

Along the Lincoln Highway



The Newsletter of the Iowa Lincoln Highway Association
Winter/Spring 2002 Volume 7 Issue 1

Changes Considered to Greene County’s Old 30.

*Reprinted from The Jefferson Herald,
January 31, 2002.
State Center Main Street Program*

Greene County was the first in Iowa to gravel and then to pave its Lincoln Highway. In 1993, six segments of the highway along with four structures were named to the National Register of Historic Places.

It is with historic pride and purpose, therefore, that county, state, federal, and LHA officials gathered to discuss the future of Greene County’s Lincoln Highway, and develop a process to follow in decision-making on the re-building of the Lincoln Highway. This is the report of that meeting as described in Jefferson’s local newspaper.

Attendees at the ILHA’s April 13th meeting in Jefferson will tour the Greene County Lincoln Highway.

More than forty persons attended a meeting January 30th of the Greene County Board of Supervisors to gather information about improvements to County Roads E-53 and E-39 (old U.S. 30 and Lincoln Highway) west from Jefferson to the Carroll County line. No decisions were made at the meeting, but information provided by several persons demonstrated the complexity of road design, particularly when historic preservation is an issue.

At the meeting were representative of the LHA, the State Historic Preservation Office, the Iowa Department of Transportation, the Federal Highway Administration, the National



**1918
Lincoln
Statue**



**0.1 Mile
Marker**



**Jefferson
Carillon Tower**

Park Service, and Greene county engineer Wade Weiss.

Bob Ausberger of rural Jefferson, a past president of the national LHA, said that four sections of the Lincoln Highway in Greene county are listed on the National Register of Historic Places, and that the LHA is interested in keeping that designation. “The LHA wants to provide the public with a safe driving experience while maintaining the historical integrity so the road can remain on the register,” Ausberger said.

“We’re looking for design excellence from a multidisciplinary team. We’ve always recognized the need for improvements to the road, and we expect the improvements, but we want the job done so it maintains the integrity of the old Lincoln Highway,” he said.

The LHA would like to see Greene County use context sensitive design (CSD) in improving E-53. CSD uses a collaborative process involving all interested parties in developing project designs. It takes into consideration the historic, physical, cultural and aesthetic elements of a road, along with transportation issues of safety and cost-effectiveness. “This project needs an appropriate planning process that fosters open public involvement and creative thinking,” said Jeff Benson of Ames and a past state LHA president.

The LHA has prepared a “wish list” of 35 items it would like included in the design of road improvements including the construction of pull-offs and interpretive sites and the preservation of things such as corner posts, culvert head walls, and tenth-mile markers.

The LHA would like to see the original 66-foot right-of-way used; the road would be widened from 18 feet to 22 feet, with the shoulders narrowed to make up the difference. The goal would be to maintain the look and feel of an old road.

According to Dan Ohman, a design engineer with the Iowa DOT, the look and feel of an old road could be maintained with a 100-foot right-of-way. He suggested that shallower, wider ditches and using native prairie grasses (now required by law) would create the look the LHA desires.

“There has to be some give and take,” Ohman said.

He used culvert head walls as an example. “As people drive past a culvert head wall they don’t even see it, but if an example of a head wall were put at an interpretive site, people could see it and learn about it. You have to determine the best historic benefit. It’s not a specific head wall that’s historic, but the idea of the structure and the aesthetics that are historic,” he said.



**Old Motel
(McGregor's).**

County engineer Weiss presented a brief lesson in road design, explaining the distance needed to create safe shoulders, ditches and clear zones. He explained that road design standards have been established by the American Association of State Highway and Transportation Officials (AASHTO). Variances from those standards must be approved as design exceptions by the state DOT and could cause liability problems for the county should an accident occur.

Weiss explained that design exceptions, such as a narrower road or shallower ditch, can be contrary to pavement management design. "Pavement management looks for pavement to last 80 years. Things like ditches, drainage, and snow removal all go into good pavement management. I don't know that anyone has looked at the actual costs long term of making design exceptions. Is the cost of future patching included in the decision to make a design exception?" he asked.

"In the end, cost will dictate what can be done with historic preservation or aesthetics. Determining the cost will be the first step in design," Weiss said.

