

Along the Lincoln Highway

The Newsletter of the Iowa Lincoln Highway Association

Volume 10, Number 4

Winter 2005

Lincoln Highway Chronicles.

*by Jeff LaFollette
Iowa State Director.*

Did you know that the Lincoln Highway was originally Primary Road # 6? This was the designation given the road in 1920 after the State of Iowa decided to do limited numbering of its main thoroughfares. But there's more to the story.

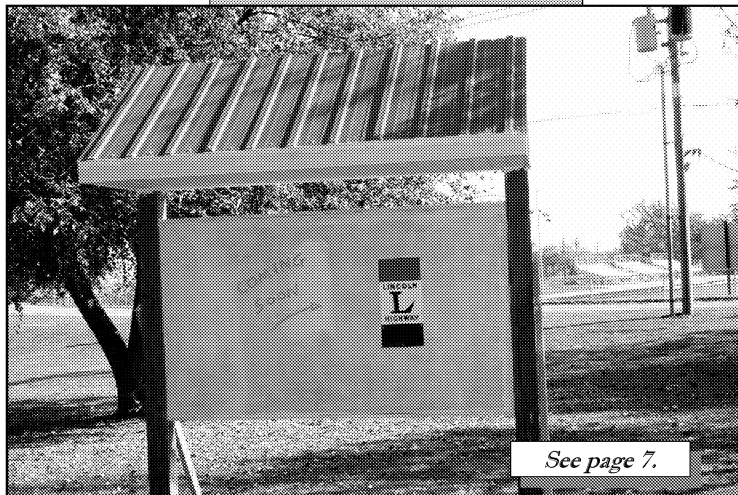
Of the entire single digit numbered state routes in Iowa, only the number 6 is not used with any routing to this day. The original Primary or State Route 6 was decommissioned in 1926 as by then it was provided its current handle as U.S. 30. But Iowa 6 did not die.

A second rendition of Iowa 6 was designated in 1926. The second Iowa 6 was a north-south route whose northern terminus began where it intersected with U.S. 63 in Des Moines. It ended at the Missouri border just a few miles south of Cincinnati, Iowa.

This section was decommissioned in 1931 and renumbered Iowa 60. The Iowa 60 section lasted until decommissioning in January 1969, and since then the number 6 has not been used as a state route.

(LH Chronicles, Continued on page 5)

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.

Lincoln Café: Two Thumbs Up.

*by Van & Bev Becker
Linn County Co-Consuls.*

Mt. Vernon Iowa is one of the most charming small towns on any variation of the Lincoln Highway.

Maybe it's the college—Cornell—high on the city's highest hill. Maybe it's the downtown. Or, just maybe it's the whole ball of wax that is Mt. Vernon, Iowa!

The business district is alive! The brick buildings are quaint, the trees and benches along the walks, but Mt. Vernon's most important element is its people! You can't help noticing businesses that are open and not shuttered, as greets the traveler in too many small Iowa towns. The business district is just plain vibrant. A real pleasure to visit.

For Lincoln Highway fans, a stop in Mt. Vernon is required. It was a few minutes after 11 a.m. on a recent excursion, and lunchtime brought Bev and me to the obvious choice of eateries—The Lincoln Café on the Lincoln Highway at 117 1st Street West. This small café has been on 1st Street for almost five years now and is always a welcome stop.

(Lincoln Café, Continued on page 5)



www.lincolnhighwayassoc.org

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

Don't Waste Time at the Louvre. Come to Cedar Rapids!

Coming to the Iowa Conference? We certainly hope so!

While at the conference on the Coe College campus, you will be in the heart of "G.W. Country." No, not that G.W. We refer, of course, to Grant Wood.

