



Iowa Lincoln Highway Association

Fall 2019 Newsletter | Volume 24, No. 3

President's Corner

by Mary Helen Preston

By all accounts the National Conference in Rock Springs was a success. We appreciate our members who were able to attend and represent Iowa. The 2020 National Conference is set for June 22 - June 25 in Joliet. Garry and I are already planning our trip - this will be our first conference since 1993 and look forward to representing Iowa. Joliet is close and will be an easy trip so I'd like to challenge Iowa members to make plans to attend - it will be nice to have a large contingency in attendance. Let's continue to show California, Iowa is the biggest and best Chapter.

Union Pacific's Big Boy came through many of our towns - at least once if not twice. I was fortunate enough to witness it up close and personal when it overnighted in Cedar Rapids. What a piece of history to see.

After 99 years, Henry Ostermann finally received the acknowledgement he deserved for being a leader and visionary for the Lincoln Highway. Congratulations to Prairie Rivers of Iowa and the City of Montour for the efforts put forth in creating and producing the interpretive panel dedicated to Mr. Ostermann. When you're traveling the Lincoln Highway, please make certain to stop by the Maple Hill Cemetery in Montour to visit the interpretive panel.

Due to Mr. Ostermann's promotional skills, we celebrated the Centennial Anniversary of the 1919 Transcontinental Convoy across the Lincoln Highway. There were actually 2 convoys traveling this summer across the Lincoln Highway. The first convoy was with the Military Vehicle Preservation Association which crossed Iowa August 22 - August 25. The MVPA traveled with 50 - 70 retired Military vehicles and support vehicles stopping in communities as they retraced the original 1919 trip across the Lincoln Highway.

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Volunteers in Clarence painted Lincoln Highway crosswalks.

Celebrating Our Lincoln Highway Heritage

by Jen Van Oort

What began as a small idea at a Clarence Main Street Design Committee meeting, grew into a collaborative project honoring the history of the Lincoln Highway in Clarence. Clarence Main Street strives to continue to build the walkability and ambiance of the business district. A safe district benefits visitors and residents, young and old. The vibrant colors throughout the downtown area will help soothe drivers, catch the eye of travelers, and celebrate Clarence's unique connection to the history of the Lincoln Highway and its route through downtown. Clarence remains one of only two communities in Iowa whose Main Street coincides with Highway 30 AND the original layout of the historic Lincoln Highway.

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

President	Phone	Email	County Consul	Phone	Email
Mary Helen Preston	(816) 868-3336	mary@prestonsstation.com	Clinton		
Vice President			Cathie Nichols	(563) 659-8050	scampcat@iowatelecom.net
Open Position			Cedar		
Secretary			Joe Goodlove	(563) 349-6622	joeiowaLH30@fbcom.net
Jan Gammon	(515) 232-0048	lincolnhighway@prrcd.org	Linn		
Treasurer			Rex Martin		rex221b@gmail.com
Joyce Ausberger	(515) 386-4521	bobjoyce@netins.net	Benton		
State Director			Mike Kelly	(319) 472-5183	videoportraitsofiowa@gmail.com
Dean Parr	(319) 366-0552	drparr51@gmail.com	Tama		
			Allan Richards	(641) 484-4000	allanmaxrichards@aol.com
Membership Coordinator			Marshall		
Dean Parr	(319) 366-0552	drparr51@gmail.com	Harlan Quick	(641) 483-2440	hmquick@partnercom.net
Noble Sojourner			Story		
Lyell Henry		disorg@mchsi.com	Carroll Stokesbary		carrbary@netins.net
Artist in Residence			Boone		
John Fitzsimmons	(515) 432-3697	seanfitz50@gmail.com	John Fitzsimmons	(515) 432-3697	seanfitz50@gmail.com
Newsletter Layout & Webmaster			Greene		
Jackson Donels		jdonels@prrcd.org	Joyce Ausberger	(515) 386-4521	bobjoyce@netins.net
Director Emeritus			Bob Owens	(515) 386-3419	jaowens4230@yahoo.com
Bob Ausberger	(515) 386-4521	bobjoyce@netins.net	Carroll		
Byway Coordinator & Newsletter Editor			Barbara Hackfort	(712) 792-1512	bjhackfort@westianet.net
Janice Gammon	(515) 232-0048	lincolnhighway@prrcd.org	Crawford		
			Open Position		
			Harrison		
			Kathy Dirks	(712) 642-2114	kdirks@harrisoncountyparks.org
			Pottawattamie		
			Eddy Hedegaard		ejskj@msn.com

Mission Statement

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.

