

# Along the Lincoln Highway



**The Newsletter of the Iowa Lincoln Highway Association  
Winter 2002 . . . . . Volume 7 Issue 4**

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## Boone County Lincoln Highway Pioneer Passes Away

*Reprinted from the Ames Tribune  
14 October 2002*

Tyrus R. Casotti, 75, of Boone, died Saturday [October 12, 2002] of complications of cancer at his home. Burial will be in Mineral Ridge Cemetery in Ridgeport.

Tyrus R. Casotti was born March 19, 1927, in Fraser, the son of Alfred and Pia (Marzi) Casotti. He graduated from Pilot Mound High School in 1945. He worked as a preliminary bridge design draftsman for the Iowa Department of Transportation. He retired in 1988. He was a member of Trinity Lutheran Church in Boone, Tall Corn Antique Auto Club, Studebaker Driver's Club of Iowa, Lincoln Highway Association of Iowa and Boone County Historical Society.

Memorials may be directed to Trinity Lutheran Church in Boone or Hospice of Central Iowa.

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Ty was a good friend to anyone interested in the Lincoln Highway, and one of the forces behind the 1992 reorganization of the LHA.

His was the first map pack in Iowa and the template for the current map pack we all use, although I have never replaced the pack I got nine years ago, which Ty laid out entirely by hand. It is still with me whenever I go exploring the Iowa road.

When you first encounter the Lincoln Highway, every mile is an adventure, and I think of those early exposures as days of discovery.

As years go by and there is less to experience for the first time, those days become harder to find. But two years ago Ty and Margaret Elbert and I enjoyed an April day exploring the Boone County river valley.

Ty introduced us to the old Highway 30 truss bridge (now gone), the abandoned LH grade, and the less-accessible north stone piling of the Rose Ferry Bridge that carried traffic over the Des Moines River in the years after the Civil War up through the early Lincoln Highway.

He took us across the river in a hunt for the earliest road in and around the old 30 asphalt, until we discovered the shallow Lincoln grade running into the side of the enormous four-lane embankment of current U.S. 30, and shyly exiting the other side.

What a day of discovery! —made possible through the generosity of Ty Casotti who took the time to show us the way.

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## State Efforts to Preserve, Update LH.

*By Staci Hupp,  
Reprinted from The Des Moines Register.*

Iowa State University researchers want to help the state find ways to update the historical Lincoln Highway without hurting its charm.

The state has spent \$475,000 on an ISU study of the corridor. The goal is to update engineering and landscape elements of the Lincoln Highway while preserving its historical elements. Old bridges engineered in the 1920s, for example, need upgrades to handle the size and speed of today's vehicles and farming equipment.

Many motorists treasure the old bridges, culverts, gas stations and small towns on the Lincoln Highway.

Congestion from suburban development and anticipated economic development has put pressure on the state Department of Transportation to upgrade the Lincoln Highway at a time when national groups want to preserve its heritage. The ISU study sets out to find balance, said Peter Butler, a researcher in the landscape architecture department.

ISU researchers have talked to county engineers, homeowners, and business owners along the highway. Supporters suggest at least 14 spots that need preservations, including bridges, a part in Ogden, depots in Jefferson and Carroll, the Eureka bridge in Greene County, and stretches of road.

Researchers say the highway has the potential to turn into a version of the popular Route 66 which connects Chicago and Santa Monica, California. Mom-and-pop motels, 1950s-style hamburger stands and old-fashioned gas stations draw thousands of tourists.

I think we've seen from RAGBRAI that calling attention to a certain area can increase tourism," said Tim Keller, a landscape architecture professor who oversees the Interstate-80 and Lincoln Highway projects. L

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## Springtime Means Tama Bridge Festival Time

The Lincoln Highway Bridge Festival is scheduled for Friday evening, May 16, and all day Saturday, May 17, 2003. We will be celebrating our 24th year in downtown Tama. Sponsored by the Tama-Toledo Chamber of Commerce, the festival

celebrates the Lincoln Highway Bridge and highway, which are also represented downtown by a mural of the bridge along with two 1928 Lincoln Highway markers.

