

Along the Lincoln Highway

The Newsletter of the Iowa Lincoln Highway Association

Volume 8, Number 1

Spring 2003

NPS: LH Nationally Significant, In Need of Protection.

By Jeff Benson.

On Tuesday, March 11, 2003, the National Park Service held a meeting in Jefferson to present partial results of their coast-to-coast Special Resource Study of the Lincoln Highway and to hear comments on their management alternatives. Close to 200 people attended this meeting. NPS employee Ruth Heikkinen is managing the study [photo].

Two days later Heikkinen took her road show to Cedar Rapids for a second Iowa engagement where another 55 interested Iowans were in attendance.

Heikkinen said that all such special resource studies determine:

- if the resource has national significance
- if the resource would make a suitable addition to the National Park System
- if it would be feasible to manage the resource as a National Park System unit alternative ways that the National Park Service could manage the resource.

The National Park Service will only rec-

(NPS, Continued on page 8)

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.

Preservation Efforts Under Way for LH.

By Dave Rasdal

Reprinted with permission from The Cedar Rapids Gazette
11 March 2003.

For the last quarter century, I've followed the Lincoln Highway through Eastern Iowa, from the closing of an old bridge west of Calamus to the historical bridge in Tama that spells "Lincoln Highway" in its side rails. I have treasured conversations with the late George Preston at his road sign-covered service station in Belle Plaine, enjoyed watching restoration gradually take shape at the Youngville Cafe at Highways 218 and 30 and traveled the Seedling Mile west of Mount Vernon with a sense of nostalgia.

The Lincoln Highway actually had a relatively short life, from its inception by Carl G. Fisher and Henry Joy of Michigan in 1913 to its completion from New York City to San Francisco a decade later, to the replacement of highway names with numbers in 1926.

A number for a name. How efficient. How boring.

The Lincoln Highway portends memorable experiences. Maybe not to the extent that Route 66, that famous concrete ribbon of adventure from Chicago to Los Angeles,

(Dave Rasdal, Continued on page 2)



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www.lincolnhighwayassoc.org/iowa

(Dave Rasdal, Continued from page 1)

does, but it was our nation's first coast-to-coast highway, 3,389 miles when planned.

Now, except for pockets of history here and there, the Lincoln Highway is gone.

Its narrow two-lane route has been replaced by the four-lane divided highway we call Interstate

But the National Park Service is now considering several programs to preserve the Lincoln Highway. They range from designating the highway as a national treasure with the issuance of grants to keep and commemorate what's left of it, to establishing a system of tourist "hubs" with one in each state, to creating heritage areas along the route, to maintaining the status quo by simply working with existing programs.

"I think it should be a combination of the different options they've given us," says Bev Becker of Cedar Rapids, who helped the Park Service set up Thursday evening's meeting at Kirkwood Community College. She and her husband, Van, are past co-presidents of the Iowa chapter of the Lincoln Highway Association and now serve as Linn County counsels for the association.

Bev loves the Lincoln Highway and is thrilled to see groups such as the Mount Vernon Road Merchants Association buy banners and install them along the old route in southeast Cedar Rapids. But, she says, more can always be done, which is why she's glad to see a federal agency take interest.

Among Bev's priorities are consistent signs along the coast-to-coast route. While the Lincoln Highway in Iowa became Highway 30, in New Jersey it's basically along Highway 27. When you get out west to Colorado, it becomes Highway 40, and then in California, it's Highway 50.

The Lincoln Highway was like tying a belt around the midsection of the United States. It brought East Coast and West Coast together. In the context of its era, it was the Thomas Edison of transportation ideas, the Wright Brothers of innovation, the Henry Ford of efficiency.

Aren't we supposed to learn from history so we don't repeat it? Yet, consistently, we wait until something like the Lincoln Highway is nearly gone before we decide it should be saved.

All I can say is, it's about time.

Friday 14 March 2003.

When the Lincoln Highway was finished in the 1920s, its backers predicted it would last forever. About 55 people from across Eastern Iowa who gathered Thursday night in Cedar Rapids hope the National Park Service can make that prediction come true.