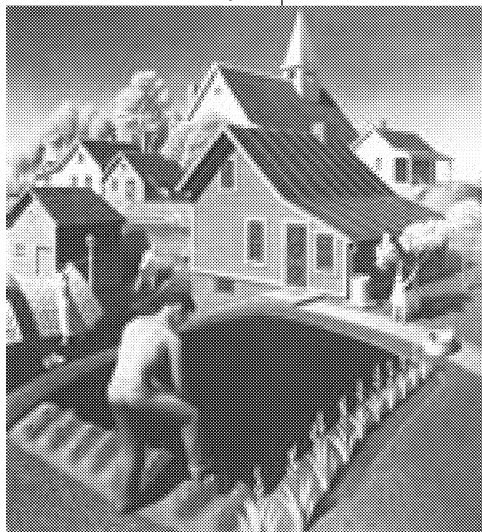
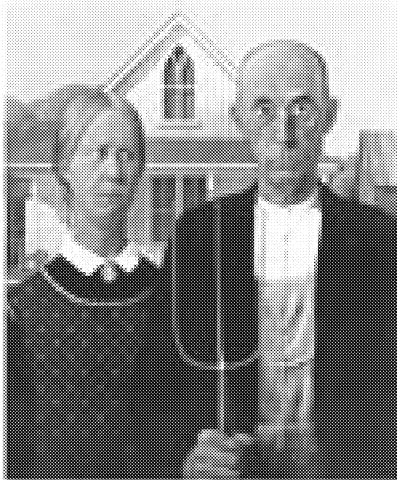
Grant Wood became one of America's favorite landscape artists. He also created the often-parodied American Gothic. Wood was a struggling artist about the time the Lincoln Highway was making transcontinental motoring practical. Although Grant Wood was born in Anamosa, Iowa, the family

soon moved to Cedar Rapids where he grew up. The family home was a short walk just east of the Coe campus.

While teaching at local McKinley High School and painting his most memorable works, he lived with his mother and sister above the carriage house at "5 Turner Alley," as Wood dubbed his

address behind the Turner Mortuary at 810 Second Avenue SE, which was located on the 1916-1928 route of the Lincoln Highway.

When selecting models for his now world-famous American Gothic, Grant turned to his dentist to hold the pitchfork and his own sober-faced sister. The building that housed the dentist's office still stands just east of the



Coe campus on First Avenue, the 1913-1916 route of the Lincoln Highway.

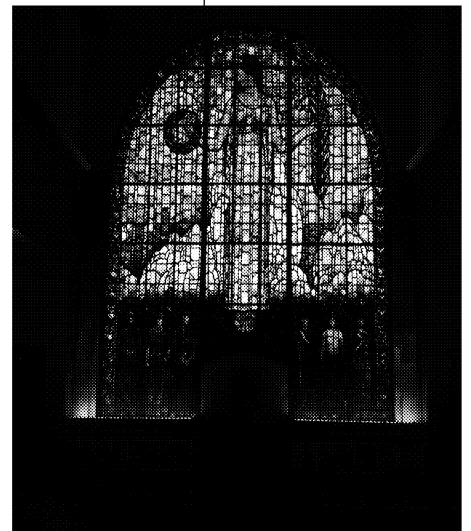
The American Gothic painting is a primary example of Regionalism. The painting is now a part of American Pop culture and the couple has become famous the world around. And it all started along the Lincoln Highway.

In 1928, Grant Wood went overseas to Munich, Germany, to oversee the fabrication of an enormous stained glass window he designed for the Veteran's Memorial Building, which is located along Second Avenue on the island in downtown Cedar Rapids.

It can be viewed for no charge during business hours. For the best effect, it should be seen from inside the building with the sun shining through the glass.

This is also located along the 1916-1928 route of the LH through Cedar Rapids.

While in Cedar Rapids for our national conference, be sure to visit the Grant Wood works on the Coe campus, the Cedar Rapids Museum of Art and at the Veteran's Memorial Building. These are classical works of art portraying Iowa, as most of us believe it was during the Lincoln Highway days—without the mud. **L**



Ramblings Along the Lincoln Highway.

*Minutes of the Autumn 2005 Iowa LHA Meeting
B&B Bakery and Restaurant,
Clarence, Iowa.
8 October 2005.*

Submitted by Su Aros, Secretary.

The smell of freshly baked cinnamon rolls and fresh coffee greeted 21 members and friends of the ILHA at the B&B Bakery & Restaurant in Clarence, Iowa. **Keith Whitlatch**, Cedar County Consul, hosted the meeting. **Bob Stinson**, President, called the meeting to order at 9:44am.

The minutes of the July 9, 2005 meeting were accepted as published in the Autumn 2005 ILHA Newsletter.

