



Along The Lincoln Highway



Volume 24, Number 1

Spring 2019

THE NEWSLETTER OF THE IOWA LINCOLN HIGHWAY ASSOCIATION

President's Corner By Cathie Nichols, President

I hope that by the time this newsletter hits print that we will be over the worst of this "Polar Vortex" weather. Things came to a standstill this last week of January, with temps here in DeWitt at a record low of -31 degrees. I'm ready for spring!

The good news is that ILHA membership is up three members this past quarter. The bad news is that membership is declining (and some of us, myself included, aren't getting any younger), so we have developed a committee to find a way to increase our membership. Some suggestions from the committee:

- If there is a college or university in your county, visit the history department to see if they would be interested in a National membership. The *Forum*, its articles, and also the state newsletter might encourage interest in history students.
- Visit libraries in your county to discuss the benefits of National membership and having the *Forum* available in their reading racks.
- Ask to leave back issues of the *Forum* in waiting rooms of doctor's offices. Beauty shops, hospitals, etc. (Bob Owens has been the leader on this.) Someone might pick one up and spark an interest in our organization.

Other suggestions were to modernize the header of the newsletter, or make a video for YouTube. The tally of new members

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Military Convoy Reenactment

Submitted By Harlan Quick, Marshall County

As we prepare for two reenactments of the 1919 Military Convoy on the Lincoln Highway this summer, we want to share this article from the State Center Enterprise, July 31, 1919.

MOTOR TRAIN ATTRACTS CROWDS Many Gather Along Highway To See Government Transport Convoy Pass Through Town

Although the county officials had been spending considerable effort in putting the south county road in conditions for the passing of the motor truck train last Friday, and unofficial announcement had been made that they were to travel over that road, the offica's in charge of the train chose to stay on the "official" highway and the train passed through this city over the road at the north edge of town early last Friday morning. Quite a number of local people gathered along the highway and watched the speeding trucks pass through the city.

The military motor vehicle of the two companies numbered fifty-eight all told, including five passenger cars, two ambulances, six motorcycles, forty-three trucks, including tank trucks and two trailers. In addition there was an engineering unit with three trucks,

Continued on Page 5

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Mission Statement

The Lincoln Highway Association shall identify, preserve, interpret and improve access to the Lincoln Highway and its associated sites, pursue the appropriate measures to prevent further deterioration, destruction or alteration of the remaining sections, publicize and seek public awareness of its goals and activities for preserving and developing the LH, facilitate research about the LH, and publish a magazine for articles and news of activity relevant to the LH, work with local communities and businesses to promote the LH as a tourism destination, and be exclusively charitable and educational within the meaning of the Internal Revenue Code.

Clinton County Report By Cathie Nichols, President

It's too cold to get out and work on much, so I'm focusing on getting my four new members (see President's Corner) by signing up all the libraries in Clinton County. I'm going to offer each of them a free one-year membership (that I'll pay for) in hopes that they'll see the benefits and sign up on their own next year. I'm leaving at each library a copy of the *Forum*, one of our newsletters, some of the Junior Explorer booklets, and membership fliers. I know we have four libraries in the county at least.

I have also signed up Rita Hart, our former State Senator, who ran for Lieutenant Governor alongside Fred Hubbell. Since she's between engagements (so to speak) until she can run for Congress again, and the fact that she's from Clinton County and has shown interest in the trail project for the old highway, I think she will be a great addition to our team.

L



Solid Ice and Other Tales from the Heartland is a book about life in Iowa in the 1920s, driving truck on the Lincoln Highway in the 1930s, and other stories from a time gone by.

Available for purchase on [amazon.com](https://www.amazon.com).

Stay in the Know

Visit our website to read the minutes from our winter meeting.

www.iowalincolnhighway.org/latest-news

will be printed in the newsletter every quarter so we can monitor our progress.

The goal is for each county consul to sign up four new members by the next meeting in Belle Plaine in April. Try to encourage National membership, but if someone wants to just become a state member, we'll be happy to sign them up. The membership committee consists of Bob and Joyce Ausberger, Jan Gammon, and Cathie Nichols. If you have ideas, or would like to be on the committee, please contact one of us. Let's help our organization grow!

The Jeff Benson Endowment Fund, which contributes to the ILHA, is soliciting donations to help it grow. Margaret Elbert, widow of Jeff Benson, will match any donation made this year, up to \$5,000. Donations are eligible for tax credit. The fund currently stands at \$14,000. Please get your donations in this year and double the money.

The ILHA website needs your county's events. Please get them to Meredith at mponder@prrcd.org to be added to the calendar. The *Forum* still needs articles from members. The last issue included one from me and one from Lyell Henry. Get those articles in, folks.

Harrison County received good news that the new divided Highway 30 will go past the Harrison County Welcome Center. If you have never been there, it's a must see.

King Tower Café in Tama is applying to be on the National Register of Historic Places as a Historic District.

We have lots of exciting things going on. I hope to see you at the next meeting in Belle Plaine!

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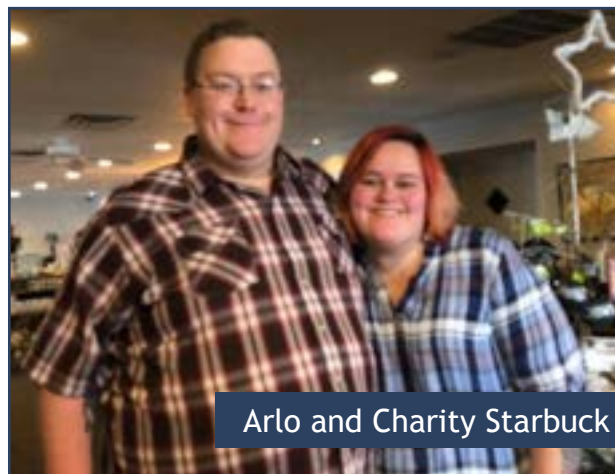
Meet the New Operators for Reed-Niland Corner

The new operators for the Reed-Niland Corner in Colo are Charity and Arlo Starbuck. Charity has a business entrepreneurship degree and is working on her B.A. Previously, she ran the café in the Boone DMACC campus and helped start Whatcha Smokin' in Luther.

They have planned a retro type menu including burgers, malts, pie, a full breakfast menu, and dinners including steaks, chops, fish, and pasta.

In the future, they may add a smoker and offer barbeque. Plans are to open March 1, but they will hold a grand opening after that. Watch our website for more information.

L



Arlo and Charity Starbuck

Welcome new members of the Iowa Lincoln Highway Association!

Carl Anthony of Brooklyn, Iowa
The City of Grand Junction

Carroll County Update
By Barbara Hackfort
Carroll County Consul

The corner of Highway 30 and Carroll Street has seen many changes over the years, from car dealerships to the present-day winery. The intersection is located where the original Lincoln Highway turned south to cross the railroad tracks, then turned west to intersect with Highway 71, in the vicinity where Lincoln Highway tourist cabins were located.

W.A. Swaney began the construction of the complex in 1913. The opening of the building closely coincided with the announcement of the route of the Lincoln Highway that same year. Swaney, the first Lincoln Highway Consul for Carroll County, sold the dealership to "Mort" Mackey, who also served as a Lincoln Highway Consul in 1924. At this time the business was listed as the "control" measuring mileage from the towns east and west of Carroll. Mackey would sell the business to McCoy Motors, who would add the double canopy, brick pillars, and tile roof in 1931. Wittrock Motors would restore the building in 1996. Today the complex is the Santa Maria Winery.

L



Photos and Research by Vicki Gach

LHHB Update
By Jan Gammon, LHHB Coordinator
Prairie Rivers of Iowa

Things are going well at the Byway office. We applied for, and received, an extension for Youngville's oil room restoration project. We also received a grant for design and printing cost about the 1919 Motor Convoy, the Lincoln Highway, and Mamie and Dwight Eisenhower. We have applied for a Tama County Community Foundation Grant for an interpretive panel about Henry Ostermann, the LHA's first Field Secretary who lost his life on the high, sharp curves east of Montour. The panel will be put in a nearby cemetery. The Tama Bridge project is coming along and some early engineering work being done this winter, with the bulk of the work being done this spring and summer.

Jan Gammon, Byway coordinator, will be making presentations at City Council and Board of Supervisor meetings this year. In January, she visited with Greene County Board of Supervisors, Grand Junction City Council, and Scranton City Council. She had to reschedule time with Jefferson due to weather. In February, she hopes to attend Boone County, City of Boone, and City of Ogden- depending on the weather. You are invited to attend the meetings as well and show your support.

We have been doing further research for the American Society of Civil Engineering's Historic Landmark Award and hope to have a third draft completed soon. There are several more grants we are researching and applying for, so stay tuned as more projects unfold.