"A lot of people are out there driving the old highways, and I think it would be nice to preserve them," said Liz Norton, whose husband, Brian,

restored a hotel along the route in Lowden.

"We're losing more and more miles of the Lincoln Highway all the time," said Richard Thomas, a retired history professor at Cornell College in Mount Vernon.

"My dad was a hell of a promoter of the Lincoln Highway, and now it's going downhill," said Ron Preston, whose late father, George, decorated his Belle Plaine service station with old signs.

But the spirits of these people, and others, have been raised by Congress. In 2000, it directed the Park Service to study ways to preserve the nation's first coast-to-coast highway, which stretched from New York City to San Francisco and included the Iowa route from Clinton to Council Bluffs beginning in 1913.

Ruth Heikkinen, coordinator of the Park Service's study team, outlined options under consideration for presentation to Congress by the summer of 2004.

Options are 1.) Develop a program to preserve and commemorate the highway through a national grant program, 2.) Develop a series of "discovery hubs" (one for each of 14 states) and associated interpretive sites, 3.) Create local heritage areas as part of a national coalition, 4.) Create a new program in the U.S. Department of Transportation to preserve and interpret the highway as nationally significant, or 5.) Simply continue existing programs to preserve and interpret the highway.

While Heikkinen said the Lincoln Highway is significant enough for consideration, she said Route 66 is an example of what can happen.

The Chicago to Los Angeles route was studied for about four years in the early '90s and it took Congress another four years to provide funding, which fell from \$500,000 the first year to \$150,000 the next year.

Among the dozen speakers supporting the Lincoln Highway were Van Becker of Cedar Rapids who outlined Iowa's local projects, Ron Cory of Tama who suggested consultants be hired to coordinate the effort and Rick Sampson of Cedar Rapids who said the first step should identify the entire route with signs, just as the Avenue of the Saints has been identified from St. Louis to St. Paul, Minn.

"What we propose," Heikkinen said, "will probably be a mix and match of the ideas." **L**



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

Iowa membership is holding steady. 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 discus-

sions. 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.lhpt.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 a replacement for Elmer Ketelsen, at Elmer's request.

Cedar. Liz and Brian Norton, owners of the Lincoln Hotel, are county's new co-Consuls.

Linn. 60 banners are up on Mt. Vernon Rd. in Cedar Rapids. Beckers meeting with Aero Stage Lines to discuss LH tours; probably looking for step-on guide. Met with Cedar Rapids Visitors and Convention Bureau for 2006 Annual Conference proposal info. Cider for today's meeting from Holland Orchard on the original LH. If rerouted, 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. Youngville 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 Hwy. 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 Bylaw 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 Feb. 3rd and 4th; was never shown in theaters. Filmed in State Center area. One-room

(Ramblings, Continued on page 4)

(Ramblings, Continued from page 3)

schoolhouse to be re-located on library grounds in State Center.

Story. Margaret Elbert working with Ames Heritage Association on 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 on 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 Beth 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 Lincoln Way. 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.

National Park Service, Special Resource 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 for 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 Univ. LH Corridor Mgmt 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, IA

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

Springtime Means Tama Bridge Festival Time.

By Ron Cory
Tama County Consul.

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 Issisettes, 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**

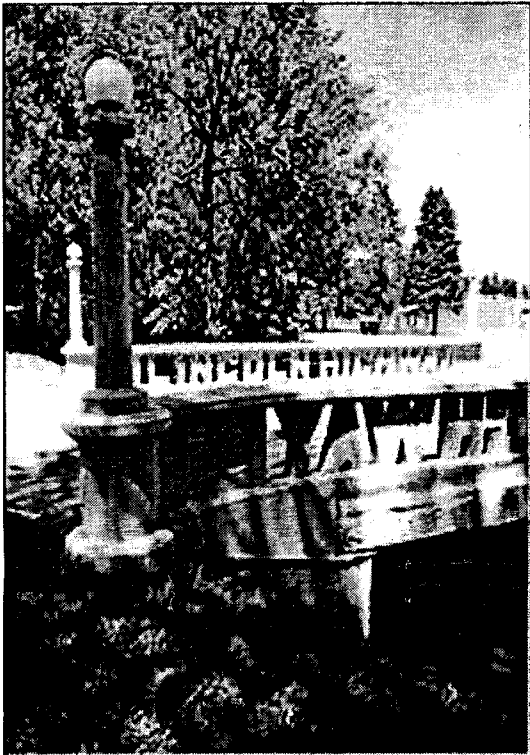
The Nortons are New Cedar County Consuls.

