



Along The Lincoln Highway



Volume 20, Number 3

Fall 2015

THE NEWSLETTER OF THE IOWA LINCOLN HIGHWAY ASSOCIATION

President's Corner

By Deb Rothmeyer, President
Iowa Lincoln Highway Association

WOW! Summer is almost gone. Time has gone by fast! I can't believe it's almost time for another meeting. I had a great time in July and August. I was able to take my family and travel our beloved Lincoln Highway. We drove to Clinton for the July LHA meeting. It's a beautiful drive, traveling the Lincoln Highway! We stayed at a cabin along the Mississippi River, watched the barges go by, and saw how the lock and dam works. It was just amazing!

We toured the Sawmill Museum, Crystal Cave, the National Mississippi River Museum & Aquarium and also toured the Fulton Windmill. We had a wonderful time site seeing!

Then we were on to Jefferson, Iowa and stayed at Spring Lake at the Cottonwood Cabin. Beautiful cabins! We enjoyed ourselves while fishing, paddling, and boating. We toured uptown Jefferson. WOW! They have done a beautiful job. We visited the courthouse and rode the elevator to the observation deck in the Mahanay Bell Tower. It was just beautiful!

Now back to business. We are going back to the old way of doing meetings - alternating business meetings and general meetings with tours.

Keep traveling our beloved Lincoln Highway!



Upcoming Iowa LHA Meetings

Oct 10, 2015	Denison, General
Jan, 2016	Jefferson, Business
April, 2016	Belle Plaine, General
July, 2016	Missouri Valley, Business

Following the location of each meeting there is a description of what type of meeting will be held, business or general. Alternating meetings was discussed in this month's President's Corner.



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Let the Good Times Roll

By Caron Osberg

The good times were rolling as the 2015 ILHA Motor Tour took off in Kearney, Nebraska this August. On pre-tour sightseeing we explored in the Great Platte River Road Archway Museum with a leisurely visit through the exhibit and then out along the trail that leads to a Pawnee earth lodge and a prairie sod house. Along the trail were different art forms depicting the bison that once roamed the prairies. Following a boxed lunch, we went to the Classic Car Museum and spent hours looking over a collection of about 200 classic cars from every era of automotive history.

On Friday, we took off to see history along the Lincoln Highway, trying to keep to the original route as much as possible. We saw local landmarks such as a huge covered wagon pulled by two oxen and an old service station that has been converted into a bank. We drove past the site of the 1733 Watson Ranch, which was located 1,733 miles from both Boston and San Francisco. It was the home of a huge ranching operation that involved the introduction of alfalfa to the United States. Lenore Stubblefield of the Nebraska Association welcomed us to the Lincoln Highway Center in Shelton, NE. We got a tour of the center as well as the bank and enjoyed Lenore's hospitality.

Kensinger's Service Station, which is still in operation in Grand Island, is located right in front of an original Seedling Mile that we all walked on before leaving for Columbus. The Merrick County Courthouse in Central City is the site of the first Lincoln Highway Association meeting. In Duncan, NE there was a double line of trees that stood alongside the Lincoln Highway, now just a grass-covered park area.

Continued on page 2

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.

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Let the Good Times Roll, Continued from page 1

As you stand at one end, you can see how the trees would have lined the road. The Andrew Jackson Higgins Memorial and a 9/11 Memorial in Columbus stand side-by-side in tribute to the military heroes of our country.

Saturday began at the historic Oak Ballroom in Schuyler. This beautiful building was constructed by the WPA in 1936 and we learned the entire park was created from the drive and actions of one local man who wanted to keep his community happy and healthy. There's no doubt one person can make a huge difference in the lives of many people!

We drove three miles of original brick-paved Lincoln Highway, but stopped along the way to take photos and learn a little about the Highway. At Boys' Town in Omaha, we had a lunch prepared by the caring staff and then the Vice Mayor of Boys' Town took us on a tour to show us the history of Father Flanagan's famous home for abandoned children. Located on the Lincoln Highway, it was possible for boys to get rides to the home from truck drivers passing through Omaha.

The Durham Museum in Omaha is in the historic and beautifully preserved Union Station with exhibits showing life during the age of the railroad. Some of us took refreshment in the original soda fountain before heading out to our hotels and a fun, relaxed banquet with door prizes and plenty of time to chat and relax.

