

# Along the Lincoln Highway



Well-digger Weir worked frantically to slow the flow and one night sneaked out of town – presumably to purchase more supplies. He was never seen in Belle Plaine again. Fourteen months later the well – now known as “Jumbo” - was brought under control, helped by advice from experts as far away as Chicago, but mostly by the hard work of local resident George Palmer. Palmer, with 300 feet of pipe, 40 carloads of stone, 130 barrels of cement and large quantities of sand and clay stemmed the flow. The town’s \$175 initial investment swelled by many thousands of dollars before the well was finally controlled.

The location of the old well is marked today with a brass plate on a modest boulder on the corner of 8th Street and 8th Avenue in Belle Plaine. The “8th Wonder of the World” is now quiet at 8th and 8th.

Where did Weir go? Years later, he was contracted to dig a well in Cherokee, Iowa. It was customary at the time for a well-digger to drink the ceremonial first cup of water to prove the well’s quality. Weir honored the tradition, contracted typhoid fever and died. Back then, the doctor called it “well digger’s disease.” **L**

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## Website Spotlight

Our first website **in the spotlight** belongs to long-time Lincoln Highway advocate and author of the book that helped start it all (over again), Drake Hokanson.

### The Newsletter of the Iowa Lincoln Highway Association

Visitors to [www.drakehokanson.com](http://www.drakehokanson.com) can view his stunning black-and-white photographs as well as publications going back to 1988 when Drake published *The Lincoln Highway*. Drake’s photos are available for purchase, as are his books. The professional and easy-to-navigate site also discusses the art of photography and you can learn about upcoming photo exhibits.

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### Iowa’s Early Auto Industry.

Our second website offers a break from seeing page after page of “franchise” hotels on Orbitz and Travelocity. As the [www.MotelGuide.com](http://www.MotelGuide.com) website states, “It is our sincere desire to provide this guide as a service to motels and the traveling public for your travel experience.”

By Bill Jepsen

Boone, Iowa.

From the Timber Motel in Clinton to the Starlite in Council Bluffs, MotelGuide.com is “the only motel guide on the web for

'mom and pop'-owned motels." **L**

I read with interest Van and Bev Becker's column in the Winter issue, and am glad to hear that someone is fielding questions about automobiles manufactured in Iowa along the Lincoln Highway. That reaffirms my belief that there is an interest in the subject. I am writing a book about the history of the industry in Iowa and have so far chronicled over 90 automotive "efforts."

# We'll See You on the Lincoln Highway!

**Steven Cochran**, LeClair, Scott County  
**Jeff LaFollette**, Dixon, Scott County  
**Helen Nolte**, State Center, Marshall County  
**Reed Ocker**, Columbus, OH  
**Cheri Schloerke**, Ames, Story County

## Ramblings Along the Lincoln Highway.

Clinton's *Lamb*, Marshalltown's *Marshalltown*, and Boone's *Suuderlin* fall into the "dreamer's" category. Despite the best intentions - well intentions anyway - there is no evidence that any of these enterprises ever produced a single car.

Council Bluffs *Keys* is listed in the *Standard Catalog of American Cars 1805-1942*. Approximately 30 members and guests attended the January 10 meeting of the Iowa LHA. Coffee, tea, fruit and cookies were provided by our host, **Catherine Noble** but the Public Library could find no reference to the production of the two "prototypes." **Mike Kelly** called the meeting to order at 9:38am. Minutes of the October 11, 2003 meeting held in Boone were approved as published in the Winter 2003 ILHA Newsletter.

The good people at the Library did come up with information about Mr. L.P. Madsen and his balance of \$243,761 which, I thought **Joyce Ausberger** reported checking accounts for the LH Walking Tour booklet of Ogden. Savings account balance is \$426,231 and he has 40 minutes of pledges (association and personal) made to the State Center Main Street Brick Project. Paul Walker to provide pledge information. Joyce absorbed the name of their maker instead of a conventional brand.

**Cecil Stewart** reported a gain of 10 members in the past 6 months. They were merely a sideline, with approximately 350 newsletters are distributed each quarter. The machines were never intended for a mass market. They were merely a sideline, with the machines often sold to acquaintances of the manufacturer.

**Paul Walker** reported Ausberger's are organizing a tour from Iowa to the 2004 Annual Conference in Chester, WV, June 16-19. **State Director's Report.**

\* Copies of the 2004 Nostalgic Event Calendar available blank with and Wollman log online at [www.LHTP.com](http://www.LHTP.com) were circulated as well as California and Illinois Chapter newsletters.

\* Jeff LaFollette is the new consul for Clinton County replacing **Bluffs Kate** (bluffs@netins.net) lives in Dixon IA and is currently President of the Route 66 Kiwanis. **Madsen** and **Wollman** members. **Elmer** sends his thanks to the ILHA for his experiences as Clinton County member. **Madsen** and **Elmer** a successful

\* Paul's request to the LHA to be relieved of the Executive Advisor position was granted. Upon request, Paul agreed to stay on until the summer of 2004 for transition.

\* **Rollin Southwell** of the Utah LHA was introduced and reported on plans underway for the 2005 Annual LH Conference in Ely, Nevada.

Although the *Desert Flyer* is sometimes attributed to Council Bluffs, it's likely that this "one-off" was made in Utah and then

- \* April 10 ILHA Meeting: Walker to check with Cedar County on Bluffs regarding plans underway for this meeting. Motion made and carried to have Colo/Joe Harris on stand by as Alt. Bertzchy is credited with producing a quantity of tractor/truck combinations as well as automobiles that bore his name.
- \* October 9 meeting in Des Moines will be hosted by **Bob Stinson** and will include a tour of Des Moines-area Jefferson Highway road and sites.

**Mike Kelly** to follow up on the joint Illinois/Iowa meeting in the Summer of 2004 as noted in the IL newsletter.

The **Bertzchy** may have been a predecessor of that Minneapolis-Moline model from the late 1930s, though I am skeptical. The Council Bluffs Library has nothing on this venture and more research is needed.

**Noble** asked the ILHA members to provide LH appropriate site ideas for display in the center when restoration is complete. Center's goal is as regional resource for visitor information on area tourist sites. **Donna Sampson**, Main Street Project director, was introduced to the group.

There is one auto you can actually see. In 1904 NPS Study Supp. By **Ward Appert**.

**Maxen Electric** were built by Roy McCarty. One was restored by Jerry and

**Kelly** reported that he, **Lyell Henry**, and members of the Youngville Association met with the DOT in Cedar Rapids to discuss safety issues at Youngville. One option is to widen the driveway, making it more visible to traffic. today at 615 First Avenue SE.

\* **Jeff Benson** to draft letter for ILHA review regarding preservation of the enhancement funds (which have benefited many LH projects) in the Federal Transportation bill.

The **Welch & Michie** was fully chronicled in an 1892(!) issue of the *Boone Weekly News*. The two built a motor vehicle in Michie's back yard. Its description resembles a modern RV. However, one may surmise that it never made it out of Michie's yard.

Nothing more can be found about it.

\* **Benson, Noble and Kuester** will re-visit the Scenic Byway application process. Ten years have passed since Ausbergers tried for this designation. Note that IL leveraged that information in their application efforts and received the designation.

#### LHA Websites

\* Walker has responsibility for keeping Iowa a site current, while latest news letters need to be uploaded as well as updating the list of ILHA officers and County Consuls.

\* The national website needs updating as well. Under 'News', the 2003 Indiana Conference is the highlight! Executive Committee and Board of Director info needs updating.

#### Fisher Monument Project.

The Carroll venture came to a grinding halt when the principle players picked up their stakes and moved the operation to Michigan. Success for the Litestar came no easier there. My book comes out in a year, and I hope readers enjoy it. **L**

Southwell estimates \$20,000 to build the monument and has organized committee, has written to individuals and companies with personal or historic interest in Fisher and the LH requesting funding.

Motion made and carried that ILHA would pledge \$700 toward monument and challenge all state associations to pledge equal amount.

I am honored to serve as the new Clinton County Walker to contact national treasurer Jess Peterser to formalize grant escrow account, and promote the challenge



nationwide.

Reed/Niland's Corner Project.

\* Niland's Café ribbon cutting was held on December 22, 2003. Café open Tuesdays through Sundays with capacity for 60. Copy of menu was provided by **Joe Harper** to all.

\* Reed's Station restoration complete. Landscaping to be completed in the Spring.

\* Harper reported that the committee is considering Grand Opening coinciding with Colo Crossroads Festival in July.

Consul for the Iowa LHA. I live three miles from the Clinton County line and am quite familiar with the Lincoln. Elmer Ketelsen served in this position admirably for years, and I hope to fulfill the duties of a Consul as well as he.

I am also serving on the committee that is working to conduct a sesquicentennial event for Dixon, Iowa, where my wife Annette and I now live. We have been in town less than a year but already feel like part of this small community.

**County Consul Reports**

Clinton: LaFollette unable to attend meeting

Let me give you a brief biography. I am 44 years old, and have been married to my wonderful wife for 12 years. I have a daughter, Diana, who is studying for her Masters degree in at Western Illinois University, and a son-in-law, Greg, employed in the Galesburg, Illinois, school district.

Linn: **Van Becker** reported that LH is getting good press in *Old Car Weekly*. Fate still unknown regarding the LH (now Holland) Orchard. Mortgage for Linn Co. Historical Center is being retired.; LH marker is in basement of that building. Tall Corn Historians brochure still not available but will include Bev's input on the importance of the seedling mile that was replaced in Linn Co.

Benton: **Ron Preston** reported that the building of the Belle Plaine museum is underway with completion scheduled for the end of July. Hwy. 131 into Belle Plaine has been renamed B40. Mike Kelly reported Youngville is closed for the winter. Need more volunteers to increase hours when it reopens in the spring.