Friday activities include the Bill Riley Talent Show, the Ice Cream Social and a Carnival. Saturday kicks off with the Lion's Club breakfast and 5K run. Then the Big Parade starts at 10 am in downtown Tama. Groups scheduled to appear in the parade include 25 Shrine Units including Shrine Bands, South Tama County High School Band, Union High School Band, East Marshall High School Band, Decorah Kilties, and Issiserettes, plus numerous other entries. The Beef Barbeque opens at 11:00 a.m. along with the Family Food Court and will include Indian Tacos.

Entertainment is also slated to begin at 11:00 a.m. with appearances by Miss Iowa, Storm Seymour and Red Swan, Bohemian Soul Tribe Rhythm and Blues, juggler Dean Franzen, a Ta Kwon Do demonstration and much more. Activities include Lincoln Highway Association display, the Outdoor Channel Motor Home display, Kid's Tractor Pull, Custom Rock Engraving, Restorers Car Club display, camels in parade and on display, and pottery for all ages... just to name a few.

We hope you can celebrate the Lincoln Highway with us in Tama.

For more information please contact Ron Cory at 641-484-2761. L

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## From the President's Corner.

*by Mike Kelly, ILHA President*

When officers change in any organization a period of transition is expected. I'm happy to report that with the help of the Beckers, the transition went well. There appears to be no rest in retirement as all the former presidents are working to prepare for the two upcoming National Park Service (NPS) study meetings in March. I think it is important to convey the extraordinary grassroots commitment that Iowans have for preserving Lincoln Highway history. It is still a bit early to speculate what the eventual outcome of the study will be, but some sort of national recognition or designation in the vein of a "historic byway" would be a tremendous boost to local groups trying to restore and revive historic sites and could help prevent the destruction of endangered sites.

In terms of an agenda for my term in office as your president, I would list two items foremost in my mind. The first is a membership drive. The upcoming March meetings will provide a perfect opportunity to recruit potential members and distribute our new brochures.

Second on my agenda is Education. I would like to establish a database of teachers who incorporate aspects of the Lincoln Highway in their curriculum. Every year, my cousin's high school computer class researches the Lincoln Highway and creates a mock web site. If we can get interest and enthusiasm like this from students in a non-LH state (Wisconsin) we should be able to encourage similar programs here in Iowa. If you know of educators who use an aspect of the Lincoln Highway in their classes, I would be most interested in learning of them.

If you have any questions, comments, or ideas to share, always feel free to contact me at [mtk@videoportraits.com](mailto:mtk@videoportraits.com).

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## Catherine Noble, New Marshall County Consul.

**Catherine Noble** (third from left) was born and raised in Marshall County. Having lived in Denver and Seattle the last 17 years she brings a unique perspective and appreciation to her hometown and Iowa. "Many folks who've never left don't realize just how wonderful this life style is.

As the Director for State Center's Main Street program, Cathy is quite at home with the National Trust's concept of economic development through historic preservation. "This is an exciting time for the LHA, with the National Parks Survey nearing completion, increased car travel and Heritage Tourism being recognized as the number one destination for all demographic groups. There is a need for awareness before this potential resource is *"improved to extinction."*

The farm Cathy grew up on is located on the first route of the Lincoln Highway through State Center. Her mother still lives there, the road is still gravel and it looks much like it did at the turn of the century (photo below). Cathy remembers her paternal grandmother Walkup always being very proud of that fact. L



birthday Tad Ann 02.jpg (70628 bytes)



Have Spare Tire,  
Will Travel

By Van & Bev Becker

### Crime on the Lincoln!

*Detroit 1913*

When the group of men and women meet with a newly printed certificates stating (that they would) “immediately promote and procure the establishment of a continuous improved highway from the Atlantic to the Pacific, open to lawful traffic of all descriptions without toll charges and to be concrete whenever possible,” what did those road-loving Lincoln Highway visionaries mean by “lawful traffic”?