Sunday's stops were of a different nature. We headed to Crescent, Iowa to see Don's Garage, which is full of cars Don has purchased over the years. It was an up-close visit with Don, his wife and this fine collection of cars, some of which we've never seen before! Our trip to the Hitchcock Nature Center began with a talk alongside the cut of the original Lincoln Highway, which is now covered in grass and crops. The DeSoto Wildlife Refuge was alive with birds, water, and prairie grasses; the views of the Loess Hills were stunning!

Saying goodbye at the Harrison County Welcome Center was made sweeter by a wine tasting and a gift of homemade apple pie made with Harrison County apples. Delicious! Outside the center is a map of the United States depicting the route of the Lincoln Highway, a Lincoln Highway outlook and a fun exhibit showing the progression of the Lincoln Highway from dirt road to concrete pavement. The center has enough to keep you busy for a nice visit any day this autumn.

While traveling through Nebraska, consider taking some time to visit these national treasures. If you haven't been on an ILHA Motor Tour, you're really missing something!



Vice Mayor of Boys Town
Leading Tour Omaha, NE.

Taken on old LH Duncan, NE.

Mystery Place

By Van Becker



© Van Becker

This photo comes with the standard four clues.

1. This quaint motel is still open for business.
2. It is on the south side of the Lincoln Highway.
3. The motel rooms are within walking distance to cold beer.
4. This building is visible from space on Google Earth.

The question is: where is it located?



Last Issue's Mystery Place

The mystery photo in the summer 2015 newsletter is in the far east side of Boone, Iowa. It is located on the southeast corner of Mamie Eisenhower Avenue (Old US 30) and Snedden Drive.

If you think you can identify the Mystery Place, send an email to lincolnhighway@prcd.org or call 515-232-0048. Call with the correct information and we will take your name and contact information. We then will hold a random drawing for a winner to receive a 2013 Iowa Lincoln Highway Map Pack! This is to accommodate for the varying time and travel the postal system can take and to give all a fair try.

The Next ILHA meeting will be October 10, 2015 in Denison, Iowa at Cronk's Restaurant. Refreshments at 9:00 AM, general meeting to follow.

The address is 812 4th Ave South in Denison, IA. If coming on Highway 30 from the east, Cronk's restaurant is in the next block after the S 9th St. intersection. It is on the north side just before 30 changes to 4 lanes. If coming from the west on Highway 30, you will merge on to Highway 59 briefly and then exit on to Highway 30 heading east. The road is four lane for a few feet. At the change to two lane, Cronk's will be on the north side and across the street from the Bamboo Village Chinese Cafe.



Pre-tour Group Picture at the Arch

© Osburg

More pictures of the 2015 IALHA Tour are available on the website.



The LINCOLN HOTEL in Lowden, Iowa is seeking a NEW INNKEEPER. The current owners are looking to retire.

For details contact
Elizabeth Norton
563-941-7563
www.lincolnhoteliowa.com



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The James H. Andrew Railroad Museum and History Center

at the Boone and Scenic Valley Railroad

November 1 through May 22

Monday - Friday 10 am - 4 pm

Saturday Noon - 4 pm

Closed Sunday

May 23 through October 31

Sunday - Thursday 10 am - 4 pm

Friday and Saturday 10 am - 5 pm



www.iowarailwaymuseum.org

Visit one of Iowa's most interesting railroad collections

Another Historic Building Saved Along Lincoln

By Harlan Quick, Marshall County Consul

The remarkable row of historic buildings, which sits along State Center's Main Street will soon see another addition to its collection of restored 1895 structures. This is the last building that the State Center Development Association needs to restore in the 100th block of West Main, a street sitting along the 1922 route of the Lincoln Highway as it winds its way through Central Iowa.

The Evans Café Building, originally a two-story structure, was built in 1895 after two fires wiped out the entire block of buildings, leaving only the Bishop Building at the west end of the block. The first occupant of the Evans Café Building was E. P. Snyder, who ran a restaurant on its first floor and a hotel on its second floor.

In the early 1910's, a widow, named Emma Evans, and her son, Oscar, acquired the building after expanding their family's bakery business into a restaurant and bakery, thus the present-day name for the building, the Evans Café Building. The Evans family continued to operate their restaurant and bakery at this site until 1925, when they both retired from the restaurant business.