Ostermann Interpretive Panel Unveiling by Jan Gammon

Henry Ostermann was the idea man behind the 1919 Army Convoy. He had been piloting convoys up and down the east coast for the military in 1917 and had been working as the first Field Secretary for the LHA since 1914. He had a fatal accident in 1920 on his beloved Lincoln Highway near Montour, Iowa. Later in 1920, the Iowa Highway Commission had called for a monument to be built near this site and now, 99 years later, we have an interpretive panel to honor him. It has been placed in the Maple Hill Cemetery, just east of Montour and near his fatal accident.

On August 15, 2019 about 20-25 people gathered to witness the unveiling of this interpretive panel. The group was welcomed by Jan Gammon, Lincoln Highway Heritage Byway Coordinator. She introduced the speakers: Reed Riskedahl, Prairie River of Iowa Board of Directors (the Byway is one of their programs); Mary Helen Preston, ILHA President; Dotti Thompson, Community Foundation of Northeast Iowa (Tama County Community Foundation who funded the project); Reverend John Christianson, Living Faith Methodist Church in Montour; and Sue Eberhart, Montour City Council. Jan read words from Rep. Dean Fisher to the group. Sue Eberhart and Vicky Garske, Montour City Council members, unveiled the interpretive panel for all to see.

It was a great night with just a few sprinkles in the air and the crowd hung around a bit to chat and enjoy the quiet rural scenery. Jan did contact the MVPA and LHA Convoys to let them know that this memorial had been installed and hope that they, and future Lincoln Highway travelers, will stop and read about this amazing man and his vision for the Lincoln Highway.

Clinton County Update by Cathie Nichols

The Military Convoy came through DeWitt on August 22. They had a short parade through town with a really good turnout and then camped overnight at the fairgrounds where a lot of people came out to see them. They left in the morning of August 23 heading for Marshalltown. I think it was a success, good weather and lots of local interest.

The Wapsi Bridge at Syracuse is under a feasibility study to see if it can be repaired/strengthened for some limited use; possibly by bicycles, snowmobiles, and pedestrians. The snowmobiler's association, the ILHA, the Wheatland and Calamus Hometown Pride Committees, and the county engineer are all working on a plan that we hope will be affordable, although I know it will require applying for lots of grants!! Todd Kinney, the county engineer, told me the study has been completed but we won't be able to get a copy till next week, so it won't make the newsletter. I'll try to bring some copies with me to the October meeting in Cedar County where we can discuss it in more detail and see what we're up against. In the meantime, Todd informed me that the county has done some mowing along the old highway section and some spraying of weeds, but the majority of the shoulder around the old cable barrier has not been sprayed yet due to the wet weather this spring. I know he had also planned to pack some sand into the cracks in the roadbed, and this has not been done yet, either. Lance Goettsch of the snowmobiler's association and Rita Hart of the ILHA have been in contact with Todd, as has Francis Boggus of Hometown Pride. I haven't been too involved this year because of my health, but I'm dying to get out there and attend some meetings and meet some people from the snowmobilers' group to see what they're looking for in terms of access and how we can work together. I hope to have more news at the next meeting of the ILHA.

Continued from page 1: Celebrating Our Lincoln Highway Heritage

The project was a true collaboration, beginning with the street cleaning by the Clarence Fire Department. The City of Clarence provided resources for the event such as barricades, while The North Cedar Cross Country team, Brittany Potts and Alex Curley, handled sweeping, painting, and taping. A group of talented bakers rewarded all that hard work with delicious treats and Clarence Main Street Board members jumped in wherever they were needed.