Onto our developing highway drove the best-known American bank robber of the 20th Century—John Dillinger. By 1933, this hardened criminal had already deserted the US Navy, robbed a store and served time in an Indiana prison. Out on parole in May of ‘33—Dillinger formed a supergang and set out to rob banks.

John Dillinger, born 28 June 1903, died 22 July 1934—shot by FBI

Four months later and after numerous robberies, he was captured—only to be rescued by his gang. More robberies in several states later he was arrested in Arizona. After an amazing breakout on March 3, 1934, his spree of bank robberies continued. In those tough times, a disillusioned American public considered him a bit of a hero, lauding his bold antics, such as holding up a police station and clever prison breakouts, once by threatening officers with a wooden gun.

But J. Edgar Hoover, Director of the FBI, thought otherwise and declared Dillinger “Public Enemy Number One.” J. Edgar Hoover vowed that the FBI would do whatever was necessary to stop Dillinger.

With Dillinger and his well-armed gang of robbers on the loose, we had the makings for CRIME on the LINCOLN. Right here in Iowa, reports of sightings began to filter into the authorities. These Chicago- and Indiana-based gangs—like so many lawful travelers—just jumped on the Lincoln Highway to reach their bank of choice.

The Saturday, June 9, 1934 issue of the Cedar Rapids Gazette reported: “..the woman, Mrs. Frank Cargin, at the Evening Star Camp/filling stations claims to have recognized Dillinger and one of his henchmen back in April 1934.” (The Evening Star Camp located on Mt. Vernon Road east of Cedar Rapids was later converted to a mobile home park in 1947 and later when Osborn Construction is now located.) The travelers made inquiries regarding a cabin for the night. The outlaws were told the cabins were not open for business and ready to rent yet. However, for the next few nights a single cabin was broken into and it appeared to have been used for the night’s lodging. Mrs. Cargin was so frightened, she didn’t notify the police.

After one of Dillinger’s men, Tommy Carroll, was shot and killed by Waterloo police in early June, the Evening Star became known as a “hideout.” Carroll and his wife had stayed at the camp the previous night.

Nearby, the Light House Road House east of Cedar Rapids on Mt. Vernon Road on the Lincoln Highway since 1912 has had until recently had a small claim to fame. The dining room booth closest to today’s door to the bar had a hole in the wall. A bullet hole! It seems that back in the 30’s, that booth would have been safely away from the front door—back to the wall, the first choice of shady types. Current owner Theron Manson claims that Dillinger was drinking with his men and fiddling with a handgun when it accidentally went off. One shot was fired. No one was hurt that evening, but the hole and urban legend lingered for years. Theron tells of the remodeling of the Light House in 1986 when his son returned from college to find the hole missing. The son spent hours digging in the construction dumpster for the “hole.” Alas, it was never found and lost to history.

Cedar Rapids resident, Jack Knaack, tells a corroborating story to a staff writer. He recalls working as a teenage boy at the Diamond DX station on the west edge of Vinton, Iowa when a large Dodge sedan with five well-dressed men pulled in for fuel. Mr. Knaack recalls the tall man with a pencil-thin mustache in the back seat. He seemed in charge and the boy recognized him from photos of the outlaw as John Dillinger. The gas bill was \$2.87 for a fill. The driver tried to pay with a \$20 bill—big money in those days. The man in back with the mustache told the driver to pay with the correct change. Grumbling, he dug out the correct amount from various pockets. The car headed for Waterloo where two days later a bank was robbed and a man was shot.

The mother of another Cedar Rapids resident, Rick Craft, ran a boarding house near the former Jackson School on Fourth Avenue between 10th and 12th Streets SE. A man claiming to be a traveling salesman rented a room for a couple of weeks and raised her suspicion. The story goes that one evening the salesman returned to the house driving a new LaSalle luxury auto on a test drive from Allen Motor Company. The following night, the Cedar Rapids Police arrived but the man and the car were gone. A few weeks later, a bank in Wisconsin was robbed and, surprise, there was the LaSalle abandoned! This last portion of the LaSalle story is unconfirmed.