L

one carrying a pontoon bridge with a trailer. Each of the two companies was a complete unit up to war strength. The trucks each contained a compliment of from three to a half-dozen men. Each company had its ambulance, dispatch bearers in motorcycles, a truck repair shop, and gas and oil tank truck carrying a quantity of heavy timbers and planks to bridge bad spots and (to) strengthen weak bridges.

Because of the dust the trucks traveled far apart in the country, the train spreading out over a distance of five to ten miles. All the trucks are traveling on solid tires and the rate of travel is not to exceed ten miles an hour.

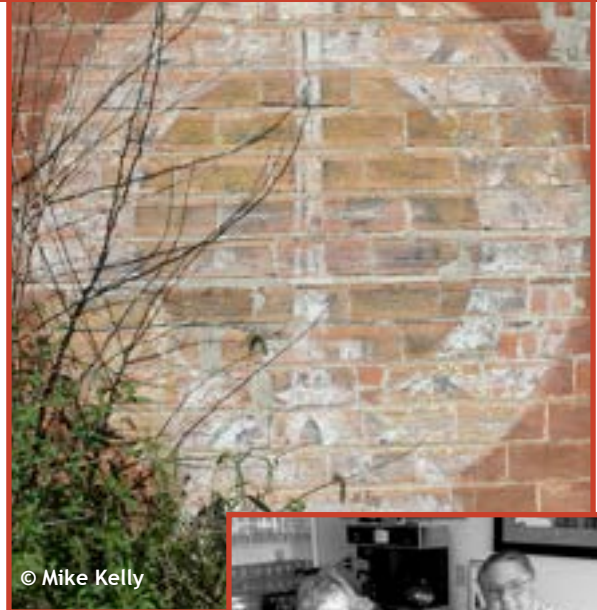
Recruiting for motor transport and tank corps is being emphasized on the tour. The recruiting is in charge of Captain Murphy. Such invitations as “We want good men. Be one of the 8,000 men for the motor corps moving the army,” were painted on the bodies of the trucks.

Commercial interests were well represented with the train. The Goodyear contingent, including the band, numbered nineteen people in charge of C.C. Wittoeft, assisted by Carl H. Stbig. The trucks carrying the commercial detachments brought the total number of vehicles up to nearly seventy. The Firestone and Goodrich tire companies had representatives and service men with the convoy as have also the Dixon Crucible Company and the Packard Motor Car Company. These representatives are making observations along the trip and are taking notes on tire and fuel consumption and other statistical data.

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Mystery Place By Mike Kelly

This Issue's Mystery Place



© Mike Kelly

It's a ghost, but not necessarily paranormal. What is it?



Last Issue's Mystery Place



© Mike Kelly

This is the Bridge located on the “Historic Loop” between State Center and Marshall-town—several miles east of State Center.

If you think you can identify the Mystery Place, send an email to lincolnhighway@prcd.org or call 515-232-0048. Call with the correct information and we will take your name and contact information. We then will hold a random drawing for a winner to receive a 2013 Iowa Lincoln Highway Map Pack! This is to accommodate for the varying time and travel the postal system can take and to give all a fair try.

Alex Park
Submitted By Cathie Nichols, President

This article on Alex Park is from a Wheatland History book, found in the Clinton County Historical Museum. It is believed to have been written by Elmer Ketelsen, a former Iowa Lincoln Highway Association member. Text in parentheses is Cathie Nichols.

It has been a very long time since Alex Park provided entertainment and convenience for touring vacationers, but some of our older residents still remember it fondly.

L.E. Alexander began the venture by showing moving pictures in Lowden Cedar County and then in Wheatland (Clinton County), sometime during World War I. At first they were "silent; and then "talkies" starring Douglas Fairbanks, Mary Pickford, and the like.

Soon after the Lincoln Highway was completed through Clinton and Cedar Counties and in the waning days of the Schuetzen Park, the Alexanders started their new project. They purchased some timberland on Walraven's Island midway between Calamus and Wheatland. The park would have been on the land between the old and new highways (the 1913 and 1928 alignments) and a bit to the south.

They built a home, a log cabin store, and a small swinging footbridge across a stream that ran through the property. After clearing away brush and some small trees, they built a dance pavilion which hosted some popular name bands of the time, including Wheatland's own Whizz-Bangs. There was room for a baseball field and bleachers, a parking lot for cars, and their own electric power plant.

In a very short time, it became a very popular place for celebrations, picnics, and baseball games. It also provided a resting spot for travelers to camp, lay in supplies, and, maybe, do a little fishing.

Weekends would see visitors from Clinton, Cedar Rapids, and the Quad-Cities. Attendance grew steadily when the Alexanders added new attractions, such as a merry-go-round, owned and operated by Herman Martens of Wheatland; and a big aerial swing made of the bodies of old Model-T and Ford Automobiles. They named it "The Flying Fords." Herman was Ralph Martens' grandfather.

Mr. Alexander continued to show his movies, which was later taken over by Louis Klahn. Alex Park continued to flourish until Mr. Alexander became ill and passed away. His wife sold the park, and eventually, all the buildings were torn down. Maybe it wasn't Disney World, but it provided people with a lot of fun, and memories.

L



Nancy & Ronny Hauser

Hours:
M-F 10:30 AM - 5:30 PM
Sat 10:00 AM - 4:00 PM
LincolnHwyTradingCo@gmail.com

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Carroll, IA 51401
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Chris cell 515-238-0755

**The James H. Andrew Railroad
Museum and History Center**

at the Boone and Scenic Valley Railroad

November 1 through May 22

Monday - Friday 10 am - 4 pm

Saturday Noon - 4 pm

Closed Sunday

May 23 through October 31

Sunday - Thursday 10 am - 4 pm

Friday and Saturday 10 am - 5 pm



www.iowarailwaymuseum.org

Visit one of Iowa's most interesting railroad collections

Wineries on the Lincoln
By Meredith Ponder,
Newsletter Editor & Webmaster

Are you interested in exploring the Lincoln Highway through local wineries? This is a list of privately owned establishments that will give you an opportunity for a weekend getaway with friends or loved ones on our beautiful, highway. Find your new favorite wine to sip on—sweet or dry—the choice is yours!

Loess Hills Vineyard & Winery
www.loesshillsvineyardandwinery.com
Crescent, IA

Santa Maria Vineyard & Winery
www.santamariawinery.com
Carroll, IA

Rock Garden Vineyard
Boone, IA

Prairie Moon Winery
prairiemoonwinery.com
Ames, IA

Wine Styles
winestyles.com/cedarrapids
Cedar Rapids, IA

Kirkwood Winery
www.kirkwood.edu/winery
Cedar Rapids, IA

Glyn Mawr Vineyard and Winery
glynmawr.com
Mt Vernon, IA

1st Avenue Wine House
1stavenuewinehouse.com
Cedar Rapids, IA

Tycoga Vineyard & Winery
www.tycoga.com
DeWitt, IA

Wide River Winery
www.wideriverwinery.com
Clinton, IA

Did I miss your favorite Lincoln Highway winery? Let me know by emailing me at mponder@prrcd.org.

L

Excerpts from “Report on the Trans-Continental Trip”
D.D. Eisenhower—November 3, 1919
Rock Island Arsenal in Rock Island, Illinois

“I was detailed for duty as observer on Trans-Continental Motor Truck Trip on the day that the train left its initial point (Washington D.C.).... I joined the train at Frederick, MD, the first night’s stop out of Washington.

....The Lincoln Highway was almost constantly followed after meeting same at Gettysburg, PA. The road through Maryland was of concrete and excellent in all ways, except that it is a little narrow for convoy work. Ten miles of dirt road from Emmitsburg, MD to Gettysburg had several old, low covered wooden bridges. They were too low to admit passage of high topped vehicles.

Road through Pennsylvania was almost entirely tarvia, and very good, though at some points, poorly graded. Through Ohio and Indiana a great portion was paved and macadamized. In Illinois train started on dirt roads, and practically no more pavement was encountered until reaching California.

The dirt roads of Iowa are well graded and are good in dry weather; but would be impossible in wet weather. In Nebraska, the first real sand was encountered.... Wyoming roads... are poor dirt ones, with weak culverts and bridges. In one day 14 of these were counted, broken through by the train.

...In Western Utah,... the road becomes almost impassable to heavy vehicles. ...the road is one succession of dust, ruts, pits, and holes. This stretch was not improved in any way, and consisted only of a track across the desert... In observing the effect of the different types of roadrough roads, sandy ones, or on steep grades the truck train would have practically no value as a cargo carrier.

...Some of the good roads are too narrow... The truck train was well received at all points along the route. It seemed that there was a great deal of sentiment for the improving of highways, and, from the standpoint of promoting this sentiment, the trip was an undoubted success.”

L

**The next ILHA meeting will be April 13, 2019 in
Belle Plaine, Iowa, at the Belle Plaine Area Museum.
Refreshments at 9:00 AM with general meeting to follow.**

Coming from the east on Highway 30—turn south on V66 and go until you are in the heart of Belle Plaine at the intersection of V66 and Highway 21. Go one block south to Main St (12th St) and turn left onto Main St and head east 2 blocks. You will find the Museum in the 3rd block on the south side of the street.