Tama: **Ron Cory** reported that the 25<sup>th</sup> Annual Tama LH Bridge Festival will take place May 14/15.

Maintenance of the bridge and park area is in its 17<sup>th</sup> year. He solicited for vintage car to be designated as "LH car" for parade. Work continues on King Tower cabin interior. Eight banners line roads into Tama.

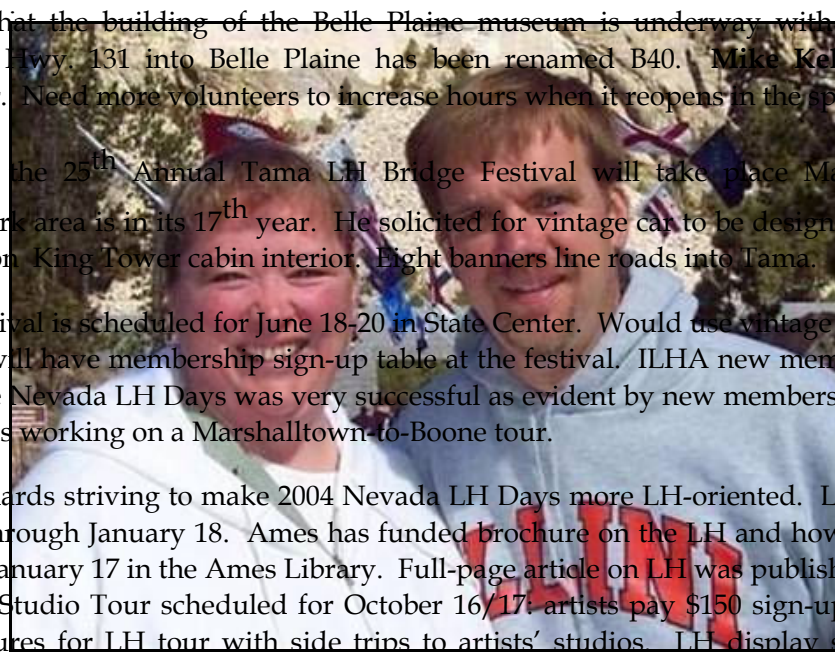
Marshall: **Noble** reports Rose Festival is scheduled for June 18-20 in State Center. Would use vintage car in Tama festival for Rose Festival. ILHA will have membership sign-up table at the festival. ILHA new member sign-up effort held in conjunction with the Nevada LH Days was very successful as evident by new members reported in newsletter. Marshalltown C&VB is working on a Marshalltown-to-Boone tour.

Story: **Benson** reported Tom Richards striving to make 2004 Nevada LH Days more LH-oriented. LH exhibit at Ames Public Library will be up through January 18. Ames has funded brochure on the LH and how it changed Ames. Jeff to give LH lecture on January 17 in the Ames Library. Full-page article on LH was published in Ames paper in December. LH Artists Studio Tour scheduled for October 16/17: artists pay \$150 sign-up fee, partly used to print promotional brochures for LH tour with side trips to artists' studios. LH display sites will be planned along the tour, complete with map packs, membership info and LH items for sale. Sites also available for artists who don't want visitors to their studios. Sponsorships will be available to local businesses. Jeff asked for contact from each tour city: State Center: Noble and Catherine and Sampson; Colo: Scott; Ames: Benson; Boone: John Fitzsimmons or Barb & Joe Moore; Ogden; Joyce to find contact.

Boone: **John Fitzsimmons** saw genuine interest in the LH after weekend at Scenic Valley RR where LH brochures have been gobbled up. John suggested that an insert to the brochure list paved and gravel "hot spots" on the LH.

Greene: **Bob Owens** is working on the preservation of the old Deep Rock station on the east edge of Jefferson. County supervisors are involved and supporting this effort. **Ralph Miller**, owner and leading the restoration of the "old" Camp Cozy south of Grand Junction on old LH, introduced.

Carroll: **Norma Berns** reports Wittrock's showroom and canopied station still for sale. New curator at the Carroll Co. Historical museum has asked for a LH display. Norma and Rollin spent 3 days doing research along Hwy. 6 (River to River Road) which was one of two routes considered for LH through IA.



Crawford: no report

Zoning Board.I applied for a Riverboat

Harrison: Dedication of the Lincoln Highway Memorial was held on October 27, 2003 with approx. 100 people attending. Elaine Ehler reported that the person they had in mind for the dedication was selected by drawing a name out of the box; drawing cost of \$50,000. The Waukegan Historical Commission will save the canopied ("eyebrow") gas station there. Elaine hopes to have a possible Lincoln Highway Festival held on September 27/28; a brick-throwing contest fundraiser will be held which generated good proceeds.

Pottawattamie: Brett Ford's written report on the project is moving forward. \$26K bid received for deck construction and two more people for those who provided input for funding ideas.

Meeting adjourned at 12:00 p.m.

With my experience in the Lincoln Highway Association for the past 4 1/2 years, I hope to bring valuable experience to the Lincoln Highway Association.

Lunch was served at Bailey's Pizza followed by a tour of Watson's Grocery Store. Original shelving, bins, cash register, display cases, scales, coolers, lights, and other valuable items make this a "must see" for visitors. Watson's is open from May to September on Saturday and Sunday afternoons. Restoration has begun on 104 Main Street which will become the Rural Heritage Center, with plans planned for the LH as well as Barn Restorer's organization. Last, the group visited Shepherd's Barber Shop, left as is by its previous owner - as if he closed one day at 5 p.m. and never returned.

I will work hard in Clinton County and throughout Iowa for the common good of the Lincoln Highway Association. I look forward to meeting all of you soon.

Respectfully submitted,

## Springtime Means Tama Bridge Festival Time

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and Staff**



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Linn County

The 25th Annual Lincoln Highway Bridge Friday evening activities include the Bill I is kicked off with a 5K run at 8:00 a.m. do

The bigger-than-ever parade starts at 10 Montezuma High School Band, the Issis participated.

A beef barbeque follows the parade and presented directly in front of the Tama C children's show from Estes Park, Colorado his brothers who have performed in Nas

Especially for kids will be the popular \$2 food court will be in operation both Frida

Join us for the celebration under the L information contact Ron Cory at 641-484-

sites is representative of not just a highway, but  
 Van & Bev Becker, IowaLHA@McLeodUSA.net  
 of an era. The primary focus of this organization

is The Lincoln Highway. It is in our best interest  
 to promote all of the historic routes in the state.  
**Benton County**  
 Arde Schoonover (319) 477-6191

While The Lincoln is our most recognized and  
 best documented historic highway, the

**Tama County**  
 color-coded HDOT map of Iowa's "registered"  
 Ron Cory (515) 484-2761

highway routes shows there are 63 others that  
**Marshall County**  
 cross the state. This map, which is  
 part of the historic display at Nijand's Café,

helps visitors from across the state connect their  
**Story County**

Margaret Elbert (515) 233-1445

Speaking of other highways, I'd like to

**Boone County**  
 LaFollette, our new Clinton  
 County Consul. Jeff is also President of the

Route 66 Association of Illinois! There has

always been a bit of friendly competition  
**Greene County**  
 between the routes. For example, they had a

television series named for them but we had  
**Carroll County**  
 a very memorable evening when George

Preston stole the show from Johnny Carson.  
 Norma J. Berns (712) 792-5880

Not only do people still talk about that

**Crawford County** actually mimic his  
 Arde Schoonover (319) 477-6191

show. Enough of the differences – this looks  
**Harrison County**  
 like an opportunity to celebrate our

similarities.  
 Elaine Ehler (712) 647-2779

**Pottawattamie County**  
 Finally we wish the best to Ron Corey who  
 Brett Ford (712) 545-3283

will continue as an active member but will  
 be stepping down as Consul. Time and  
 space do not permit me to adequately thank

Members all that have done for Iowa LHA.  
**Cliff Stewart**

Cliff Stewart

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#### Newsletter Editor

Paul Walker  
**Rural Heritage Center**

**Celebrates Grand Opening .**

**Noble Sojourner**

Lyell Henry  
 Marshall County Consul Catherine Noble

reports that on May 14th **State Center Main**

**Street** will host a celebration for the

restoration of the structure at 104 W. Main.

This is the dilapidated building next door to

famous Watsons Grocery on the Lincoln

Highway in State Center.





From 5 to 10 p.m. there will be tours of the building, musical entertainment, and the State Center Farmers' Market. Everyone is welcome.

For more information, contact **Jeff Merrill** at 641-485-3959.

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bytes)

## Have Spare Tire, Will Travel

*By Van & Bev Becker*

Let's look back six months to our Autumn 2003 column in which we referred to a boathouse north of Detroit, Michigan on Lake St. Charles, a small lake connecting Great Lakes Huron and Erie.

The boathouse had belonged to first LHA President Henry Joy who was also President

of the Packard Motor Company. This boathouse was later donated by the widow of Henry Joy to what is now the Gross Pointe Sailing Club; a generous gift indeed. As time passed, the building aged and the trendy City of Gross Pointe raised taxes. Recently I spoke with a member of the sailing club's Grounds Committee and unfortunately, Henry Joy's beloved boathouse will probably be torn down before year's end. They blame the tax situation.

In the same article, I wrote of young Abe Lincoln's involvement in a prominent Davenport/Rock Island lawsuit. In his legal capacity as a railroad president, James F. Joy, Henry Joy's father, was the first to enlist and hire Abe Lincoln in legal work for the railroads.

On May 6, 1856, the new side-wheel steamer, *Effie Afton*, veered to the left (Iowa side) and struck the Chicago and Rock Island Railroad bridge, the first railroad bridge that crossed the Mississippi River at Davenport/Rock Island. Research reveals that after the collision, the steamer stalled and the river wedged the boat in below the bridge decking, breaking the smokestacks and showering both bridge and boat with sparks. Newspaper accounts use the word "spectacular" to describe the resulting conflagration. The passengers escaped, but the livestock aboard were destroyed. In the end, the draw span was inoperable, the bridge was impassable and the *Effie Afton* was a charred sunken hull.

