



# Along The Lincoln Highway



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THE NEWSLETTER OF THE IOWA LINCOLN HIGHWAY ASSOCIATION

## President's Corner By The Fitzsimmons Trio Co-Presidents of ILHA

The end of 2017 is quickly approaching and it was certainly a year to remember. It was a busy year, with the successful hosting of the 2017 National Lincoln Highway Association Conference, along with many other outstanding projects. Thank you to all who made 2017 a success and welcome to new members who joined in the past 12 months.

In the last month, John was asked to give a presentation to the Tall Corn Auto Club about the Lincoln Highway. He showed off his work as the Iowa Artist-in-Residence, bringing along many of his drawings of the local attractions along the Highway. He also presented the 2003 video about Grand Junction. There seemed to be some interest among the attendees, which will only help to increase awareness in our community.

As we look ahead to 2018, many exciting projects and events are yet to come. From the restoration of the bridges in Eastern Iowa, to the restoration of the hotel in Belle Plaine, the Iowa Lincoln Highway Association will continue to promote the history of the Lincoln Highway and educate the public who comes to enjoy the stops along the way.

Thank you all for a fantastic 2017! The Fitzsimmons Trio wishes you a enjoyable holiday season and a very happy new year!

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## Tama Bridge Builder's Rise and Fall By Jan Gammon, LHHB Coord.

### Prairie Rivers of Iowa

From a suggestion at the last Iowa Lincoln Highway Association meeting, I decided to look into the name plate on the Lincoln Highway Bridge in Tama to see what name or company appears on it and what happened to them. I was recently at the Tama Bridge and found the plate read "Paul N. Kingsley, Strawberry Point." Using a smattering of online detective work and geneology resources, this is what I found.

From Bridgehunter.com: *On May 17, 1915, the Tama County Board of Supervisors contracted with Paul N. Kingsley, a relatively new contractor from Strawberry Point, Iowa, to build 53 bridges and culverts throughout the county. Kingsley was to complete the work by November 1st of that year, for \$39,900. But by November Kingsley, who was struggling to manage the ambitious, multiple-bridge contracts he then held with several Iowa counties, had completed only a minimal amount of work.*

*Although the board considered taking action against Kingsley and his bonding company in meetings held on November 27th and 30th, on December 28th they extended his contract to July 1, 1916. By spring,*

*Continued on Page Four*

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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## **More to the Story of The Ogden Footprints**

### **By Susan Jones Clauson**

My dad, Robert C. "Bobby" Jones, spoke of the footprints in the cement many times throughout his life. He told us that when he was ten years (he was born in 1919) the Lincoln Highway was being paved thru the main street of Ogden. His family lived just a block south of the highway.

Somehow Dad's rat terrier, Tootsie, got on the north side of the newly paved road. He chased after Tootsie right thru the fresh pavement, leaving his footprints there to be remembered by his family and many Ogden residents over the years. While the footprints look like that of an older person, the family was very poor and Dad wore all of his older brother's hand-me-downs, including shoes. I've always loved that story and I truly believe those are little Bobby Jones' footprints.

Thank you for taking the time to hear our version of those famous footprints.

**L**

## **Reed-Niland Corner Update**

### **By Sandii Huemann-Kelly, Colo**

Volunteer (and new Story County Consul) Carroll Stokesbary opened the restored Reed-Niland station on Halloween night and invited Trick-or-Treaters to stop by. We were delighted to see about 100 revelers. Carroll played Charlie Reed, longtime station proprietor of Reed's Gas Station in Colo.

A second paranormal investigation was conducted at Reed-Niland Corner recently. The follow-up by Eastern Iowa Paranormal gathered more interesting data on activity at the cafe and station. Case files are posted on [easterniowaparanormal.com](http://easterniowaparanormal.com)

At the end of the year, Niland's Cafe and Colo Motel will be on holiday break, closing at 2:00 PM on Sunday, December 17 and reopening Tuesday, January 2, 2018 at 6:30 AM.