Coming from the west on Highway 30—turn south onto Highway 21 and follow it into Belle Plaine. It turns into 13th St. Go to the intersection of V66 and 13th St. Turn 1 block south to Main St (12th St) and then turn left onto Main St and head east 2 blocks. You will find the Museum in the 3rd block on the south side of the street.

There should be parking available in front of the building or across the street at the library.

The group will be ordering lunch from the Lincoln Cafe.

Upcoming Iowa LHA Meetings

April 13: Belle Plaine, General
July 13: Harrison Co., Business
October 12: Clinton Co., General

FIRST CLASS

Place
Stamp
Here

www.iowalincolnhighway.org



Iowa Lincoln Highway Association
P.O. Box 224
Grand Junction, Iowa 50107

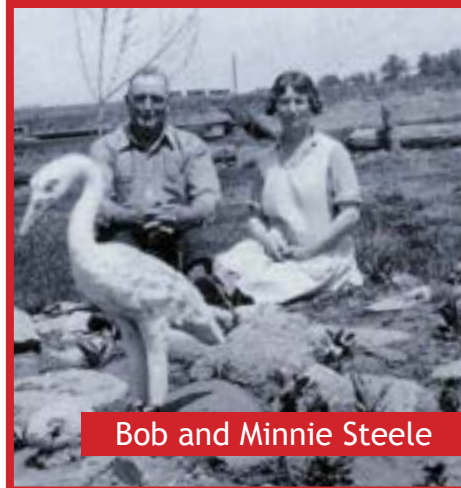


Iowa Lincoln Highway Association

Summer 2019 Newsletter

Finding a Fresh Start Along the Lincoln By Barbara Hackfort

The Carroll County Historical Society recently received a copy of Raymond AmRhein's memoir recounting his childhood days in Carroll during the 1930s. Entitled "Names Evoke Memories," it records the roundabout journey with his family from Indiana, through Alabama, Texas, Oklahoma, Kansas, and Nebraska to Iowa. Coming into Carroll on Hwy 30 during a storm, their first night was spent at the Lincoln Highway Tourist Camp on the west side of town. Just a few weeks earlier the Historical Society had received photos of that tourist camp taken in the late 1920s and early 1930s. It was owned and operated by Bob and Minnie Steele.



Bob and Minnie Steele

What follows are excerpts from the memoir that trace the journey of a young family who, in 1928, after falling victim to the farm depression of the 1920s, travelled the Lincoln Highway to search for a new beginning, and found it in Carroll, thanks to

Continued on page 5



President's Corner By Mary Helen Preston

Hello, please let me introduce myself. I'm Mary Helen Preston. Yes, I'm related to George and Ronald Preston. I'm George's granddaughter and Ronald's daughter. My husband, Garry Hevalow and I moved to Belle Plaine 2 years ago to preserve and restore the property. We live in the house behind Grandpa's Roadside Museum and the Station which sits on the old Lincoln Highway.

We are fourth generation owners and operations of Preston's Station and are dedicated to preserve the legacy. The Station itself was built in 1912, one year before the Lincoln Highway was dedicated. The Station was originally located at the corner of 7th Avenue and 19th Street and relocated to its present location when the Lincoln Highway was rerouted through Belle Plaine. I grew up being

Continued on page 3



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Award for Sandra Huemann-Kelly

Congratulations to Sandra Huemann-Kelly for receiving the "Friend of the Highway" Award. The award was presented at the 8th Annual Jefferson Highway Association Conference in Natchitoches, Louisiana. Sandii ran Niland's Café and the Colo Motel at the Reed-Niland Corner from 2011 to 2018. The group highlighted her work in promoting and preserving the history of the Jefferson Highway.

Thank you to Sandii for her dedication to both the Jefferson and Lincoln Highways.

L





Update on Cathie Nichols By Jan Gammon

As you may know our former ILHA president, Cathie Nichols of Clinton County was diagnosed with pancreatic cancer. After the discovery, she resigned from her role of ILHA President.

Her husband provided this update following her surgery:

Cathie was doing much better the first week at the skilled facility. She was walking long distances and climbing stairs. Then her feeding tube caught on a chair when she was getting up for therapy on May 10th or so. It pulled badly and hurt her. It appeared that the tube was working, but over the next few days she started to get weaker. The staff at the facility thought she'd caught a mild GI bug during one of the activities she had attended at the home and she was discharged on Thursday. By Friday morning she was much weaker. At her follow up appointment on the following Tuesday, we mentioned that there was a problem with the tube. Surgeon's nurse said for Norm to take her to the ER. So now she is back in the hospital in Iowa City. They replaced the feeding tube on Monday, May 20, and restarted the tube feedings. She was able to get the rest she needed and is now recovering in the comfort of her home before chemo and radiation.

L

Continued from President's Corner
told my great-grandfather, George (yes, my great-grandfather and grandfather are both George) purchased the Standard Oil Station in 1923. Now, the date when it was actually purchased and moved with a mule team seems to be up for grabs - while I grew up with 1923 recent research shows it could possibly be closer to 1928. I look forward into deep diving into historic research to learn more about my family's legacy and the Lincoln Highway.

I guess you could say, I've been interested and involved in the Lincoln Highway my entire life. Until 1993, when I spoke on behalf of my family at the National Convention in Ames did I realize the significance my family, especially my Grandpa, the Station, his Roadside Museum and the 3-room Motel played along the Lincoln Highway. It was Grandpa and Grandma's. The Station remains locked in time much as it did when Grandpa ceased operations in 1989.

After grandpa passed in 1993, dad became the caretaker and worked to continue the legacy. Dad had a keen sense of the importance the property played in history not only with the Lincoln Highway, but also Belle Plaine. Dad had the same passion and intuition grandpa did until he passed away in 2011. My husband and I are dedicated to preserving the Preston legacy along the Lincoln Highway and in Belle Plaine. Preston's Station Historic District will remain in our family and intact.

We are appreciative of the support from the Iowa Lincoln Highway Association and the Lincoln Highway Association, you are a valuable resource to us. We are only 2 years into our labor of love project and are excited to embark on the journey in front of us so all generations can appreciate and be inspired by the past.

L



July 2

Band: 34th Army Band Sidewinders 6-8 PM
Food: Matthiesen's Catering

July 9

Band: Ron Lubbers 6-8 PM
Food: The Depot

July 16

Band: Nutsy Turtle & Lori G 6-8 PM
Food: Grand Mound Sportsmen's Club

July 23

Band: Jason Carl & The Whole Damn Band 6-8
Food: Hillbilly Jack's BBQ

July 30

Band: Todd Striley and The Noise 6-8 PM
Food: Hall of Fame Pizza & Wings

August 13

Band: 2 Man Bullet Band 6-8 PM
Food: Matthiesen's Catering

August 20

Band: 10 of Soul 6-9 PM
Food: The Lucky Frog Bar and Grill &
DeWitt Nite Lions

Aug. 27th Car Cruise-In

Band: Tail Fins 6-9 PM
Food: Hillbilly Jack's BBQ & Kelley Girls Pizza
Chuckies Famous Breaded Tenderloin

L

1919 Military Convoy Celebration
By Jan Gammon

First, the Military Vehicle Preservation Association (MVPA) will leave from Washington, D.C. on Sunday August 11th and will arrive in Iowa on August 22nd and spend the night in DeWitt. Their tentative schedule is listed below:

8/22 De Witt Overnight
8/23 Lowden AM Break
8/23 Cedar Rapids Lunch
8/23 Belle Plaine PM Break
8/23 Marshalltown Overnight
8/24 Nevada AM Break (parade?)
8/24 Boone Lunch
8/24 Jefferson PM Break
8/24 Denison Overnight
8/25 ??? AM Break
8/25 ??? Lunch

They may be a part of the Lincoln Highway Days parade in Nevada (parade at 10:00AM) and the last two locations are still being worked out. Flooding may put a crimp in plans. It's Iowa, we'll just have to wait and see.

The second group is the Lincoln Highway Association with classic and contemporary cars. They will leave D.C. on Friday August 30th and will arrive in Iowa on Friday September 6th. They will overnight in Marshalltown as well and the next night in Council Bluffs.

Be sure to wave at the groups as they travel through your portion of the state or wherever you are along the Lincoln Highway. Wave a hand or a flag. They'll be glad to wave back!

L

Continued from Fresh Start

the neighborly kindness of the owners of the Lincoln Highway Tourist Camp.

They (Raymond's parents) turned east into Iowa at Council Bluffs and chose Highway 30 to carry them hopefully to the greener pastures they envisioned. We entered Carroll on Highway 30.