The old Lincoln Highway between Cedar Rapids and Mt. Vernon was the scene of a bizarre chase between the Dillinger gang and the Linn County Sheriff's Department deputies. The deputies were chasing a carload of bad guys back toward Chicago. It was after dark, and this stretch of road included the Lincoln Highway Seedling Mile. Only a few gunshots were exchanged. The robbers then tried to block the windshield and headlamps of the deputies' pursuit car by throwing newspapers out their windows. When the sun came up the next morning, the highway was littered with newspapers for miles. I suspect the pursuing deputies were not real eager to stop and encounter a carload of Dillinger's well-armed men and only pursued half-heartedly.

Dillinger and his henchmen made multiple visits over the spindly Mississippi River Lincoln Highway Bridge into Lyons, Iowa (now the north side of Clinton) and then north up the river to Art O'Leary's home in Dubuque, Iowa [photo].

Leary was Dillinger's lawyer and even hatched the wooden gun scheme. Dillinger used this wooden gun during a daring escape from jail in March '34.



From The Chris Hegle Collection



WEIR GIFT SHOP - INDIAN CRAFTS - TAMA, IOWA

The Mason City, Iowa bank was robbed by Dillinger's gang on March 13, 1934. It was probably on this "get-away" trip back to Chicago that the gang stopped at the Weir tourist stand and gas station on the west side of Tama near the Mesquakie Indian settlement [photo].

As reported by his son, Charles Weir, his father met Dillinger and his henchmen at the gas pump. Mr. Weir recalls the bandits as "real polite." He filled their tank and he gave them a spare tire. He didn't tell anyone about Dillinger's visit at the time because he did not want them coming back. The tire was quite a gift as a new one in 1934 cost roughly one week's wages for a working man.

July 22, 1934—John Dillinger was shot dead by the FBI while leaving the Biograph Theater in Chicago. He was fingered by the "Lady in Red." Public Enemy Number One had one last "Lincoln" connection. The Biograph Theater was located at 2433 Lincoln Avenue in Chicago, Illinois.

"The weed of crime bears bitter fruit."  
The Shadow Knows...

### Website Spotlight

The Many years ago in Worcester, Mass., there was a diner call Alice and the Hat. One block off Main Street, the diner was a class red Worcester Lunch car Company design, with gothic lettering on the side an sign showing a fedora. The Hat was the nickname of a former newspaperman and Alice was his wife.

One day - it seemed like overnight - in place of the red landmark, someone had plopped down a real estate office.

But the American diner is alive and well, and there are fans and students, as devoted as any historic preservationist, who are busy identifying adn glorying in its architecture and ambience.

Diner City [www.dinercity.com](http://www.dinercity.com) is as solid as a New Jersey truck stop, with a mission statement, Diner Facts, a for-sale section and many pictures.

"Every year at least a dozen vintage diners in New Jersey and other diner-rich states are being junked, moved or given hideous makeovers," Ronald Saari, the site's creator, worte in his introduction. "Watching this happen time and again, I found myself traveling all around the United States with my camera and plenty of film."

There are many definitions of a diner, and fans can argue about whether 24-hour food is necessary, or swivel counter stools, or jukeboxes at each booth.

But Mr. Saari notes: "A diner is also a place for conversation, a community center in some ways. Perhaps this is why politicians choose class diners as campaign rally sites. A diner is one of the best places to 'meet the locals.'"

Check out these other sites that feature both nostalgic sit-down-and-eat diners as well as companies still building diners today.

[www.kullman.com](http://www.kullman.com) - Home of the Blue Comet

[www.dinermite.com](http://www.dinermite.com) - Diner-Mite of Atlanta

[www.njdiners.com](http://www.njdiners.com) - Includes the "Happy Waitress" page, and even a postcard section

[www.rosiediner.com](http://www.rosiediner.com) - The original Rosie's Diner in Rockford, Michigan.

