major facelift on the Café's exterior: applying a special elastic-type paint to the stucco and finishing all the red trim [photo].



The café, fortunately unscathed, was able to open on schedule Tuesday, May 4th, with all three local news affiliates covering the story. The farmer's market season opened May 28th with the ominous backdrop of the cabin cinders.



Ironically, the unsolicited and unplanned extra publicity hopefully will be the impetus for additional volunteers and support locally as well as statewide. It was reassuring to receive messages of support from Lincoln Highway members, local pie lovers as well as groups like the Ames preservation group who suffered a similar arson set-back at their Bauge cabin this year.

We are vigilant in identifying threats to Lincoln Highway landmarks and implementing strategies to protect them. Unfortunately, there is no defense against random acts of arson. When that occurs, we are all victims.

As of now, the cabin court remains an active crime scene, with the Sheriff's Department following up on potential leads. Make no mistake—this is a major setback. But in the meantime, a hopeful next step emerges.

After debating whether to attempt to rebuild replicas, a local farmer called to offer a cabin he had on his property. We are looking into whether this original Lincoln Highway cabin, moved to his property over 50 years ago, might be the first step of rebuilding the dream. L



Have Spare Tire, Will Travel.

Summer has sprung, and it's once again travel and tourism season. Most important, it's time for a road trip along the Lincoln Highway. No respectable road trip is complete without a short spin along our Seedling Mile. This year be ready for a pleasant surprise.

Here in the middle of 2004, new memorials to the Highway are rare—so keep your eyes open and camera ready.

At the west end of our Seedling Mile stands a new monument, complete with the traditional Lincoln "L" and a brass plaque telling the story of the Seedling Mile on this site. The marker notes the important dates and provides a brief description of the concrete. It rests on a piece of concrete curb removed from along the Lincoln route during previous construction. The site is landscaped with crushed rock and chipped bark for weed control.

"One monument is not enough!" you say. Well, continue on. As your summer tour travels west toward Cedar Rapids, 4 1/2 miles further west, watch for the abandoned dead end piece of Lincoln Highway near the corner of Lincoln Heights and Wilder Drive SW.

The Linn Co. Engineers have been busy this spring, and they built a faux bridge here of scavenged bridge pieces. We understand these bridge rails came from the Lincoln Highway near Abbe Creek School just west of Mt. Vernon. A "Bridge to the Past," this new bridge also has a stone with the Lincoln "L" and brass plaque. The landscaping is just being finished as this text is prepared. See the photo.

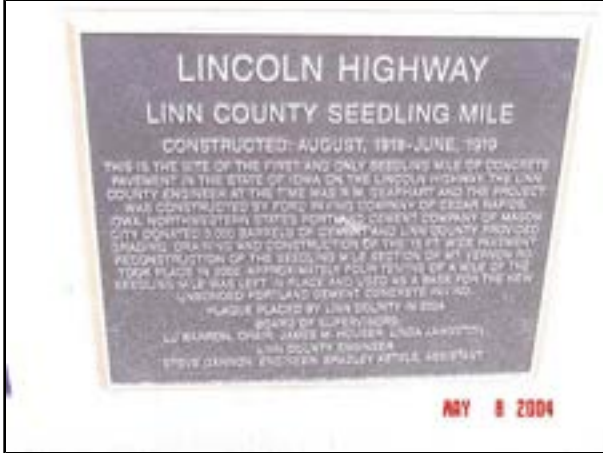


That makes two memorials to the Lincoln Highway this spring! And both arrived at no cost to you or to the Lincoln Highway Association, and for that we are grateful.

Linn County constructed these monuments based on the five-year-old agreement between the County and the Iowa Lincoln Highway Association when they wanted to tear up and "improve" the Seedling Mile and the surrounding county highway. The ILHA acceded to the destruction of the original paving for the welfare and safety of drivers. Then and now, the Lincoln Highway Association has stood for better roads, and better roads are safer roads. Creation of the two memorials is a concession made by Linn County.

However... ya gotta keep an eye on 'em all the time!

The County used identically-worded plaques at both sites. Despite the bridge site being 4-1/2 miles west of the Seedling Mile, its plaque also states, "This is the site..."



Unfortunately this is a 4-1/2 mile historical and geographic error. After a brief, intense round of correspondence with Linn County engineers and elected officials, we have been assured by the Chair of the Linn County Board of Supervisors that the engineers will be instructed to correct the bridge plaque.

As with all political promises, we will monitor progress toward a timely correction and resolution of this discrepancy.

In the meanwhile, plan a visit to our two new markers. L

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

Larry & Vicki Anderson Clarence, Cedar Co.^L

Steve Kroeger Casey, Gruthie Co.

Bob Merritt Carroll, Carroll County Co.^L

Kathy Rohling Wheatland, Clinton Co.^L

Central Iowa V-8 Club Adel, Dallas Co.

^L**Iowa Lincoln Highway County**

Ramblings Along the Lincoln Highway.

