

# Along the Lincoln Highway

The Newsletter of the Iowa Lincoln Highway Association  
Autumn 2002 . . . . . Volume 7 Issue 3

## State History Award Earned by Greene County LHA.

*Reprinted from The Jefferson Herald and the State Historical Society of Iowa.  
January 31, 2002.*

The Greene County Lincoln Highway Association was selected to receive the Loren Horton Community History Award for restoration of the Abraham Lincoln busts at the J.E. Moss corner on the old Lincoln Highway, north of Scranton. The award is presented by the State Historical Society of Iowa.

The announcement was made May 13 during a special ceremony at the state historical building in Des Moines as part of Historic Preservation Week.



(from left): Lt. Gov. Sally Pederson, Anita Walker, Bob Ausberger, Janet Owens, Bob Neymeyer, Bob Owens.

The Loren Horton Community Award is given to participants who have demonstrated and promoted historical preservation in their community by increasing awareness and appreciation for local history and by establishing a sense of historical achievement through community projects. Individuals have promoted a historical interest that will continue throughout future generations and have encouraged collaboration from local organizations and individuals.

The award is determined by nominations from the public in honor of Loren Horton, who held several positions and was an important part of the State Historical Society from 1973 until his retirement in 1996.

The award was presented by Lt. Gov. Sally J. Pederson, Anita Walker, director of the Department of Cultural Affairs, and Bob Neymeyer, chair of the State Historical Society board of trustees. L

## Lincoln Walk Trail Construction Starts.

*By Gary Ablan, The Ogden Reporter.*

The announcement that the City of Ogden has been granted \$105,097 for the Lincoln Walk Trail, Phase I, came as good news to its promoters and enhances the work that has been and continues to be done at the Lincoln Prairie Park west of Ogden.

During the past four years, the City of Ogden, which purchased the property from the DOT, and Ogden Community Development Co. (OCDC), have placed a 1,200-foot hard surfaced walking trail and parking lot, a walking bridge and memorial concrete benches at the Prairie Park. Last fall, a foundation was laid for a 12'x20' gazebo which is scheduled for construction this year.

The gazebo will house information on the Lincoln Highway and will serve as an attractive new addition to the park. OCDC has provided most of the funding from dollars earned on fundraisers.

Phase I, for which the money was provided, carries an estimated price tag of \$131,371, of which \$105,097 will be provided. Locally an additional \$26,274 is needed.

Phase I proposes to develop to completion a nearly 3/4-mile-long trail, beginning at the Lincoln Prairie Park and extending to the Leonard Good Community Center. The project includes property and bridge acquisition, clearing, grading, and surfacing of the trail for pedestrian and bicycle traffic.

The grant application states, "This project offers an off-road transportation alternative between the Lincoln Prairie Park and the City of Ogden. This trail will be of particular value to families as well as older people who utilize the park by offering a safe alternative to the Lincoln Highway. Built to ADA requirements, it will be accessible to wheelchairs and baby strollers as well as to pedestrians, bicyclers and skaters. In the long-term, as additional phases are complete, it will enhance economic development due to increased tourism.

The Lincoln Walk Trail will generally parallel the Lincoln Highway and will be surfaced with asphalt 8-feet wide. Specifically, the trail will start at the entrance to the Lincoln Prairie Park where the Prairie Walk Trail winds through the big blue stem, compass plant, purple cone-flower and other native prairie species (see map).

From the entrance of the Prairie Park, the Lincoln Walk Trail crosses onto 219th Street and heads east to where it meets the Lincoln Highway. The trail crosses the Lincoln Highway and turns northeast to parallel the highway for a short distance as it descends to enter the acquired property. At this point it winds through a light forest of ash, maple, mulberry and walnut before crossing East Beaver Creek on a 60'x8' bridge. On the opposite bank, the trail generally follows a smaller branch of the creek and ends at the corner of the Leonard Good Community Center parking area on Mulberry Street.

The grant includes \$20,000 for land acquisition, including 3.38 acres adjoining the Lincoln Highway. The city will assume the ownership and will maintain the trail. When Phase I of the Lincoln Walk Trail is completed, the City of Ogden will have a continuous strip of parks stretching from the west end of the main street commercial district to the western "Gateway" of the city at Lincoln Prairie Park. Currently many adults and children use the Lincoln Highway (E41) to walk, bike and skate to and from the Lincoln Prairie Park.