On the day we arrived, it was raining. Mother and Dad decided to wait out the storm at Bob Steele's tourist camp, which was located on Third Street near the intersection then of Highways 30 and 71. Highway 30, a graveled road, entered Carroll on Third Street from the west. Highway 71 from the south, also a graveled road, entered by turning east onto Third Street. The two highways proceeded easterly together on Third Street into Carroll. The camp was between the Mitchell residence on the west and the Winneke bottling works on the east. Bob and Minnie Steele convinced Mom and Dad that when the storm had passed they should not be in haste to leave. Carroll County just might be those greener pastures that had been eluding them.

Of course, when we arrived in Carroll, we knew no one, and my father and brothers, Roland and



Lincoln Highway Tourist Camp

Russell, had no jobs. Bob Steele came to the rescue. ... The employment he found for them was cutting cockle burrs in (a nearby) corn field.

One of the names remembered by AmRhein in his memoir was Franzwa, which “conjures up great memories of the village blacksmith. As a youth, I always looked forward to the visits to the Franzwa blacksmith shop to have equipment repaired or horses shod.” Like his parents, Raymond would search for greener pastures. He left Carroll for California in June of 1940, the year after he graduated from Carroll High School with the Class of 1939. He kept in contact with his classmates through class reunions, either in person or by phone. He died in 2005.

L

The James H. Andrew Railroad Museum and History Center

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Visit one of Iowa's most interesting railroad collections

Solid Ice and Other Stories from the Heartland



The storytelling techniques of an American artist

Ronald M. James
and Donald E. Dakins

Solid Ice and Other Tales from the Heartland is a book about life in Iowa in the 1920s, driving truck on the Lincoln Highway in the 1930s, and other stories from a time gone by.

Available for purchase on amazon.com.

Mystery Place By Mike Kelly

This Issue's Mystery Place



An often repeated timeline along the highway is trees and outbuildings are replaced by corn and soybeans, but in this case they have survived and the cropland has disappeared. The farmhouse also survives for now.

A fake one once threatened Nilands Corner with complete destruction, A real one has left the Marshall Co. Courthouse in giant bandages, and the community in question has had more "twisters" pass through than any other in Iowa.

Last Issue's Mystery Place



Congratulations to Van Becker for correctly submitting the correct answer. Last issue's photo was taken in Chelsea, Iowa. It's the remaining sign of a logo from the Viscosity Oil Company.

If you think you can identify the Mystery Place, send an email to lincolnhighway@prcd.org or call 515-232-0048. Call with the correct information and we will take your name and contact information. We then will hold a random drawing for a winner to receive a 2013 Iowa Lincoln Highway Map Pack! This is to accommodate for the varying time and travel the postal system can take and to give all a fair try.



Nancy & Ronny Hauser

Hours:
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Sat 10:00 AM - 4:00 PM
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Welcome new members of the Iowa Lincoln Highway Association!

Camanche Public Library, Camanche, IA
Carl Anthony of Brooklyn, Iowa
Clinton Public Library in Clinton, IA
Jefferson Matters: Main Street
Memorial Library in Wheatland, IA
Rita Hart of Wheatland, IA
Robert & Lynn Starr of Rogersville, MO
Ronald & Audrey Lembke of De Smet, SD
Waggoner Community Library in DeWitt

L

Stay in the Know

Visit our website to read
the minutes from our
spring meeting.

www.iowalincolnhighway.org/latest-news

Lincoln Highway Heritage Byway Update By Jan Gammon, Coordinator

Summer already! We have a lot going on. I have been giving presentations about the Lincoln Highway Heritage Byway to the Marshall County Board of Supervisors, Marshalltown City Council, and Story County Board of Supervisors. I'm working on scheduling more across the state.

I also gave a presentation at the Hudson Public Library on May 14th. There were 20 people in attendance and they seemed to enjoy the information shared with them. Hudson is not on the Lincoln Highway but is almost directly north of Tama, just on the south side of Cedar Falls. One lady is taking info to her Questers group- so the Lincoln Highway story is getting spread across Iowa!

As I write this, the Henry Ostermann panel and base is being manufactured. By the time this goes to print, we should have both. The City of Montour will install it in their Maple Hill Cemetery on the east side of town, near where Henry lost his life.

Allegra (Marketing and Printing Company) is working on a small booklet about the Lincoln Highway, 1919 Convoy, Eisenhower, and Mamie. We have seen a very preliminary sample. By the time this goes to print, we hope this is being printed as well. We will pass it out at

the Iowa State Fair in the Iowa Byways Booth.

The Military Vehicle Preservation Association (MPVA) will be doing their celebratory convoy in August and will be overnighing in DeWitt (Aug 22nd), Marshalltown (Aug 23rd) and Marshalltown (Aug 24th). The LHA Motor Convoy will overnight in Marshalltown on Sept 6th and in Council Bluffs on the Sept 7th. Marshalltown is super excited to host both groups. The MPVA calls their convoy the "longest Veterans Parade in the Nation." They try to connect with Veterans as they travel. The Iowa Veteran's Home is in Marshalltown and both the MPVA and the residents are excited to spend time together.

Several communities are celebrating their 150th this year- Grand Junction, Scranton, Westside, Dow City, and Carroll. I will try to get to as many of them as I can. The Westside celebration (Aug 24th) is the same day as the MPVA Convoy coming through my area, so I know I will not make it there.

I continue to work on Byway signage corrections and replacements as well as researching for the American Society of Civil Engineering Award.

I'll see you this summer on the Lincoln Highway Heritage Byway!

L

Did you notice this issue's refreshed look? Email your thoughts or feedback to Meredith Ponder, newsletter editor, at mponder@prrcd.org.



The next ILHA meeting will be July 13, 2019 in Missouri Valley, Iowa, at the Harrison County Historical Village and Welcome Center. Refreshments at 9:00 AM with business meeting to follow.

The July ILHA meeting will be at the Harrison County Historical Village and Welcome Center. It is directly on the Lincoln Highway, 3 miles northeast of Missouri Valley on the west side of the road. Look for the blue "Welcome Center" signs. We will head to the Loose Moose in Missouri Valley for lunch around noon. It is located on the north side of the road between North 2nd St and North 3rd St at 209 E Erie St (also known as the Lincoln Highway).

Upcoming Iowa LHA Meetings

July 13: Harrison Co., Business
October 12: Cedar Co., General
January 2020: Location TBD, Business

Iowa Lincoln Highway Association
P.O. Box 224
Grand Junction, Iowa 50107



Place
Stamp
Here



Iowa Lincoln Highway Association

Fall 2019 Newsletter | Volume 24, No. 3

President's Corner

by Mary Helen Preston

By all accounts the National Conference in Rock Springs was a success. We appreciate our members who were able to attend and represent Iowa. The 2020 National Conference is set for June 22 - June 25 in Joliet. Garry and I are already planning our trip - this will be our first conference since 1993 and look forward to representing Iowa. Joliet is close and will be an easy trip so I'd like to challenge Iowa members to make plans to attend - it will be nice to have a large contingency in attendance. Let's continue to show California, Iowa is the biggest and best Chapter.

Union Pacific's Big Boy came through many of our towns - at least once if not twice. I was fortunate enough to witness it up close and personal when it overnighted in Cedar Rapids. What a piece of history to see.

After 99 years, Henry Ostermann finally received the acknowledgement he deserved for being a leader and visionary for the Lincoln Highway. Congratulations to Prairie Rivers of Iowa and the City of Montour for the efforts put forth in creating and producing the interpretive panel dedicated to Mr. Ostermann. When you're traveling the Lincoln Highway, please make certain to stop by the Maple Hill Cemetery in Montour to visit the interpretive panel.

Due to Mr. Ostermann's promotional skills, we celebrated the Centennial Anniversary of the 1919 Transcontinental Convoy across the Lincoln Highway. There were actually 2 convoys traveling this summer across the Lincoln Highway. The first convoy was with the Military Vehicle Preservation Association which crossed Iowa August 22 - August 25. The MVPA traveled with 50 - 70 retired Military vehicles and support vehicles stopping in communities as they retraced the original 1919 trip across the Lincoln Highway.

Continued on page 7



Volunteers in Clarence painted Lincoln Highway crosswalks.

Celebrating Our Lincoln Highway Heritage

by Jen Van Oort

What began as a small idea at a Clarence Main Street Design Committee meeting, grew into a collaborative project honoring the history of the Lincoln Highway in Clarence. Clarence Main Street strives to continue to build the walkability and ambiance of the business district. A safe district benefits visitors and residents, young and old. The vibrant colors throughout the downtown area will help soothe drivers, catch the eye of travelers, and celebrate Clarence's unique connection to the history of the Lincoln Highway and its route through downtown. Clarence remains one of only two communities in Iowa whose Main Street coincides with Highway 30 AND the original layout of the historic Lincoln Highway.