Treasurer's Report

Bob Ausberger presented the report for Treasurer **Joyce Ausberger**. Regular checking account balance is \$3,707.60 and includes a \$500 memorial received in memory of Norma Berns. Investment account balance is \$5,011.26.

Membership Report

Cecil Stewart reported 356 names on the newsletter mailing list, which includes complimentary distributions. The membership database was transferred to a new PC so there may be duplications or omissions of the ILHA Autumn newsletter. Let Cecil know if any members were missed in the mailing.

State Director Report

Jeff LaFollette shared newsletters received from other states. A re-submission of the request for a grant from Alliant Energy has been made. Planning continues on the 2006 National Conference.

President's Report

Stinson asked for a moment of silence in memory of **Norma Berns**. Keith Whitlatch was thanked for hosting the Fall meeting and for planning the Cedar County tour of LH sites to follow. This was the first meeting of the ILHA in Cedar County in over ten years of quarterly meetings.

* * *

Business Meeting

1. *New Vice President:* No volunteers have stepped forward so will continue without one for now.
2. *New Newsletter Editor:* Jeff LaFollette volunteered to take on this duty effective with the Summer 2006 issue. Jeff will contact **Paul Walker**, current editor, and ask if Paul will con-

tinue through the Spring 2006 issue.

3. *New Consul for Crawford County:* Bob Ausberger reported that Mr. and Mrs. McKeown, who run the LH Veterinary Clinic in Denison have agreed to be co-consuls. Address: 24 N. 24th St., Denison 51442. Thanks to Ardith Sporleder (former Crawford Co. consul) for her successful recruiting efforts.

4. *New Consul for Carroll County:* Jeff LaFollette and **Su Aros** will pursue filling this position.

5. *ILHA Web Site:* Sandra Huemann-Kelly has updated the Iowa website with sections for each county, statewide LH events and news, officers and consuls, links to the National LH site, etc. All members are asked to visit the site, www.lincolnhighwayassoc.org/iowa/, and respond with comments, suggestions, critiques and to make contributions of information and photos.

6. *Iowa LH Afghan Fundraiser.* Bob and Joyce Ausberger will have a sample afghan at the January meeting with the final product ready in April 2006. Quantity of 50 will be produced; our cost \$25. Size 50" x 65". Current county representations planned for the afghan are: Clinton - Coan marker; Cedar - Lincoln Hotel; Linn - Seedling mile (other suggestions made were Lighthouse restaurant, Ced-Rel Hotel, Coe College); Benton - Youngville One-stop and Preston Station; Tama - LH bridge; Marshall - Marshalltown bowling pin; Story - Reid/Niland Corner; Boone - Marsh bridge; Greene - Lincoln statue; Carroll - Gregory markers; Crawford - Park Motel & Cronk's postcard; Harrison - Woodbine brick street; Pottawattamie - Honey Creek grade. Consuls are to make Bob and Joyce aware of any questions, concerns, suggestions.

7. **Jeff Benson** reviewed the draft of the "Programmatic Agreement Among The Federal Highway Administration (FHWA), The State Historic Preservation Office (SHPO), and The Iowa Department of Transportation (IDOT) Regarding Implementation of all Highway Projects Affecting Historically Significant Segments of the Lincoln Highway Corridor in Iowa."

The agreement also includes a section titled "Engineering Strategies for Management of Historic Segments of the Lincoln Highway within the State of Iowa," designed to establish appropriate management practices to maintain and rehabilitate segments of the Lincoln Highway that have been determined to retain sufficient integrity to qualify for inclusion on the National Register of Historic Places. Points and

(Ramblings, Continued on page 4)

(Ramblings, Continued from page 3)

action items made by Jeff:

- a. This agreement will change the way projects are reviewed for federal funding.
- b. This agreement is a testimony to the efforts of the ILHA to preserve "our" highway; it identifies us as a partner in the process as well as a "watch dog."
- c. The ILHA has been asked to sign the agreement as a concurring interested party.
- d. The agreement as is currently stands protects 113 miles of the LH in Iowa.
- e. We have one month to provide feedback to the draft document.

It's critical that each Consul review the historic segments listed on the draft (Appendix A) and respond to Jeff with additional segments and the significance of adding them.