Minutes of the Spring 2004 Iowa LHA Meeting

*Community Center, Colo, Iowa.
10 April 2004.
Submitted by Su Aros, Secretary.*

Approximately 31 members and guests attended the April 10 ILHA Spring meeting held at the Community Center in Colo, Iowa. Our hosts, Joe and Phyllis Harper, provided coffee and pastries.

President **Mike Kelly** called the meeting to order at 9:33am. Minutes of the January 10, 2004 meeting held in State Center were approved as published in the Spring 2004 ILHA Newsletter.

Treasurer's Report

Joyce Ausberger reported a checking account balance of \$3,033.55 (\$1200 of which is held for the Ogden walking tour booklet due out in June); savings account \$4,695.68. In 2003 monies made from logo'd merchandise sales totaled \$1,163. Financial records are available for anyone to audit. Hundreds of LH brochures are available, and are yearning to be distributed.

Membership Report

Cecil Stewart reported Iowa has 257 national members and 38 Iowa members. Approximately 343 newsletters were mailed including 20 to the LHA national officers and 21 complimentary copies to historical societies, city governments, etc. Membership dues do not cover the costs of newsletter mailings. ILHA receives a 'good deal' from the printer and of course the much appreciated volunteer services of the **Bev and Van Becker** in this effort.

State Director's Report

* **Paul Walker** presented a 2004 Lincoln Highway calendar to **Jeff & Annette LaFollette**, for traveling the most miles to attend the meeting.

* Forms were distributed to all county consuls to document activities for the year for the annual report.

* Paul has extra copies of the National Conference brochure for those who did not receive theirs.

* The California LHA is conducting four tours in 2004 (April thru Oct) covering various sections of the LH in CA.

* Lapsed membership report received. County consuls are to follow up and these people re-signed.

* Ohio LHA newsletter contains info on scenic byway status. The ODOT judges on 6 characteristics: archeological, cultural, historical, natural beauty, recreational uses, and scenic areas.

* Updates for 2006 National Conference: tentative tours outline east to Clinton and west to Ames, and will include a "mad dash" tour through western Iowa; haven't signed contract with Coe College yet due to insurance clause in contract – working with national organization to finalize. Paul polled the group for speakers / topic ideas – guest, seminars (single or panels), entertaining, inspirational.

Discussion Items

* Scenic/Historic Byway Designation Application: **Jeff Benson/Catherine Noble** reported application is due October 1st. County Consuls' help is requested in securing Letters of Support from all city and local governments, tourism bureaus, etc. Consuls are encouraged to get on agendas at city meetings to solicit support for this exercise. A "standard" letter will be drafted and sent by Jeff and Catherine to Consuls for use in this effort. The goal is to get this designation for the highway from state line to state line, not a section here or there.

* NPS draft study complete documenting findings and recommendation by NPS on how the federal government should be involved in the future of the highway. Comments from anyone who received or requested copy of draft study should be sent to NPS and Jeff to use in recommending next steps. Jeff will bring recommendation to the National Conference in June. The original four objectives outlined by the Iowa NPS Committee were 1) Mark the route, 2) Tell the Story, 3) Save the Road, and 4) Honor Lincoln. The goal is completion by 2009, which is the 200th anniversary of Lincoln's birthday.

* 2004 National Conference in Chester, WV: **Bob and Joyce Ausberger** are taking their motor coach, leaving on June 13. They are looking for riders.

* Future meetings: June in Ames; October in Des Moines. 2005 meetings will be held in the eastern half of state to prepare for the 2006 conference: April 2005 meeting set for Clinton County; October 2005 for Cedar County. Board meeting and tour at both meetings. Spring 2006 meeting at Coe College, site of 2006 conference in Cedar Rapids, Linn County.

* "A Place on the Highway" slide presentation was given by **Lyell Henry** – celebrating the story of Reed-Niland's corner.

County Consul Reports

Clinton – New Consul **Jeff LaFollette** has been making contacts with tourism bureaus, DeWitt City Council, and Chambers.

Cedar – no report

Linn – **Van Becker** reports the Lincoln Cafe in Mt. Vernon, the Iowa lunch stop on last year's coast-to-coast anniversary tour, will be the subject of an article in the May issue of Oprah's magazine *O*. The spring issue of our newsletter, *Along the Lincoln Highway*, achieved a milestone when Paul Walker transmitted it electronically to the Grant Wood Area Agency in Cedar Rapids for printing, which should result in higher quality photos. A "Bridgethe Past"--Linn County is building a bridge on an abandoned alignment of the LH from vintage scavenged parts just east of the Cedar Rapids City Limits. The finished bridge will include a stone monument reading "Lincoln Highway."

Benton – **Mike Kelly** tells that Youngville will open first week of May; open on Tuesdays and Thursdays. They are hoping soon to expand the days open.

Tama – **Ron Cory** announced the May 14/15 Tama Bridge Festival. 2004 marks the 18th year for bridge maintenance. Phase 3 (paneling) for the remaining King Tower One-Stop cabin is finished with project completion in the fall. Tama County is also touching up markers on telephone poles.

Marshall – **Catherine Noble** relates that the Rural Heritage Center Grand Opening is scheduled for May 14. State Center's Rose Festival is June 18/19. They are looking for a vintage car for the parade to promote the Lincoln.