Continued on page 3



| www.iowalincolnhighway.org

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Open Position			Cedar		
Secretary			Joe Goodlove	(563) 349-6622	joeiowaLH30@fbcom.net
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Treasurer			Rex Martin		rex221b@gmail.com
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Mission Statement

The Lincoln Highway Association shall identify, preserve, interpret and improve access to the Lincoln Highway and its associated sites, pursue the appropriate measures to prevent further deterioration, destruction or alteration of the remaining sections, publicize and seek public awareness of its goals and activities for preserving and developing the LH, facilitate research about the LH, and publish a magazine for articles and news of activity relevant to the LH, work with local communities and businesses to promote the LH as a tourism destination, and be exclusively charitable and educational within the meaning of the Internal Revenue Code.

Ostermann Interpretive Panel Unveiling by Jan Gammon

Henry Ostermann was the idea man behind the 1919 Army Convoy. He had been piloting convoys up and down the east coast for the military in 1917 and had been working as the first Field Secretary for the LHA since 1914. He had a fatal accident in 1920 on his beloved Lincoln Highway near Montour, Iowa. Later in 1920, the Iowa Highway Commission had called for a monument to be built near this site and now, 99 years later, we have an interpretive panel to honor him. It has been placed in the Maple Hill Cemetery, just east of Montour and near his fatal accident.

On August 15, 2019 about 20-25 people gathered to witness the unveiling of this interpretive panel. The group was welcomed by Jan Gammon, Lincoln Highway Heritage Byway Coordinator. She introduced the speakers: Reed Riskedahl, Prairie River of Iowa Board of Directors (the Byway is one of their programs); Mary Helen Preston, ILHA President; Dotti Thompson, Community Foundation of Northeast Iowa (Tama County Community Foundation who funded the project); Reverend John Christianson, Living Faith Methodist Church in Montour; and Sue Eberhart, Montour City Council. Jan read words from Rep. Dean Fisher to the group. Sue Eberhart and Vicky Garske, Montour City Council members, unveiled the interpretive panel for all to see.

It was a great night with just a few sprinkles in the air and the crowd hung around a bit to chat and enjoy the quiet rural scenery. Jan did contact the MVPA and LHA Convoys to let them know that this memorial had been installed and hope that they, and future Lincoln Highway travelers, will stop and read about this amazing man and his vision for the Lincoln Highway.

Clinton County Update by Cathie Nichols

The Military Convoy came through DeWitt on August 22. They had a short parade through town with a really good turnout and then camped overnight at the fairgrounds where a lot of people came out to see them. They left in the morning of August 23 heading for Marshalltown. I think it was a success, good weather and lots of local interest.

The Wapsi Bridge at Syracuse is under a feasibility study to see if it can be repaired/strengthened for some limited use; possibly by bicycles, snowmobiles, and pedestrians. The snowmobiler's association, the ILHA, the Wheatland and Calamus Hometown Pride Committees, and the county engineer are all working on a plan that we hope will be affordable, although I know it will require applying for lots of grants!! Todd Kinney, the county engineer, told me the study has been completed but we won't be able to get a copy till next week, so it won't make the newsletter. I'll try to bring some copies with me to the October meeting in Cedar County where we can discuss it in more detail and see what we're up against. In the meantime, Todd informed me that the county has done some mowing along the old highway section and some spraying of weeds, but the majority of the shoulder around the old cable barrier has not been sprayed yet due to the wet weather this spring. I know he had also planned to pack some sand into the cracks in the roadbed, and this has not been done yet, either. Lance Goettsch of the snowmobiler's association and Rita Hart of the ILHA have been in contact with Todd, as has Francis Boggus of Hometown Pride. I haven't been too involved this year because of my health, but I'm dying to get out there and attend some meetings and meet some people from the snowmobilers' group to see what they're looking for in terms of access and how we can work together. I hope to have more news at the next meeting of the ILHA.

Continued from page 1: Celebrating Our Lincoln Highway Heritage

The project was a true collaboration, beginning with the street cleaning by the Clarence Fire Department. The City of Clarence provided resources for the event such as barricades, while The North Cedar Cross Country team, Brittany Potts and Alex Curley, handled sweeping, painting, and taping. A group of talented bakers rewarded all that hard work with delicious treats and Clarence Main Street Board members jumped in wherever they were needed.

The Lincoln Highway Heritage Crosswalk project would not have been possible without this entire team and support from the Iowa Lincoln Highway Association, the Keep Iowa Beautiful Paint Iowa Beautiful program, Diamond Vogel Paints and Cedar County Lincoln Highway representative Joe Goodlove.

Utilizing oil-based road marking paint from Diamond Vogel, the designs quickly took shape and added vibrant pops of color to the street. With permission from the Lincoln Highway Association, the iconic Lincoln Highway "L" logo was painted in the center of each crosswalk using a mock-up stencil and small brushes.

The crosswalk project was a terrific way for the young citizens of the community to contribute to the safety and ambiance of the business district. Moreover, the experience was a great way to learn more about the role Clarence played on the development of the historic Lincoln Highway.



Clues for Mystery Photo

- #1 Can you still make a Lincoln Highway Landmark?
- #2 Leads to original LH route, but this named highway replacement is a couple miles from its original route.
- #3 What 1960s band should play at the next roundabout opening? Now remove the middle word of their biggest hit.

World Famous Photojournalist Comes to Carroll County

There are times when it is not necessary to search for a story - the story finds you. When singer/songwriter Charlie Maguire visited the Carroll County Museum last summer to do research for a song he was writing, we were not expecting to discover a Lincoln Highway/Carroll County "brush with greatness." What we learned was that in 1947, the same year that Robert Capa would be awarded the Medal of Freedom by General Eisenhower for his pictures of WWII battle scenes, Capa was here in Carroll County recording scenes of an entirely different nature.

Our account begins with John G. Morris, photojournalist and friend of Robert Capa. Morris relates the story in his book: *Get the Picture: A Personal History of Photojournalism*. Morris conceived the idea of a year-long photo series featuring farmers at work around the world. His theme was simple - people are the same the world over. Morris marketed the idea to the *Ladies Home Journal* whose editors at the time were native Iowans Bruce and Beatrice Gould. Not surprisingly, they suggested to Morris that he would find a family in Iowa who could be featured in the United States segment. He and Capa then flew to Des Moines and began their search for the "prototypical American family."



Photo By
Linda Koutsky

"Charlie
Maguire at
Pratt gravesite."

What follows is Morris's account of their experience (p. 114):

"The following morning we headed west on U.S. 30. We had not gone a hundred miles when we found just what we wanted, near the small town of Glidden: the family farm of Donald Pratt. Red barn, white farmhouse, tractor, cows and horses, two boys and two girls. Perfect. They were easily persuaded to cooperate. We agreed to start the following day."

At this point, not all went according to plan. That night Morris received a message that his father had suffered a heart attack, and he flew on to Chicago, leaving Capa to do the story alone. Capa did the assignment, and would later that year also cover a family in Slovakia. In total, farm families in twelve countries were covered by several photojournalists and were featured - one family a month - in the 1948 issues of the *Ladies Home Journal*.

This is not the end of our story, however. While doing his research Charlie Maguire discovered that in 1999 the BBC proposed tracing the steps of the original photojournalists of the LHJ series. For the U.S. segment the Pratt children (their parents had died in the early 1990s) returned to their homeplace, and the BBC was able to film the Pratt family and farm in Iowa. Due to various complications, the BBC was unable to complete their revisitation of the series, but what is intriguing is that a copy of the BBC Pratt Video may still be in existence. As they say, stay tuned!

Our thanks to Charlie Maguire for his inspiration and information in the writing of this article.

Barbara Hackfort
Carroll County Consul

Military Convoy in DeWitt on the Lincoln Highway

by Cathie Nichols, Clinton County Consul

The reenactment of the 1919 Military Convoy from Washington, D.C. to - San Francisco, California came through DeWitt today and camped overnight at the Clinton County Fairgrounds. Approximately 53 vehicles were in the convoy, including numerous support vehicles. The ages of the vehicles ranged from 1918 up through the present day. The convoy lined up at Central DeWitt High School, then paraded through downtown escorted by local police vehicles to the fairgrounds. People waving flags lined the streets, and many followed the convoy to the fairgrounds for a closer look. The DeWitt Nite Lions provided meals at the fairgrounds for participants and visitors and the grilled pork sandwiches smelled delicious. I was surprised that no LHA members followed the convoy in their own cars, as I thought some would be doing.

Mark Ounan, of Fairfield, Pennsylvania, was driving the “pace car”; a 1918 Dodge Brothers Army Staff Car which he owns. Mark wanted people to see that a car that could have been on the original 1919 convoy can still make the trip. I said that it was probably easier on the car today than it was in 1919! He said he had some problems with overheating in the mountains of Pennsylvania but the car had no problems after Ohio. He said several of the Jeeps had to drop out temporarily due to overheating, but rejoined the group after cooling off. The top speed of the convoy is 35 mph.