The boat owners sued the railroad/bridge company, claiming the bridge was a hazard to navigation. Intervening was a young Mr. Lincoln who reviewed the logbook of a local ferryboat that had been struck earlier in the day by the *Effie Afton* as it departed Rock Island for St. Paul. Lincoln walked to the damaged center draw span of the bridge, asked a few questions about the river's current, looked over the edge at the water, then nodded and left the bridge. Many years later, the U.S. Supreme Court finally settled the trial in favor of the railroad and bridge company.



The original railroad bridge was repaired and replacement bridges were constructed in 1865, 1872 and 1896. The 1896 bridge steel bridge is still in use today.

The *Effie Afton* never sailed again. Years later, a dredging crew discovered the ship's bell, which can be seen today on display in the Rock Island Arsenal Museum.

But I digress.

Bumping along the Lincoln Highway into the town of Belle Plaine, an early traveler could visit the site of the Jumbo Well, "Eighth Wonder of the World!" The well is celebrated each September by townsfolk with a carnival and 3-day celebration named - what else? - Jumbo Well Days.

Back in the summer of 1886, the town of Belle Plaine contracted for an artesian well for water and fire protection. The well-digger, William Weir, was paid \$175 to dig it. Why the site south of the railroad station was selected is unknown other than it was in the middle of the street.

The Weir family's cup ranneth over. The Belle Plaine artesian well erupted into a monster, spewing more than 3,000 gallons of water per minute into the street.



This made the news, not just in Belle Plaine, but coast-to-coast and beyond. A Paris, France, newspaper carried a photo with the story. The (doctored) Paris photo showed the main downtown street flooded with 2-3 feet of water. The water threatened homes

and businesses.

## Along the Lincoln Highway



The Newsletter of the Iowa Lincoln Highway Association  
Summer 2004 ..... Volume 9 Issue 2

### GREAT GRADES.

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**

### 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 visiting the Reed/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**

### 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 highways of the state by visiting the following websites:

- [www.lincolnhiway.com/](http://www.lincolnhiway.com/)
- [www.reedniland.com/](http://www.reedniland.com/)
- [www.roadsidephotos.com/](http://www.roadsidephotos.com/)
- [www.highwayman-routes.com](http://www.highwayman-routes.com/)
- [www.route40.net/index.shtml](http://www.route40.net/index.shtml)
- [www.roadtrippers.com/index.html](http://www.roadtrippers.com/index.html)

### 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 were 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 structure and freshening up the red trim [photo].

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and Staff.

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Lyell Henry



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 Baughe 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. **✚**

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 ½ 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.

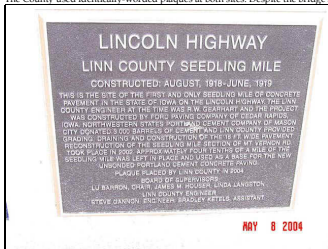


That makes two memorials to the Lincoln Highway this spring! And both arrived at no cost to you or to the Lincoln Highway Association, and for that we are grateful.

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 4-½ miles west of the Seedling Mile, its plaque also states, "This is the site..."



Unfortunately this is a 4-½ 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. **✚**

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

Larry & Vicki Anderson Clarence, Cedar Co.<sup>L</sup>

Steve Kroeger Casey, Gruthie Co.

Bob Merritt Carroll, Carroll County Co.<sup>L</sup>

Kathy Rohling Wheatland, Clinton Co.<sup>L</sup>

Central Iowa V-8 Club Adel, Dallas Co.

<sup>L</sup>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 Sue Aron, 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 200<sup>th</sup> 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-Neiland'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 "Bridge the 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 CoC 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 pavilion. 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.

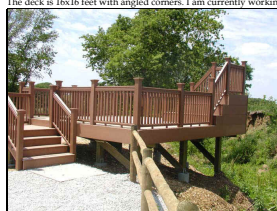
The festival, in its second year, carnival rides and games, softball tournament, dances, kiddies' fests, fabulous food, a car cruise on the Lincoln Highway and an extensive parade. **L**

### 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. ■

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# Along the Lincoln Highway



*The Newsletter of the Iowa Lincoln Highway Association*

Volume 9, Number 3

Autumn 2004

## Old Bridge Gets New Life.

*By Jeff LaFollette,  
Clinton County Consul.*

Many of you are familiar with the pony truss bridge between Calamus and Wheatland in Clinton County. The bridge was threatened with demolition in 1997, but then-Consul Elmer Ketelsen was diligent in safeguarding it.

The plan was to make the area into a historic site. However, seven years have passed, and the danger has reappeared in area newspapers earlier this year.

To learn what was going on with the bridge, I contacted the Clinton County Conservation Board (CCCB), and spoke with Al Griffiths, Executive Director.

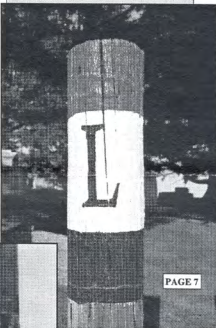
Al informed me that the CCCB owns the bridge and surrounding grounds. By "owns," he means it was essentially given to the CCCB in 1997 in a handshake agreement.

In June I asked for permission to work at the bridge site - primarily mowing, pulling weeds and general cleanup. Al contacted the Clinton County Engineers Office for their opinion, to which they responded, "You know, it's your bridge." Al concurred and the rest is history.

Imagine the surprise on my wife Annette's face when I came home from work to say, "Dear, I'm going to mow around

*(Calamus Bridge, Continued on page 6)*

THE LINCOLN HIGHWAY ASSOCIATION SHALL IDENTIFY, PROTECT, INTERPRET, AND IMPROVE ACCESS TO THE LINCOLN HIGHWAY AND THE ASSOCIATED SITE, USING THE APPROPRIATE MEASURES TO PREVENT FURTHER DETERIORATION, DISTURBANCE OR ALTERATION OF THE REMAINING



PAGE 7

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

## Planners Visit Coe Conference Site.

On Saturday, August 14th, members of the Iowa LHA convened on the grounds of Coe College in Cedar Rapids for a tour and some Q&A with Dean of Student Life Greg Griffin. Coe is the site of the national LHA conference in 2006.

President Mike Kelly, Vice-President Bob Stinson, past Presidents Van and Bev Becker, Clinton Consul Jeff LaFollette, Charlie Kuester, and State Director Paul Walker participated in the walking tour. For several it was the first visit to the site. No one left the campus disappointed with the selection.

Greg fielded questions during the tour related to housing and meal costs, and suggested locations for events. The group was most impressed with the cost of on-campus housing - \$76 or \$104 for the entire conference depending on living arrangements - and access to Coe's exceptional seminar halls, which will be in full use during the conference.

Unconstrained by the nature of a hotel conference, Coe will be a very flexible host. Several ideas were proposed by the group on ways to break out of the traditional conference mold, and Coe was amenable to them all. This included a pig roast as an evening meal, serving of Iowa wines for the banquet, expanding the bookroom's function, working with Coe

*(Coe College, Continued on page 5)*



[www.lincolnhighwayassoc.org](http://www.lincolnhighwayassoc.org)

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



## Have Spare Tire, Will Travel

By Van & Bev Becker

**F**orget that it is Autumn 2004, and look squarely in the rearview mirror. We are going back 75 years.

What's going on in 1929? Well, the federal government has taken over numbering of our beloved highway. Here in Iowa, we now look for U.S. 30. The last official act of placing "memorial" markers on September 1, 1928, is over a year behind us.

The stock market crash of October 29, 1929 is a short two months away—no "Black Friday" yet. The Roaring Twenties still roar.

Henry's lady, the Model A, is in the middle of its production run (late '27-'31), and these lovable vehicles are everywhere.

Iowa Electric Light and Power Company's subsidiary, CRANDIC (Cedar Rapids and Iowa City) Railroad is busy pulling up the last of the trolley tracks in Lisbon, Iowa. The trolley service from Cedar Rapids to Mt. Vernon and Lisbon, the end of the line, will be never more. The trolley line operated from 1913 to 1928, almost paralleling the life of the Lincoln Highway Association. This pull-out also eliminated trolley service to the Palisades-Kepler State Park resort.

On the high end—E.L. Cord in 1929 introduced the new, low, long and expensive Model L-29 automobile. The L-29 is pictured here with the Graf Zeppelin. The sticker shock notwithstanding, the car still features

front-wheel drive. Despite Cord's good name and fine reputation, the American public is not sold on the unconventional drive system. It will be many years before the advantages are recognized and accepted.

And in late August 1929, two men from the Lincoln Highway city of Cedar Rapids, Iowa, have a bird's eye view of history in the making. The men, Dan Hunter and Howard Hall, flew

their airplanes (biplanes?) alongside the massive German air ship Graf Zeppelin as it passed slowly over Davenport, Iowa, the Rock Island Arsenal and Moline, Illinois. How did this futuristic airship look to the Cedar Rapids flyers? See photo at right.

For years Davenport residents wondered aloud if the Zeppelin flying over the U.S. Arsenal in the middle of the Mississippi River wasn't on some sort of spy mission. The flight was originally scheduled to fly over St. Louis.

About this time, Zeppelin fever bit like a new high-tech bug! From cast-iron toys to post cards, if you could somehow catch the magic of the big silvery lighter-than-air craft, it was somehow associated with being modern and in vogue.