Brian and Elizabeth Norton have accepted the position of Cedar County co-Consuls. Brian and Liz are the proprietors of the esteemed Lincoln Hotel in Lowden. Once a busy stop on the original Lincoln Highway, the Hotel is now a bed and breakfast catering to visitors desiring some small-town Iowa charm in a community that knows all about it.

The Hotel sits at the intersection of the old Lincoln and the current Herbert Hoover Highway. When the Lincoln became U.S. Highway 30, instead of turning north in front of the hotel, the route continued along Lowden's east-west thoroughfare.

Liz reports that things have been hopping at the Lincoln Hotel. "Although the winter months are slower for the hospitality industry, we have been busy with interior painting and are decorating another guest room. We have been accepted as a member of the Iowa Bed and Breakfast Innkeepers Association and in keeping with the title will be offering a gourmet breakfast to our guests this year."

Travelers on the Iowa LH should contact the



Nortons soon if planning a trip through eastern Iowa. "Our guest book is full of comments about enjoyable stays on the Lincoln Highway in rural America. We continue to try to improve our guest's experience at our historic Lincoln Hotel."

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The annual Youngville Highway History Association meeting will be held Wednesday, April 16, 2003 at 7:00 pm at Youngville. Everyone interested in this project is welcome. Further details are available at www.youngvillecafe.com



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 break-out 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.

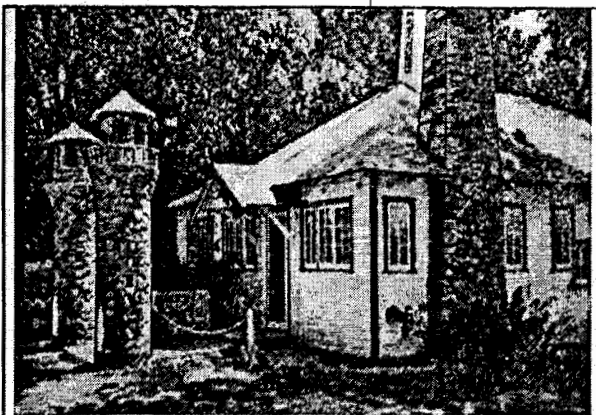
After one of Dillinger's men, Tommy Carroll, was shot and killed by Waterloo police in early June, the *Evening Star* became known as a "hideout." Carroll and his wife had stayed at the camp the previous night.

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 [photo]. 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 acci-

dentally 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



"THE LIGHT HOUSE" - The Place to Dine and Dance
2 Miles East on Lincoln Highway

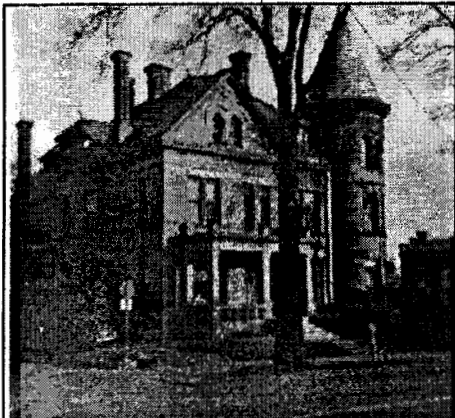
(*Lincoln Crime, Continued on page 7*)

(Lincoln Crime, Continued from page 6)

corroborating story to a Gazette 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.