Through the years, the building was leased to other restaurateurs. The Evans family continued to own the building until the death of Oscar's widow, Maude Evans, in 1951. That year, the Central Iowa Telephone Company bought the building, remodeling the two-story structure into the one-story structure we see today.

The telephone company later sold the building and it was turned into a private residence. Fred Zeller, the last resident to live here, sold the building to the State Center Development Association this past March. The Development Association is renovating the building for retail use. With design assistance from the Iowa Main Street program, the SCDA plans to restore the building's interior, replace the second story, and return its street-side facade to its original 1895 appearance.

Another building in State Center's Remarkable Row will soon be resurrected for future generations to see as they travel the historic Lincoln Highway through Central Iowa.



1895 Evan's Café Building



Current Evan's Café Building



Proposed Evan's Café Building

© Harlan Quick

L

© Allen Robinson



Visiting the Lincoln Highway Garden

Henry Joy Tour Group

By Allen Robinson

There was a good showing for the group that came from Ames with the Henry Joy driving tour on June 30th. A few (but not all) continued on to Jefferson to check out the sights on the square downtown. I think about half the group probably bypassed Greene County altogether to head directly to Woodbine on US Highway 30. The Joy Group gathered in the Lincoln Highway Garden that Bob and Joyce are developing on Main Street just down the block from the Greene County Lincoln Highway Museum and across the street from the new community center that is now under construction.

L

Attend 17th Annual Watson's Fall Festival

October 9th along the Lincoln Highway
in State Center from 5:00-7:00

Corridor Management Plan and Lincoln Highway Heritage Byway Update

By Jan Gammon, LHHB Coord.
Prairie Rivers of Iowa

At the end of July, John Mazzello left the Lincoln Highway Heritage Byway program. He had been living in upper New York State and telecommuting for a while. He decided to take a job closer to home as he and his wife are expecting their first child this fall. We wish the best to both of them!

Prior to his departure, John held the last two community input meetings in Council Bluffs and Mount Vernon/Lisbon. These two groups had great ideas and all of the notes for the 15 community meetings can be found at www.prrcd.org/cmp.

Jan Gammon, coordinator of the Lincoln Highway Heritage Byway, has assumed John's duties with the Corridor Management Plan. Part of the process is to conduct an Economic Impact Study to develop a baseline and then repeat the study sometime in the future to determine the impact the Byway has on the communities and counties it travels through.

Surveys for visitors to the Byway corridor have been placed in the following locations: Sawmill Museum in Clinton, Lincoln Café and Wine Bar in Mt. Vernon, Belle Plaine Museum in Belle Plaine, King Tower in Tama, John Ernest Vineyard and Winery, Reed-Niland in Colo, Greene County LHA Museum in Grand Junction, Mahanay Bell Tower in Jefferson, Cronk's in Denison, Harrison County Historical Village and Welcome Center in Missouri Valley, and the Union Pacific Museum in Council Bluffs. The survey will go through October, so if you know of another location where we could obtain visitor information, please let Jan know at 515-232-0048.

A test-run of resident surveys was done at Lincoln Highway Days in Nevada at the end of August and the survey will be placed on-line in the next month. We will email the link out to Chambers, Historical Societies, and other interested parties to gather Byway resident's opinions.

The Byway has been busy traveling the route this summer- delivering survey packets, helping Linn County residents with information about their bridge (see article), enjoying the Meskwaki Pow Wow, attending Nevada and Story County planning meetings about wayfinding and management plans, promoting the DOT's Byway program at a H.O.G. (Harley Owners) Rally in Des Moines, delivering a missing Byway sign to

Benton County for installation, and attending National Scenic Byway training in Millersburg, Ohio.

We are about halfway through the Corridor Management Plan process and will be holding more meetings with officials and residents in each county in the coming months.

L

Paranormal Investigation at Reed- Niland- Colo

By Sandii Huemann-Kelly, Webmistress

When strange things happen, as they have been at Niland's Cafe, one has to wonder if there may be an explanation or perhaps some paranormal activity going on. Over the past several years employees have noticed little things such as unexplained noises, taps and tugs, aprons untied and the coffee pot turned off when it should be on. These mischievous activities caused some staff to wonder if there was potential paranormal activity.

In April, requests for an investigation were sent to the three main groups who specialize in this type of investigation in Iowa. Two proposals resulted the Eastern Iowa Paranormal (EIP) group being called upon to conduct the investigation. The investigative team included four members of the EIP group along with the current cafe operator and her husband. From 9:00 PM until about 2:00 AM beginning on April 17, 2015, various sessions were conducted using the latest in infrared cameras, specialized recording devices and other methods.