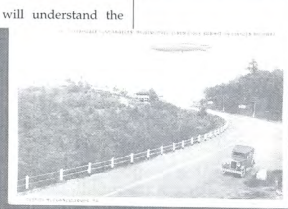
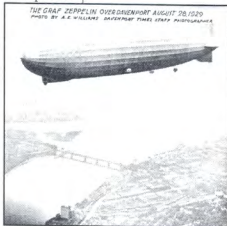
This big Graf Zeppelin, shown over Davenport, traveled 40 times around the world and more than one million miles. It flew for 9 years including 144 flights from Berlin to Rio de Janeiro or New York City. For lift, the Graf Zeppelin carried 16 giant "sausage" casings filled with highly flammable hydrogen gas.

The Zeppelin fever caught on with a few cabin/motel operators who felt the down-to-earth appearance would pull in more earth-bound customers. At right is a Zeppelin Park—Tourist Camp in Jennerstown, Pennsylvania.

Spending a night in this tourist camp had to be quite a contrast to the luxury of the real airship.

Post card collectors will understand the

allure of this photo. The U.S. Dirigible Los Angeles is shown passing over Scrub Ridge Summit west of McConnellsburg, Pennsylvania, floating above the Lincoln Highway through the mountains of Pennsylvania as if to say,



*(Spare Tire. Continued on page 6)*

## Ramblings Along the Lincoln Highway.

*Minutes of the Summer 2004 Iowa LHA Meeting  
City Hall, Ames, Iowa.  
10 July 2004.*

*Submitted by Su Aros, Secretary.*

**T**he July 10 ILHA Summer Board Meeting was held at the City Hall in Ames, Iowa with 22 members attending. Thanks to **Jeff Benson/Margaret Elbert** for hosting the event, providing coffee and pastries.

President **Mike Kelly** called the meeting to order at 9:33am. Iowa LHA member **JR Manning** of Germantown, WI, was introduced. JR traveled 350 miles to attend the meeting and be present for the July 11 Grand Opening of Reed/Niland's Corner. Motion was made and carried to accept the minutes of the April 10 Spring ILHA meeting as published.

### *Treasurer's Report*

**Bob Ausberger** (in Joyce's absence) reported a checking account balance of \$1,778 and an investment account balance of \$4,714. The Lincoln Highway Walking Tour booklet of Ogden, Iowa has been printed and was paid for out of funds being held in the checking account.

### *Membership Report*

Lapsed memberships were distributed to County Consuls after the Spring meeting by **Cecil Stewart**. Cecil will wait to hear back from the Consuls before removing any members. Tama County signed 7 new members. National membership now totals 1,191.

### *State Director's Report*

**Paul Walker** thanked Consuls for their annual activity reports, which were compiled and submitted at the National Conference.

\* Fisher Pass Monument Status: At the 2004 National Conference the Board voted to contribute \$2500 to this project. The Iowa LHA had pledged \$500 with restrictions. Motion was made and carried to drop the restrictions and release the \$500 Iowa pledge to the Fisher Pass Monument committee.

[www.webspawner.com/users/fisherpass](http://www.webspawner.com/users/fisherpass)

\* The lease for the LHA Headquarters at Franklin Grove, IL was renewed for 3 years, no cost.

\* The LHA has paid \$700 (U.S. Patent Office and attorney fees) for a 5-year Declaration of Use and Incontestability of the LH logo.

### *2006 National Conference Update*

\* LHA insurance coverage confirmed to resolve the issue with insurance clause in Coe contract.

\* Coe College charges for lodging based on use,

so number of dorm rooms required not due before June 2006.

\* **Van & Bev Becker** to develop list of hotel options with rates for attendees who prefer hotel rooms to dorm rooms.

\* 2006 presentation at 2005 NV conference: **Mike Kelly** will make DVD/VHS of presentation and give copies to take back to their states.

\* Should we have a conference theme? **Jeff's** idea: "Back to the Mud"

\* Conference group photo currently planned with Youngville as the backdrop.

### *Discussion Items*

Benson reports on the NPS Report.

\* He, **Bob Lichty**, **Jay Banta** will prepare a unified LHA response to the NPS study.

\* Of the four alternatives for national involvement that the Secretary of the Interior will send to the U.S. Congress, the LHA voted for #1: No Federal designation of the highway but the government agrees to fund a non-profit foundation for 10 years with a set amount of money.

\* Consuls generally support position, but commented on need for federal transportation policy involvement, stressing type and location of signs Illinois is using, and that level of integrity in resource is similar to other corridor resources in which NPS has taken more of a direct role.

\* Benson to draft Special Resources Studies letter and for review at October meeting.

\* Benson and **Catherine Noble** are proceeding with October 1 application submission for Scenic/Historic Byway Designation for LHA.

\* Iowa had 14 members at 2004 Chester WV national conference. Tour into Ohio included diverting to Akron to see Frank Seiberling's estate (co-founder of Goodyear Tire & Rubber and a past president of the LHA). Dinner cruise on Allegheny, Monongahela and Ohio Rivers in Pittsburgh definitely a highlight.

\* **Su Aros** has provided the 2004 Planning Committee with National Conference Attendance Survey to solicit feedback from 2004 attendees. National Board expressed interest in learning why members do not attend conferences. ILHA members present offered reasons such as time, money, family, involvement in other organizations, date conflicts and school in session. **Bob Ausberger's** response: "You should never let school interfere with the education of your children."

\* **Jeff LaFollette** reports County Conservation Department owns the Clinton County (Calamus) pony truss bridge, again endangered. LaFollette asked for and received per-

*(Ramblings, Continued on page 4)*



(*Ramblings, Continued from page 3*)

mission to clean up the area. Jeff/Annette mowed, chopped and pulled weeds around bridge. Plan to put up an identification sign. Would like to see it as a pull-off site, part of a walking, hiking area.

\* Kelly reports that the Youngville cabin fire investigation continues. Group suggested offering a reward for information. A Bella Plaine resident offered a cabin on his property that resembled those burned - from Tippy's Corner at Belle Plaine. Youngville needs more resources to be open more. It was repainted this year by volunteers.

\* **Bob Stinson** reports October meeting will be held at North Warren Fire Station in Des Moines. Lunch and tour of Jefferson Highway sites to follow business meeting.

\* October meeting will see election of Officers: VP/President-elect, Secretary and Treasurer.

#### **Other Business**

\* The Linn County Seedling Mile's brochure is now available. Lyell Henry distributed copies. A standard Iowa LHA 'vehicle' for participation in parades (Tama Bridge Festival, Nevada LH Days, 4<sup>th</sup> of July Parade in Ames, Carroll Band Day Parade, Jefferson Bell Tower Days) requested by Consuls. **John Fitzsimmons** suggested "sandwich board" display to place in truck bed and drive parade routes with magnetic logo signs on vehicle. Members have been using classic cars, pick-up trucks with logos taped to the sides. Resolution needed.

\* Greater Des Moines Volkssport Association is coordinating series of seven volkswalks in LH towns in 2005 and 2006: Clinton, Mt. Vernon/Lisbon, Tama, Ames, Boone, Logan and Council Bluffs. Kick-off was August 28, 2004 during the Nevada LH Days celebration.

\* New LHA National membership brochures were distributed. Beckers to take to Amana.

#### **County Consul Reports**

**Clinton** - **LaFollette's** priority is to get Clinton LH marked; polepainting to start soon. Participating in the Wheatland and Clinton Summer Fests as well as the Clinton Co. Fair.

**Cedar** - no report

**Linn** - The Seedling Mile plaque placed at the Bridge to the Past site is inaccurate. **Van Becker** working to correct this issue.

**Benton** - See **Mike Kelly's** Youngville report.

**Tama** - **Ron Cory** reported that the 25<sup>th</sup> Tama Lincoln Highway Bridge Festival attracted 3,000 visitors and included an hour and 20 minute long parade. Cory spoke to the Waterloo YMCA and provided a Tama tour; they want to

come back. The King Tower restoration is nearing completion. In Spring 2005 the bridge plaster will be touched up. Weather conditions must be just right for the special plaster to seal properly.

**Marshall** - **Watson's Grocery** has been added to the Silos and Smokestacks National Heritage Area as partner site. They are noticing increased numbers of visitors, getting folks from California and New York who have heard about us from the National Parks website, [www.silosandsmokestacks.org](http://www.silosandsmokestacks.org) or the NPS brochure. We always recommend they see Reed Niland as well. Carl Norman, a State Center artist has completed a painting of the Lincoln Highway looking from the east towards State Center on old 30. Prints will be for sale during the LH Art Tour.

**Story** - **Benson and Elbert** continue LH presentations with Green Hill Retirement Center. The Lincoln Highway Studio Artists Tour (October 16/17) brochure will be mailed by Jeff to ILHA members. The first 4<sup>th</sup> of July Parade in 24 years was held in Ames - LH parade entry would've been nice addition.

**Boone** - **Joe Moore** shared pictures of concrete panels (4' square) with dancers etched in the concrete from the old Nicolet Amusement area which was torn down many years ago. The panels were purchased by a Boone resident who may sell them. **John Fitzsimmons** painted 3 Colo poles for Reed/Niland's Grand Opening. During the Ogden Fun Days, John placed membership brochures on cars. The Ogden LH Walking Tour brochure is available for \$5.

**Greene** - **Ausberger** reported for **Bob Owens**. The clubhouse entertained a visitor from PA who joined as national LH member. The clubhouse is open Monday, Wednesday and Friday afternoons. Visitors are buying memorabilia.

**Carroll** - **Norma Berns** took membership brochures to Denny's in Carroll and promoted the LH to the coffee drinkers. Articles were written for the Carroll Today newspaper on the Chester conference, the World's Largest Teapot and The Point of Beginning. People are reading them but no new members yet.

**Crawford** - **Ardith Sporleder** considering a Lincoln Highway table display at the Crawford County Fair; however the cost is \$40/day.

**Harrison** - No report. **Kathy Dirks** from Missouri Valley reported seeing much interest in the LH from motorcyclists.