From The Chris Hegle Collection

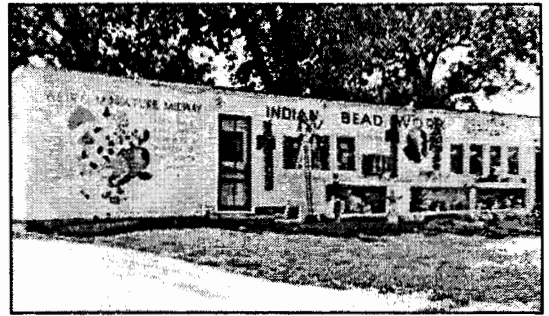
the robbers then tried to block the windshield and headlamps of the deputies' pursuit car by throwing newspapers out their windows. When the sun came up the next morning, the highway was littered with newspapers for miles. I suspect the pursuing deputies were not real eager to stop and encounter a carload 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].

O'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.

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 fa-



ther 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...

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WANTED

JOHN HERBERT DILLINGER

On May 19, 1934, JOHN HERBERT DILLINGER, subject of the highest priority, wanted list, was taken to jail by the Los Angeles Sheriff's Dept. on June 2, 1934, without a warrant.

\$10,000.00
for the ransom of one missing child or a ransom of

\$5,000.00
for information leading to the arrest of John Herbert Dillinger.

REMARKS:
John Herbert Dillinger, a male, 5-10 1/2 inches tall, 150 pounds, blue eyes, brown hair, medium complexion, wearing a dark suit, white shirt, and dark tie. He is a public enemy and is wanted for the robbery of the First National Bank in Chicago, Illinois, on July 15, 1933, and for the robbery of the First National Bank in St. Paul, Minnesota, on July 17, 1933. He is also wanted for the robbery of the First National Bank in Chicago, Illinois, on July 15, 1933, and for the robbery of the First National Bank in St. Paul, Minnesota, on July 17, 1933.

All states in and out of the territorial waters and all territories and possessions shall be searched for the subject of this wanted list. The following records shall be passed upon by the Attorney General, and his attention shall be placed on the subject. The state is requested to take all suitable actions of any kind possible to bring the subject to justice, to the best of the official's knowledge and to send copies of all reports of the subject to the Bureau of Prisons.

If you can be of assistance in any investigation concerning the above-named subject, please contact the Bureau of Prisons, United States Department of Justice, the local address of which are set forth on the reverse side of this notice.

JOHN HERBERT DILLINGER
PUBLIC ENEMY
REWARD OF \$10,000.00
REWARD OF \$5,000.00

MAY 22, 1934

(NPS, Continued from page 1)

commend a new unit to the system if they can make a positive finding in all four areas.

Heikkinen said that they have determined so far that the Lincoln Highway has national significance and has exceptional value or quality in illustrating and interpreting the heritage of the United States. The NPS identified 1416 elements along the route that have some potential to be eligible for listing on the National Register of Historic Places. The fact that only 100 of these are actually listed indicates the Lincoln Highway is in need of protection as an historic resource.

The remaining issue is whether it is feasible for the NPS to manage the Lincoln Highway resource and how it should do so. The recent special edition of this newsletter described the five preliminary management alternatives. These are really only ideas at this point and will probably change as the study continues. Dave Rasdal, in his Cedar Rapids Gazette article on page 1, offered some quotes from the Cedar Rapids meeting. What follows are comments from some in attendance at Jefferson.

Hank Zalatel told of the work of the Lincoln Highway Association's archive committee, which will recommend to the Association Board that the University of Michigan serve as the national repository for Lincoln Highway artifacts and documents.

Mark Kirper of the Iowa Department of Transportation said his agency considers the Lincoln Highway an important historic resource.

Several people said that it is very important to create uniform, clear signs to mark the Lincoln Highway routes from coast to coast and pointed to Illinois as a good example of how to do this.

Another said it is important to spend money on preservation of this resource, not on its continued destruction through road projects.