The convoy did not start in Washington, D.C. as intended. Mark said the National Park Service didn't approve the permit at the last minute, so the convoy officially began in York, Pennsylvania and it intends to go all the way to San Francisco. Mark has been participating in these events for years, and drove on the last commemorative convoy in 2009. He said he enjoys seeing the great turnout and people sitting in lawn chairs waving flags. People in every community, and people just sitting in their driveway in the country, come out to see the convoy pass. He said the route tries to cover as much of the original Lincoln Highway as possible, including the stair-steps through towns and little cut-off twists and turns in the country. He said the map is almost impossible to figure out, but they try to make it as true to the original trip as they can. He estimates that he has been a member of the LHA for 10-11 years.



Ryan Nelson (left) and Lance Nelson (right), with Cathie Nichols

Lance and Ryan Nelson, brothers from LeClaire and Nevada, Iowa, respectively, were driving Lance's 1952 Jeep. Ryan also owns a 1962 Jeep and both also have classic Fords. They started in York and are going to San Francisco. They wanted to make this trip because their parents have done it many times, and the boys are “carrying on the tradition.” They said the turnouts have been great and everyone appreciates how many people come out to wave and see them pass by. They are tent camping and say they've had good weather for it so far. They appreciate the police escort provided in most of the towns, and concur with Mark that the top speed has been 35mph. These Iowa boys are not ILHA members, so someone needs to go out and sign them up. (I didn't bring membership forms with me, alas.) The Nelsons want to thank all the communities for the show of support, flags, food, etc. that has been welcoming them along the route. I told them they had lots more of that to look forward to in the rest of the state!

Linn County Fall Events along the Lincoln Highway

Mount Vernon Farmers Market

Summer Season: Thursdays 4-6pm through September

Location: First Street Community Center - 221 1st St East, Mt. Vernon

Marion Farmers Market

Saturdays through: 09/28/2019 8:00 AM - 11:30 AM

Location: Taube Park

2200 31st Street

Marion, Iowa 52302

Cedar Rapids Farmers Market

Downtown Cedar Rapids

September 21, 2019 7:30 AM - 12:00 PM

Marion Swamp Fox Festival

Date: 09/27/2019 - 09/28/2019 (all day)

Location: Lowe Park Arts & Environment Center

4500 N 10th Street

Marion, Iowa 52302

Join in the celebration of Marion's heritage at the 30th annual Swamp Fox Festival. A variety of events will take place the last weekend in September. On Saturday check out the Fall Marion Market, Swamp Fox 10K/5K, a pancake breakfast and the ever-popular Swamp Fox Parade. The fun moves to Lowe Park on Saturday evening for live music at the amphitheater, food, bingo, kids activities and a grand fireworks finale. Find more info as the date gets closer at www.cityofmarion.org/swampfox.

Dear Military Convoy by Bob Ausberger

Welcome to Greene County and Jefferson and our eastside potential Historic District. Downtown Jefferson is now a National Register Historic District, and we (Greene County Historical Society) will propose to extend the Downtown District east to the city limits. Our plans should work nicely with Jefferson's proposal to spiff up the east entryway along the Lincoln Highway.

In 1919 the original Lincoln Highway was a graded and graveled road in Greene County. The 1919 convoy camped one night at the Fairgrounds, which we still use today for the Greene County Fair and many other events such as the wedding reception that will occur later today. The men showered at the tile plant north of the fairgrounds and on the north side of the Lincoln Highway. They then were hosted at the country club for their evening meal. They enjoyed the meal and time to relax but quite possibly didn't enjoy, as much, the speeches given by local dignitaries. Your convoy 100 years ago helped Greene County pass two issues later in 1919. One was to pave the road, and the second was to pass a bond issue to help pay for the pavement. Then in 1920 we paved about five miles of the highway east and west of Jefferson. In 1924 Greene County paved the rest of our part of the Transcontinental Highway.

1913 The route was announced by the National Lincoln Highway Association.

1914 Greene County graded and graveled their portion.

1915 World War I was in full swing, but the United States wasn't involved.

1916 Congress passed the first federal highway act with financing. Little was done because of the war.

1917 The United States entered World War I.

1918 The war was over.

1919 Military convoy

1920 Greene County used federal aid along with their money raised by bonding to pave 5 miles of the Lincoln Highway, 2 miles of Highway 17 (now 4) north of town, and one mile (Panora Speedway) south of town.

1921 The price of corn had dropped from \$1.40 a bushel to 50 cents in Chicago. For farmers this ended the golden age of agriculture (1913-1920).

1924 Greene County finished paving the Lincoln Highway in our county (first in the state).

1926 The Lincoln Highway became US 1 in New Jersey, US 30 from Philadelphia to Salt Lake City, and US 40 and 50 from Salt Lake to San Francisco. (US 30 went from Salt Lake to Portland, Oregon, and started in Atlantic City, NJ).

The MVPA Convoy stopped for lunch and extended break in Belle Plaine on Friday, August 23. We began working in late March on details with MVPA representatives - Oh the details! We worked closely with Brad Nelson, MVPA contact, for their exact needs. We attended Belle Plaine City Council meetings requesting accommodations to meet MVPA's logistical needs which included closing a portion of Main Street which began a domino effect as we needed to coordinate and communicate with Belle Plaine Area Museum and other affected businesses on Main Street where the Convoy was going to park. We then needed to find someone willing to provide lunch for the Convoy. It only made sense with the Centennial Anniversary of the American Legions to partner with Belle Plaine's American Legion Post 39 and the Ladies Auxiliary to provide lunch, which they graciously did. So the Legion would not have to bear all of the costs to provide lunch we solicited donations to help offset their costs - Casey's Community Foundation donated cookies and ice - which a great help. Now, if you've traveled the Lincoln Highway to Belle Plaine you know there are a couple of intersections which are challenging in a single vehicle let alone getting 50 - 70 Military vehicles across so we began reaching out to law enforcement agencies for assistance. Iowa Highway Patrol provided assistance to get the Convoy from Highway 30 to Highway 131 into Belle Plaine; then again entering Highway 30 from E66 from Chelsea as they headed to Marshalltown for their overnight stay. Belle Plaine Police Chief Hudson coordinated his team and Benton County Sheriff Department for local escorts for the Convoy. Seeing the Convoy



Photo by Joe Leonard

come down Main Street and pass Preston's was a magnificent sight! I am honored to have worked with so many groups and individuals for a memorable event.

Our efforts in Belle Plaine were only a small portion of the synergistic efforts from across Iowa to make the Iowa's portion of the MVPA Convoy a success. Thank you to everyone who coordinated efforts, supported stopovers and pass-throughs in your respective counties and towns. Janice, thank you for reaching out to get us involved.

Sorry for the deviation... the second "convoy" is directly associated with the Lincoln Highway Association and will be traveling across the Iowa with classic and contemporary cars the week after Labor Day. Be sure to welcome and support them on their journey. We'll have more on this "convoy" in our next newsletter.

Thank you for your dedication to educate and promote the rich history of the Lincoln Highway in Iowa and across America. Let's continue to get travelers off the interstates and travel along the Lincoln Highway.

The James H. Andrew Railroad Museum and History Center

at the Boone and Scenic Valley Railroad

November 1 through May 22

Monday - Friday 10 am - 4 pm

Saturday Noon - 4 pm

Closed Sunday

May 23 through October 31

Sunday - Thursday 10 am - 4 pm

Friday and Saturday 10 am - 5 pm



www.iowarailwaymuseum.org

Visit one of Iowa's most interesting railroad collections



The Historic Lincoln Hotel

The perfect place to escape the hectic pace, reconnect with a loved one and step back in time.

(563) 484 - 6645

408 Main St. Lowden,

IA 52255

lincolnhoteliowa.com

Lincoln Highway Military Convoy





Military Vehicle Preservation Association History

from MVPA Website

“The largest international historic military vehicle group, the Military Vehicle Preservation Association (MVPA) includes roughly 8000 members and nearly 100 affiliate groups in the United States and around the world. But it wasn’t always that way...

With less than 100 members in 1976, the Military Vehicle Collectors Club (MVCC) was a splinter group organized by members of the previously formed National Military Vehicle Collectors Association. By 1978, nearly 800 members had joined with the administrative headquarters located in Denver, Colorado.

The MVCC’s first international annual convention was held in Kansas City, Missouri in 1976, an annual event held ever since in different locations. Vehicle judging began at the 1978 convention and continues today with an increasing number of high-level restorations, preserved originals, and motorpool representations displayed.

... Membership, affiliate group, and event expansion continued from the 1980’s into the new millennium, with a few growing pains along the way. The evolving growth, including international, prompts a name change to the International Military Vehicle Collectors Club in 1988, with a final change to the Military Vehicle Preservation Association in 1990. In 1991, headquarters was moved to Independence, MO and membership stood at 4500.

....The MVPA-sponsored 1992 50th Anniversary Alaska-Canada (ALCAN) Highway convoy covered 1900 miles from Edmonton, AB, Canada to Fairbanks, AK, USA. In 2009, MVPA members re-enacted the 3100-mile 1919 Transcontinental Motor Convoy from Washington, DC to San Francisco, CA. A 70th anniversary convoy of the ALCAN Highway took place in Summer 2012,” and of course, Summer 2019 the 100th celebration of the 3100-mile 1919 Transcontinental Motor Convoy that many of us witnessed.



