

Along the Lincoln Highway

The Newsletter of the Iowa Lincoln Highway Association

Volume 11, Number 1

Spring 2006

What Kind of Place Is This? Sutliff Store & Tavern

By Van & Bev Becker

Join us for our April 8th General Membership Meeting someplace a bit different! It's only 6 miles south of the Lincoln Highway; straight south of Lisbon, Iowa. Plan ahead, there's only one parking meter in town!

There really is no town called Sutliff anymore but there still is a great small town bar.

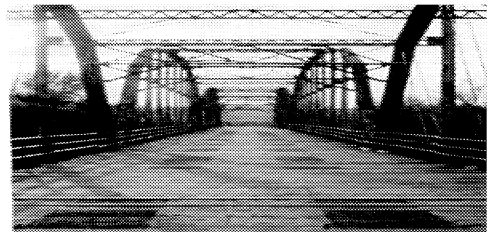
When you come inside the bar you will find a ceiling that has over 3500 one-dollar bills with names and messages written on the...some from other countries! You'll want to grab the first free table you see because it's first come...first serve. Sorry no reservations. If you'd like, you can walk up to the bar, place your order to eat outside on the historical wood-planked Sutliff Bridge which is just across the road from the tavern. When your order is ready, someone will lean out the door to yell your name to let you know to come back inside and get your order. No cars or bikes are allowed on the bridge, just people.

On September 11, 1999, the Sutliff Bridge with its three arching steel spans over the Cedar River received its due recognition. It was on this date that the Johnson County Iowa Board of Supervisors placed the 102-year-old structure on the National Registry of Historic Places. County representatives presented the certificate, commemorating the historic nature of the bridge, to the members of the Sutliff Bridge Authority. Its years of service to Sutliff natives and others were recognized with a plaque, which is now proudly displayed in the Bar & Grill. The massive iron bridge was constructed in

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.

1898 at the crossing of Sutliff's ferry, operated by Allan C. Sutliff. History has it that a sandbar formed in the river, which eventually made the ferry unworkable. This caused a great deal of inconvenience for locals who would then have to travel many miles to the next crossing in order to get to the county seat in Iowa City.

In 1897 the contract for the bridge was awarded to J.R. Sheely & Co. of Des Moines, Iowa. The winning bid was a whopping \$12,000. The bridge was com-



pleted and accepted by Johnson county in April of 1898, with dedication on June 3rd. This was the first bridge to cross the Cedar at this location and proved an effective replacement of the Ferry service. The structure is an 827'x16'8" span wood trestle with a 27'x16' east approach. Upon its retirement in 1981, it was one of only a few remaining Parker trusses known in existence in Iowa.

It is one of the longest, if not the longest Parker trusses in the state. The Sutliff Bridge Authority, under the leadership of long time Sutliff resident Raymond Bran-naman, leased the bridge from the state in 1984. Construction of the new Sutliff bridge, known as the Cilek bridge was completed in the fall of 1983. The old bridge now offers its visitors a one of kind view of the fast flowing Cedar river as well as a nice place to sit and visit with friends and family alike. **L**



www.lincolnhighwayassoc.org

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



To do things a bit differently this month, I am going to turn this column over to Dick Thomas. Dick has written an excellent review of Brian Butko's new book. As a Mt. Vernon, Iowa resident historian and Cornell College professor, I'm sure you'll find his observations interesting.

Conference attendees will have a chance to meet Dick as he will be one of our seminar presenters. Dick, take it away...

***Greetings from the Lincoln Highway: America's First Coast-to-Coast Road*, by Brian Butko. Mechanicsburg, PA: Stackpole books, 2005. 288 pp. Illustrations, maps, notes, bibliography.**

Reviewed by Richard H. Thomas, Professor of History Emeritus at Cornell College

The history of the Westward Expansion is inevitably the story of trails, roads, and railroads. Brian Butko has given us an interesting heavily illustrated guide to driving the first coast to coast auto highway – the Lincoln Highway. The highway is an Iowa historical resource and has left many influences in our history as a “pass through” state on the way west. Others have given us the details of the creation of the route and we have very early records of men and women who traveled the route, even before its official marking. The author refers to these accounts as we move with him across the nation. In his narrative we see the many changes in the original plan and the conflicts between the planners (Lincoln Highway Association) and state and local officials over the specific route. Splendid maps take us across the states, often through the cities, although the planners tried to avoid highly populated areas. Butko patiently takes us through the maze of western routes where large portions of the original trail are difficult to find or no longer accessible, clarifying all options for the potential traveler. Along the journey the author points out remaining structures from the commercial development that followed the designation and promotion of the highway. Butko