Jeff will send copies of the draft to all consuls not present at the meeting. The ILHA does not meet again until January 2006, and it is anticipated that the FHWA, SHPO and IDOT will take action on the draft document before our next meeting.

Motion made, seconded and carried to withhold signing the agreement until we see what they will do with our recommendations.

Motion made, seconded and carried to give permission to Bob Stinson to sign the agreement if our recommendations are incorporated.

8. *Signing of the Route thru Iowa.* Jeff Benson will schedule a meeting with IDOT before the end of the year to discuss.

9. *2006 National Conference*

- Jeff LaFollette solicited input to the budget, which is based on 160 to 175 total conference attendees.
- Van Becker / Jeff LaFollette are co-chairs of the conference.
- Pole painting seminar/workshop included.
- Bob Stinson is in charge of the West Tour.
- Sandy Huemann-Kelly is fielding requests for tables in book room. \$30/table. Free to state chapters.

- Jeff LaFollette to get details on where/to whom vendors send their table fee.

10. *FY06 ILHA Meetings*

- January: Story County (Ames)
- April: Cedar Rapids (Linn)
- July: Jefferson (Greene)
- October: Woodbine (Harrison) Jeff to contact Elaine

11. *Motor Ioway theme:* Re-discovering the LH. No notice or contact with the LHA. Why?

County Consul Reports

Clinton (Jeff LaFollette): Float with LH logo

participated in Clinton's September Sesquicentennial parade.

Cedar (Keith Whitlatch): Introduced Glenn Peters, Brad Norton and Paul Krock - who is a member of the Highway 30 Coalition for widening, improvements.

Linn (Van Becker): Shady Acres Motel still standing but not for long. Linn Co. Historical Preservation Committee (Lyell and Van members) will have 7-8 information kiosks. The kiosks are to be placed along the LH in Linn County. The easternmost one in Lisbon and the westernmost in west Cedar Rapids at the Iowa Highway Patrol Center/Station.

Benton (Sandra Heumann-Kelly): Greeted Motor Ioway Tour. Apples Days held at Youngville.

Tama (Allan Richards via email): Article in *Cedar Rapids Gazette* regarding the Tama Bridge. Long-time member Marie Vileta now a resident of Grandview Acres in Toledo. Cards may be directed to 310 W. 7th St., Tama, IA 52339.

Marshall (Catherine Noble via email): State Center is continuing to work on the Rural Heritage Center of Iowa. The Iowa Barn Foundation brought design team from ISU to look at the space and come up with plan for shared exhibits of the Barn Foundation, and the Lincoln Highway. Fall Festival in State Center is Friday, Oct 21; 5-8pm, live music, chili, and Watson's will be serving bars and coffee. Lincoln Highway Art tour is Oct 15 & 16 on Main Street featuring three artists from State Center.

Story (Jeff Benson): LH Artist Tour extended to Marshalltown artists. Grant application for funding to restore interior of 5-room motel.

Boone (Joe Moore): Joe and John Fitzsimmons have been out pole painting - refreshing and adding new poles.