*Reprinted from The New York Times.*

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*We'll See You on the Lincoln Highway!*

*Hello and a Hearty Welcome to our New Members.*

*Daryl & JoAnn Beall*

*Ed Mondt*

*Richard Sampson*

*Jerry & Cheri Shafer*

*Loren D. Edwards*

*Fort Dodge, Webster*

*Boone, Boone Co.*

*Cedar Rapids, Linn Co.*

*Jefferson, Greene Co.*

*Evergreen, CO*

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Ramblings Along the Lincoln Highway.

*Minutes of the Winter 2003*

*Iowa LHA Meeting*

*Beems Auditorium, Cedar Rapids, Iowa*

*11 January 2003*

*Submitted by Su Aros, Secretary.*

Mike Kelly, in his first appearance as President of the ILHA, dropped the gavel at 9:30 am to start the meeting. Coffee, cider and pastries, compliments of Van and Bev Becker, were enjoyed by the approximately 40 members and guests present.

### **FALL 2002 MINUTES**

Correction to the Linn County Consul Report in the October 12, 2002 Minutes: 60 banners were hung in Mt. Vernon, with the activity funded by the Cedar Rapids/Mt. Vernon Road Business Association. Motion passed to approve the corrected minutes, as published in AtLH 7:3

#### Treasurer's Report

Checking account balance: \$2,936. Discussion continued regarding monies in the savings account (currently in two money market accounts) and whether a committee be appointed to find better investment opportunities.

#### ***Membership Report***

Membership renewal reminders will be sent as appropriate.

### *State Director's Report*

ILHA voted at Summer 2002 meeting to buy a \$300 commemorative State Centre Main Street brick (annual payments of \$100 – 1st payment made). Paul Walker reported that, with personal pledges received to date, just \$300 in additional pledges is needed to purchase the \$1500 large commemorative brick. Members agreed to change to the large brick level if additional pledges received by Walker.

Two damaged markers in possession of Historical Society of Marshall County were turned over to Walker and ILHA. Cost to renovate first marker \$250. > Motion passed for ILHA to contribute \$125 to this cost. Walker to deliver check. MCHS encouraged to contribute other half, with marker to be placed on Marshalltown Courthouse square. Future marker renovation cost will be \$150 as mold is now cast for first renovation. Paul purchased replica medallion to complete this marker. Note 90 markers out of 300 in Iowa have been located; plan is to capture all 90 markers and their locations on a CD.

Brett Ford of Harrison County Hitchcock Nature Center has expressed interest in working with the ILHA on an interpretive site for Honey Creek LH grade. Brett plans to be present at the April meeting in Woodbine for further discussions. Members urged to start thinking of ideas for this interpretive site display.

Walker reports at national level, Klingstead Company in Ohio will have catalog items (www.lhttp.com) for sale online. State items to list online are welcome.

Tom Lutzi of the Nebraska LHA shared a request from the DeSoto National Wildlife Refuge for a LH visitor center display May through July 2003. A locked glass showcase is available for display items. Elaine Ehlert and Ardith Sporleder will lead project.

### *Tour Across America: 08-18-03 through 09-01-03*

Sponsored by Bob Lichty, State Director of the Ohio LHA. Cost is \$450/vehicle with as many riders as can fit.

Bob and Joyce Ausberger are participating—contact them for information. Members can also join the tour at no cost during the Iowa segment. Lunch tentatively planned at Mt. Vernon on Friday 22 August, overnight in Ames and lunch at Cronk's in Denison on Saturday 23 August.

### *County Consul Reports*

**Clinton.** <> Walker wrote letter to send to county membership to find replacement for Elmer Ketelsen, at Elmer's request.

<> **Cedar.** Liz and Brad Norton, owners of the Lincoln Hotel, are county's new co-Consuls.