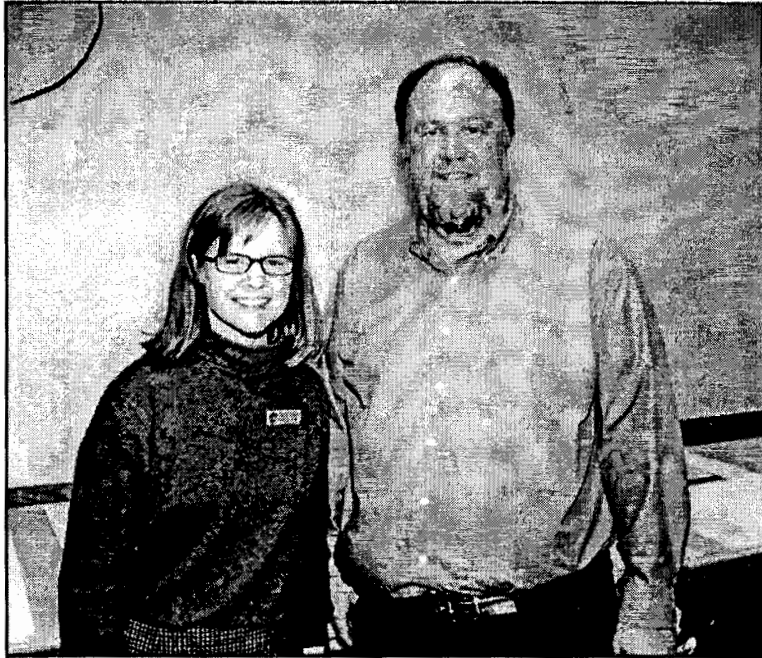
There should be fair treatment for all sections of the Lincoln, not more resources given to places just because there are more people in those places.

It will be difficult to create a "Lincoln Highway National Heritage Area" with consistent treatment across the United States.

As a resource, the Lincoln Highway presents complex issues for preservation and management, particularly since it is under the control of hundreds of local government jurisdictions and private owners. No one agency will be able to do everything needed to preserve and manage it. The National Park Service should consider how it can do what it does best for the Lincoln Highway. This may be marking the route but it may also

include telling the stories of why the resource is important to America.

Only Congress can establish a new NPS unit, so the results of this study will eventually go before the legislators. The NPS will probably complete a draft of this report by late fall of this year,



Ruth Heikkinen, National Park Service, and Charlie Kuester, Iowa LHA NPS Committee.

which they will distribute for public comment. Then it will go to Congress, which can decide to adopt all, some or none of the recommendations, or do something else, or ask for more study. The final report will also go to local governments along the Lincoln Highway.

The National Park Service posts information about this Special Resource Study at www.nps.gov/mwro/lincolnhighway. **L**

**See You on the
Lincoln Highway!
This issue's new members...**

Daryl & JoAnn Beall	Fort Dodge, Webster
Ed Mondt	Boone, Boone Co. ^L
Richard Sampson	Cedar Rapids, Linn Co. ^L
Jerry & Cheri Shafer	Jefferson, Greene Co. ^L
Loren D. Edwards	Evergreen, CO

^L Iowa Lincoln Highway County

Along the Lincoln Highway - Outside and Inside Iowa.

Lights, Camera... Action!

The movie industry has picked up on our authentic sense of place. I found the movie *Rain* [feature-length film shot in State Center, Iowa, and shown at the Cannes, Sundance, and Stockholm Film Festivals] to be very complimentary to our landscape. I think of trains in a more creative light. A feature production film, such as "Bridges of Madison County" generates as much as \$100,000 a day in revenues. State Center Main Street will be working with the Iowa Film Office to keep updated photos of our town in their files.

- from "Main Street News"
Newsletter of State Center Main Street,
March 2003.

Walking the LH Nebraska.

There will be a series of *volkswalks* in six LH cities across Nebraska, including Fremont, Columbus, Grand Island, Kearney, North Platte and Sidney. A volkswalk is a 10-kilometer non-competitive walk for all ages. Volkswalking originated in Germany. Traditionally, after church services on Sundays, families from neighboring villages would walk to the midpoint between the villages for a picnic, socialization, and games

- from "Linc" Across Nebraska
Newsletter of the Nebraska LHA,
January 2003.