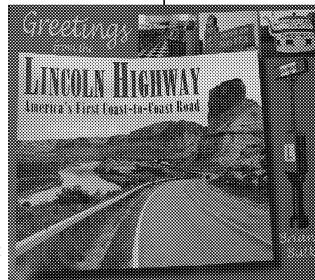
presents the dynamics of attempts to mark the highway, and describes the interest many communities and some states had in promoting alterations to the original route. The details and context provided make this book a good useable road guide. It incorporates the best of recent scholarship but adds little to our larger understanding of the formation and history of

the great road. This is not a casual read for general readers but an indispensable guide for travelers.

The various routes through cities are helpful, but for many rural areas the book lacks much of the flavor of local history surrounding the route and its impact on communities. The focus is mainly on the route itself but as a national

guidebook there is much that cannot be covered. In his rush toward treating more popular artifacts, such as markers or roadside facilities (food and lodging), there are few references to many structures of local significance, such as college campuses and courthouses. For example, his Iowa treatment makes no reference to the three early colleges on the route – Iowa State, Coe and Cornell. While the Seedling Mile, west of Mt. Vernon is mentioned with some fine comments, the fact that it is the *only* one in Iowa is not presented, overlooking part of its true significance. This highly generalized approach to local areas may be limited by the size of the work. References to the economic influence of the route are often made in the context of route changes but are not otherwise developed. Butko gives us an informative, entertaining guide that encourages anyone to make the trip from wherever one wants to start. Those seeking to make the whole trip will want to gather more detailed documentation provided by authors such as G.W. Franzwa's state based series. The Bibliography and Future Reading sections are inviting and well selected.

L



Ramblings Along the Lincoln Highway.

*Minutes of the Winter 2006 Iowa LHA Meeting
Ames City Hall,
Ames, Iowa.*

14 January 2006.

Submitted by Su Aros, Secretary.

Story County (**Margaret Elbert**) hosted the meeting with Carroll County (**Su Aros**) providing juice and pastries. 23 members and guests attended and joined in singing Happy (79th) Birthday to **Bob Owens**, Greene County Consul. **Jeff LaFollette**, State Director, called the meeting to order at 9:32am and conducted the meeting in President Bob Stinson's absence.

The minutes of the October 8, 2005 meeting were accepted as published in the Winter 2005 ILHA Newsletter.

Membership Report

Cecil Stewart will be sending renewal notices to all "Iowa" members. He has contacted the National Membership Secretary to verify "National" members from Iowa.

Treasurer's Report

Joyce Ausberger reported \$3,848.90 in the regular checking account. Winter newsletter costs and postage have not yet been paid. \$5,044.16 is the Investment account balance. A check was received from Motor Ioway for \$100. This group is active in the Iowa Transportation Museum. A brochure on the progress of that museum in Grinnell was shared with the group.

State Director's Report

Jeff LaFollette shared California and Ohio newsletters. A motorcade from San Francisco to Washington DC to commemorate the 50th anniversary of the signing of The Federal Highway Act of 1956 and a "reenactment" of the 1919 military motorcade is planned along I-80 for June 18-29, 2006. While the ILHA supports this effort, there is conflict with the LHA National Conference and therefore this group's position is that any involvement be limited to positive recognition.

President's Corner

Jeff LaFollette reported that Bob Stinson's new e-mail address is rmstinson@msn.com

Business Meeting

1. **Ed Mondt** was welcomed as the new co-consul from Boone County.
2. Motion was made and carried to appoint **John Fitzsimmons** as the Iowa Artist in Residence and that appointment will be so noted

in the Iowa newsletters under Support Staff.

3. Due to Bob Stinson's new duties as Chief of the Northern Warren Fire Department, his active involvement with the ILHA has been curtailed. Motion made and carried to keep Bob Stinson as president to the completion of his term this October and to appoint **Van Becker** as acting president for the remainder of Bob's current term.