The grant application notes, "As later phases of the Lincoln Walk Trail are developed, the trail will present an extraordinary opportunity to tie together the history of both the first transcontinental railroad, and the Lincoln Highway. These historic roads crossed just to the west of the Battin Chapel, where several historic buildings are being restored. The national significance of the highway and the railroad, as well as the heroic action of Kate Shelley in this very area, gives this trail system the potential to become a notable tourist attraction.

GRANT SOURCE: Surface Transportation Program (STP) Transportation Enhancement (TE) funds, Central Iowa Regional Planning Alliance. L

## Benton County Eatery Opens After 35 Years.

Thirty-five years after it closed, what may be the last of the rural roadside station/eateries that lined the Lincoln Highway has reopened as a cafe and museum.



The Youngville Cafe is 12 miles west of Cedar Rapids at the intersection of Highways 30 and 218 in Benton County. The cafe was built by Joe Young in 1931, three years after the Lincoln Highway was paved.

Before paving, the highway was nothing but a dirt road. Young pumped gas and fixed tires in one portion of the station, and his widowed daughter, Elizabeth ran the restaurant, which became famous for her pies. Wheeler made her home in quarters above the station, known as a one-stop—the predecessor of today's convenience stores—where people could eat and fuel their cars. A small cabin court was also on the grounds of Youngville.

Construction of Interstate 80 led to the decline of Youngville, and it closed in 1967. Threatened with demolition, the cafe was rescued when the Youngville Restoration Project began as a Benton County Sesquicentennial Committee project.

Anne Schoonover of Garrison was chair of the committee. She wrote grants and spearheaded the raising of \$100,000 for restoration. On July 9, after seven years of restoration efforts, including countless volunteer hours, the first sandwich in 35 years was served at the Youngville Cafe. "Our goal is to make the site a living museum and welcome center," said Schoonover. "We will serve locally produced foods and have menus from the '30s. Food will be part of the museum experience. In its finished state, visitors will experience the 1930s." Booths from a roadside cafe near Chelsea have been moved in, and three dilapidated but restorable cabins were moved to the site from a nearby cabin court.

One room is being developed as a museum devoted to the Lincoln and Red Ball Highways. The Red Ball Highway once extended from Cedar Rapids through Atkins and Newhall and then turned north on Highway 218.

"This is the last of the rural roadside one-stops along the Lincoln Highway that we're aware of," says Mike Kelly, who heads the museum and display effort at Youngville.

Currently the cafe is open on Tuesdays for lunch from 11:30 a.m. to 1:30 p.m. On Fridays, there is a farmers market from 3:30 to 6 p.m. On Saturdays, coffee and homemade rolls are served from 8 to 10 a.m.

Volunteers staff the cafe. Two of the volunteers, Richard Grovert and Joyce Wheeler, are great-grandchildren of Joe Young. Youngville committee representatives hope to have the cafe in full-time operation possibly as early as this winter. L

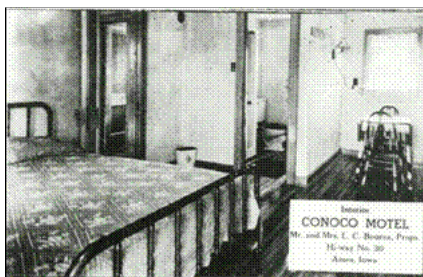
## Lincoln Highway Memories of Ames.

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

### Part III: 1935

Well, the automobile seems to have taken over just about everything now (they ain't seen nothing yet!) It's hard to believe so many automobile-oriented businesses have sprung up where houses used to be on Lincoln Way, especially in Ames proper.

At the east end of town, a family named Bourne lives at 527 E. Lincoln Way, who own Bourne's Super Service across the street. By now, they must be thinking about opening an auto camp because they will build the Motel Auto Camp around their home in 1938 (see photo). Luella Bourne lives across street, behind her business, Luella's Kitchen.



An advertising postcard shows the interior of the Conoco Motel, owned and operated by Leslie and Elsie Bourne, at 527 East Lincoln Way (Highway 30) in Ames. The motel first was listed in the Ames telephone directory in 1938 and was last seen under that name in 1951. In the 1940-41 Polk's Directory, it was called "Motel Auto Camp." The motel was later called the Colonial Motel and was operated at one time by Mr. and Mrs. Wesley Smith. When the Bournes first opened their motel it was next to their Conoco service station. Motels were then known as tourist courts or auto or motor courts and the term motel only became widely used in the early 1950s. The appearance of motels, in place of hotels, heralded the growing importance of the automobile and the new interstate highway system in American life."