**Pottawattamie** - No report.

*Meeting adjourned at 1:05 pm.*

## Remaining King Tower Cabin Nearing Completion.

By Ron Cory,  
Tama County Consul.

Tama County's King Tower cabin restoration project—the sole remaining cabin on the site of the famous one-stop—continues into its third phase. The interior is 50% complete and the exterior is 85% complete. Many volunteers have been instrumental in making this possible, including LHA members Ed Draisey, Bob and Laura Etta Metz, Roger Hill, Joyce Wiese, Marie Vileta and Ron Cory.

Over 500 volunteer hours have been expended thus far. An attempt has been made to save as much of the original exterior and interior including the workroom, windows, doors, etc. We are anxious for the final touches and look forward to completion.

The 25th Annual Lincoln Highway Bridge Festival was a huge success on May 14 and 15. Crowds estimated between three- and four-thousand were on hand for the two-day celebration in downtown Tama. The weather was great, the parade bigger and better than ever, and wonderful entertainment and support were enjoyed by all. **L**



wonderful entertainment and support were enjoyed by all. **L**

(Coe College. Continued from page 1)

Food Service to customize a menu, and more. In fact, events will be more limited by members' imaginations than by Coe's ability to accommodate.

Invitations have been extended for speakers who want to take advantage of Coe's state-of-the-art presentation technology. Coe has three small auditoria equipped for any presentation format, and along with the support of the Coe staff, planners have high hopes for an exceptional conference! **L**



The plaza behind Coe's Gage Union - site of several activities planned for the 2006 conference.



Iowa LHA members are pleased with Kesler Auditorium's suitability as a seminar room.



The magnificent grounds and architecture of the Coe College campus!

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

John Satariano  
David McNaught  
Keith Light  
Dick and Sharon McQuillen  
Michael & Laura Saylor  
Edwin Draisey  
Hoffmans Amiel, Inc.  
William Schweitzer  
Marlys Messingham  
Allan Richards  
D.W. Bill Smith  
William Spring  
Mike & Terri Chapman  
Faye Fuller  
Bryan Osberg  
Kitty Sheehan  
State Center Main Street  
City of Wheatland, Mayor Jerry Bopp

Tama, Tama Co.<sup>L</sup>  
Corona, California  
Perry, Dallas Co.  
Jefferson, Greene Co.<sup>L</sup>  
Convoy, Ohio  
Tama, Tama Co.<sup>L</sup>  
Tama, Tama Co.<sup>L</sup>  
Crystal Lake, Illinois  
Waterloo, Black Hawk Co.  
Montour, Tama Co.<sup>L</sup>  
Jefferson, Greene Co.<sup>L</sup>  
Jefferson, Greene Co.<sup>L</sup>  
Des Moines, Polk Co.  
Jessup, Maryland  
Urbandale, Polk Co.  
Carroll, Carroll, Co.<sup>L</sup>  
State Center, Co.<sup>L</sup>  
Wheatland, Clinton Co.<sup>L</sup>  
Des Moines, Polk Co.  
Ames, Story Co.<sup>L</sup>

Jeanne Wheeler  
James Graham

**Iowa Lincoln Highway County**



## The President's Corner

by Mike Kelly,  
ILHA President.

Plans for the 2006 LHA conference are well underway and we'll be spending a great deal of time at future meetings brainstorming, planning, and delegating to make this a memorable event. Please contribute your ideas and suggestions. Even though the conference is in eastern Iowa, a statewide effort is needed to assure success. During my term, the west-enders have displayed quite a knack for hosting well-planned and well-attended events, and their input is indeed welcome and necessary.

As we toured eastern Ohio at the 2004 conference, our hosts were especially proud of their recently designated Scenic Byway status. We are grateful to Jeff Benson and Cathy Noble for their efforts to bring this overdue recognition to Iowa's Lincoln Highway. Hopefully all County Consuls were able to find the support needed from community and county officials.

This is my last *President's Corner* and I close with a story about a passion of mine: the power of documentary film. Four years ago some old films from the 1930s were found in Belle Plaine. The footage includes scenes from the original Lincoln Highway as well as numerous businesses that are long gone. Following a showing of the footage, a group of civic-minded citizens had an impromptu brainstorming session on how to preserve aspects of local history.

On September 11, 2004 the dedication ceremonies for the recently completed *Belle Plaine Area Museum* building were held. This million-dollar facility is located on the original Lincoln at the east end of downtown Belle Plaine and is accepting displays and exhibits. Plans call for a grand opening when filled out later this year.

Congratulations to not only the organizers but the entire community for recognizing the importance of historic preservation.

I encourage everyone to attend the fall meeting as host Bob Stinson will provide an informative tour of the Jefferson Highway. Following the business meeting, Bob and I will partake in a great American tradition - the peaceful and orderly transfer of power. **L**

*(Calamus Bridge, Continued from page 1)*

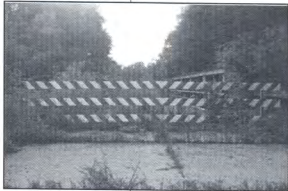
some concrete. Do you want to come along?" The look on her face said it all..."What have you got yourself into now?"

So now I mow the bridge area once a week. I've pulled the weeds at the barricade [photo] and weeded the pavement on the east and west approaches. I'll share an "after" photo in the next issue. The photo at bottom shows the bridge in 1996, still open to vehicular traffic.

I secured an OK from the CCCB to place a post close to the bridge, on which a Lincoln Highway logo will be painted.

Future plans include nomination for National Register of Historic Places status, and possibly some interpretive Lincoln Highway signage, as well as signage pertaining to the nature of this important wetland area. I believe the plans can be completed in time for the conference in 2006.

Support from Lincoln Highway Association members toward my endeavors at this historic site will be most appreciated. The bridge is getting its recognition, and with any kind of luck will get a new lease on life. **L**



*(Spare Tire, Continued from page 2)*

"Out of the mud and into the air—flying is the way of the future."

The Zeppelin craze came to a halt, of course, on May 6, 1937, when the German Airship *Hindenberg* exploded and burned while attempting to land at the U.S. Naval Station in Lakehurst, New Jersey.

On-the-scene radio news broadcasters uttered, "Oh, the humanity and all the passengers!" as the highly flammable hydrogen caught fire and crashed in 32 seconds.

Now, eyes back on the road, and watch your driving! **L**

### Upcoming LHA State Meetings

January 9 '05	State Center
April 9 '05	Clinton
July 8 '05	Tama
October 8 '05	Lowden
April 8 '06	Coe College



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BOARD OF DIRECTORS  
(COUNTY CONSULS),  
AND STAFF.

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<b>Newsletter Editor</b>
Paul Walker
<b>Noble Sojourner</b>
Lyell Henry

## GREAT GRADES.

An LHA project to mark the eastern Iowa Lincoln Highway before the 2006 national conference is underway. Clinton County Consul Jeff LaFollette and wife Annette have spent weekends and evenings painting telephone poles.



Wherever the driver has to make a route choice, the LaFollettes are painting the traditional red, white and blue tri-color, complete with directional arrows. Jeff reports the folks in Wheatland are especially proud to have their route marked. The community of Wheatland recently joined the LHA.

At the Clinton/Cedar County line, Jeff handed off to State Director Paul Walker, who with Linn County Consuls Van and Bev Becker, have painted a path to Youngville, 10 miles west of Cedar Rapids. The project has closed down for

the year, but may re-start with warm weather in the spring.

The markings are intended to replace the multitude of poles painted by Bob and Joyce Ausberger, leaders of the fledging LHA in 1994. The cover photo shows both a new pole and the old, still hanging in there after ten years. Some of the old markings have been covered, others left as is.

Before starting, the group decided on some ground rules. Paint would lie on top of a liberal layer of primer, to keep the paint looking fresh for years. The paint would be oil-based, again for longevity. Jeff selected the correct shades of blue and red, so all poles would have the same coloring. "Ladder-climbers" are relying on the painting guide of long-time Boone County pole-painter John Fitzsimmons, following it with little revision.

One point on which they purposely diverge is the logo. Poles were originally maintained by localities. In keeping with that tradition, the "L" logo and arrows will vary somewhat from county to county, which drivers may notice crossing county lines.

Where there are multiple routes of the Lincoln, the more historically interesting route has been selected. Both routes may be marked, with dates indicating the years of the alignments. Occasionally drivers will spot a pole in front of a Lincoln Highway landmark, like the Hillside Cabin Court in Cedar Rapids, or the Ced-Rel Supper Club.

Paint for this project was made possible by a grant from the Diamond-Vogel company that provided 20 gallons free. Time and labor are volunteered. So far, about 85 poles have been painted, reaching through four counties.

A report on the project and a demonstration of the Iowa process will be part of a panel discussion at the 2006 conference for persons interested in marking their own Lincoln Highway. **L**





## The Year of “the Jeff” Continues—Part II: Des Moines.

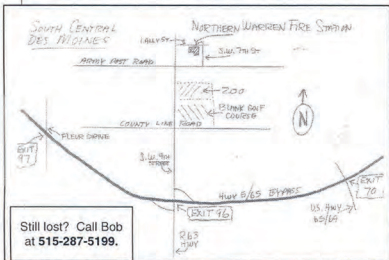
President-elect Bob Stinson invites everyone to the Autumn Iowa LHA meeting and tour of Iowa’s “other” historic highway. Festivities are at the **Northern Warren Fire Station** located at **6304 SW 7th Street in Des Moines**. Coffee and high-carb firehouse treats (hey, cops aren’t the only donut-eaters) will be available at 9:00 a.m. Outgoing president Mike Kelly will call the meeting to order at 9:30.

Lunch will be served by the Northern Warren Fire Department and the ladies auxiliary. In addition to saving lives, firemen love to eat, so be ready for some good firehouse chow! Lunch will be a goodwill donation—please be generous since anything above the food cost will go to the all-volunteer department.