The Lincoln Highway Heritage Crosswalk project would not have been possible without this entire team and support from the Iowa Lincoln Highway Association, the Keep Iowa Beautiful Paint Iowa Beautiful program, Diamond Vogel Paints and Cedar County Lincoln Highway representative Joe Goodlove.

Utilizing oil-based road marking paint from Diamond Vogel, the designs quickly took shape and added vibrant pops of color to the street. With permission from the Lincoln Highway Association, the iconic Lincoln Highway "L" logo was painted in the center of each crosswalk using a mock-up stencil and small brushes.

The crosswalk project was a terrific way for the young citizens of the community to contribute to the safety and ambiance of the business district. Moreover, the experience was a great way to learn more about the role Clarence played on the development of the historic Lincoln Highway.



Clues for Mystery Photo

- #1 Can you still make a Lincoln Highway Landmark?
- #2 Leads to original LH route, but this named highway replacement is a couple miles from its original route.
- #3 What 1960s band should play at the next roundabout opening? Now remove the middle word of their biggest hit.

World Famous Photojournalist Comes to Carroll County

There are times when it is not necessary to search for a story - the story finds you. When singer/songwriter Charlie Maguire visited the Carroll County Museum last summer to do research for a song he was writing, we were not expecting to discover a Lincoln Highway/Carroll County "brush with greatness." What we learned was that in 1947, the same year that Robert Capa would be awarded the Medal of Freedom by General Eisenhower for his pictures of WWII battle scenes, Capa was here in Carroll County recording scenes of an entirely different nature.

Our account begins with John G. Morris, photojournalist and friend of Robert Capa. Morris relates the story in his book: *Get the Picture: A Personal History of Photojournalism*. Morris conceived the idea of a year-long photo series featuring farmers at work around the world. His theme was simple - people are the same the world over. Morris marketed the idea to the *Ladies Home Journal* whose editors at the time were native Iowans Bruce and Beatrice Gould. Not surprisingly, they suggested to Morris that he would find a family in Iowa who could be featured in the United States segment. He and Capa then flew to Des Moines and began their search for the "prototypical American family."



Photo By
Linda Koutsky

"Charlie
Maguire at
Pratt gravesite."

What follows is Morris's account of their experience (p. 114):

"The following morning we headed west on U.S. 30. We had not gone a hundred miles when we found just what we wanted, near the small town of Glidden: the family farm of Donald Pratt. Red barn, white farmhouse, tractor, cows and horses, two boys and two girls. Perfect. They were easily persuaded to cooperate. We agreed to start the following day."

At this point, not all went according to plan. That night Morris received a message that his father had suffered a heart attack, and he flew on to Chicago, leaving Capa to do the story alone. Capa did the assignment, and would later that year also cover a family in Slovakia. In total, farm families in twelve countries were covered by several photojournalists and were featured - one family a month - in the 1948 issues of the *Ladies Home Journal*.

This is not the end of our story, however. While doing his research Charlie Maguire discovered that in 1999 the BBC proposed tracing the steps of the original photojournalists of the LHJ series. For the U.S. segment the Pratt children (their parents had died in the early 1990s) returned to their homeplace, and the BBC was able to film the Pratt family and farm in Iowa. Due to various complications, the BBC was unable to complete their revisitation of the series, but what is intriguing is that a copy of the BBC Pratt Video may still be in existence. As they say, stay tuned!

Our thanks to Charlie Maguire for his inspiration and information in the writing of this article.

Barbara Hackfort
Carroll County Consul

Military Convoy in DeWitt on the Lincoln Highway

by Cathie Nichols, Clinton County Consul

The reenactment of the 1919 Military Convoy from Washington, D.C. to - San Francisco, California came through DeWitt today and camped overnight at the Clinton County Fairgrounds. Approximately 53 vehicles were in the convoy, including numerous support vehicles. The ages of the vehicles ranged from 1918 up through the present day. The convoy lined up at Central DeWitt High School, then paraded through downtown escorted by local police vehicles to the fairgrounds. People waving flags lined the streets, and many followed the convoy to the fairgrounds for a closer look. The DeWitt Nite Lions provided meals at the fairgrounds for participants and visitors and the grilled pork sandwiches smelled delicious. I was surprised that no LHA members followed the convoy in their own cars, as I thought some would be doing.