At Duff Avenue, where three or four named highways come together, business is booming. The Standard Station is still there on the southeast, but now Dirksen Service is its neighbor to the east. On the southwest corner Minert's has become Diamond Master Service Station, with the Molleston Shell Service Station nearby.

A block west is the Fall Inn on the north side and down at Kellogg there are more service stations: Texaco Super Service Station, Heggen Service Station, Mobilgas Master Service, Royal 44 Service and, oops!, the Dutch Mill Root Beer Stand. A little ways down at Walnut Avenue is the Fall Oil Company and Trucker's Home.

Near Grand Avenue, the Ames School Board has purchased the round Chautauqua building, moved it here from Maxwell Park and turned it into the Ames High Field House, to complement the new High School just completed downtown. Also at Grand Avenue and Lincoln Way are the Sorensen Service Station and Loyd's Service Station. To the north a fancy new road underpass is being built to take the road under the railroad tracks. Woodland Farms Dairy and Baily Oil Company are just down the street, close to where the brick St. Cecelia's Church still stands.

On across the Squaw Creek, not much has changed along the south part of the College property, except that the Memorial Union was built in 1928. On the opposite side of Lincoln Way the Ash House is still there, as is Edwards Coal, joined now by the Black and White Inn. Next door to the Congregational Church's house, Episcopalians have built their new church, St. John's by the Campus, with stone brought in from Wisconsin on the nearby rail. Lincoln Way Pharmacy has opened across Stanton Avenue from the church and down the street they are just about to build Varsity Theater almost next door to Ames Theater. Also in this block the L-Way Cafe just opened, and it will stay open for next 42 years.

Feeding and watering students and staff has become a booming business in this area, with the Cyclone Sandwich Shop, Campus Cafe and Andy's Cafe which, since it is serving beer, is soon to be shut down. We reported construction of the Methodist church in 1925, and nearby there is now Whattoff Motors and Kirby's Sandwich Shop. Across the street is the first of many parts of Friley Hall dormitory, built in 1927.

To Ames' north and west, Ontario's grand plans have not come to pass. Expansion to the south has been blocked by landowners and others and, because of bridges in Boone County, the Lincoln Highway, now called U.S. Highway 30 by some, no longer turns at North Lincoln but goes straight west through Ames. There are and will be some interesting places down the road there, such as the singing waiter at Scotty's Chicken Inn. But those stories will have to wait for another day.

*Images courtesy "The Farwell Brown Photographic Archive at the Ames Public Library.*



## Have Spare Tire, Will Travel

By Van & Bev Becker

Quickly sweeping the gravel back to the center of the road—this installment is mostly a Linn County report.

The temporary Seedling Mile sign, hastily placed for last year's Model A Tour has finally been disposed of by the Linn County Highway crew. "Road Closed" signs still block the Lincoln Highway/Mt. Vernon Road/Old Highway 30 between Highway 13 and the Mt. Vernon city limits. However, Bev and I drove the route during the first week of September. Crews need to finish the ditches and the road markings, but it is drivable as-is.

The new road is smooth and wider than the original—gosh, it better be! The shaving of the hill tops ("vertical curves") is not as intrusive as originally feared. When the County finally finishes the marking, signage and ditches, this will be a compromise project that we can be pleased to live with.

The Lisbon Downtown Improvement Project reported here over a year ago is moving ahead... slowly. Business intersections downtown on the old Lincoln have new curbs, round planters, period lamp posts and brick trim. There are trees yet to be planted and the site for the planned gazebo square is full of construction materials, but beautification is progressing. A stop at Gwen's Restaurant for lunch was a must—still bountiful and economical.

The Cedar Rapids Mt. Vernon Road Association just sent a last-minute email. The group has sold more than 50 banners! The banners, similar to one shown elsewhere in this issue, will be displayed on power poles clearly identifying both the Mt. Vernon Road Association and that the route is America's Main Street, the Lincoln Highway. Way to Go!

Don't miss our last Presidents' Corner in this issue and watch this space for an upcoming report on "Crime on the Lincoln Highway. L

## Website Spotlight

The first Lincoln Highway website **in the spotlight** comes from Story County Consul Margaret Elbert. Margaret submitted [www.barracudamagazine.com/lincoln-highway.htm](http://www.barracudamagazine.com/lincoln-highway.htm). Barracuda.com is the online location of a definitely retro magazine for the 1950s he-man. If tail fins, pinup girls, and muscle cars are your thing, Barracuda is for you, though Margaret is wondering why they devoted a professionally designed page to the Lincoln.