**Linn.** 60 banners are up on Mt. Vernon Road in Cedar Rapids. Beckers meeting with Aero Stage Lines to discuss LH tours; probably lookin for step-on guide. Met with Cedar Rapids Visitors and Convention Bureau for 2006 Annual Conference proposal info. Cide for today's meeting from Holland Orchard on the original LH. If re-routed, the orchard could be in danger.

**Benton.** Belle Plaine museum to be located across from library. Meeting January 20 to discuss design. ILHA should be included in discussions. Youngvile Highway History Association annual meeting in April. Mike Kelly is planning fundraisers to continue the work at Youngville, which has closed for the season. Work continues on the museum and cabins.

**Tama.** 12 volunteers committed to King Tower cabin restoration; exterior is 80% complete. May 16/17 will be 23rd year for Lincoln Highway Bridge Festival. Five banners up in Tama; will add 3-4. Promoting membership through local newspaper.

**Marshall.** Cathy Noble reports DOT letter deemed the Colo-to-Marshalltown LH ineligible for Scenic Byway/Historic Bylas designation. State Centre Pictorial History book with LH pictures available for \$29.95 until 15 February price



increase. Premier one-time showing of art film "Rain" on February 3rd and 4th; was never shown in theaters. Filmed in State Center area. One-room schoolhouse to be re-located on library grounds in State Center.

**Story.** Margaret Elbert working with Ames Heritage Association on an article. Planning an exhibit in library in November to include LH info - "building LH awareness." Jeff Benson to teach 4-5 sessions on LH for College for Seniors (program for retired people). New rest stop in I-35 north of Ames; main focus will be LH. Ken Buckland from a Fairfield consulting firm coordinating.

**Boone.** Proposed and accepted that Joe and Barb Moore serve as co-Consuls. Boone Hobby Shop selling ILHA merchandise. Room in basement of Boone Historical Society museum available rent-free, one Saturday each month as clubhouse. Mike Kelly read a letter documenting John Fitzsimmon's visit with Ty Casotti before he died. The touching letter included memories of Ty's LH association over the years.

**Greene.** Jefferson Clubhouse had many visitors on December 7 for 5-cent hamburger day. Iowa had representation at the Joy Monument dedication (Bill Wadsworth formerly of Jefferson, now living in WY). Bob Owens reported that an Iowa State senator candidate, campaigning in Jefferson, stopped at his house after noticing the marker in his front yard. Before the candidate left, Bob had signed him up as a member of the ILHA.

**Carroll.** Verified that a Control Point sign is indeed on the outside of the Wittrock's building.

**Crawford.** The markers at Carlisle Monument are still laying outside in the driveway. The owner assured Ardith Sporleder he would move inside but nothing done yet.

**Harrison.** Elaine Ehlert invited members to the April 12 Spring meeting in Woodbine. City administrator will be there to talk about the Lincoln Highway. The brick street restoration (2nd through 7th streets) is starting and hoped to be completed before the Apple Festival in late September. The Woodbine Historical Corridor Group formed to preserve Merry Brook School, the depot and canopy gas stations, one of which has been restored. The Woodbine Chamber of Commerce wants a Lincoln Way promotion in June, associated with the bricks— Elaine asked for ideas. A video of the Loess Hills was shown which will be part of the tour for the April meeting.>

### *National Historic Resources Committee*

Lyell Henry reports a national museum for LH artifacts and collections is impossible but State, regional and local sites and interpretive sites are opportunities to preserve these items. Lyell said that there are many people with LH collections who have no written instructions for what to do with them when they die. University of Michigan, which has the original Association papers plus other LH memorabilia, is definitely interested in becoming the repository for collections which, once donated, become their property. Plans are to categorize and list items online. Some items will be put on display; everything is available for research purposes. The Transportation Museum in Grinnell is also available to house LH artifacts.

### *NPS Study, Public Meetings.*

Motion passed approving Jeff Benson letter be sent from the ILHA Board to city/county governments and local organizations/associations in state. Letter stresses importance of good Iowa representation/support at the Jefferson and Cedar Rapids meetings. Jeff asked for mailing lists from county consuls. The Study team is evaluating the LH and related resources to develop alternative management options for long-term LH preservation. Options include management as a unit of the NPS, management by state and local governments and management by private sector organizations.