Mark Ounan, of Fairfield, Pennsylvania, was driving the “pace car”; a 1918 Dodge Brothers Army Staff Car which he owns. Mark wanted people to see that a car that could have been on the original 1919 convoy can still make the trip. I said that it was probably easier on the car today than it was in 1919! He said he had some problems with overheating in the mountains of Pennsylvania but the car had no problems after Ohio. He said several of the Jeeps had to drop out temporarily due to overheating, but rejoined the group after cooling off. The top speed of the convoy is 35 mph.

The convoy did not start in Washington, D.C. as intended. Mark said the National Park Service didn’t approve the permit at the last minute, so the convoy officially began in York, Pennsylvania and it intends to go all the way to San Francisco. Mark has been participating in these events for years, and drove on the last commemorative convoy in 2009. He said he enjoys seeing the great turnout and people sitting in lawn chairs waving flags. People in every community, and people just sitting in their driveway in the country, come out to see the convoy pass. He said the route tries to cover as much of the original Lincoln Highway as possible, including the stair-steps through towns and little cut-off twists and turns in the country. He said the map is almost impossible to figure out, but they try to make it as true to the original trip as they can. He estimates that he has been a member of the LHA for 10-11 years.



Ryan Nelson (left) and Lance Nelson (right), with Cathie Nichols

Lance and Ryan Nelson, brothers from LeClaire and Nevada, Iowa, respectively, were driving Lance’s 1952 Jeep. Ryan also owns a 1962 Jeep and both also have classic Fords. They started in York and are going to San Francisco. They wanted to make this trip because their parents have done it many times, and the boys are “carrying on the tradition.” They said the turnouts have been great and everyone appreciates how many people come out to wave and see them pass by. They are tent camping and say they’ve had good weather for it so far. They appreciate the police escort provided in most of the towns, and concur with Mark that the top speed has been 35mph. These Iowa boys are not ILHA members, so someone needs to go out and sign them up. (I didn’t bring membership forms with me, alas.) The Nelsons want to thank all the communities for the show of support, flags, food, etc. that has been welcoming them along the route. I told them they had lots more of that to look forward to in the rest of the state!

Linn County Fall Events along the Lincoln Highway

Mount Vernon Farmers Market

Summer Season: Thursdays 4-6pm through
September

Location: First Street Community Center -
221 1st St East, Mt. Vernon

Marion Farmers Market

Saturdays through: 09/28/2019 8:00 AM -
11:30 AM

Location: Taube Park

2200 31st Street

Marion , Iowa 52302

Cedar Rapids Farmers Market

Downtown Cedar Rapids

September 21, 2019 7:30 AM - 12:00 PM

Marion Swamp Fox Festival

Date: 09/27/2019 - 09/28/2019 (all day)

Location: Lowe Park Arts & Environment
Center

4500 N 10th Street

Marion, Iowa 52302

Join in the celebration of Marion's heritage at the 30th annual Swamp Fox Festival. A variety of events will take place the last weekend in September. On Saturday check out the Fall Marion Market, Swamp Fox 10K/5K, a pancake breakfast and the ever-popular Swamp Fox Parade. The fun moves to Lowe Park on Saturday evening for live music at the amphitheater, food, bingo, kids activities and a grand fireworks finale. Find more info as the date gets closer at www.cityofmarion.org/swampfox.

Dear Military Convoy by Bob Ausberger

Welcome to Greene County and Jefferson and our eastside potential Historic District. Downtown Jefferson is now a National Register Historic District, and we (Greene County Historical Society) will propose to extend the Downtown District east to the city limits. Our plans should work nicely with Jefferson's proposal to spiff up the east entryway along the Lincoln Highway.