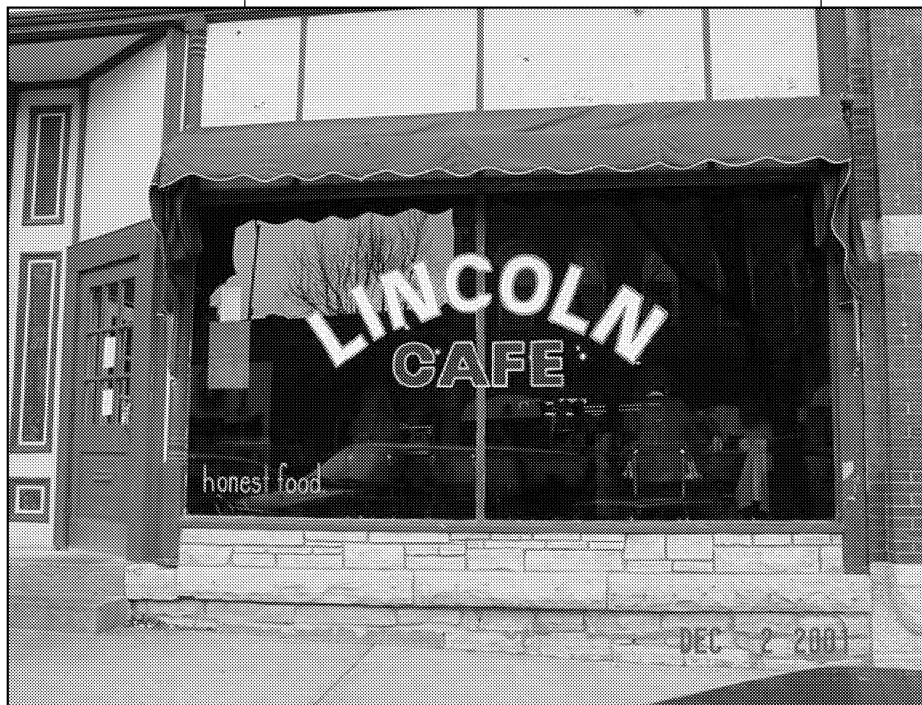
Greene (Bob Owens): LH Quilt Show, sponsored by the medial hospital, held in August. Greeted and hosted the Motor Ioway caravan on Oct. 4. Work is finally proceeding on the Lincoln Highway Tree Park in Grand Junction (groundbreaking was in 1998).

Carroll (Su Aros): The July *Carroll Today's* EXTRA featured the Lincoln Highway as a local, national landmark. This was Norma Berns' last interview. Group of investors to open Lincoln Club banquet hall for wedding and other events in former Mr. D's building in Glidden. Wittrock's Building still for sale.

Crawford: no report

Harrison (Elaine Ehlert via phone): Apple Festival Days held with a LH display. Moving in a

(Ramblings, Continued on page 7)



(Lincoln Café, Continued from page 1)

Matt Steigerwald is the proprietor and head chef. Matt can be found shopping the local farmers' markets for fresh produce, or in the café during the evenings. The menu is the obvious place to start, and the Lincoln cheeseburger with cheddar or blue cheese is always good. However, regulars know the good stuff is on the daily menu board.

On this Tuesday, the menu board showed Carolina pulled pork—a BBQ sandwich for \$6—and fried shrimp over mushroom polenta topped with pickled garlic scapes and spicy pecans for \$8. I chose the pork sandwich, and Bev tried the fried shrimp. Add in some palate-cleansing iced tea with lemon and we were ready for lunch.

The pulled pork arrived piled high on a toasted home-made bun accompanied by chips, pickle spear and a hearty ripe red tomato slice (not the typical thin, pink plastic store-bought type). The sandwich was Carolina style, light on the BBQ sauce and served with red cabbage slaw atop the meat. Good eating! The plate was cleared in record time.

At first, Bev's lunch looked a bit strange. It was topped with a curly endive garnish, which I thought looked like dandelions. She kept offering me a bite, claiming it was delicious: "The plate was a work of art—very pleasing to the eye. The fried shrimp were just right and the mushroom polenta base was tasty. The top-

pings provided just the right tang and crunch."

We finished our lunch by splitting a dessert—coconut cream panna cotta with fresh blueberries and macadamia nuts for \$5.25. By now the restaurant was filling up with the lunch crowd. Five stools at the counter, six booths and four tables. Busy, and it took awhile for dessert to arrive. I'm more of a cheese-cake kinda guy, as my waistline shows; however, I must admit this blueberry topped dessert was cool and refreshing on a hot July day.

The other patrons during our midweek lunch were dressed casually. Shorts, jeans and Dockers are acceptable. A couple of young women dressed in biking gear and helmets stopped in for a cold glass of home-made lemonade during a RAGBRAI practice ride. The hardwood floors and exposed brick walls added

a vintage atmosphere. I spent time studying the belt-driven ceiling fans—a wonderful old touch. And we both found the cat tails on the tables in lieu of flowers an original touch.

Will we be back? You betcha! The name Lincoln and the food can't be resisted. Lincoln Highway legends are obviously still being created in the 21st century, and the cafe is one of them.