The findings seem to validate some activity, particularly in the café kitchen and the restored gas station at Reed-Niland. If you are interested in the findings, visit <http://easterniowaparanormal.com/> and look under Case files. The noises in the kitchen area, even when closed, presented a challenge to get recordings without extra noises (freezer motor, ice machine, etc.) so perhaps a future investigation will be done to further isolate those noises and gather more information.

L

First Woman to Travel Solo on the Lincoln Highway

Condensed from Lucianne Boardman's press release

Silent screen star Anita King made the first female solo drive on the Lincoln Highway across America. Three sisters are following in her footsteps as they recreate the journey of their great, great aunt Anita. Lucianne Boardman, Aleta Beckman Wilke, and Heather Pancratz left San Francisco on September 7 and arrived in New York one week later. Boardman is the only sister to have met their great, great aunt, but the sisters have an appreciation for her accomplishments and hope to inspire young girls everywhere as they blog and share a photo journal of the event.

Ms. Anita King was born Anna Keppen in Michigan City, Indiana and orphaned at the age of 16. She and her eight siblings were left to fend for themselves until she relocated to Chicago, seeking employment on the stage and reinventing herself as Anita King. Actress Lillian Russell encouraged Anita to try motion pictures in Hollywood and soon Anita followed her dream to become a famous actress in Hollywood. She starred in more than 19 silent movies, many of them directed by Cecil B. DeMille.

King was challenged by DeMille and director Jesse Lasky to drive the newly christened Lincoln Highway from San Francisco to New York. She started out on September 1, 1915 and completed the trip in 49 days without a mechanic or security- demonstrating a woman's strength at a time when women were considered secondary citizens. She was dubbed the Paramount Girl and her journey was a goldmine for the Paramount studio who gave her a rigorous itinerary to meet fans and conduct public event in cities along the way. Newspapers told stories of defending herself against a coyote attack, changing tires, and completing general maintenance along the way. It took her 49 days to make the journey.

She took the fame and publicity and started a shelter for runaway girls in Hollywood who found themselves friendless and victimized by the Hollywood machine. This cause was picked up by Cecil B. DeMille's wife, Constance.

The reenactment took place on the 100th year anniversary of Anita's trip and the three sisters retraced her steps, stopped at some of the same places Anita did, and tried to make her journey in seven days. Read their BlogSpot- anitakingfilmstar.blogspot.com or contact Ms. Lucianne Boardman at luciannefb@gmail.com.

L



Steven Rider (right) donated a 1928 full page ad from the Des Moines Register and several other LH articles to Bob Ausberger (left) at the Ann Arbor conference in June. Mike Kelly has digitized and restored the original and will have copies available to display along the route. Also pictured: Russell Rein, who coordinated the transfer.

Linn County- Bloomington Road Bridge

By Jan Gammon, LHHB Coord.

Prairie Rivers of Iowa

During a Corridor Management Plan community input meeting in Marion this past spring, resident Allan Viktor mentioned that a bridge on Bloomington Road that crosses Big Creek on the loop section of the Lincoln Highway Heritage Byway was scheduled to be replaced this next year. Steve Gannon, Linn County Engineer, stated that bids were to be let for the project in September.

This summer, Mr. Viktor asked the Board to reconsider other options for the bridge. He used information from the 2012 DOT bridge inspection report and from the Tallgrass Historians, LC's "Inventory of County-Owned Historic Sites and Properties in Linn County" written in 2010 as well as testimonials from local farmers and residents to present his case to the Board.

Bloomington Road was the original Lincoln Highway but after diverting the route to Mount Vernon Road instead and bypassing Marion altogether, this road was never paved and today remains gravel. This current bridge replaced a Bowstring Bridge on a different alignment of the creek. The original abutments are visible and were at one time considered as a location for interpretation. This bridge was built in 1925, after the Lincoln Highway was moved, according to the DOT inspection report and the Tallgrass Historians, LLC report. Although it is 90 years old and one of the few truss-type bridges in the County, it is not being considered for the National Register as it falls out of context with the Lincoln Highway's association with Bloomington Road. It is on a loop of the Byway, however, and is an important feature in telling the story of rivers, roads, and the Lincoln Highway. Today, art classes visit the bridge area to draw and paint the prairie landscape, creek, and bridge. Many kids ride bikes to the bridge and fish the area.