In 1919 the original Lincoln Highway was a graded and graveled road in Greene County. The 1919 convoy camped one night at the Fairgrounds, which we still use today for the Greene County Fair and many other events such as the wedding reception that will occur later today. The men showered at the tile plant north of the fairgrounds and on the north side of the Lincoln Highway. They then were hosted at the country club for their evening meal. They enjoyed the meal and time to relax but quite possibly didn't enjoy, as much, the speeches given by local dignitaries. Your convoy 100 years ago helped Greene County pass two issues later in 1919. One was to pave the road, and the second was to pass a bond issue to help pay for the pavement. Then in 1920 we paved about five miles of the highway east and west of Jefferson. In 1924 Greene County paved the rest of our part of the Transcontinental Highway.

1913 The route was announced by the National Lincoln Highway Association.

1914 Greene County graded and graveled their portion.

1915 World War I was in full swing, but the United States wasn't involved.

1916 Congress passed the first federal highway act with financing. Little was done because of the war.

1917 The United States entered World War I.

1918 The war was over.

1919 Military convoy

1920 Greene County used federal aid along with their money raised by bonding to pave 5 miles of the Lincoln Highway, 2 miles of Highway 17 (now 4) north of town, and one mile (Panora Speedway) south of town.

1921 The price of corn had dropped from \$1.40 a bushel to 50 cents in Chicago. For farmers this ended the golden age of agriculture (1913-1920).

1924 Greene County finished paving the Lincoln Highway in our county (first in the state).

1926 The Lincoln Highway became US 1 in New Jersey, US 30 from Philadelphia to Salt Lake City, and US 40 and 50 from Salt Lake to San Francisco. (US 30 went from Salt Lake to Portland, Oregon, and started in Atlantic City, NJ).

The MVPA Convoy stopped for lunch and extended break in Belle Plaine on Friday, August 23. We began working in late March on details with MVPA representatives - Oh the details! We worked closely with Brad Nelson, MVPA contact, for their exact needs. We attended Belle Plaine City Council meetings requesting accommodations to meet MVPA's logistical needs which included closing a portion of Main Street which began a domino effect as we needed to coordinate and communicate with Belle Plaine Area Museum and other affected businesses on Main Street where the Convoy was going to park. We then needed to find someone willing to provide lunch for the Convoy. It only made sense with the Centennial Anniversary of the American Legions to partner with Belle Plaine's American Legion Post 39 and the Ladies Auxiliary to provide lunch, which they graciously did. So the Legion would not have to bear all of the costs to provide lunch we solicited donations to help offset their costs - Casey's Community Foundation donated cookies and ice - which a great help. Now, if you've traveled the Lincoln Highway to Belle Plaine you know there are a couple of intersections which are challenging in a single vehicle let alone getting 50 - 70 Military vehicles across so we began reaching out to law enforcement agencies for assistance. Iowa Highway Patrol provided assistance to get the Convoy from Highway 30 to Highway 131 into Belle Plaine; then again entering Highway 30 from E66 from Chelsea as they headed to Marshalltown for their overnight stay. Belle Plaine Police Chief Hudson coordinated his team and Benton County Sheriff Department for local escorts for the Convoy. Seeing the Convoy



Photo by Joe Leonard

come down Main Street and pass Preston's was a magnificent sight! I am honored to have worked with so many groups and individuals for a memorable event.

Our efforts in Belle Plaine were only a small portion of the synergistic efforts from across Iowa to make the Iowa's portion of the MVPA Convoy a success. Thank you to everyone who coordinated efforts, supported stopovers and pass-throughs in your respective counties and towns. Janice, thank you for reaching out to get us involved.

Sorry for the deviation... the second "convoy" is directly associated with the Lincoln Highway Association and will be traveling across the Iowa with classic and contemporary cars the week after Labor Day. Be sure to welcome and support them on their journey. We'll have more on this "convoy" in our next newsletter.

Thank you for your dedication to educate and promote the rich history of the Lincoln Highway in Iowa and across America. Let's continue to get travelers off the interstates and travel along the Lincoln Highway.