There are other parties interested in the E-53 project. A team of Iowa State University faculty and students hired by the Iowa DOT as consultants to develop a corridor management plan for Highway 30 was at the meeting. "We're interested in design issues on Highway 30 to provide a safe, efficient corridor, and in the historic aspect of the Lincoln Highway as heritage tourism," a representative said.

A spokesperson from the National Park Service explained that the Park Service is conducting a special resource study of the Lincoln Highway. The study is a step in adding the highway to the National Park system. The study will present management alternatives for long-term preservation of the highway, including alternatives involving state and local governments and private sector organizations.



Eureka Bridge.

Questions and comments from the public were accepted at the end of the meeting. County residents Vernon Buswell, Gary Goodwin and Bruce Banister all spoke of safety issues at Eureka Bridge/Danger Hill, just west of Jefferson.



Skew Bridge.

An injunction was issued in 1992 prohibiting any work on the Eureka Bridge, which was widened from 16 to 20 feet in 1924. Lack of a comprehensive plan and destruction of wetlands were cited as reasons for the injunction. Weiss had avoided discussion of the section, saying it was more productive now to discuss the entire 12-1/2 miles of the project.



**Gregory
Marker.**

County supervisor Bill Raney had opened the meeting, calling it a "fact-finding session for the board to find the best way for the county to proceed." It was not the intention to make any decisions at the meeting. Construction is slated for the summer of 2003. L

Greene County — A Rejoinder.

Lately, members of the Iowa Lincoln Highway Association have been discussing the future of the Lincoln Highway in western Greene County with the County Engineer and the Board of Supervisors. This includes road projects on County Roads E53 and E39, which Greene County has listed on their work schedule for many years.

These projects will determine the future of the Eureka Bridge and various road segments listed on the National Register of Historic Places. This part of the Lincoln Highway is very intact historically, both in terms of the road section itself and the roadside features. Its integrity is well documented.

There is no question that some parts of the road need work. Many issues are involved in these projects. Solutions to some will be difficult to find. At a meeting in late January and in subsequent letters, we advocated planning the entire route as a whole and

involving the viewpoints of all interested parties. Such a process would give the Board of Supervisors options and recommendations for context-sensitive design solutions.

Highway planners in many other states, counties and cities have used a similar approach on especially sensitive or controversial projects. We pointed out that such a process should help the county meet the requirements of the Iowa DOT project development process, Section 106 of National Historic Preservation Act, Section 4(f) of the Department of Transportation Act, National Environmental Policy Act, TEA-21, state statutes on highway project planning and design, as well as *Flexibility in Highway Design*. The Federal Highway Administration, American Association of State Highway and Transportation Officials, Transportation Research Board and American Society of Civil Engineers recommend considering alternatives and options, examining resource impacts and participation by all interested parties.

Our message was that planning highway work with historic resources in mind is becoming part of accepted design and engineering practice. We favor making real progress towards improving the safety, use and historic value of this road.

At this point, Greene County has backed off any plans to start a project this year, but we don't know yet what their ultimate plans are for the Eureka Bridge and other great parts of the Lincoln Highway there.

In addition to co-Presidents Bev and Van Becker, State Director Paul Walker, Past Co-President Jeff Benson and Bob and Joyce Ausberger, many Greene County members have been involved with this project. L



Eureka Bridge.

Lincoln Highway Memories of Ames.

*By Jeff Bensen and Margaret Elbert,
Story County Co-Consuls.*

The history of the Lincoln Highway in Ames is mostly about memories. That's because of success and progress, which are kind of funny things.

Many small towns on the Lincoln Highway have been shrinking in population since its earliest days. Thus many small towns have artifacts of the Lincoln Highway still intact: brick paving, canopy gas stations, car dealerships, one stops, historic hotels, bridges and many more fascinating, real, physical things—not just memories.

But Ames has been a successful town. It's been growing and progressing these many years, which often means out with old and in with the new. So, sadly, most of the pieces of the old Lincoln Highway have disappeared. Much of



Boone Road (Lincoln Way) looking east from top of hill. House on right stands where bank is today. Two-story house beyond is rooming house (once a sorority) at corner of Lynn and Lincoln Way (today-site of Memorial Lutheran Church).

what is left is memories.