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**Due to space constraints, October's meeting minutes are available on our website.**



though, it was evident that Kingsley no longer had the wherewithal to complete the work. The supervisors declared Kingsley in default of the contract, and in December 1916, settled with the bonding company and contracted with other firms for his unfinished work. Kingsley's difficulties in fulfilling his obligations are not revealed in the historic record, and his name quickly passed from county bridge building circles.

Yet, Kingsley did leave a lasting legacy by building the Lincoln Highway Bridge in Tama. Constructed in 1915, three years after the formation of the Lincoln Highway Association, the bridge is representative of efforts by local officials in order to promote automobile travel to encourage economic development. In recent years, following a relocation of U.S. Highway 30, the bridge has served to carry local traffic.

Although for contractor Paul Kingsley the Lincoln Highway Bridge represented the beginning of the end, for the town of Tama it commemorated the town's place on the nation's first transcontinental highway, with the traffic commerce that accompanied it. When the route was first plotted in 1913, the citizens of Tama and the surrounding area immediately recognized its importance. "We can scarcely estimate the travel this national road will induce," the Traer Star-Clipper stated in November 1913. "Millions have already been pledged toward it and every state it spans is at work planning construction. All along the 3,000 miles, work is in progress. This will probably become the best long distance auto road in the United States.

Fortunate indeed is Tama County to have it pass through her entire length."

The highway was routed through the small town of Tama, along Fifth Street at the town's eastern edge. When in 1915 the county planned a small bridge to carry the Lincoln Highway over Mud Creek in Tama, the county supervisors opted to add architectural expression to the otherwise typical concrete slab structure, as a means to distinguish the bridge from the hundreds of others [adapted from Fraser 1990.]

Kingsley also built the Melan Bridge in Lyon County, in Emma Sater Park near Rock Rapids, and the Hawkeye Highway Branch South Fork Catfish Creek Bridge in Dubuque County.

Trying to find out more about the man, I found a Paul Newberry Kingsley who was born in 1888 in Clayton County, Iowa (Strawberry Point.) He was the nephew of Byron W. Newberry, an attorney from Strawberry Point. Newberry served from 1902-1924 in the State Legislature. The nephew, Kingsley, does not surface again until in an obituary where his title is Col. Paul N. Kingsley, who served in the Army during World War I and II. He died in 1966 and is buried in San Francisco. He has several children including a son, Paul N. Kingsley, Jr., who lives in Sacramento but was born in Dubuque County, Iowa in 1926.

Apparently the Army was Mr. Kingsley's choice after the bridge building business did not pan out for him. We are so glad that of the few he did complete, the historic Lincoln Highway Bridge in Tama was one of them!

**L**

### Ornery Goat

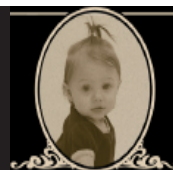
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## Youngville Update

### By Mike Kelly, Benton Co. Consul

Youngville Café, located at Lincoln Highway and Hwy. 218, wrapped up the season with the November 14th board meeting. By all accounts, 2017 was a record-breaking year with record number of guests for lunch—including an all time record of 124



guests in one day! We have a new limited edition (only 100 produced) Red Wing commemorative crocks. The crocks are \$35 and are available in Newhall at KSS Accounting, located at 102 Railroad St. W, and in Colo at Niland's Cafe. Contact Mike Kelly for more information and shipping requests. He can be reached at [videoportraitsofiowa@gmail.com](mailto:videoportraitsofiowa@gmail.com) and (319) 573-5711.

Looking ahead to 2018 and beyond, we are considering some events similar to the Roll-Ins at Reed-Niland Corner. The new board of Youngville is filled and ready to take on every challenge and opportunity with vigor. The board will meet in January, February, and March signaling a commitment to assuring Youngville's future and legacy. As chair of the newly formed membership committee, I want to personally thank the Iowa Lincoln Highway Association and members for over 20 years of support. Community support (financial and moral) is critical for Lincoln Highway landmarks to establish their standing and importance to our historic landscape. Membership rates are \$10 per year or \$200 for Lifetime membership. All Life members will be recognized on our new donor board. Join the ranks of Youngville Highway Historians! You can send checks to Youngville Highway History Association PO Box 401 Newhall, IA 52315.