After lunch, we depart for a tour of the Jefferson Highway south of Des Moines. Highlights include the original route through south Des Moines that hasn’t changed much since the JH days; an old bridge abutment; a bypassed stretch of wonderful 18-foot lip curb paving nestled in the woods; and a piece of original route in service since at least 1875.

To get to the south side of town, use the south bypass—IA Hwy 5 from the west and U.S. 65 from the northeast. This bypass is accessed from I-35 at Exit 68, and from I-80 on Exit 141. Make your way to Exit 96 R63 Hwy / SW 9th Street. Exit there and proceed north, per map at left. Make sure you don’t use under-construction I-235 through town.

On SW 9th Street, proceed north to the stop sign at County Line Road. Continue past Blank Park Zoo on right. Cross Army Post Road, turn right at Lally Street—firehouse is on right. Parking is in the lot to north or in the field to the south. **L**



In This Issue...

Calamus Truss Bridge in ICU, Big Mo at Coe!

**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 9, Number 4

Winter 2004

## Our Man in Greene County.

By Bob Owens.  
Greene County Consul.

**W**orking with our County Engineer Wade Wiess, the Greene County Lincoln Highway Association installed metal LH signs across the county [photo page 7].

On November 23rd, we also had an excellent informational meeting with our County Engineers and County Supervisors, with engineers and planners on hand from Snyder and Associates. The topic of discussion was the Eureka Bridge. The engineering consultants presented several plans how the bridge could be accommodated, including plans for bypassing it, or perhaps even rebuilding it.

Those in attendance understood the historical significance of the bridge—it's on the National Register of Historic Places.

On a sadder note, I must report that our good friend and charter member of the LHA, Jonathan M. Fletcher, passed away in Des Moines, also on the 23rd.

LH supporters will remember Jonathan as the grandson of J.E. Moss—builder of the famous Moss Corner busts north of Scranton. Jonathan was instrumental in promoting funds toward renovation of the Moss Corner Lincoln memorial busts. **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



## The President's Corner

By Bob Stinson,  
ILHA President

**F**irst of all, I would like to say what an honor and pleasure it is to serve as ILHA President for 2005 and 2006. I have some mighty big shoes to fill considering all of the good people who have held this

office before me.

A big "thank you" for a job well done goes to outgoing president Mike Kelly. On the same note, we should all be grateful for the folks who have stepped forward over the past few years to fill the positions and serve on the ILHA Board of Directors. An organization is only as good as its membership,

and I believe ours is one of the finest groups of individuals I have ever known.

Which brings me to my second point. I joined the LHA because of a love of things historical and a desire to preserve them, as well as a burning penchant to experience the "Open Road and the Flying Wheel."

But now that I have been a part of our organization for several years, I realize the reason I enjoy it so much is the great folks who are our members. I have made many good Lincoln Highway friends: like-

*(President's Corner, Continued on page 5)*



PAGE 8

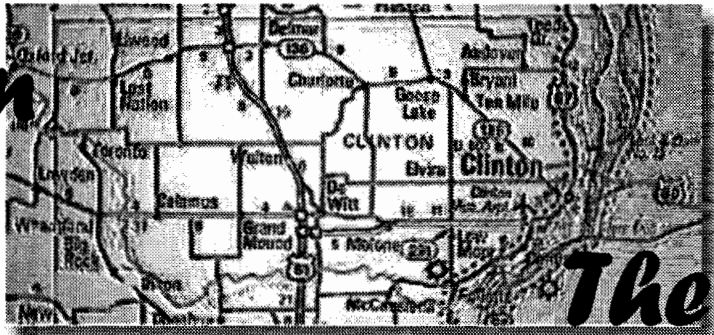
AWARENESS OF ITS GOALS AND ACTIVITIES FOR PRESERVING AND DEVELOPING THE LH. FACILITATE RESEARCH ABOUT THE LH AND PUBLISH A MAGAZINE FOR ARTICLES AND NEWS OF ACTIVITY RELEVANT TO THE LH. WORK WITH LOCAL COMMUNITIES AND BUSINESSES TO PROMOTE THE LH AS A TOURISM DESTINATION. AND BE EXCLUSIVELY CHARITABLE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



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IOWA LINCOLN HIGHWAY ASSOCIATION  
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OGDEN, IOWA 50212

# Between



# The Rivers

BY JEFF LAFOLLETTE,  
CLINTON COUNTY CONSUL.

..and then some

The Iowa LHA is fortunate indeed to have two feature writers. In addition to years of entertaining story-telling by Van Becker of Linn County, Clinton County Director Jeff LaFollette will be sharing alternating issues. "Between the Rivers and Then Some" is a salute to the Lincoln Highway entering Iowa over the Mississippi River, and exiting Clinton County five miles beyond the Wapsipinicon River near Wheatland.  
-ed.

Sometimes the state DOT and county engineers get a bad rap from historical interest groups. We suspect they're out to forsake all we hold dear, and they sometimes think we're a bunch of crazies willing to chain ourselves to bridges or lie on old pavement to save it.

We have to respect their reasons for wanting to improve Iowa's roadways, the primary one being driver safety, and I am convinced they will respect our endeavors if we approach them the right way.

One thing is for sure...as government agencies, they do an *excellent* job of keeping records. Recently I contacted the Iowa DOT office, located on Lincolnway in Ames. My mission was to gather information on the old Calamus pony truss bridge.

After e-mail and phone calls, two packages arrived from the Ames office. What a treasure trove—well above expectations!

I received thirteen pages of contract and bond information, not only on the bridge, but also on county road improvements on the Lincoln, and three pages of design plans for the bridge. One page outlined all the bridge and culvert projects completed in Clinton County and is dated January 1922. So here's some history of the bridge and the Lincoln Highway improvements.

The bridge was part of what was called

Primary Road Project #125. This project was approved by voters in Clinton County on September 3, 1919, "authorizing the construction of hard surfacing on the said primary road system of said county." It was the beginning of getting Clinton County out of the mud.

Sitting on the Clinton County Board of Supervisors at the time were John Eden, George Cook, and George McClintock. They were authorized to issue bonds for the project, not to exceed \$1,800,000. At the time of the resolution, \$400,000 had been appropriated, which had been spent on paving and improvements. The records of the Clinton County Engineer's office state that the pony truss bridge construction began and was completed in 1920. Our little bridge was known as "Design #9," a 90-foot by 20-foot "skew" pony truss bridge [photo, pre-barriers]. According to records, it was the biggest project of Primary Road Project #125.

Actually it was the only bridge listed on PRP #125. Everything else was either cattle passes or box culverts.

Estimated quantities of materials to construct the bridge were 252.4 yards of concrete, 20,100 pounds of reinforced steel and 62,300 pounds of structural steel.

The remaining road construction was to be done on Primary Road No. 6 from the west line of Section 14, Township 81 North, Range 3 East, to the Cedar County Line.

I initially thought the distance covered was



(Between Rivers, Continued on page 6)

## Ramblings Along the Lincoln Highway.

*Minutes of the Autumn 2004 Iowa LHA Meeting  
North Warren Fire Station, Ames, Iowa.  
9 October 2004.*

*Submitted by Su Aros, Secretary.*

**B**ob Stinson, Assistant Fire Chief at the Northern Warren Fire Station in Des Moines and incoming ILHA President, hosted the meeting and provided frosted cinnamon rolls and coffee. 22 members and guests were in attendance. Outgoing President Mike Kelly rapped his gavel for the last time at 9:43am.

Motion was made, seconded and carried to accept the minutes of the July 10 ILHA meeting as published in the Autumn 2004 newsletter.

### *Treasurer's Report.*

Joyce Ausberger reported checking balance of \$1,960.84; Autumn newsletter publishing costs yet to be paid. Investment account balance is \$4,174.64.

ILHA reimbursed \$458.75 by "Keep Iowa Beautiful" grant to cover white paint for Greene County Star Motel and canopy gas station.

Motion made and carried to designate 70% of Ogden Walking Tour booklet sales be given to Ogden citizens working to save Mordini Building. Comment made of only one ILHA member from Ogden. Joyce volunteered to expend effort in the town of Ogden in generating interest and membership in the ILHA.

### *Membership Report.*

No report but a copy of lapsed memberships was circulated to Consuls for follow up.

### *State Director's Report.*

Paul Walker read resignation letter from Ron Cory, Tama County Consul. Allan Richards serving as Ron's replacement beginning in January 2005. Welcome Allan!

Future ILHA meetings to focus on planning for 2006 Annual Conference in Cedar Rapids. Good attendance needed especially at the January 2005 meeting.

### *President's Report.*

Mike extended thanks to ILHA members for support during his two years as president. He plans to remain an active member and Benton County Consul, as well as seek out old-timers from Iowa LH communities to record their highway memories.

### *Scenic Byway Status.*

Jeff Benson reports application for Scenic Byway status was filed on October 1. The DOT has 18 months to review and respond. Jeff

thanked all who worked to get support letters from 6 counties and 32 cities plus other organization. Still needed is Board-of-Supervisor letters from Clinton, Cedar, Linn, Marshall, Greene, Crawford and Pottawattamie Counties.

The argument for Scenic Byway status is "safety." Route needs to be marked/signed, allowing travelers to track the highway through their windshields as opposed to reading maps.

Jeff to write letter to DOT Executive Director seeking his personal assistance. To augment process, may involve asking Iowa legislature to stress marking route with the DOT.

Decision needed on route designation among variations, to be addressed by Benson, the Ausbergers, Cathy Noble, Charles Kuester, Jeff LaFollette.

If Scenic Byway status denied, alternate is Named Highway Program (memorial highways). Application made to the Office of Traffic & Safety. ILHA supplies signs and receives local government support along route. Carroll County used 12"x18" steel signs mounted by county engineer's office on e911 poles.