Of course, the Lincoln Highway itself was one of the reasons for many of those changes. To see how fast and how much Ames changed in those early years, we need to take a trip.

H.G. Wells, in his novel and in the current movie "The Time Machine," visits eras of the past and future. Let's get aboard our own time machine and drive down the Lincoln Highway in Ames. In this issue we'll explore Ames around 1915, and in future issues we'll visit 1925 and 1935. Let's see how much change can occur in a mere twenty years.

Circa 1915-17

What had been known as Boone Street, a local highway through Ames east to west, has just been officially renamed Lincoln Way, following the establishment of the Lincoln Highway in 1913. Up until 1915 it was an unpaved road, but in that year hard-surface paving is built from the east edge town to Squaw Creek, and Ames has a new named and paved highway. By 1917, it will have four named highways: Wilson, Lincoln, Jefferson and the Custer Battlefield Highways.

However, trolleys and trains are still the modern way to travel. People traveling to and from Ames can choose from 42 passenger trains that come through town every day. On average 133 people an hour travel between downtown Ames and the college campus on streetcars. But all of that is about to change. These roads are about to alter the face of the Ames.

In the years around 1915, most of this road, from the Skunk River on the east edge of town to the Squaw Creek valley separating Ames from the Iowa State College, is lined with houses. The downtown, a few blocks north of the Lincoln Highway, beyond the railroad tracks, is thriving with ornate new brick buildings. The modern and fancy Sheldon Munn Hotel has just opened. Ames now has two hotels and three garages to serve the traveler. The Bush Hubbard Automobile Company is also downtown and advertises in the Lincoln Highway guide.

Just a little west of Grand Avenue, St Cecelia's brick church is just ten years old, replacing the Church of the Good Shepard. Further on, the new paving stops at Squaw Creek, where the



Briley's grocery delivery truck heads east down hill on Lincoln Way toward Beach Avenue corner and the Squaw Creek bottom grade. Dormitories now occupy all of the area where the farm house sits in this photo. (Photo, courtesy of the Iowa Department of Transportation).



Lincoln Way approaching campus, looking westward. On right women's dormitories, on left today are fraternity houses.

road crosses Squaw Creek on a rickety bridge through the swamps and sloughs, suffering spring floods and washing out often—hence the popularity of the trolley. Therefore, the College has agreed to pave the road from this creek west, but it doesn't actually happen for several years.

Up on the hill west of this floodplain is Iowa State College, which by 1915 has a substantial number of buildings and a coherent plan order, with its central campus. Along the Lincoln Highway, on the south portion of the College, are only a few cottages: Miss Stafford's Cottage and Lincoln Way Cottage, the Knoll and a very small veterinary clinic. One can see the larger buildings up the hill to the north. On the south side of the Lincoln are a few rooming houses, such as the one at 103 Ash, called the Ash House.



Lincoln Way looking east from a point on north side of street near Lynn Avenue before streets were paved in this area. Land was very low in this area. House on the right in this photo was a rooming house and at one time had been used as the Gamma Phi Sorority house. Because of the runoff from creek in times of heavy rainfall, Lynn Avenue in these times was known as "Swamp Street." Second house on right is on the corner of Ash and Lincoln Way and stands today. The first house on right is at location where Memorial Lutheran Church stands today.

A little further, the railroad to Sheldahl and Slater crosses the road diagonally, right where College Creek is next to the Lincoln Highway. Just beyond is, or soon will be, Edwards Coal Company, one of the few businesses on the Lincoln Highway in Ames. The Congregational Church, located in Ames itself, has built a large house on the hill above Edwards Coal to serve the college students. It will come to be known as the Frisbie House, and there are various wooden houses around it.

Across the street at the south edge of campus is a brand new lake, perhaps even not yet named Lake La Verne. At the west end of this lake, just a few years earlier, an attractive new bridge has been built across College Creek to form a road that is the new entrance to the College. Across the Lincoln Highway from this entrance is the Champlin Livery Barn. A block down the Lincoln, the College Savings Bank is being built. It will still be a bank at the turn of the 21st century, making it the oldest continuously operating business on Lincoln Way.