Nancy & Ronny Hauser

Hours:
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Sat 10:00 AM - 4:00 PM
LincolnHwyTrdingCo@gmail.com

110 W 6th St
Carroll, IA 51401
712-792-0011
Chris cell 515-238-0755



Chris Hanners

Located next to Hwy 30
329 East 9th Street
Glidden, Iowa

Open March to September
Dine In or Carry Out

Welcome new members of the Iowa Lincoln Highway Association!

Benton County Historic Preservation
Commission, Vinton

Eddy Hedegaard, Underwood

Lois McAtte, Jefferson

Levi and Jen Van Oort, Clarence

Max Porter, Ogden

Just as this newsletter was about to be sent to press, it was learned that Bob Owens, 92, of Jefferson and longtime Lincoln Highway Association member and supporter passed away. His services were September 17, 2019 in Jefferson.

Lincoln Highway Heritage Byway Update By Jan Gammon, Coordinator

This summer has been a busy one with 5 Lincoln Highway communities celebrating 150 years in 2019 (Carroll, Dow City, Grand Junction, Scranton, and Westside.) We made it to 3 of the 5 parades. In Grand Junction, Bob and Joyce Ausberger rode in the Byway parade car, tossing gum out to the crowd.

Of course, the big news of the summer was the Military Vehicle Preservation Association (MVPA) celebration of the 1919 Army Convoy. Jan Gammon, Byway coordinator, worked with Brad Nelson, of Davenport, Iowa, who organized the Iowa Section of the transcontinental trip. She gave him names of great Lincoln Highway Consuls and enthusiasts to connect with in the communities that would be either an overnight stop or where a break or lunch would be.

The Byway also sent out press releases (being interviewed by KROS radio in Clinton and with Matt Kelly from Radiolowa) and created a 12-page booklet about the Lincoln Highway, the original 1919 Convoy, Henry Ostermann (the idea man behind the convoy), Dwight Eisenhower (who would later become the President of the United States and sign the interstate bill into law), and Mamie Doud Eisenhower (Dwight's wife who was born in Boone, Iowa). These booklets were debuted at the Iowa Byways booth at the Iowa State Fair, sent to four Welcome Centers across the state, and mailed to select cities and attractions along the Lincoln Highway. We created a 2-sided itinerary insert with the MVPA schedule on one side and the LHA Convoy schedule on the other side. At the time of this writing, the LHA group has not made it to Iowa.

Brad Nelson's sons are mentioned in Cathie Nichols' article found in this newsletter. (He's the Iowa organizer.) Jan met the Convoy in Belle Plaine where ILHA President Mary Helen Preston was manning the bottled

water table. Jan passed out brochures (with Brad Boustead's help) to those wanting one and she had several of the convoy participants sign a copy for Bob Owens, LHA member who was in the hospital and unable to attend. Jan talked to some on the trip as well. One guy was from Australia, though he did confess he lives in Abilene, TX now. Another lives in New Zealand and shipped his vehicle over here. He was excited to learn that Bob Owens built his own plane, as he makes planes too! Another gentleman was from Belgium, but was quick to add that he now lives in France.

We went to Tama to greet the group there and took photos/video of them crossing the Lincoln Highway Bridge. The group was welcomed to the American Legion in Tama for refreshments and a viewing of a film of the original 1919 Convoy. We then moved onto Marshalltown to await their arrival at the Iowa Veterans Home. Residents were out on the lawn to welcome them as the vehicles were parked for the night and the group headed to find some supper. Jan talked to a wife who was driving a big RV support vehicle. They had so much food in Belle Plaine for lunch that she didn't know how anyone could still be hungry! The women in Belle Plaine made bowls and bowls of home-made salads and such and there were cookies galore that got sent with the convoy. At the driver meeting held out on

the lawn, Lamar Rowland, of Alabama, was called into the circle to offer a prayer of thanks. Jan caught up to him later and he said he had driven his vehicle to York, Pennsylvania where they were all at a National Convention prior to the start of the Convoy and will drive home to Alabama after reaching California.

The next day, Jan met the Convoy in Nevada (where she lives) and brought Lincoln Highway Heritage Byway magnets to give out to the group. They were all hoping the day before to find a "trinket" shop to buy Lincoln Highway merchandise. She overheard that 3 Jeeps were involved in a red-light accident in PA and one of them had to leave the Convoy. Another vehicle had to be trailered in Belle Plaine and sent back to Minnesota. The really old car in the convoy met its fate somewhere around Nevada and was on a trailer awaiting repairs. It was still trailered when the Convoy led the annual Lincoln Highway Day parade down Lincolnway in Nevada. Then it was on to Boone for lunch at the National Guard and an overnight stay in Denison before heading to Woodbine the next day for a break and crossing the Missouri River into Nebraska. Jan emailed Sarah Focke, Nebraska's Lincoln Highway Association State Director and Lincoln Highway Byway Coordinator, and told her to get some LH merchandise ready!



2019 Military Convoy, photos taken by Mike Kellner

**The next ILHA meeting will be October 12th, 2019 in Lowden, Iowa,
at the 3/30 Golf and Country Club.**

The October ILHA meeting will be at the Lowden 3/30 Golf and Country Club. It is directly on Highway 30, east or west, turn north at the Country Store into Lowden. Turn right (east) at the first stop sign (Lincoln Hotel) then left (north) at the second stop sign, and up the hill to the 3/30 Country Club.

Upcoming Iowa LHA Meetings

October 12: Lowden 3/30 Golf Course
January 11, 2020: Location TBD
April 11, 2020: Location TBD

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Iowa Lincoln Highway Association

Winter 2019 Newsletter | Volume 24, No. 4

President's Corner

by Mary Helen Preston

As I write this Column, everyone's planning and preparing for the holidays and by the time it's published, the holidays will be behind us and we'll be in a new decade. We'll be back in the "Roaring 20's!" Garry and I don't have much experience to gauge the activity from across Iowa but it sure seems a lot happened along the Lincoln Highway in 2019!

Let me try to pick up where I left off in my last column. In September, a 'convoy' of Lincoln Highway Association enthusiasts in an array of vintage vehicles retraced the 1919 Military Convoy route. I think Garry said we had 60 vehicles stop by Preston. Everyone was thrilled to see the Station open so they could step back in time and share stories of visits with Grandpa and Dad.

In September, we lost our friend Bob Owens. He was a friend to many and shared so much knowledge. He reminded me a lot of my Grandpa. He had been a member of the Lincoln Highway Association since 1992 even helping organize the Green County chapter. According to his program, he received the Meritorious Achievement Award from the Lincoln Highway Association in 2008. Bob was active with keeping the legacy of the Lincoln Highway going until his passing. Bob will be missed.

In October, at the invitation of Janice Gammon I spoke to the Byways of Iowa Coalition when they held their annual meeting in Belle Plaine. I was able to share the history of Preston's, what we've been doing and our vision. Thanks, Janice Gammon

Continued on page 4



Photo: Sandii Huemann Kelly

Larry Schlue Sound Park

by Jan Gammon

Iowa Valley Scenic Byway, along with a multitude of partners, helped develop and install a sound park in Belle Plaine, Iowa. Larry was a long-time community supporter. His son, John, is an artist in Los Angeles and submitted the winning design, which includes "whisper" dishes and outdoor musical instruments for all ages to play. The park was dedicated this fall. Sandii Huemann-Kelly and Mike Kelly were there to take photos with Jan Gammon there to support a fellow byway with their project.



| www.iowalincolnhighway.org

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Mission Statement

The Lincoln Highway Association shall identify, preserve, interpret and improve access to the Lincoln Highway and its associated sites, pursue the appropriate measures to prevent further deterioration, destruction or alteration of the remaining sections, publicize and seek public awareness of its goals and activities for preserving and developing the LH, facilitate research about the LH, and publish a magazine for articles and news of activity relevant to the LH, work with local communities and businesses to promote the LH as a tourism destination, and be exclusively charitable and educational within the meaning of the Internal Revenue Code.

Bob Owens

by Jan Gammon

What can I say about our friend, Bob Owens? He was so full of life and loved to crack jokes. I only knew him for a few of his 93 years. I know many of you have known him for much longer. But I remember him always with a smile and wanting to shake my hand. He knew my name right off after first meeting me. Bob made small replica Boy Scout Markers and I bought one in Missouri Valley at the Welcome Center. I gave it to Meredith Ponder as a graduation gift when she moved on from Iowa State and started her professional life. (She stayed on to help with the ILHA newsletter, etc.) Meredith was delighted to get that as a gift and the fact that Bob made it made it even sweeter!