**L**

## Shout Out to Rider Magazine

### By Jan Gammon, LHHB Coordinator

#### Prairie Rivers of Iowa

Clement Salvadori, a noted writer for *Rider Magazine*, a publication for motorcyclists, wrote about the Lincoln Highway in Iowa in the Fall 2017 quarterly edition of *Favorite Rides and Destinations*.

He started his trip in Illinois but crossed the Mississippi River north of Clinton, taking Highway 64 to his first destination: the Motorcycle Museum in Anamosa. Using this route, he started several miles north of the Lincoln Highway. He then traveled south to Marshalltown and followed the Lincoln Highway to Ames and Glidden, then on to Arcadia, Denison, and Missouri Valley. He gave nice information about Merle Hay from Glidden, one of the first two soldiers to die in World War I, and Donna Reed from Denison, a Hollywood actress.

Salvadori then wanted to bypass the traffic in Council Bluffs/Omaha so he headed to the bridge at California Junction to cross over the Missouri River into Blair, NE. He does promise to come back to Iowa though, because "the lady at the Missouri Valley Welcome Center has him convinced the Loess Hills are really something to see!" Could that be our own Kathy Dirks?

Side trips excused, we love it when all modes of transportation enjoy the Lincoln Highway!

**L**



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**Grand Junction, Iowa**

## Clinton County Update

By Cathie Nichols, Clinton County Consul

The Winsther Motel in DeWitt is interested in doing a Lincoln Highway themed room this spring (they are an original Lincoln Highway motel in town). I will contact the owner in the spring to design it. Anyone who has something that might help decorate this room or any ideas, please contact me.

The Clinton County Board of Supervisors will meet in January for budget allocations. I hope to get them to fund the Limestone Bluffs Regional Cultural Council (\$2000/year), so that it (LBRCC) can help us write grants for the Lincoln Highway park between Calamus and Wheatland. We can also apply to the Lincolnway Foundation in DeWitt, which awards grants for projects in rural Clinton County.

The last piece to get nailed down on the park project is a piece of land adjacent to the 1928 highway, which contains a portion of 1920 pavement on the original 1913 route. The owners of this land do not want to sell it, but might consider leasing it to us for the park if we can reassure them they won't be liable for injuries. I'm trying to get this worked out—any legal help would be greatly appreciated. For those who didn't attend the conference, this park is proposed for an abandoned two mile stretch of the 1928 Lincoln with three original bridges. It would include a picnic area, a walking trail, overlook for a view of two bridge sites over the Wapsipinicon River, and interpretive signage. Since being closed, this stretch of the LH has become neglected and overgrown. Help us save it before it's too late!

There was a request to donate/lend a Lincoln Highway marker to the Wisecup Farm Museum in Missouri Valley, Harrison County. DeWitt has two on display at the Central Community Historical Museum, and one broken one (just the head) in storage at the wastewater treatment plant. It was the consensus of members that we would lend this marker to Wisecup's, which is on the old LH, and that they would restore it and replace the post. The DeWitt city council is to decide if they will lend the marker, and as of this date they haven't met yet to discuss it.

**L**

## LHHB Update

By Jan Gammon, LHHB Coordinator  
Prairie Rivers of Iowa

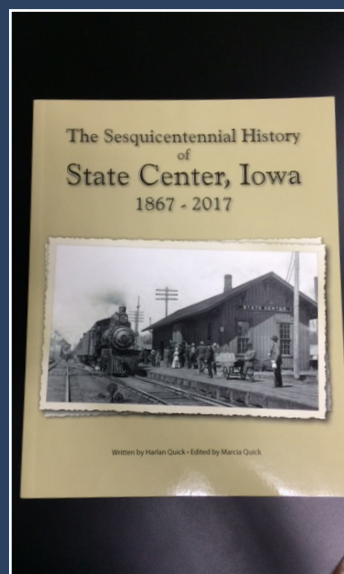
As of this writing, we do not know if we will receive the funding from ArtPlace America, but perhaps by the time you receive this newsletter, we will. This is for a large restoration, art, oral history, interpretation, and electric charging station project at Youngville, Reed-Niland, and Preston's Station. We will be sending out press releases regarding this when we are notified.