Another block west, the Lincoln Highway turns north on what used to be Pike Street, but has just been renamed North Lincoln. Future residents of Ames will know it as Sheldon Avenue. Many houses line the west side of the two blocks south of where the road turns to go down the hill and cross Clear Creek. Many are rooming houses, built to house students after a fire burned down Old Main at the College. Some of these large houses along were early fraternities. Among these houses, the new Collegiate Presbyterian Church is under



Looking south up Welch Street in Campustown from a point where Friley Dormitory is now located. Brick Champlin building, new in 1909, is seen on southeast corner of Welch and Lincoln Way. At top of Welch hill on right is old Beta fraternity house (torn down in 1980s), a two-story frame structure. Streets are not paved here. Barn on left is Champlin's.

construction and, perhaps this early, the West Gate Lunch is across West Street to the north. On the east side of North Lincoln is a trolley line and shelter.

Just around the corner is College Garage and Olsan's greenhouse on the hill above, where flowers bloom and are picked to serve as corsages for countless college formals. At the bottom of the hill, where North Lincoln turns north again, Briley's Pond has recently been filled. Men from the College will have no more tug of war games across it.

Across a creek, through some woods and at the top of a long hill, the Lincoln Highway turns west again. Along the north side here is the College horticulture farm, including extensive orchards. The Lincoln then goes on to Ontario, a little village with grand plans. **L**

Next issue: 1925

Youngville Cafe Report.

Benevolent ILHA Members Step Up.

The Winter 2002 Board of Directors meeting of the Iowa LHA was held at Youngville Cafe on U.S. 30/Lincoln Highway west of Cedar Rapids in January. The beautifully restored Tudor road house is nearly complete and preparing to open to the public this year.



The Youngville Highway History Association was organized in 1997 to preserve the history of the Lincoln Highway. They are still hard at work readying the cafe, performing fund-raising, and sponsoring Farmers' Markets. You can visit the Association's website at www.videoportraits.com/yv/yv1.html.

At the meeting two members of the ILHA Board, eager to help their friends of the Youngville Association realize their dream, were so impressed with their progress that they offered monetary gifts.

Lyell Henry of Iowa City contributed \$1,500 on the promise that the Iowa DOT will be contacted to look into improving the safety of the turn-off into Youngville's driveway.

Elmer Ketelsen of Calamus also donated \$500. Thanks to both Lyell and Elmer for their generosity! The ILHA also contributed \$500.

And speaking of fundraising, ILHA President-Elect Mike Kelly reports that Youngville crocks are still available for \$30. You can get yours by contacting Mike at 319.472.5183, or through email at MTK@videoportraits.com, or through the Youngville website. L

Shady Oaks Campground Celebrating 77 Years.

By Mary Gift

Proprietor, Shady Oaks Campground, Marshall County Consul.

Shady Oaks Campground will reopen April 1st for its 77th season. The personality and aura of this Lincoln Highway interpretive site near Marshalltown has always been different from others in the state.

We strive to keep its rich heritage and individuality alive. Through memories, documents and history, we have reconstructed, reported and recorded the events and people that have made it a special place.

This inviting campground for RVs and tent camping is the result of the camaraderie and combined efforts of three generations. We often pause to contemplate our small world at Shady Oaks as the giant oaks call out their mystery to every visitor.

In summer, the melodious Shady Oaks woodland trilogy is a harmonious blend of tree frogs, katydids and locusts.

The Big Treehouse at the Campground, hobby of arboreal architect Mick Jurgensen, is shared with visitors from across the United States and the entire world. This unique structure, built in a maple tree, features music, sound effects and gardens. The Treehouse is a "golden link" to the past and the Lincoln Highway. Along the walkway to the Treehouse, you cross a replica of the Rainbow Bridge and walk through a small, covered bridge museum.

As our culture becomes more focused on technology, views of the landscape at Shady Oaks tend to keep one's spirit rooted to the land and a simpler time. The most frequent comment shared by RV campers and Treehouse guests is, "It's so peaceful at Shady Oaks." L

1928 Lincoln Marker Has New Home.



Located only a half-block south of the original Lincoln Highway in downtown Tama, an old Lincoln Highway marker has a new home. This past fall the Tama Chamber of Commerce Betterment Committee donated a recently acquired Lincoln Highway marker to the new **Louise and Lucille Hink Tama Public Library** which celebrated its one-year anniversary in November 2001.