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



Museum Admission included with most train ride tickets!

www.iowarailwaymuseum.org

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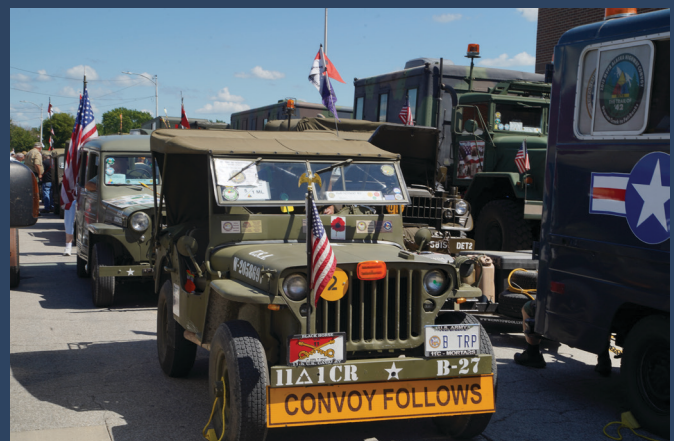
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Lincoln Highway Military Convoy





Military Vehicle Preservation Association History

from MVPA Website

“The largest international historic military vehicle group, the Military Vehicle Preservation Association (MVPA) includes roughly 8000 members and nearly 100 affiliate groups in the United States and around the world. But it wasn’t always that way...

With less than 100 members in 1976, the Military Vehicle Collectors Club (MVCC) was a splinter group organized by members of the previously formed National Military Vehicle Collectors Association. By 1978, nearly 800 members had joined with the administrative headquarters located in Denver, Colorado.

The MVCC’s first international annual convention was held in Kansas City, Missouri in 1976, an annual event held ever since in different locations. Vehicle judging began at the 1978 convention and continues today with an increasing number of high-level restorations, preserved originals, and motorpool representations displayed.

... Membership, affiliate group, and event expansion continued from the 1980’s into the new millennium, with a few growing pains along the way. The evolving growth, including international, prompts a name change to the International Military Vehicle Collectors Club in 1988, with a final change to the Military Vehicle Preservation Association in 1990. In 1991, headquarters was moved to Independence, MO and membership stood at 4500.

....The MVPA-sponsored 1992 50th Anniversary Alaska-Canada (ALCAN) Highway convoy covered 1900 miles from Edmonton, AB, Canada to Fairbanks, AK, USA. In 2009, MVPA members re-enacted the 3100-mile 1919 Transcontinental Motor Convoy from Washington, DC to San Francisco, CA. A 70th anniversary convoy of the ALCAN Highway took place in Summer 2012,” and of course, Summer 2019 the 100th celebration of the 3100-mile 1919 Transcontinental Motor Convoy that many of us witnessed.



Nancy & Ronny Hauser

Hours:
M-F 10:30 AM - 5:30 PM
Sat 10:00 AM - 4:00 PM
LincolnHwyTrdingCo@gmail.com

110 W 6th St
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Chris cell 515-238-0755



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Dine In or Carry Out

Welcome new members of the Iowa Lincoln Highway Association!

Benton County Historic Preservation
Commission, Vinton

Eddy Hedegaard, Underwood

Lois McAtte, Jefferson

Levi and Jen Van Oort, Clarence

Max Porter, Ogden

Just as this newsletter was about to be sent to press, it was learned that Bob Owens, 92, of Jefferson and longtime Lincoln Highway Association member and supporter passed away. His services were September 17, 2019 in Jefferson.

Lincoln Highway Heritage Byway Update By Jan Gammon, Coordinator

This summer has been a busy one with 5 Lincoln Highway communities celebrating 150 years in 2019 (Carroll, Dow City, Grand Junction, Scranton, and Westside.) We made it to 3 of the 5 parades. In Grand Junction, Bob and Joyce Ausberger rode in the Byway parade car, tossing gum out to the crowd.

Of course, the big news of the summer was the Military Vehicle Preservation Association (MVPA) celebration of the 1919 Army Convoy. Jan Gammon, Byway coordinator, worked with Brad Nelson, of Davenport, Iowa, who organized the Iowa Section of the transcontinental trip. She gave him names of great Lincoln Highway Consuls and enthusiasts to connect with in the communities that would be either an overnight stop or where a break or lunch would be.