The Byway signs in Grand Mound have been corrected. City staff moved them to the correct location and Don Kent, the Grand Mound Historical society, and City of Grand Mound are very pleased. Now on to Ralston for that correction once the DOT gets a new batch of signs in!

We have applied for other grants for smaller projects and will be sure to keep you informed as they are funded. We are working with the City of Tama to acquire the remaining funds necessary to restore and repair the Tama Lincoln Highway Bridge.

**L**

## State Center Sesquicentennial By Harlan Quick



Get your copy of the Sesquicentennial History of State Center, written by Harlan Quick and edited by Marcia Quick. Copies are \$10 and shipping is \$5. Make checks payable to State Center Historical Society, P O Box 634, State Center, IA 50247.

**L**



## Transcontinental Exhibition in Marion

By Lynnette Brenzel

Marion Heritage Center and Museum opened a new exhibition called Good Roads: Bicycles, Motorcycles & Automobiles on the Transcontinental Routes that will run until April 29, 2018.

Long before it became part of the famous Lincoln Highway, the roadway loop through downtown Marion hosted scores of transcontinental automobile races, bicyclists, and famous tourists. By foot, bicycle, motorcycle, automobile, and truck, Marion witnessed and helped put our nation's first transcontinental road on the map. This exhibition tells the story of these travelers, their mishaps and adventures, their discoveries and endurance, from 1879 to 1919. See vintage bicycles, motorcycles, and Linn County's 2nd automobile.

The vintage car is on loan from the State Historical Society and the bicycles from Hall Bicycles in Cedar Rapids. Stop by the museum at 590 10th St, open Wednesday through Sunday, 1:00-4:00 PM. For more information, contact Lynette Brenzel at [marionheritage@marionhistoricalsociety.org](mailto:marionheritage@marionhistoricalsociety.org).

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## Mystery Place

By Mike Kelly

### This Issue's Mystery Place



On an original (nonpaved) section of the Lincoln Highway, this small outbuilding matches the main structure on the site. This property is now privately owned but once was a common institution found throughout the land. Said institution usually lends its name to the road it is on.

### Last Issue's Mystery Place



Congratulations to Anne Reinhardt of Keystone, Iowa! She correctly guessed last issue's Mystery Place. The photo featured the steps to Florence Lyman's home in Belle Plaine, Iowa.

If you think you can identify the Mystery Place, send an email to [lincolnhighway@prcd.org](mailto: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  
January 13, 2018 in State Center, Iowa at the Community Hall.  
Refreshments at 9:00 AM business meeting to follow.**

Driving directions to the January ILHA meeting at the State Center Community Hall above City Hall at 118 W Main Street: If coming from either the east or the west on Highway 30, take the main exit into State Center on County Road S52 and head north to West Main St and turn right (east). Head east for 2 ½ blocks. City Hall will be on your right (south side of street.) The meeting is upstairs. Enter on the east side of the building. There is an elevator inside that will take you to the 2nd floor or you can take the inside stairs.



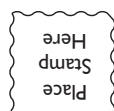
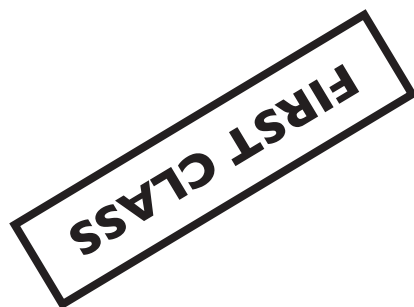
Upcoming Iowa LHA Meetings

January 13, 2018: State Center, Business

April 14, 2018: Cedar County, General

July 14, 2018: Location TBD, Business

Content Sneak Peek: Articles about the rise and fall of the Tama Bridge builder, a new exhibition in Marion, a shout out *Rider Magazine*, a mystery place winner, and more!



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