Members would be remiss if they didn't take a gander at the website for Benton County's Youngville Cafe, at [www.youngvillecafe.com](http://www.youngvillecafe.com), submitted by ILHA President-Elect Mike Kelly. The site includes an up-to-date event calendar, a history of Youngville, and much more.

Last, all of us should learn more about the National Park Service study of the Lincoln Highway, and the best way to do that from home is through the NPS website, at [www.nps.gov/mwro/lincolnhighway](http://www.nps.gov/mwro/lincolnhighway). Readers can access background on the project, a list of Frequently Asked Questions, press releases, and the project timeline.

Know a website of interest to Lincoln Highway enthusiasts? Send the address, and it just might be **in the spotlight**. Websites do not have to pertain directly to the Lincoln Highway. L

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# Welcome to the LHA!

Hello and a Hearty Welcome to our New Members.

Candace Johnson	Tucson AZ
Bertha Harten	Ogden IA
J. Herbert & Margaret Nelson	State Center IA
Gary Rasmussen	Fountain CO
Nick Danek	Davenport IA
Kay Wilson	Cedar Rapids IA

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## Ramblings Along the Lincoln Highway.

*Minutes of the Summer 2002  
Iowa LHA Meeting  
City Hall Building, Ames.  
13 July 2002*

*Submitted by Norma Berns, Secretary. Co-President*

Van Becker opened the Summer 2002 Board of Directors meeting at 9:30 a.m. in room 135 of the Ames City Hall building. Minutes of the April meeting were approved as amended.

Joyce Ausburger gave the Treasurer's report. Membership Coordinator Cecil Stewart reported that he is working to have all Iowa members' dues due at the same time, the end of each year.

Newsletter Editor Paul Walker thanked Linn County Consul Bev Becker for her article and invited County Consuls to submit more articles for the newsletter. He noted website [www.firestone.com/legend/drive\\_fr.html](http://www.firestone.com/legend/drive_fr.html) for its Legendary Drives segments including Lincoln Highway near Tama. Walker requested reimbursement for half the cost of newsletter software; motion amended by Story County Co-Consul Jeff Bensen to reimburse full amount.

In State Director role, Walker reported blue national brochures will have to be updated with the new membership address sticker. Beginning March 2003, a representative of the National Park Service will visit every state to explain the study. Two NPS forum sites in Iowa will be Jefferson and Cedar Rapids.

In August 2003, Ohio State Director Bob Lichty is sponsoring a Tour Across America. Mt. Vernon was discussed as the lunch site for Friday 22 August, and Ames is the overnight stay. Cronk's in Denison will host lunch on Saturday 23 August.

### **County Reports.**

**Clinton** Elmer Ketelsen told of the Lincoln Highway under water a few days during heavy rains. Having now seen his 87th spring [and many, many more to go], he suggested that a search begin for a Consul to replace him.

**Linn** Bev Becker reported the Mt. Vernon Road Assn. is an independent group employing the LH theme of landscaping with log on caps and shirts with "Mount Vernon Road" under the logo "American Main Street." Walker proposed the Mt. Vernon be encouraged to become an affiliate to Iowa LHA, and will draft a letter to related historic preservation groups in the state.

**Benton** Youngville is open for Farmers Market in a.m. Tuesdays and Saturdays. It recently acquire an LH banner. An Illinois member stopped on her way home from national conference in Sacramento. Ron Preston told of Jumbo Well Days Sept. 25-26 in Belle Plaine. The genealogy group is asking for an LH display.

**Tama** Ron Cory told of scraping paint on the remaining King Tower cabin (photo), undergoing refurbishing inside and out. This is the 17th year of creek maintenance under the famous LH bridge. Five banners hang through Chelsea and Montour. A pole-painting project is being planned for next spring. Story

**Story** Ames' "All-American Weekend" to run over Labor Day. Nevada to celebrate LH Days third weekend in August. The cabin camp between Colo and Nevada has gone missing. Has anyone seen it?

**Boone** Helen Miller reports Battin Chapel east of Ogden is restored. Near turnoff to famous High Bridge.

**Crawford** Two markers laying in driveway at Carlisle Monument in Denison. Authorities notified.

**Carroll** Will host 12 October meeting—plans pending. Sample wristwatches passed around. Has 1928 marker picture on face.

### **Old Business.**

Bob Ausberger talked to Greene Co. engineers and will get Lions Club Tree Project progressing again. He showed a proposed Interpretive Sign for the project.