Pictured left-to-right are Ron Cory, Tama County Consul of the Iowa LHA, Ron's wife Darla, Project Chair of the new library, and Roger Hill, Chamber representative. L



Have Spare Tire, Will Travel

By Van & Bev Becker

Just when you thought it was safe—the teacher always pulled a surprise quiz from his desk. Well, this quiz may be a surprise, but think of it as the “take home” variety.

This is for those who are confident they know or remember the early days of motoring, automobiles and highways—but everybody else can take it, too. Grab a pencil and let the exam begin. And no looking on your neighbor's papers!

1. Which automobile was the infamous John Dillinger's favorite car to steal?
a. Ford b. Chevrolet c. Buick d. Packard
2. What auto company became the third place automaker in 1928?
a. Ford b. Chevrolet c. Chrysler d. Buick
3. What year did rear-view mirrors become standard equipment on production cars?
a. 1908 b. 1916 c. 1930 d. 1955
4. What year was the first speeding ticket issued in the U.S.?
a. 1895 b. 1900 c. 1902 d. 1915
5. What was the last year Ford had an exposed horn?
a. 1915 b. 1928 c. 1935 d. 1955
6. What was the price per barrel of crude petroleum in 1901?

a. 5 cents b. 25 cents c. \$1.00 d. \$1.50

7. What was introduced in 1937 that would remain until 1952 on Ford automobiles?

- a. Two-piece windshield
- b. Four-wheel brakes
- c. Electric starter
- d. Fender skirts

8. What year were demountable tires introduced?

a. 1900 b. 1915 c. 1929 d. 1934

9. How many taillights did the Stingray have in the song "Dead Man's Curve?"

a. 2 b. 4 c. 6 d. 8

10. Which type of plating was used on radiators and lamps in 1921?

- a. Nickel-plating
- b. Brass-plating
- c. Chrome-plating

11. Who introduced laminated safety glass in 1926?

a. Ford b. Packard c. Rickenbacker d. Duesenberg

12. What automobile did the Red Cross choose for its ambulances in 1915?

a. Ford b. Buick c. Mack d. White

Welcome to the LHA!

Hello and a Hearty Welcome to our New Members.

David Kingery

Bill Wadsworth

Fritz Hinrichsen

Urbandale

Encampment WY

Calamus



From the President's Corner...

Bev and I are looking forward to seeing everyone in Jefferson for our

next general meeting on Saturday, April 13. While there, be sure to check out the newly placed 1928 marker across the street from the Greene County Lincoln Highway Association's "Club House."

June is fast approaching. Now is a good time to mark the calendar for the National Lincoln Highway Association Conference in Sacramento, California, June 11-15, 2002. It's just a couple of days west down the "Highway." Always worth the trip—these national conferences are Big-Time fun!

Our July Board meeting will be in Ames, but the location of our October membership meeting is open for suggestions and volunteers. This is your chance to host an event close to your home. Our October host may step forward now please.

Bev is often asked about the health of "The Sign." Of course, I mean the homemade Seedling Mile sign shown at left and in the latest issue of the *Forum*. As of March 7, the sign still stands. It is splattered with mud and snow slush, but it is still there. The highway crews have painted a day-glo pink stripe along the bottom. Pink is the color they have used on trees and brush slated for removal. As road work progresses, it's days are limited. Meanwhile the pink is rather attention-getting. (If anyone wants to preserve this Van Becker original, we can retrieve it and make it yours!)

We'll see you on the Lincoln Highway—drive safely!



Lincoln Highway Joke du Jour.

A circus juggler is fresh from his performance at the Greene County Fair. Driving too fast along the Lincoln Highway, he gets pulled over outside Scranton.

“What are those knives doing in your car?” asks the officer.

“I juggle them in my act,” answers the man.

“Oh yeah?” says the curious cop. “Let’s see you do it.” So along the roadside the circus performer starts tossing and juggling the knives.