### *2006 Annual Conference Update*

January 2005 ILHA meeting used to assign action items to ILHA members. LaFollette shared information on grant application/funding/cycle/eligibility for funding from the Eastern Iowa Tourism and Clinton County Gaming Association. Will look to businesses, associations for donations to cover various conference expenses.

### *ILHA Election Results*

LaFollette accepted nomination for Vice President/President Elect for 2005/2006 and was unanimously elected to that office.

Joyce Ausberger and Su Aros elected by affirmation to another 2-year term for the offices of Treasurer and Secretary respectively.

### *General*

No resolution on identification of a LH parade vehicle.

Due to "consistent look" and durability issues in materials, vendor requests for LH street banners should be referred to Jim Cassler of the LH Trading Post. Using the Trading Post as the sole source for banners will ensure consistency and durability.

### *County Consul Reports*

Clinton - Jeff and Annette LaFollette have completed 36 pole-paintings and received an OK from Alliant to paint metal poles. The Calamus pony truss bridge appearance has improved. Will be tapping Clinton Co. cities

*(Ramblings, Continued on page 4)*



*(Ramblings, Continued from page 3)*

for LH memberships.

Cedar - no report

Linn - Van and Bev Becker went 3 for 3 in securing support letters for the Scenic Byway application. Also supporting Walker on Linn County pole-painting. Lyell Henry and Van working with county historical commission to move Seedling Mile plaque to appropriate location. Lisbon Main St. is lined with LH banners. Benton - Mike Kelly reported good turnout for Youngville Fall Festival. Still not sufficient proof for authorities to make arrest in Youngville arson case. Period "Youngville" pen was donated to museum. Belle Plaine museum dedicated. Preston Garage perseveres as popular tourist stop for national/international visitors.

Tama - Ron Cory's final report included volunteer maintenance of the bridge/park area is in its 19<sup>th</sup> year. Bridge replaster-and-seal project on city's Spring 2005 schedule. Five painted poles and 8 LH banners have sparked renewed tourist interest. King Tower Restoration Project is 75% complete. 26<sup>th</sup> Annual LH Bridge Festival in Tama is scheduled for May 20/21, 2005. Dr. Donald Johnson purchased a LH banner to hang across from office on Mt. Vernon Road in Cedar Rapids. Allan Richards reported that Chelsea gas station to be torn down. One of Allan's goals is installation of marker where Henry C. Ostermann, Field Secretary for the LHA, was killed in an auto accident near Montour in June of 1920.

Marshall - Cathy Noble has provided Scenic Byway application support.

Story - Jeff Benson reported LH Artist Studio Tour is October 16/17. Brochures available. Marshalltown and Boone have expressed interest for 2005. LH presentation in Ames resulted in the sale of 7 map packs. Ames Historical Society website is loading LH info into interactive site; images of private LH photos may be contributed.

Boone - Joe Moore reported that LH signs to be installed on sides of new concrete bridge replacing truss bridge. Pole painting continues.

Greene - Joyce Ausberger reporting for Bob Owens: Junction Café now open along Grand Junction main street. LH stickers have been placed on all Lincoln Way businesses in Jefferson; plan to blanket Grand Junction and Scranton as well. Camp Cozy and Star Motel cleanup efforts underway. Peterson Concrete in Denison attempting to duplicate LH concrete markers. \$350 grant to Greene County LHA

received from city of Jefferson and used to purchase LH metal signs for highway marking.

Carroll - Norma Berns secured city and county support letters for Byway application. Signed up Farner Bocken as a member.

Crawford - Ardith Sporleder absent but sent report that LH markers still laying on ground in front of Carlisle's Monument in Denison.

Harrison - Elaine Ehlert reported that she had a LH display at the Woodbine Apple Festival which 6,000 people attended. Woodbine Historical Corridor repairing canopy gas station and securing carriage house where Elaine's LH memorabilia may be secured. Elaine in charge of mural design for side of the old lumberyard building that facing U.S. 30 in Woodbine. Members asked for help in what to include.

Pottawattamie - No report.

The meeting adjourned at 12:15 pm with the passing of the gavel from Mike Kelly to Bob Stinson [photo].

L u n c h served by the Northern Warren Fire Department and ladies auxiliary with good will donations.

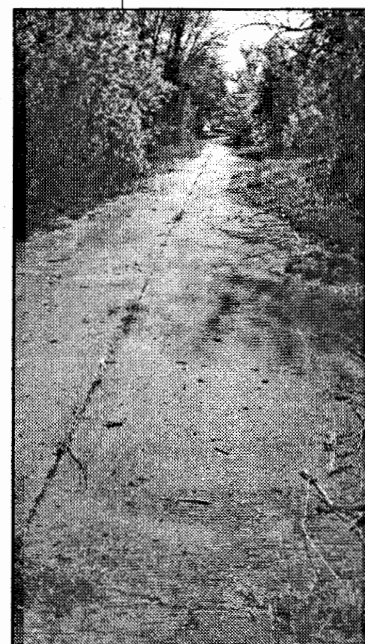


#### *Tour Highlights.*

Van Becker realized a dream when Bob Stinson drove a fire truck out of the fire house into the parking lot and Van cranked up the siren to his heart's content. John Fitzsimmons's son Sean sat in the cab with Van. One young kid, one old one.

Bob Stinson presented a slide show of the Jefferson Highway, its origin and its route through Iowa, with details of the afternoon bus tour. Two buses proceeded south out of Des Moines, in gorgeous sunny fall weather with stops at points of interest.

The group enjoyed walking along a mile stretch of 18-foot wide JH, lip curb, abandoned in 1948 [photo]. The discovery of the day by Kenny Russell of Jefferson was an A&W metal sign, 3-foot diamond shaped, along



*(Ramblings, Continued on page 5)*

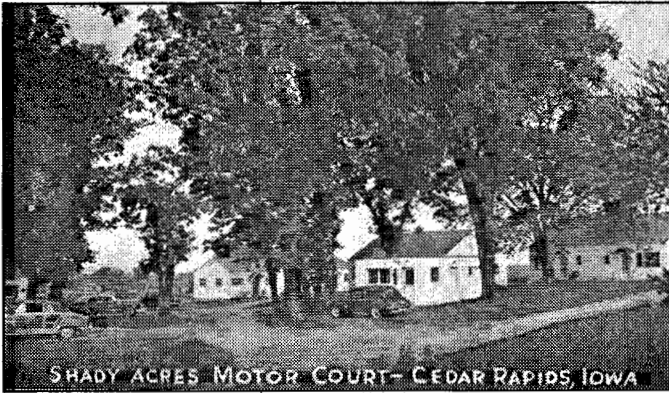
## Cedar Rapids Motor Court to be Demolished.

By Bev Becker,  
Linn County Consul.

This week when boredom set in, I chose to watch Cedar Rapids' public access channel. The televised Cedar Rapids City Council meeting is about as riveting as I can stand.

However, one item did pique my interest. They quickly announced and approved a resolution to extend 18th Street SW between 16th Avenue and Wilson Avenue SW.

The resolution sounds simple enough, but I



recognized the location. The upcoming street will run directly through the middle of one of our old highway landmarks, the Shady

Acres Motel, at 1791 16th Avenue SW.

So get your photos while you can. The proposed road construction will require lowering the grade significantly through the middle of the cabin camp. **L**

### *(Ramblings, Continued from page 4)*

the road [cover]. Our leader's first task is rescuing the sign and making plans for its future.

The last stop was an Indianola historical museum where members browsed through antique artifacts. Some buildings moved to the site included a school, church, log cabin, post office and general store, meeting house, and a garage where George Washington Carver lived.

At the end of the tour, the buses failed to appear, and just-sworn-in President Bob was anxiously contemplating how to get the tour to its destination.

Walking back alone on a busy two-lane to the buses' last known address, a police car spotted him. Next scene was Bob hauled away in the squad car. Bob Ausberger commented about lowered expectations for the new officeholder, and between the laughter, others remarked that this was the shortest tenure in the annals of the ILHA Presidency. **L**

### *(President's Corner, Continued from page 1)*

minded individuals who understand the grand adventure of standing on a by-passed road berm that once carried the nation's first trans-continental highway, or scrambling down an embankment to discover an old bridge abutment of our famous road. We have a significant responsibility to preserve and protect this important piece of history and tell it's story. We also have the right individuals to do it. I think Henry Joy would be proud.

One of the primary goals I want to see accomplished during my tenure is the official marking of the LH route across the state. It was discussed at length at the last meeting and we are moving in the right direction. An excellent example to follow is the magnificent job that the state of Illinois has done on their portion. Anyone who has driven it knows what a joy it is to follow.

The primary business at hand, however, has to be the preparation for the 2006 LHA National Conference in Cedar Rapids. It will be here before we know it. Paul Walker will have a presentation on this subject at the January meeting, so please plan to attend. Let's make the Iowa LHA Conference the best one yet!

Finally, I would encourage everyone to attend as many ILHA quarterly meetings as possible. This is your association and your input is important, not to mention all the fun we have. Just ask anyone who attended the fall meeting in Des Moines and toured the Jefferson Highway. Where else can you hike for a mile on an abandoned highway and have no bus on the other end to pick you up? Hey, everything came out okay though.

I hope to see you at the January meeting.

Happy Highways,  
Bob

### Upcoming LHA State Meetings

January 9 '05	State Center
April 9 '05	Clinton
July 8 '05	Tama
October 8 '05	Lowden
April 8 '06	Coe College

*(Between Rivers, Continued from page 2)*

from the bridge to the Cedar County border west of Wheatland. Inspecting a plat map of Clinton County, however, I saw that construction actually began approximately one mile west of DeWitt on current U.S. 30, far to the east of the bridge and comprising almost 20 miles of paving, bridge, and culvert construction, and drainage tile installation. \$1.8 million bought a lot of highway improvement in those days! Today that would barely pay for a mile.