### *New Business.*

Motion to consider a proposal to host the 2006 conference in Iowa. A committee will highlight two sites at the Winter 2003 meeting, after which the Directors will vote on a final conference location. After discussion, Cedar Rapids and Council Bluffs were selected as the two potential host cities.

Cathy Noble of State Center reported on city's Main Street progress and told of difference between Scenic and Historic Byways and Roads. LH will send letter of support for State Center. The 45th annual Rose Festival is approaching. Noble outlined Main Street Brick fund-raiser. Motion passed that ILHA will donate \$300 for a signature brick.

January 2003 meeting to be at Tama. Spring 2003 at Woodbine. Fall 2003 at Clinton. Spring 2004 in Warren Co. on the Jefferson Highway.

Bob Stinson of Des Moines told of buying a concrete marker on ebay from Dale Deddick Antique Shop at Potter NE.

Meeting adjourned at 12:15 and members fanned out downtown for lunch. L

## Public Meetings Planned for Iowa in Late Winter 2003.

In December 2000, a bill was signed by the President directing the National Park Service to coordinate a comprehensive study of the routes of the Lincoln Highway. This Special Resource Study (SRS) will evaluate the highway and related resources to present management alternatives for the long-term preservation of the highway, including alternative involving management as a unit of the National Park System, and management by state and local governments and private sector organizations. An statement describing the potential environmental impacts of each management option will accompany the study.

Public involvement is essential for the success of this Special Resource Study. Participants in this study will ensure the National Park Service fully understands and considers the public's interest in the Lincoln Highway.

In addition to keeping up-to-date with the project through newsletters and the NPS website, NPS Study Team Coordinator Ruth Heikkinen invites you to meet their project team and discuss potential management alternatives for commemorating and preserving significant sections of the Lincoln Highway at an upcoming public meeting.

They expect to hold public meetings across the country in late February and early March 2003. In order to minimize the amount of time the public will have to travel and ensure they hear from a variety of communities, the team will hold approximately 14 public meetings along the routes of the Lincoln Highway. Ruth will conduct the public forums in Iowa in March. Both forums will run from 6:30 to 8:30 PM. The schedule:

**Tuesday 11 March.. ..Jefferson**

**Thursday 13 March.. ..Cedar Rapids**

Meeting sites in each city have not been chosen yet. Watch for information in the next issue of the newsletter. If you want to help with the arrangements for either presentation, contact the forum organizer closest to you. L

## The Mount Vernon Road Association.

The first meeting of the Mount Vernon Road Business Association was on November 1, 2001, in Cedar Rapids. The purpose of the meeting was to unite the businesses along the corridor of Mt. Vernon Road to combat the negative effects of the street construction project.



The Mt. Vernon Road Association in the staging area for the Freedom Festival Parade, the kickoff event for the Cedar Rapids Freedom Festival over the 4th of July. Along with Mt. Vernon Road Association members are CR Mayor Paul Pate, Streets Commissioner Don Thomas and Parks Commissioner Wade Wagner.

The project was to be completed in two summers, but has dragged on into its third year, having adversely effected residents and businesses. We met with the idea of coming together to market and to attract business back to the area, but we also wanted to beautify our street and thought this was as good a time as any to begin our planning. Mt. Vernon Road is of course the former Lincoln Highway, and one of the first highways in the state conceived as a bypass. Coordinating projects with the highway's theme became our primary concern.

We wanted to use the Lincoln Highway connection and combine the Mt. Vernon Road businesses and create a wonderful plan that would positively benefit the area. Three years of construction has definitely taken its toll on many businesses and we viewed this as an opportune time to act.



Iowa LHA Co-Presidents Van and Bev Becker with our road's namesake (Tom Glanz of the Cedar Rapids Community Savings Bank on Mt. Vernon Road).

With the help of Van and Bev Becker, we have utilized the Lincoln Highway, "America's Main Street" and Mt. Vernon Road into an association that is enthusiastically ready to begin our beautification projects. We will be using red, white, blue and yellow flowers, native trees, shrubs and grasses. We designed a banner using the Lincoln Highway theme that Alliant Energy has agreed to put on their poles, and we have now received enough contributions to purchase 50 of them. We also want to raise the funds to purchase 1928 reproduction concrete Lincoln Highway markers and incorporate them into gardens at intersections. Our goal is to have most of this completed in five years.

The Cedar Rapids City Council is supportive of our efforts, and they hope other business areas of the city will follow our lead with their own landscaping. We feel especially fortunate because the Lincoln Highway is a unique theme and is of historical significance to our city, state and country. L

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