4. A Nominating Committee was named with Joyce Ausberger as chair. **Jeff Benson** volunteered to be a member. The committee will have responsibility for identifying candidates for those positions that expire in October - President, Vice President (vacant now), Secretary and Treasurer.

5. Jeff Benson will provide County Consuls with information (letters, deadlines) to move forward in securing county supervisors' support of the Programmatic Agreement Among the Federal Highway Administration (FHWA), the State Historic Preservation Office (SHPO), and the Iowa Department of Transportation (IDOT).

6. **Dean Hoffman**, representing Wilson Cadillac of Ames requested ILHA support for an upcoming Car Clubs tour May 5-7. Jeff Benson and Margaret Elbert are the ILHA contacts for support.

7. The group was advised to work with Van Becker and/or Jeff LaFollette for any ILHA support required for applications for funding and/or grants.

8. LHA National Endowment Committee, responsible for use of the \$100,000 anonymous contribution made to the LHA, has been meeting via teleconference and will be proposing their recommendations to the national LHA board of directors in June.

9. The Spring meeting is on the calendar for April 8 to be held at Coe College. The Beckers may re-schedule to another location. Watch for location and directions in the ILHA Spring newsletter.

Discussions re LHA National Conference

Cedar Rapids, Iowa June 13-17, 2006

Plans, activities and assignments for our upcoming national conference were discussed at length. Members are encouraged to visit our Iowa web page at www.lincolnhighwayassoc.org/iowa for the latest schedule of events and registration forms. The first copy of the 2006 Forum will also include an invitation and application to join us. Specific questions can be directed to Van

(Ramblings, Continued on page 4)

(Ramblings, Continued from page 3)

Becker and Jeff LaFollette.

County Consul Reports

Clinton (Jeff LaFollette): Contacts made with city councils regarding the Programmatic Agreement. Also contacted DeWitt and Clinton Chambers of Commerce re vendor tables at the national conference.

Cedar (Keith Whitlatch): Not present and no report submitted

Linn (Van/Bev Becker): Progress continues on the kiosks along the LH in Linn County. Much time spent on conference planning.

Benton (Mike Kelly): Mike has been copying film and slides (with new state of the art scanner) to prepare display for the conference and at Youngville. More examples will be shared at next meeting. **Ron Preston** reported for the Belle Plaine tour the city will have a gift bag with bottled Jumbo Well water. Next week the museum is starting on its LH display. Ron will put on display one of his LH markers in front of the museum for the conference time frame only. No copyright issues with regard to the use of the LH logo for the T-shirts that Belle Plaine plans to sell. Ron will pursue the ILHA getting a percentage (10%) of the shirt sales. The local school art class will be doing pole painting. The Mt. Vernon camera class visited and took pictures of the Preston garage and the LH bridge in Tama.

Tama (Allan Richards): City has again allocated money for bridge maintenance. Ron Cory is working on a plaque. A cloverleaf will be constructed east of King Tower. Downtown buildings slated for demolition.

Marshall (Catherine Noble): Not present and no report submitted.

Story (Margaret Elbert): Found LH mentioned in an Anamosa Prison cookbook in Margaret's collection. Iowa Prison industry has made LH signs.

Boone (Joe Moore, Ed Mondt): Contact made with the new Chamber of commerce executive. City has purchased three store front buildings downtown-with floors for businesses. May be able to get space for LH museum/meeting place John Fitzsimmons continues to deliver historic presentations for organizations.

Greene (Bob Owens): Met with the county engineer who is not supporting the Programmatic Agreement. Several achievements have been made including work on the Lions Tree Park project, the Eureka bridge guardrails and approaches, and the Eureka State Preserve.

Carroll (Su Aros, acting): The VP of Operations at the "Carroll Today" was asked if he was interested in the Carroll County Consul position; no response to date.

Crawford (Deb McKeown): Not present and no report submitted. Someone will make contact to ensure Crawford County is aware of meetings and reports.