The Byway also sent out press releases (being interviewed by KROS radio in Clinton and with Matt Kelly from Radiolowa) and created a 12-page booklet about the Lincoln Highway, the original 1919 Convoy, Henry Ostermann (the idea man behind the convoy), Dwight Eisenhower (who would later become the President of the United States and sign the interstate bill into law), and Mamie Doud Eisenhower (Dwight's wife who was born in Boone, Iowa). These booklets were debuted at the Iowa Byways booth at the Iowa State Fair, sent to four Welcome Centers across the state, and mailed to select cities and attractions along the Lincoln Highway. We created a 2-sided itinerary insert with the MVPA schedule on one side and the LHA Convoy schedule on the other side. At the time of this writing, the LHA group has not made it to Iowa.

Brad Nelson's sons are mentioned in Cathie Nichols' article found in this newsletter. (He's the Iowa organizer.) Jan met the Convoy in Belle Plaine where ILHA President Mary Helen Preston was manning the bottled

water table. Jan passed out brochures (with Brad Boustead's help) to those wanting one and she had several of the convoy participants sign a copy for Bob Owens, LHA member who was in the hospital and unable to attend. Jan talked to some on the trip as well. One guy was from Australia, though he did confess he lives in Abilene, TX now. Another lives in New Zealand and shipped his vehicle over here. He was excited to learn that Bob Owens built his own plane, as he makes planes too! Another gentleman was from Belgium, but was quick to add that he now lives in France.

We went to Tama to greet the group there and took photos/video of them crossing the Lincoln Highway Bridge. The group was welcomed to the American Legion in Tama for refreshments and a viewing of a film of the original 1919 Convoy. We then moved onto Marshalltown to await their arrival at the Iowa Veterans Home. Residents were out on the lawn to welcome them as the vehicles were parked for the night and the group headed to find some supper. Jan talked to a wife who was driving a big RV support vehicle. They had so much food in Belle Plaine for lunch that she didn't know how anyone could still be hungry! The women in Belle Plaine made bowls and bowls of home-made salads and such and there were cookies galore that got sent with the convoy. At the driver meeting held out on

the lawn, Lamar Rowland, of Alabama, was called into the circle to offer a prayer of thanks. Jan caught up to him later and he said he had driven his vehicle to York, Pennsylvania where they were all at a National Convention prior to the start of the Convoy and will drive home to Alabama after reaching California.

The next day, Jan met the Convoy in Nevada (where she lives) and brought Lincoln Highway Heritage Byway magnets to give out to the group. They were all hoping the day before to find a "trinket" shop to buy Lincoln Highway merchandise. She overheard that 3 Jeeps were involved in a red-light accident in PA and one of them had to leave the Convoy. Another vehicle had to be trailered in Belle Plaine and sent back to Minnesota. The really old car in the convoy met its fate somewhere around Nevada and was on a trailer awaiting repairs. It was still trailered when the Convoy led the annual Lincoln Highway Day parade down Lincolnway in Nevada. Then it was on to Boone for lunch at the National Guard and an overnight stay in Denison before heading to Woodbine the next day for a break and crossing the Missouri River into Nebraska. Jan emailed Sarah Focke, Nebraska's Lincoln Highway Association State Director and Lincoln Highway Byway Coordinator, and told her to get some LH merchandise ready!



2019 Military Convoy, photos taken by Mike Kellner



**The next ILHA meeting will be October 12th, 2019 in Lowden, Iowa,
at the 3/30 Golf and Country Club.**

The October ILHA meeting will be at the Lowden 3/30 Golf and Country Club. It is directly on Highway 30, east or west, turn north at the Country Store into Lowden. Turn right (east) at the first stop sign (Lincoln Hotel) then left (north) at the second stop sign, and up the hill to the 3/30 Country Club.

Upcoming Iowa LHA Meetings

October 12: Lowden 3/30 Golf Course
January 11, 2020: Location TBD
April 11, 2020: Location TBD

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Grand Junction, Iowa 50107