The small gold letters in the corner of the front window said it all—"Honest food, al-

(LH Chronicles, Continued from page 1)

This gap might have to do with the fact that in December 1931, U.S. 32 was renumbered U.S. 6 (ever look at a map and notice east-west routes skip from 30 to 34?). Iowa 6 was probably renumbered because the routes would have crossed paths in Des Moines, where U.S. 6 still carries traffic today. Imaging trying to navigate the intersection of "6 and 6" if you were new to the area without a map, and didn't comprehend U.S. highway "shield" and Iowa "circular" signs.

The true Lincoln Highway aficionado can imagine this is how the Iowa Department of Transportation pays homage to its oldest and best highway by retiring the number 6 from the roll of state routes. It may not be the case, but we can continue to think so. Happy Travels!

L

The Counterintuition of Traffic Science.

A transportation engineer at the Technion-Israel Institute of Technology in Haifa, Professor Ari Polus's concern isn't drivers' collective blood pressure this holiday season but traffic flow. Like the growing number of other engineers and physicists who are hubcap-deep in the science of traffic, he is determined to explain infuriating mysteries such as phantom traffic jams (There's no bottleneck or accident at the front of this jam, so why aren't we moving?) and why a brief *drop* in volume can, paradoxically, trigger a long-lasting traffic jam.

Impatience on two-lane roads actually improves traffic flow, as antsy drivers pass slowpokes rather than letting a convoy form. On highways, however, "passing, aggressive behavior and lane changing in greatly detrimental to the flow," says Prof. Polus.

The reason is that chronic lane changing simulates the "weaving section" of a highway. If an off-ramp lies just beyond an on-ramp, entering drivers merge left and exiting drivers merge right, causing traffic to criss-cross like mobile braids. When, in heavy traffic, many drivers change lanes again and again, trying to find the one that is moving faster, the same weaving effect kicks in, reducing the capacity of that section of road.

"Weaving is the worst condition for traffic flow," says Prof. Polus. Because drivers in heavy traffic brake when a car pulls into their lane, and because it takes time to get back up to speed, there are larger and constantly-changing gaps between vehicles. That invites yet more cars to change lanes, propagating a wave of stop-and-go traffic that cuts the number of cars in a stretch of road by about 10%, calculates Prof. Polus, who will present his work at the 16th International Symposium on Transportation and Traffic Theory at the University of Maryland. That may not sound so dire, but in rush hour the result is a five-mile backup, his calculations show. In congestion, be content with the lane you're in.

More and more scientists are modeling traffic with equations from the branch of math called nonlinear dynamics, which describes systems that suddenly jump from one state to another. Like water that suddenly freezes, flowing traffic can spontaneously seize up, beginning at a single point of crystallization (the idiots who brake to rubberneck) and causing a wave of high density to spread backward.

Lane closures, on-ramps, uphill, chronic

lane changing and other "inhomogeneities" in traffic flow can all trigger a density wave, Martin Treiber of Dresden University of Technology has shown in mesmerizing simulations (www.traffic-simulation.ed/). One result can be "phantom" jams, which occur so far upstream of the bottleneck that the congestion there has long cleared by the time drivers at the back of the pack reach it. As a result, they never see the snafu that flipped smooth flow into a stop-and-go mess. By one estimate, three-quarters of traffic jams are phantoms.

Carlos Daganzo of the University of California, Berkeley, was puzzled by what highway sensors showed: When congested traffic forms upstream of a bottleneck, the rate at which cars at the front leave the congested area decreases. It's as if, when a line forms at the popcorn stand, the server slows down, so people leave with their popcorn at a slower rate just because there are more people waiting," he says.

Yet the counterintuitive effect is seen time and again, and in a recent study he and colleagues figured out why. The congestion causes cars to jockey across lanes, ever on the lookout for the faster one. Lane changing increases the gaps between cars, as drivers slow down when someone barges in front of them. Bigger gaps means fewer cars per second leaving the front of the jam.

If that seems counterintuitive, consider that briefly *reducing* volume can trigger a stop-and-go wave. Within the region with suddenly fewer cars, perhaps because a long funeral cortege just exited, the emptier road entices drivers to speed up ("Open road—yes!"). But sooner or later, Prof. Treiber notes, these drivers catch up to a denser, slower-moving region. The ensuing braking triggers a dreaded density wave.