Bob heard that I was looking for a replica for myself and having trouble finding one. He said he would make a special one just for me and that it would be his last. I believe that it was. It has a special place on my desk at home and every time I look at it, I see Bob's friendly smile and I want to reach to shake his hand.

Reflection of Bob Owens

by Jan Gammon

Robert Dean “Bob” Owens has been a member of the Lincoln Highway Association since 1992. He had helped organize the Greene County Lincoln Highway chapter the year before and served as the Greene County Consul for many years. In 2008, he received the Meritorious Achievement Award from the Lincoln Highway Association. He and his wife, Janet, have one of the original concrete Lincoln Highway markers in their front yard in Jefferson.

Bob was airplane crazy as long as he could remember and spent his free time as a child building model airplanes. After returning from WWII, he started taking flying lessons at the Jefferson Airport. His first solo flight was in 1948. While living in Estherville, Bob and his friend Les Duoos built their own airplane; a single-seat 1964 Corben Baby Ace Model C. Bob and his brother-in-law, Melvin Miller, had their own private 1,200 foot runway at the Miller farm near Cooper, Iowa. Bob enjoyed collecting literature and photographs detailing the history of powered flight, aviation memorabilia, 1920s records and a phonograph. He also had a 1929 Ford Model A that he enjoyed driving through Jefferson on the Lincoln Highway.

Bob Owens departed this life in September 12, 2019 at his home in Jefferson at the age of 92 years, 7 months, and 28 days. Bob and his twin sister, Bonnie, were the youngest of ten children and their father died in an automobile accident when the twins were one year old, leaving the mother to raise the family.



Bob and Janet Owens

He graduated from Jefferson High School in 1945 and was drafted into the U.S. Army. He trained and served as a military policeman in Germany until his discharge in November 1946 with the rank of Corporal. Bob returned to Jefferson and was employed by Baller Auto Supply. In 1949, he married Janet Miller. He joined the Sieg Auto Supply Company as a parts salesman and the Owens family (Bob, Janet, and 3 kids) made their home in Carroll, Estherville, Clarion, and Fort Dodge. After 32 years with Seig, Bob and Janet returned to Jefferson.

He was an active and vibrant member of the Lincoln Highway Association up until the end. The Iowa Lincoln Highway Association will miss him very much.



CeCe and Bob Owens

Photos: CeCe Otto of American Songline

Memories of Bob Owens as told by Dr. J.G. Donovan

Dr. Jack has memories of Bob going back to their school days. One of the most exceptional is from their high school days when Bob and he tried to catch turkeys being tossed off the courthouse in Jefferson by the Chamber of Commerce as a Thanksgiving promotion. They didn't realize at first that it could be dangerous as well as fun! Dr. Jack recalls Bob as creative and hard-working, always wanting to be of service, notably with the Mahanay Bell Tower in Jefferson, and especially with the Iowa Lincoln Highway Association, to which he was truly dedicated. Dr. Jack remembers Bob's delight when he gave Bob a stack of early 1900s license plates, and some 6 to 8 inch-thick chunks of concrete taken from the original surface of the Lincoln Highway when the street (part of the original Lincoln Highway through Carroll) was being resurfaced in front of the doctor's office. Bob was a great friend.

Continued from page 1: President's Corner

for the invitation and assisting with the presentation. After their meeting concluded at the Belle Plaine Museum, everyone came down to Preston's to see firsthand our "Labor of Love" project. I think we made some new contacts and gained additional support from the group.

By now, we should have our first submission to the State for the nomination of Preston's Historical District to the National Parks Service for the National Register of Historic Places. We will continue through the process for another year!!!

It was a pleasure to have Melissa Hardman from Lowden's Lincoln Hotel join us at our last meeting in Lowden. Even more exciting was to tour the Hotel to see what lovely job she's done with the renovation.

As a collective "WE", we will continue to preserve and restore the Lincoln Highway so it's not forgotten in time.

Here's to a tremendous 2020!

The James H. Andrew Railroad Museum and History Center

at the Boone and Scenic Valley Railroad

November 1 through May 22

Monday - Friday 10 am - 4 pm

Saturday Noon - 4 pm

Closed Sunday

May 23 through October 31

Sunday - Thursday 10 am - 4 pm

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LHA Convoy Centennial Tour

by Jan Gammon



The Lincoln Highway Association's 2019 Military Convoy Centennial Tour drove into Iowa on Friday, September 6th after spending the night in Rock Falls, Illinois. Organizers Jim Cassler and Paul Gilger were among the many others who traveled from Washington, D.C. to Gettysburg, Pennsylvania to meet the Lincoln Highway and take it all the way across the nation to San Francisco. This is the same route a young Lt. Col. Dwight Eisenhower took when he was in the 1919 Army Convoy.

This modern day convoy was limited to 60 vehicles and drivers could use either classic or contemporary cars. Vehicles ranged from a restored airstream camper to modern electric Teslas. The group was able to stop and see the new Ostermann interpretive panel in Montour and then had an overnight in Marshalltown.

The next day those that wanted to, could stop at the Reed-Niland corner and grab coffee or a roll then head to the town of Nevada where a ribbon-cutting was held at their new Lincoln Jefferson Highways Heritage Park. The folks on the LHA Centennial Tour were invited to help with the festivities. Mayor Brett Barker and Jim Cassler, LHA tour organizer from Ohio, cut the ribbon. There were music and freebies for the LHA attendees to enjoy.

The Centennial Tour group then headed towards Grand Junction for lunch in the Community Center. Bob and Joyce Ausberger had the ILHA Museum open and several toured the garden in the shape of the United States with the Lincoln Highway as a walking path.

The group then traveled to Council Bluffs where they spent the night before heading on into Nebraska.

Michael S. Owens, who wrote a book called "After Ike - On the Trail of the Century-Old Journey That Changed America," was on this 2019 trip and he left some paperbacks with Joyce Ausberger. They are for sale for \$17.



Nancy & Ronny Hauser

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M-F 10:30 AM - 5:30 PM
Sat 10:00 AM - 4:00 PM
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Welcome new members of the Iowa Lincoln Highway Association!

Jeremie Johnson, West Des Moines



Five graduate students from the University of Iowa are working with the City of Tama to create a Comprehensive Plan for the community. This plan will include sections on economic development, housing, transportation and downtown development. The students have held several community events to solicit public opinion on several of these topics. In the spring semester, they will write the plan and make final presentations to the city council and the public.

Lincoln Highway Heritage Byway Update

By Jan Gammon, Coordinator

Wow! 2019 is coming to a close and what a year it has been- convoys, Iowa State Fair, parades, interpretive panels, and partnerships.

One of the projects that happened recently is installing two interpretive panels at the Lincoln Jefferson Highways Heritage Park outside the Nevada City Hall. One panel is about the Lincoln Highway and the other about the Jefferson. There are also 4 reversible banners hung on the Byway side of the park. One side has the Lincoln Highway logo and the other with the Jefferson logo. You may remember the LHA Centennial Tour stopped at this park and helped with the ribbon cutting in September.

The City of Nevada also installed new street signs with both the Lincoln and Jefferson logos on them. They are now selling the old "Lincoln Hwy" signs for \$100, so let me know if you are interested. There are limited quantities of these. Four of the signs say "W Lincoln Hwy."

Another project that was completed recently is the repair to the concrete floor in the oil room at Youngville and re-hanging the original door. The Byway had garnered a grant from the Benton County Community Foundation in 2018 and had an extension to complete it by October 31, 2019. We made it under the wire!

I am busy looking for grants for projects for the coming year and preparing a project list for the Department of Transportation. In late October, I served



Above: Lincoln Highway Interpretive Panel
Photos: Jan Gammon

as a trainer at the National Scenic Byway Leader Training in Sublimity, Oregon. I had also been a trainer in the spring in Minnesota. I serve as the secretary on the National Scenic Byway Foundation Board and serve on their education and membership committees.

A bill was passed and signed into law September 22, 2019 to accept new nominations for National Scenic Byway status. Guidelines and procedures are being developed and should be out by late November/early December. We plan to apply for this designation. There is no funding attached to the program at this time- just recognition.

2020 will be an another exciting year for the Lincoln Highway!



Clues for Mystery Photo

#1 It's on the Lincoln Highway corridor. This neighborhood has seen six name and/or route changes if you include the "Trans-Continental." By my count it's on #4.

#2 Celebrated it's first birthday in the new frontier.

#3 After #48 no longer greets customers...only the "Hawk."

**The next ILHA meeting will be January 11, 2020 at the
Niland Café in Colo. (Refreshments at 9:00 AM
Meeting at 9:30 AM)**

Directions to the ILHA Meeting: Coming from either the east or the west on the Lincoln Highway, the Niland Café is at the intersection of the Lincoln Highway and the Jefferson Highway (US 65). It is on the north edge of Colo at 24 Lincoln Avenue.

Upcoming Iowa LHA Meetings
April 11: Carroll County,
Family Table Restaurant
July 11, 2020: Location TBD
October 10, 2020: Location TBD

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