Story – **Jeff Benson** is working on the Lincoln Highway Studio Artists Tour brochure, and will send each Consul a copy.

Boone – **John Fitzsimmons** has two new drawings available, the "Tama Bridge Showdown" and "Setting a Marker." Co-Consul **Joe Moore** is freshening up telephone pole markers, and says a "new" section of the highway has been uncovered in the Des Moines River valley.

Greene – **Bob Owens**: Jefferson CofC featuring the LH in their ad in the Iowa tourism brochure.

Carroll – **Norma Berns**: REC newsletter contains LH article; continuing to write articles for the *Carroll Today*. Asked for ideas on how to note "In Memory of" on the back of LH metal signs (12"x15") posted on 'street' markers on LH roads. Fisher Monument concept drawings received and shared.

Crawford – no report

Harrison – no report

Pottawattamie – no report

Meeting adjourned at 11:40am.

Lunch was served at Niland's Café followed by a walking tour of the grounds and the restored service station. Joe Harper, project leader for the renovation, conducted the grounds tour and hosted the bus trip following. The bus tour explored the old Lincoln Highway and U.S. 30 grade at the Union Pacific underpass west of Colo, and a Jefferson Highway barn south of Hubbard. L

Cedar County Garden Walk; Clarence At It Again.

*by Liz Norton,
Cedar County Consul.*

The Lowden (Cedar County) Garden Club has planned a Garden Walk on June 26th, 2004 from 9:00 to 4:00, rain or shine. The biannual event features six gardens, two seminars, one by Linn County Master Gardener Ken Lafferty and one by Scott County Master Gardener Dan Mays.

The day also includes a box lunch in the park as well as a craft fair in the park pavillion. Such a bargain for only \$10.00.

* * *

Also in Cedar County, the **Clarence Economic Development Visioning Group** has purchased an original Lincoln Highway Marker in mint condition. They will dedicate and display it during their Lincoln Highway Festival July 30, 31 and Aug. 1, 2004.

The festival, in its second year, carnival rides and games, softball tourney, dances, kiddies' fests, fabulous food, a car cruise on the Lincoln Highway and an extensive parade. L

Honey Creek Overlook Nears Completion.

*by Brett Ford,
Pottawattamie County Consul.*

Near the Honey Creek grade, the Lincoln Highway Overlook Deck is taking shape. Consul Brett Ford comments that, "our design was finalized and final bids opened, and construction began.

The deck is 16x16 feet with angled corners. I am currently working on text for one interpretive sign that will include photos and text regarding the Honey Creek Grade.



From the deck, visitors will be able to look into the remnant cut and enjoy the fantastic view to the north and northwest. The structure is treated lumber with the decking built with a product call Timber Tech, a recycled plastic/wood composite that allows us to meet our mission of using recycled products, not to mention that it provides fantastic durability and low maintenance."

Regarding the campground, Brett reports he opened for business on May 17th, with the first cabin rentals on Memorial Day weekend.



"We had Buffalo Grass sod (local native grass) laid the week of May 3rd, which should be the final major step. Our cabins will feature furniture made from red cedar that was harvested from the preserve. And the bunk beds are *gorgeous*."

The *Crescent Connection* (Crescent, Iowa) has been running a series of articles on the Lincoln Highway and on the Honey Creek grade, and it's generating some local interest. Brett is working toward a feature in the *Council Bluffs Nonpareil* that will highlight the campground and its colorful history – including the highway and the infamous "angry farmer" former landowner. L

Linn County Consuls Van and Bev Becker returned recently from Maifest in the Amana Colonies, a rite of spring at one of Iowa's premier tourist attractions, located south of Cedar Rapids, host city for the 2006 national LHA conference.

One of the featured attractions was new for 2004—a juried contest for amateur wine makers. There were three categories: red grape, white grape and fruit (what? no cicada?).

The **Lincoln Highway Winery** (Van and Bev Becker, *proprietors*) walked away with two first-place medals. One was for their white wine entry—a Niagara—and one for their fruit entry, a fragrant raspberry. The red grape entry earned a second-place medal in the fruit category.

Best of all however, was the *Best of Show* won for the raspberry wine entry! Judges were from Iowa City and were not associated with the Amana wineries, while judging was a blind tasting of numbered wines with labels obscured.

The Beckers will be offering their premium wines at the 2006 conference banquet. L

Website Spotlight.

The national LHA has had its own website for two years, and various states maintain their versions. States sites have been listed here in the past, but there are many more amateur and professional highway sites that are getting their chance now **in the spotlight**.

Take a stroll on the Lincoln and lesser known byways, as envisioned by some talented website impresarios.

www.lincolnhwyil.com/

A celebration of Illinois' LH scenic byway.

www.roadfan.com/

Author's road trip photos, including the LH.

www.roadsidephotos.com/

News from the road, travelogues, and even a postcard tour.

www.highwayman-routes.com

Got an inkling for California highways?

www.route40.net/index.shtml

Any U.S. 40 site would have to include the LH.

www.roadtripusa.com/index.html

Brief descriptions of major U.S. highways and trails.

L

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