### *Iowa Hosting of 2006 National Conference*

Motion passed to rescind earlier motion naming Cedar Rapids and Council Bluffs as proposed sites. Motion passed to accept Cedar Rapids as the host site of the 2006 National Conference, providing an effort is made to tour western Iowa, perhaps as a non-organized tour. Van Becker presented the Cedar Rapids proposal citing the Clarion Hotel as the venue. Carroll was also considered. The formal proposal for Iowa as host of the 2006 Conference will be made at the 2003 Annual Conference in Indiana.

### *Iowa State University LH Corridor Management Study*

A presentation by Peter Butler from the ISU Department of Landscape Architecture was made with much discussion. Meetings occurring with focus groups and county engineers (and there are issues with managing the LH routes as county roads). Road segments have been inventoried and mapping elements documented. Extensive discussions evolved around design issues; i.e. new construction, reconstruction, re-surface, restore, rehabilitate - terms from various preservation standards. This was the first formal study report and has only been presented to the ILHA.

***Video Presentation on the History of Beaver, Iowa***

John Fitzsimmons is looking for interest in producing videos for places along the LH. To that end, he and Pegasus Films (producers) produced a video on Beaver, Iowa, the first town bypassed in a re-route of the original LH. John narrated the video, which includes histories of Beaver buildings and homes and an interview with a long-time resident. Videos available for sale at \$15.

***Meeting adjourned at 3:45 p.m.  
Respectfully submitted,  
Su Aros, Secretary***

**What America Needs Is a Good 5-Cent Hamburger.**

The scent of sizzling burgers filled the air on December 7, 2002, at the Five Spot Café in Jefferson, Iowa. Members of the Greene County Lincoln Highway Association recreated the atmosphere of the 1930s by having a Five-Cent Hamburger Day at the LHA Clubhouse on the Lincoln Highway, which was formerly the Five Spot Café in the late 1920s and 1930s.

Despite a dinner bell scheduled to ring at 1:30, hungry customers were lining up by noon. The menu listed hamburgers (the size of silver dollars—Greene County folks aren't fools!) in mini-buns complete with condiments, potato chips, cookies and bars. Drinks were coffee or hot chocolate. Where could you find a meal like that for a nickel?

Yes, the burgers were small, but customers usually needed two or three. Regretfully, orders of a dozen or more "to go" were declined. Soon the donation box was filling up. Room to sit or move around was at a premium. As people came, ate and left, more arrived and the supply of hamburger and buns got smaller and smaller. Bob Owens, in his chef's hat and jacket, grilled more burgers until everything was gone by 4:00 p.m.

Visiting with friends and checking out all of the memorabilia was the highlight of the day. Many of the older customers had eaten in the original Five Spot and reminisced about the good old days.

The aroma of hamburgers still linger. L

**Clare Robson Passes Away, Greene County LH Supporter.**

Bob Ausberger writes from Jefferson that Lincoln Highway pioneer Clare Robson has died. Clare was born on the Lincoln Highway, lived and farmed on the Lincoln, and was living on the old highway at the time of his death. He was a WWII pilot and flew aviation fuel over the 'Burma Hump' from India to China.

Clare and Marge, Greene County residents, were instrumental in forming the Greene County Lincoln Highway Preservation Group in 1990. They fought vigorously to have the highway improvements between Grand Junction and Jefferson done in a manner that would save its historic integrity, and they were also part of the original 46 people that met in Ogden to form the national Lincoln Highway Association in 1992.

"Clare will be remembered for his Burma Shave signs which are on the highway at his residence as well as elsewhere in

Lincoln Highway country," reports Bob. "He also was a perfectionist at woodworking and made many of the Lincoln Highway wood products."

"He, his preservation efforts, sense of humor, and Lincoln Highway work will be missed." L

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