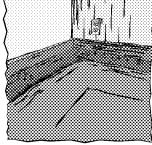
Harrison (Elaine Ehlert): January 25 is the 100th anniversary of Roberts Dairy and there is a commercial to debut that includes the brick section in Woodbine. Brick Street Station (gifts/soup/sandwiches) still open. Planning is underway for the Fall ILHA meeting in Harrison County.

Pottawattamie (Brett Ford): Not present and no report submitted.

The meeting adjourned at 12:15 PM

Respectfully submitted, Su Aros ILHA Sec. **L**

The President's Corner



*By Van Becker,
Acting ILHA President*

June 13 - 17, 2006! Mark your calendar and make your reservations! The date of the big event is closing fast. Our national convention will be right here in eastern Iowa. Our crack team of dedicated enthusiasts has been working hard and fast to bring the best-ever LHA national conference to the Coe College campus in Cedar Rapids. The team planned two main goals:

1. Make it the most affordable conference ever; we did! Full conference registration is only \$240 per person and a night in the cool and comfy Coe dormitory is only \$18 per person per night!

2. Enhance the academic level of the seminars; we did! Check the website, <http://www.lincolnhighwayassoc.org/iowa/>. Note the number of college professors and retired professors. Check the names and numbers of authors and LHA dignitaries. We are planning a conference you don't want to miss. And we don't want to miss you! Every Iowa member is an ambassador for our state and chapter. As good as the conference team is, we cannot do it without you! Make plans now to join us in See Der Rabbits for the 14th annual National Lincoln Highway Conference.

Van

LINCOLN HIGHWAY ASSOCIATION 14th ANNUAL NATIONAL CONFERENCE

<http://www.lincolnhighwayassoc.org/iowa/conf2006/conf1.html>

Cedar Rapids, Iowa – June 13-17, 2006

One Form Per Person • Please PRINT as you wish to appear on name tag

Name: _____

Address: _____ City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

REGISTRATION FEES

Registration Deadline: Please submit registration and payment postmarked by: May 5, 2006.

Description of Activity	Amount	Total
CONFERENCE REGISTRATION:		
Full Conference (all activities & meals on <i>Schedule of Events</i>)	\$240	
Partial Conference (Full less bus tours and related meals)	\$180	
East & West Bus Tours including Lunch – Weds. & Thurs.	\$120	
Reception Dinner Only (Tuesday 13 June)	\$40	
Awards Banquet Only (Friday 16 June)	\$40	
NON-MEMBER FEE (includes 1 year membership)	\$30	
BOOKROOM RESERVATION:		
Bookroom Table Fee (fee waived for chapters -indicate below)	\$30	
Bookroom Table Reservation (list Chapter:)	\$0	
ON-CAMPUS LODGING (see info sheet on website for description):		
QUAD Room 4 nights: June 13-16	\$104	
Single/Double Room 4 nights: June 13-16	\$74	
OFF-CAMPUS LODGING (Book on your own; See website for hotels)		
TOTAL AMOUNT SENT :		

Cancellation Policy: Cancellations received by the Association prior to May 31 will be accepted without question. However, a fee of \$25 will be deducted to cover processing. After May 31 there will be no refunds except those granted by the Executive Committee for cases of extreme hardship.

Please mail registration form (and special request form if applicable) along with your check or money order to:

**Lincoln Highway Association
2006 Lincoln Highway Conference**

**P.O. Box 1075
Tooele, UT 84074-1075**

WAIVER OF LIABILITY (must be signed by all registrants)

The undersigned hereby agrees that the Lincoln Highway Association and/or its officers and directors shall have no responsibility or liability, in whole or in part, for any loss, damage, or injury to person or property, or any act or omission resulting from, arising out of, or occurring during any activity, program, tour, meeting, meal, or other service and facility furnished or supplied in conjunction with the Annual Lincoln Highway Association conference.

Signed _____ Date _____

Traveling the Lincoln Highway 1920's Style

Contributed by James L. Graham, Ames, Iowa

(Editors Note: Thanks also go to Bob & Joyce Ausberger for submitting this story to the ATlh-JL)

My dad and two of his buddies drove an Overland Automobile from Iowa to Long Beach, California in 1922. They wrote a story for the Dexter, Iowa newspaper telling about their many adventures on the trip, plus they took a number of pictures. Except for a few of the towns they passed through, little was said just about what roads they traveled on.