In the DOT inspection, the bridge scored 50 out of 100 points (the higher the score, the worse the bridge.) Other bridges in Linn County scored in the 70's. It does have a weight limit of 10 tons, which has been in force for several years. The DOT traffic count is 90 cars per day, but locals think it is more like 10 per day. If farmers need to move equipment, they go a different way and avoid the bridge altogether. It is a quiet and quaint gravel section of road. Resident Jackie Moore said if this was made into a 2-lane bridge, everyone would start using it as a short cut to Marion and cause more traffic at another already bad intersection.

The 2010 Tallgrass report says, "Whatever problems on this bridge that may be causing that low rating, they certainly could be easily corrected through a rehabilitation project. There is actually very little black rust or section loss on this bridge's trusses, even on the traditionally troublesome areas such as the bottom chord

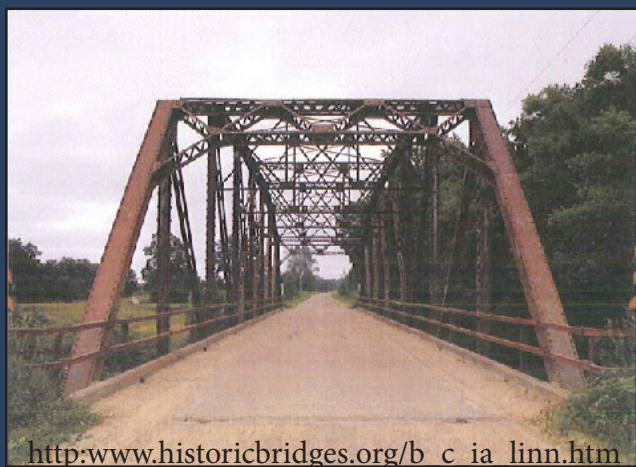
Continued on page 7

connections.”

Steve Gannon, Linn County Engineer, said he thought the last time it was painted was 1946. He started in the Engineering Department in 1974 and he knows it has not been painted since he has been there. Gannon states it will cost \$1.5-2 million to repair, in his estimation. The cost to rebuild is \$550,000 and they have about \$300,000 in Federal dollars to use towards a newly built bridge.

The Board weighed information and made a decision on September 2nd by a vote of 4-1 to remove the old bridge and replace it with a new one. Citizens may try to appeal the decision.

L



http://www.historicbridges.org/b_c_ia_linn.htm

Portage Rubber Company

By Bob Auseberger and Jan Gammon

This spring, just west of Jefferson, Iowa, Randy Monthei removed some tar paper from an old shed on his property and discovered a ghost sign for Portage Tires. The sign is in pretty good shape on the 110 year-old shed. An overhang and the tar paper had protected it from the elements.

The shed is along the Lincoln Highway, the first transcontinental road, and was used as advertising for the tire company. Many early travelers drove along this route and often structures like this along the road were used to advertise auto-related items. Not a lot of information is available on the Portage Tire Company, but we have found some about the company and its relationship to the tire industry and the Akron/Barberton area.

The Portage Rubber Company was started in Barberton, OH in 1910. The Indians had used this area as a portage or “carrying place” between Lake Erie and the Ohio River. The name Portage is used often in the area around Barberton and Akron. An example is the Portage Lakes which is a nearby string of lakes. There is also a Portage township and a Portage County.

Barberton is very close to Akron, OH and is a “planned industrial community” with Lake Anna in the

center, surrounded by a circle of homes that are encircled by manufacturing and a rail line. Ohio Columbus (O.C.) Barber inherited his father’s matchstick company and in 1891 it was consolidated under the name Diamond Match Company. He became known as “America’s Match King”. He bought 550 acres of land 5 miles from Akron and hoped he’d find natural gas to aid in manufacturing strawboard boxes. The Portage Strawboard Company was created as he needed boxes for his matches. The land he had bought was not suitable for his needs, so he created and designed the town Barberton instead and found other manufacturers to set up factories and manufacturing in the community, like Portage Tires.

Nearby Akron was known as the “Rubber Manufacturing Headquarters of the World” and produced more than half of the world’s tires and rubber goods in the early 1900’s. Every rubber article, from the tiniest rubber washer to dirigibles, was made in this area.