Just then Bob Ausberger happens to drive by and sees this. He turns to Joyce and says, “Oh, boy, am I glad I haven’t been drinking! Look at what they’re making that poor guy do!” L

Answers to Spare Tire Quiz

1. Ford
2. Two-piece windshield
3. 1916
4. 1902
5. 1935
6. 5 cents
7. Two-piece windshield
8. 1915
9. 6
10. Nickel-plating
11. Rickenbacker
12. Buick

10 - 12 Correct: **1907 Rolls-Royce Silver Ghost**

7 - 9 Correct: **1911 Ford Model T**

0 - 6 Correct: **1973 Chevy Vega**

Ramblings Along the Lincoln Highway.

Minutes of the Winter 2002

Iowa LHA Meeting

Youngville Cafe.

12 January 2002.

Submitted by Norma Berns, Secretary.

Twenty-two members and guests of the Iowa Lincoln Highway Association met at the Youngville Cafe, 30 miles east of Tama in Benton County at the junction of U.S. Highway 218 and 30 on Saturday morning January 12, 2002. Coffee, juice and rolls were ready and friendships were rekindled.

President **Van Becker** opened the meeting at 9:30. Minutes of the October 13, 2001 meeting were accepted as published in the newsletter. **Joyce Ausberger** reported \$3,667 in the treasury which included a \$1000 donation from the City of Ogden. There is an additional \$5,405 invested in securities.

State Director **Paul Walker** will mail a letter to County Consuls to see if they will accept another term. By unanimous vote, Walker was re-elected State Director for a second three-year term.

Joyce and **Bob Ausberger** are organizing transportation to the national LHA conference in Sacramento—a van or bus depending on the number of participants. Contact them for details. The group leaves on June 8th and will return by June 19.

County Consul Reports

Clinton — Joyce will send a thank-you to the Board of Supervisors for the new bridge and LH signs in Clinton. Bob seeks an application for an award for this work in Clinton Co. **Elmer Ketelsen** displayed the 320-page *Pictorial History of Grand Mound and Orange Township*—available for \$21.

Benton — **Ron Preston** told of the 35 mph limit on the newly renovated LH into Belle Plaine. Beware! Chunks of the old LH have been heaved into the nearby brickyard. Ron is removing some old signs from the Preston Gas Station and storing them to prevent fading.

Tama — **Ron Cory** told of the progress of the cabin behind Twin Towers Cafe on the east side of Tama.

Story — **Margaret Elbert** reported the ISU Library has two 35 mm films. One is of the 1919 Army convoy, the other of Ames “slums” and road of 1927. An Ames teacher wants to make the kids and parents aware of the LH by having sessions at the ISU Library. Suggestions for subject matter were price of gas, patching inner tubes, changing tires, road travel before the motel, comparing old maps with new, and scenery and farms.

Greene — **Bob Owens** and **Kenny Russell** moved and reset a restored marker in front of the Greene County Courthouse.

Carroll — **Norma Berns** exhibited the 1989 Nevada LH Days belt buckle she got at a Carroll Antique Dealer. From the program she gave at Auburn, IA, Norma displayed the invitations which were reprints of LH postcards with Burma Shave jingles, placemats, menus and napkins with LH logos. She also exhibited pictures of the Model A Tour through Carroll, and Craig Harmon's fire truck visit in October.

New Business

Bev Becker updated the group on recent progress on Niland's Corner in Colo.

Lyell Henry acquired a Jefferson Highway sign.

Bev Becker distributed a copy of the ILHA By-Laws each County Consul.

Bob Ausberger told of his concerns about the LH west of Jefferson and the Eureka Bridge. He solicited ideas to help enhance our relationship and cooperation with the IDOT. A meeting will be held with the Greene County Board of Supervisors January 30 at the Courthouse board room.

David Pyles told of the two-year Iowa Corridor Study. Peter Butler will be contacting each of our 13 Consuls, with the state organized into east, central and west regions. The study will gather cultural and natural data and pictures.

Jeff Elbert offered his comments and concerns to help clarify the project goals.

Mike Kelly gave a historical preservation report of Youngville. Still unfinished are the countertop, the museum room, and the souvenir shop. **Richard Grovert** was staffing the shop and shared some Youngville anecdotes.