I attempted to trace their 1922 route and found it more difficult than I imagined because these roads back then had many different names. This was before 1926 when the roads were assigned numbers. The Lincoln Highway was then changed to US 30 (across Iowa). I also had a problem identifying the Overland auto as to what year it was. By looking up Overland on the internet and comparing, I think it is a 1916 or 1917. If I'm wrong maybe some Overland car buff can correct me. I hope you Lincoln Highway enthusiasts enjoy reading this story— James Graham, Ames, Iowa

My dad, James C. Graham was 22 years old when he and two of his buddies, Joy Hammond and Ward Price all from Dexter, Iowa drove an Overland touring automobile from Dexter to Long Beach, California in 1922. The vintage of the Overland was 1916 or 1917. Back then the roads were mostly unapproved dirt or gravel and some had only one lane. There were no numbered roads like they are today, only names like "The River to River Road", "The Great White Way", and "The Lincoln Highway", which it is still known as today. In 1926, the federal government numbered all the roads like the Lincoln, which would be numbered US 30 across Iowa and US 66, a popular route from Chicago to Los Angeles, which had many different names in the early 1920's. There were no paved roads except in a few of the larger cities. They also had to ford some of the streams as not all of the bridges were built by 1922.

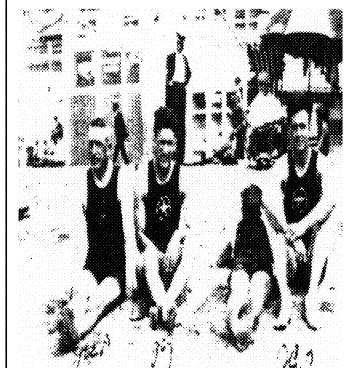
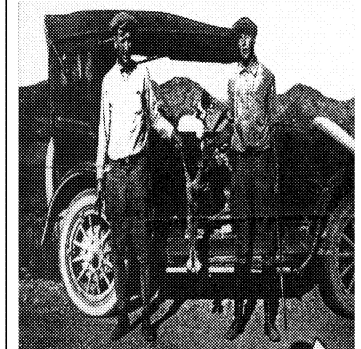
They would have started their trip from Dexter by taking the White Pole Road, the main road between Des Moines and Omaha, which also ran through Dexter. A white band painted on telephone poles marked the road, which was also called the "Great White Way". From Omaha they drove on the Lincoln Highway

across Nebraska turning south to Sterling, Colorado on the Colorado Lincoln Highway as the state of Colorado called it. Back then the Colorado interests were that the Lincoln should go to Denver instead of through the sparsely populated towns of Wyoming. So a large billboard was put up along the Lincoln Highway that read "Lincoln highway to Colorado and Rocky Mountain National Park-Estes Park". The Lincoln Highway promoters discouraged this because taking the Denver route meant they had to climb the very difficult Berthoud Pass at 11,314 feet that lay west of Denver. Travelers taking the northern route through Wyoming would only have the South Pass to cross which was less than 9,000 feet and should be passable year round.

My dad and his friends wanted to visit Denver and Estes Park, so they took the Colorado Lincoln highway or Highway 115 when it was numbered in 1926. They camped overnight in Sterling, CO and drove into Denver the next day. After spending some time in Denver, they drove north on the National Park to Park road and taking a side trip up the Fall River Road to Estes Park. They commented that they almost froze when they were camped at Estes Park. The next day they returned following the Big Thomson Canyon Road. These mountain roads in those days were one lane only with a few places wide enough for two cars to meet or pass. After getting out of the mountains the again were back onto the National Park to Park Road into Laramie, Wyoming where they again joined up with the Lincoln Highway for the remaining trip to Salt Lake City.

After a few days of visiting friends and having fun in Salt Lake City, they headed south on the Evergreen National Highway, which was also part of the Pike Peak Ocean to Ocean Highway. They stayed on this road until they turned onto the National Old Trails Road in southwest Arizona which later became part of US 66. At that time, this road into Los Angeles also was the southern portion of the National Park to Park Road that went through Denver. This must have been very confusing to the traveler with so many different names of the same road. They told of driving through the Indian reservation at Fort Mojave and stopping at Golf, Amboy and Ludlow, all small towns located on their route. After the construction of Interstate 40 some 60 years later which replaced old US

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John Fitzsimmons

Continued from page 6

66, these communities basically became not much more than ghost towns. The three travelers were very much relieved as they drove onto paved roads in San Bernardino just a few miles from Long Beach, their destination. After a few days of sightseeing and visiting friends and relatives in California, the trio sold their trusty Overland and took the train home to Dexter.