Most jams occur way before a road reaches its capacity, and the culprits are all around you. Even in heavy but moving traffic, inhomogeneities would have much less effect if drivers had faster reaction times. When merging traffic causes the drier in front of you to brake, you do so as well. But because braking takes time, the gap between you and the car ahead shrinks. You slow even further until the gap reaches a size you are comfortable with. Result: You are now traveling even more slowly than the car whose braking triggered the stop-and-go wave in the first place. The car behind you does the same, and the effect propagates backward, often for miles. **L**

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GREAT GRADES.

Lincoln Highway kiosks are going up along the route in Linn County. This is a project of the Linn County Historical Preservation Commission of which Lyell Henry and Van Becker are members. The kiosk in this photo is in Mt. Vernon at the west end of the Cornell College football field along the original brick section leading to the restored U.P. high bridge.

The kiosks will be outfitted with weather-proofed photos and text for each location by Spring 2006. The westernmost kiosk will be placed at the Iowa Highway Patrol station on 16th Avenue SW in Cedar Rapids, and the easternmost put up in Lisbon. There will be a total of 7 or 8 kiosks. Van and Lyell hope they'll be finished in time for the 2006 LHA National Conference in Cedar Rapids. All kiosks are being constructed at Linn County's expense.

The same Historical Commission is discussing purchasing and mounting LH signs along the highway including the original route through Marion. However, the kiosks are the first priority. **L**

(Ramblings, Continued from page 4)

carriage house to add to the Woodbine display. Letter submitted to the editor in the Omaha paper complained that \$9M was too much money for the NPS to spend on the LH.

Pottawattamie (Brent Ford): no report
Meeting adjourned at 12:30pm.

Following lunch, members examined the 1928 LH marker in a glass-enclosed case across the street. Driving west on U.S. 30 to Stanwood, the group viewed the old Highway Gardens roadhouse, closed now several years; it has sustained severe structural damage. The old single post filling station was another point of interest here.

In Mechanicsville, the granddaughter of the owner of the Page Hotel (now Page Apartments) shared stories of past guests of the hotel. In Tipton, the Cedar County seat, the group was treated to a tour of the old jail and adjoining sheriff's home. Our host was a former sheriff who incarcerated president Bob Stinson, for a few minutes. Members recalled how "perpetrator" Stinson invited similar incarceration at the Autumn 2004 meeting.

Next, at the Tipton library/monument square, Jeff Kaufmann, editor of the Cedar County Historical Society Annual Review and State Representative, shared the history of the war monument and its restoration. After a visit to the library and a glimpse of the original lithographs by Grant Wood, the group followed the Herbert Hoover Highway to Lowden. Kemman Motors and the Lincoln Hotel were points of interest here. West of Lowden to the abandoned section (original part of paved Lincoln Highway still intact) for a photo stop and the tour concluded at Clarence. **L**

Ames Hosts Winter Meeting.

The January Board meeting of the Iowa Lincoln Highway Association will take place on January 14, 2006 in Room 135 of the Ames City Hall. Coffee will be served at 9 a.m. and the meeting will begin at 9:30 a.m.

Ames City Hall is on Clark Avenue between 5th and 6th Streets in the Ames Main Street Cultural District (a State of Iowa certified Cultural District!).

Entering Ames from any direction, find either Duff

Upcoming LHA State Meetings

January 14 '06	Ames—Story Co.
April 8 '06	Cedar Rapids—Linn Co
June 13-17 '06	Nat'l Conference
July 8 '06	Jefferson—Greene Co.
October 14 '06	Woodbine—Harrison Co.

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

Bob McClelland	Jefferson, Greene Co. ^L
Mary McHugh	Columbus, NE
J.B. Richter	Cedar Rapids, Linn Co. ^L
Bill and Virginia Woods	Mechanicsville, Cedar Co. ^L

^L**Iowa Lincoln Highway County**

Avenue or Grand Avenue and follow it to 6th Street, where there are traffic signals. Parking is across the street, but bring change for the meters (or use the free parking on the west side of City Hall and walk around the building to the front entrance).

For lunch, we will go to the Olde Main Brewery, a few blocks away on Main Street.

In This Issue...

Your Help Still Welcome for National Conference!

FIRST CLASS

IOWA LINCOLN HIGHWAY ASSOCIATION
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