Anne Schoonover detailed some coming expenses and asked the Association for monetary help. Lyell Henry agreed to give \$1500 if Anne will call IDOT for assistance on Youngville. Specifically, more signs are needed to notify motorists that Youngville is upcoming. In addition, safe turn-off lanes from each direction of U.S. 30 are desperately needed.

Jeff Elbert moved and Paul Walker seconded for the ILHA to donate \$500 to Youngville Station. Moreover, a letter soliciting member donations will be mailed.

New brochures are needed due to our membership fee increase and changes in information in the old flyer.

The meeting adjourned at 1 p.m. A cafeteria lunch of delicious potato soup, bread and lunchmeats was served by Anne and Michael with carrot cake or chocolate cake as desserts. Lunch was served in the booths and tables at the Youngville Cafe—serving customers again after so many years!

The end of a wonderful meeting. L

GREAT GRADES.

Greene County has more Lincoln Highway artifacts per mile than any county in Iowa. So when the good folks of Jefferson, Scranton, Ralston, and Grand Junction host a tour of their esteemed road, we should take the opportunity to see it.

Our cover photo was taken at the last tour of Greene County in October 1999, which blanketed the eastern half between the Marsh Bridge in Boone County and Jefferson. Included was a stop at the home of David and Linda Fountain, on whose property lies a real charmer of abandoned grade.



After crossing Buttrick Creek on the Head Bridge today, the road turns south briefly before making a gradual turn to the west toward Jefferson. However, drivers on the original LH made a sharp turn to the west to climb the hill in the cover photo. Most days the grade is not so neatly trimmed, but you can always make out the two-track road. Best of all, as the photo at right indicates, this is an Official Lincoln Highway Abandoned Grade Landmark.¹

Remember! — as every steward of the Lincoln Highway knows, you should contact owners before exploring private property.

¹ An Official Lincoln Highway Abandoned Grade Landmark must have an exposed piece of culvert. ©

Springtime Finds Everything Coming Up Green(e).

Jefferson plays host to the Spring 2002 meeting of the Iowa LHA on **Saturday, April 13th**. Bob Owens and the rest of the Greene County Lincoln Highway Association invite members and the merely curious to the group's headquarters at 110 Lincolnway, on the LH a half-block west of the courthouse square. Guests are welcome to partake coffee and rolls at **9 a.m.** at the "clubhouse." Because of the small size of the 1920s "burger joint" and former **5-Spot Cafe**, the meeting will continue at the more spacious Slininger-Rossow Funeral Home across the street. The daughters of the original owners of this still locally owned establishment, at 119 West Lincolnway, will be on hand to share some of their Lincoln Highway memories.



An important order of business will be the report on the status of the LH in Greene County. At the conclusion of the meeting, attendees are free to lunch on their own. Jefferson has several eateries, but a room at the **Uptown Cafe** will be reserved for the association.

In the afternoon, everyone is welcome on a **tour of western Greene County**. We can visit some of the 35 points of interest that the ILHA would like included in the design of county road improvements, as reported on **Page 1**. Highlights will include the newly renovated **Moss Corner Markers**, as well as the Gregory Markers just over the Carroll County line. L

ILHA Officers,
Board of Directors (County Consuls),
and Staff

OFFICERS

Co-Presidents

Van & Bev Becker
IowaLHA@mcleodusa.net

Secretary

Norma Berns (515) 792-5880

Treasurer

Ron Cory (515) 484-2761

State Director

Paul Walker (319) 358-7056

BOARD of DIRECTORS (County Consuls)

Clinton County

Elmer Ketelsen (319) 246-2650

Cedar County

Keith L. Whitlatch (319)945-6670

Linn County

Lyell Henry (319)354-1389

Benton County

Anne Schoonover (319) 477-6191

Tama County

Ron Cory (515) 484-2761

Marshall County

Mary Gift (515) 752-2946

Story County

Margaret Elbert (515) 233-1445

Boone County

Ty Casotti (515) 432-2796

John Fitzsimmons (515) 432-3697

Greene County

Bob Owens (515) 386-3419

Carroll County

Norma J. Berns (515)792-5880

Crawford County

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