At 85 years old, the bridge is actually younger than retired Clinton County Consul Elmer Ketelsen, though not as spry.

Now let's put the bridge in conjunction with the Lincoln Highway.

Prior to the truss bridge construction, the Lincoln exited Calamus west on the roadbed of current U.S. 30. At a point east of our pony bridge, the road veered northwest to enter what is today the Wapsi Oaks Country Club. There you'll find an old truss bridge crossing Calamus Creek, which resembles the pony truss but is shorter.

This alignment of the Lincoln predates the pony truss construction, so we'll call it the 1913-1920 segment. It then turned back west and ran north of the bridge area to pass through what is today the Syracuse Wildlife Area, public land belonging to the Clinton County Conservation Board.

You're free to walk the old roadbed here for about 0.5 mile [photo]. However, it's dirt and can be very muddy. It's more easily accessed



hunting land, so *wardrobe l'orange* may be advised.

After some distance the 1913-1920 Lincoln grade veers west-southwest until it dissolves under what we today call "old U.S. 30." In 1920, the Lincoln was diverted to the newly built pony truss bridge, replacing the original section and its two curves. However, the nar-

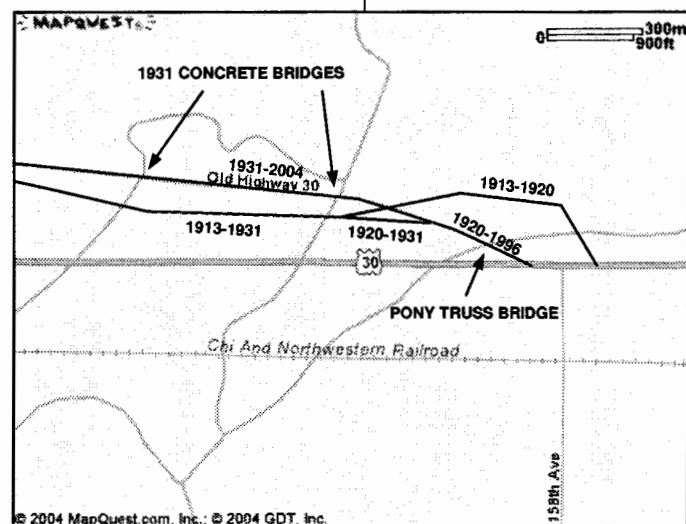
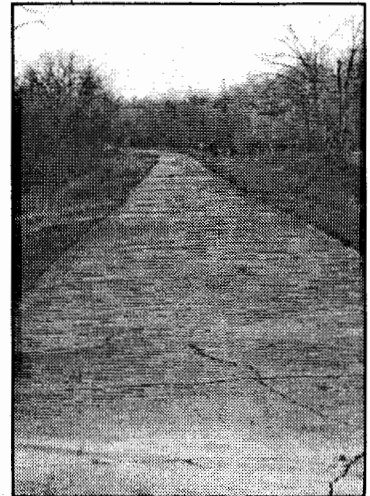
row asphalt of old 30 [at right] didn't come into existence for another ten years. Just up ahead is the first of two concrete and steel bridges which, according to Clinton County Engineer's documents, were constructed in 1930 and opened to traffic in 1931, further raising the roadbed out of the Wapsipinicon River and wetlands area. Until the concrete bridges were opened in 1931, the 1920 Lincoln flowed into the 1913 roadbed just beyond Syracuse. We can call this piece the 1913-1931 section. By the way, the 1931 bridges still support traffic today, but through creative use of yellow stripes, the county is restricting use to a single lane.

Driving on "old 30" asphalt from Syracuse, proceed 0.1 mile and look to your right to survey the original roadbed. Follow it another 0.1 mile to the point where it crosses under old 30, and come to a lowland crossing. From here you can walk west of the lowlands where there might have been a box culvert and the roadbed built up. Over time the culvert was likely removed and the berm either washed out by flooding or removed altogether.

Driving west for about 0.3 mile, the original Lincoln is on your left. The 1913-1931 highway is running between and parallel to old 30 to its north and current U.S. 30 on the south. Within a half-mile there are four alignments of the Lincoln, from abandoned dirt grade (1913-20) to abandoned concrete (1920-31), to narrow asphalt (1931-present) to modern concrete! See map.

Through here you can drive west about 0.3 mile, or simply walk the roadbed, and encounter some bridge abutments. The steel piers and concrete abutments are derelicts from the first steel truss bridge that carried brave travelers on wooden planks over this "Wapsi" backwater.

When it's wet - which is often - this is some of the soupiest land in Clinton County, so



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*(Between Rivers, Continued from page 6)*

be careful if walking. Did I mention the mosquitoes and water snakes? Snakes are rare and more than happy to share their Lincoln Highway treasure with you, if you don't step



on them. Mosquitoes have no such integrity.

From the first pier, hop back in your car and drive to the second concrete bridge and park in the parking area on the north side. Land north of old 30 is still part of the Syracuse Public Area, but the land to the south is private property. You may encounter four-wheel trails and snowmobile trail signs. Walk across old 30 and into the woods.

You will immediately see a road berm about 200 yards ahead. Hike to the berm, scrape off the dirt and leaves, and say hello to Lincoln highway concrete from 1921. This is concrete from Primary Road Project #125. Walk west toward the river, to some fallen trees. Look on the north edge of the old roadbed and see a steel pier and a concrete bridge abutment, remnant of another steel truss bridge with wooden planks. No-trespassing signs stand to the west, and we shall take that suggestion to heart.

If you track the roadbed back to the east, you can walk for about a quarter-mile on 1921 concrete, though nature has reclaimed most of the slab. Eventually it ends at another lowland crossing, which was probably another box culvert and dirt berm. From here you're better off getting back onto old 30 to continue west into Wheatland.

Information on the early Wapsi wetland Lincoln Highway was provided by Wheatland resident and local historian Bob Steele. Bob also informed me that this area was used by the city of Wheatland after the PRP #125 road was abandoned in 1930 and turned into the town dump. Artifacts still abound: old paint cans, tin cans, bottles, etc.

If you have enjoyed reading about this lost segment, you will have the chance to experience it. The Spring 2005 Iowa LHA meeting is in Clinton County, the first meeting here since 1996. Our county tour will include the pony truss bridge, and as much of the other sections as the waters of the Wapsipinicon will allow.

This is a rare opportunity to see some of the last virtually undiscovered segments of Lincoln Highway in the state, all within an historic two-mile section. So please keep Saturday, April 9, 2005 available for our meeting in DeWitt. Bring your hiking boots and camera and plan to have some fun.

Until next time I'll see you between the rivers...and then some. **L**



# Consuls: We Need YOU in State Center!

The mid-winter board meeting of the ILHA will be at 104 Main Street in State Center on Saturday, January 8th. As usual, friendly conversation begins at 9:00 am, with Bob Stinson trying out his new gavel at 9:30 am. There are several topics on the agenda – like nomination of the new State Director – but the bulk of the meeting will deal with the upcoming 2006 national conference in Cedar Rapids. We'll drive to Niland's for lunch.

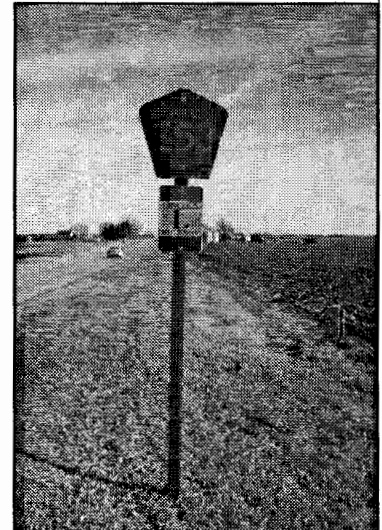
It's important for all Consuls to attend the meeting and spread the conference workload. If everyone takes a little responsibility, no one will need to take a lot. In case of inclement weather, the discussion will be postponed until the spring meeting in DeWitt.

So who are those people on the cover standing in the right-of-way of the Jefferson Highway!?

Oh, right! It's our new slate of 2004-2006 officers. And what a great group of officers it is. From left to right: re-elected Treasurer Joyce Ausberger (who's only pretending to hold up the A&W sign), Bob Stinson – President (doing a good job hiding his handcuffs), Jeff LaFollette – Vice President, and Su Aros, re-elected Secretary. Elections were held at the October meeting in Des Moines, which was followed by a very fun tour of the area's Jefferson Highway. You will have to attend the State Center meeting to hear the Bob Stinson incarceration story and see him do the "perp" walk.

Since the last newsletter, a couple of County Consuls slots have become vacant. Thanks go out to the Nortons of the Lincoln Hotel in Lowden for service to the LH in Cedar County for the past two years.

We are also sad to accept the resignation of Ardith Sporleder from Charter Oak. Ardith has been the Crawford County Consul since the early days of the reorganized LHA. A search is underway for replacements in both Cedar and Crawford Counties. Interested parties should contact State Director Paul Walker at his phone number inside. **L**

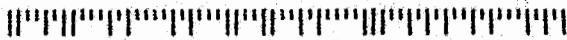


Greene County's new road signs (the lower one, with the "L")

In This Issue...

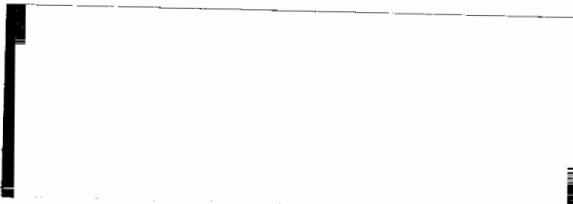
Discussions to Save Eureka!

New segment explored!



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