Their Overland car ran quite well, but developed a miss after driving in a sandstorm east of Salt Lake City. They guessed it was time to have the car tuned up and they started to have tire trouble before they got to Salt Lake City, and from there all the way to Long Beach it was an almost daily trouble with the tires even though two new tires and tubes were purchased along the way.



Gasoline prices were running anywhere from 43 to 50 cents per gallon along most of the way. When you compare these gas prices with today's prices, this average price of about 45 cents per gallon was very expensive considering that wages of the day were about \$2.00 per day for common labor jobs. In 1922 it would take more than a weekly paycheck to fill your gas tank. In today's dollars that translates to around \$540 to fill your gas tank. And you thought prices were outrageous now!

With all the stops and troubles, it took them three weeks to drive to California. They didn't even average 100 miles a day. When the roads were good, they sometimes made 150 miles a day but this was a rarity. Back then there were no motor hotels or motels as we call them today, just campgrounds. Almost every town has a campground for tourists. Some were rather primitive but many went all out with amusement parks and dancehalls which would attract the locals along with any travelers that would happen to come around. Unlike the interstate travelers of today, in the early days of the automobile it was an adventure to take a long trip in an automobile. How things have changed in our world today! **L**

Upcoming LHA State Meetings

- | | |
|------------------------|-------------------------|
| June 13-17 '06 | Nat'l Conference |
| July 8, '06 | Greene County |
| October 14, '06 | Harrison County |

Spring into Sutliffe for the next ILHA Meeting

The April Meeting of the Iowa LHA will be held Saturday, April 8, 2006 in Sutliff, Iowa. Our meeting will be held in the store side of the Sutliff Store & Tavern in beautiful downtown Sutliff. Coffee at 8:30. Meeting at 9:00. After the meeting, lunch in the tavern side. The main topic before the members will be plans for the upcoming conference. If you are on the LH in Lisbon, turn south at the Hills Bank corner. If you are on Hwy 30 at Lisbon, turn south at the brown Sutliff Historic Bridge sign. Drive south 6 miles on County Road F14. Watch for signs to the Sutliff Bridge. If, after a big sweeping right-hand bend, you cross the Cedar River on a modern cement bridge, you have gone too far. Turn around and take the first hard-surface road to your right. If you are hopelessly lost, call (319) 624-2204; that's the bar. Ask for directions! After the meeting, we will inspect the largest Parker truss bridge in Iowa and caravan over our beloved Seedling Mile to examine the iron bridge on Bloomington Road, the 1913 LH route into Marion, Iowa. Questions? Email us at IowaLHA@mcleodusa.net or call us on Bev's cellphone at (319) 310-7475 and leave a message. You will get a return call. Check out www.sutliffbridge.com. **L**

Youngville Announces 2006 Schedule

By Sandii Huemann-Kelly

The Youngville Café has announced its schedule for the 2006 season. Youngville Café will open for lunch on Tuesdays and Thursdays beginning May 2, 2006. Lunch will be served through Thursday October 19th. The Youngville Farmer's Market will open for the season Friday, May 26th. The annual Apple Daze at Youngville is scheduled for Sunday, Sept. 17th. More details on the market and café hours and other events will be posted at: www.youngvillecafe.com. If you haven't been there, take the time to make the trip. It's worth the drive!

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

Carl & Mary Koehler History Center
Norellis Community Library
Phyllis Olsen
David Schlorff

Norman Gore
garet Jordan
Gary McNaught

Cedar Rapids, Linn L
Denison, Crawford L
Urbandale, Polk
Honey Creek,
Pottawattamie L
Jefferson, Greene L Mar-
Jefferson, Greene L
Long Pine, NE

Iowa Lincoln Highway County

In This Issue...

Sutliff Bridge, and a 1920's Lincoln Highway Journey

FIRST CLASS

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