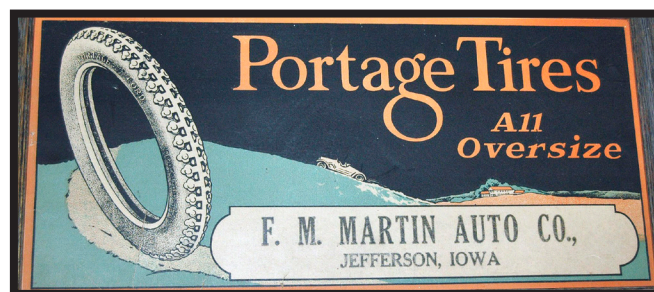
Almost all of the rubber was imported from Brazil. Cotton was also used in the manufacturing of early tires. The Salt River of Arizona, the sand dunes of Southern California and along the Nile saw mammoth cotton plantations develop. In New England, cotton and spinning mills flourished to create the millions of yards of fabric required in this rubber industry.

The first rubber product was a fire hose created by Goodrich and the first tires were solid rubber bands for wheels of high bicycles in the 1890’s. Then as the automobile came on the scene, manufacturing needs changed.

In 1898, Frank Augustus (F.A.) Seiberling co-founded the Goodyear Tire and Rubber Company with his brother, Charles, in Akron. In 1921, Goodyear was reorganized and refinanced. Charles and F.A. resigned and then F.A. established the Seiberling Rubber Co. He acquired the factory of the former Portage Tire and Rubber in Barberton. We can surmise then that Portage Tire had a life of less than 11 years. Firestone bought Seiberling’s plant in 1965 and then in 1980 the plant closed down, putting 1,000 workers out of business.

Today there are three companies that use the factory site. They recycle pallets, recycle polymer and compounds, and make carbon black for rail use.

L



**Due to minimal spacing,
July’s meeting minutes will be
available on the website.**

Clinton County

By Cathie Nichols, Clinton County Consul

Joe Goodlove reported on the closing of the old LH bridges at the last LHA meeting. Dewitt Parks & Rec. successfully celebrated their second year of Tunes In Town. This is a program held every Tuesday evening from June through August in Lincoln Park, on the old Lincoln Highway. From 6:00-8:00 PM there is live music and food, from various artists and vendors. This year we started and ended the season with a car show, and in July there was a motorcycle show. Put this on your radar for next summer!

We are planning a cleanup of the old pony truss bridge at Syracuse, on the old Lincoln Highway between Calamus and Wheatland. This bridge has been on several of our Auto Tours, and is in need of some TLC. We are looking into trying to get it painted next summer, possibly by the Boy Scouts. The cleanup will be Sunday, October 4, from 1:00 PM to whenever we're done.

L

Hi-Way Gardens Inducted into the Rock 'n Roll Hall of Fame

Article submitted by Joe Goodlove

The Hi-way Gardens, located in Stanwood, was inducted into the Rock 'n Roll Hall of Fame over the Labor Day weekend in Arnold's Park, Iowa. The Hi-Way Gardens was a swinging venue for decades. The ballroom was located in Stanwood on the Lincoln Highway (Hwy 30) and began operating in the early 1920's.

The ballroom was built by Robert McClellan and Elwood Resewehr as an open-air dance pavilion. In 1936, McClellan bought out his partner and enclosed the dance floor, added a lunch room and bar, and served alcoholic beverages for the first time.

Over the many years that Robert and Grace McClellan ran the ballroom, they featured big bands and famous singers like Wayne King, Tiny Hill, Guy Lombardo, Lawrence Welk, Hank Thompson and Brazo Valley Boys, Jerry Lee Lewis and Conway Twitty. They also supported local bands- Leo Greco and the Pioneers, Tom Owen's Cowboys, Kenny Hofer, the Escorts, Dale Thomas and the Bandera Boys, the Untouchables, Deliverance, the XL's and many more.

The couple operated the ballroom until Grace was killed by a car on Jan 1, 1967 while walking home from the ballroom after a New Year's Party. Bob sold the ballroom in 1972 and it changed hands a few more times. In 1979, George Bush appeared there while running for President of the United States. A wrecking ball took the ballroom down in February 2007.

L

In this issue....

ILHA Tour Coverage, A Historic Building Saved, Paranormal Investigation

FIRST CLASS

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