Where Did the Cement Posts Go?

Don't you wonder what ever happened to all those cement LH posts? We recently visited with a retired Department of Roads employee in Grand Island, who had an interesting story to tell. He remembered hundreds of these posts being piled at the Department of Roads yard in Grand Island. They were hauled to the Platte River and buried 10-12 feet deep as footing for the new Interstate bridges build about 1960 over the Platte River near the Grand Island interchange. Several hundred were also used as footings on a bridge built on Highway 2 north of Shelton. He had saved a brass medallion as a souvenir. So salute the LH as you travel over the interstate bridges west of Grand Island!

- from "Linc" Across Nebraska
Newsletter of the Nebraska LHA,
October 2002.

Brick Sections Threatened.

Recently there was quite a stir in the East Canton area of the LH. A club member called to tell us that Cindell street was going to be paved. A quick committee was formed and went to the Osnaburg Township Council and gave our case to stop the paving of this nationally significant brick road landmark. The township is in complete agreement that the brick sections on Cindell plus Baywood Street near Robertsville are historic, but they have neither the money nor the expertise for brick road repair. They have agreed to hold off the project for up to a year-and-a-half before moving ahead with paving, giving the Ohio LH League and the Ohio LH Heritage Corridor a chance to work with state and federal politicians in coming up with money for the correct repair of these historic roadways.

- from "Buckeye Ramblings"
Newsletter of the Ohio Lincoln Highway League
December 2002.

Abe Lincoln Motel.

An article in the August 2002 issue of the Telegraph—"Mom and Pop motels still hanging in there," featured the history of the Abe Lincoln Motel in Frankfort. Owner Judy Kordik's family owned it for more than 40 years. She and her late husband purchased it in 1958. The first customer paid \$9 a night and today prices are \$45 to \$55. It is located on U.S. 30 and has 12 air-conditioned rooms, with chickens and horses in the back. Kordik and two daughters run the motel. Developers offered to purchase the motel, but Kordik turned them down saying, "We're like family here. I would miss that."

- from "Land of Lincoln News"
Newsletter of the Illinois LHA,
September 2002.

**MY JOB IS
KEEPING FACES CLEAN
AND NOBODY KNOWS
THE STUBBLE
I'VE SEEN**

Burma-Shave

What America Needs Is a Good 5-Cent Hamburger.

By Janet Owens

Greene County Lincoln Highway Association.

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 lingers. **L**



From The President's Corner

by Mike Kelly, ILHA President

I attended both of Iowa's National Park Service (NPS) meetings. Our state attendance numbers were impressive. A special thanks goes out to our members who attended and those who helped spread the word. As Jeff Benson mentioned at the Jefferson meeting, this is a very complicated issue with no easy answers. Part of the complexity in making decisions relating to the Lincoln Highway is the many variations of what the Lincoln Highway means to different people.

We all want to preserve the "Lincoln Highway" but as Ruth Heikenen stated, its definition varies from person to person. Is it just the roadbed? Does it include adjacent buildings or the surrounding landscapes? Or is it more about the historic record—photos, home movies, letters, diaries and firsthand recollections from 50, 75 or 85 years ago?

It was clear that the NPS is aware of the importance of all aspects of the Lincoln Highway story, but clever and creative ideas are needed for a comprehensive plan that encompasses the complex scenario.

The one thing that everyone seemed to agree upon was the need for a uniform marking system. To get an idea of what a profound impact this could have, check out any section of the Lincoln Highway in our neighbor to the east. The entire route through Illinois (both original and historic) has been designated a scenic byway and the resulting signage could easily serve as a model for the rest of the LH states. For now, Iowa's scenic and historic route is a bit lacking in comparison.

Please send in your NPS survey forms quickly to register your ideas and concerns... and thanks!

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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GREAT GRADES.

Great Grades is taking a break this issue, but returns in the Summer edition featuring the colorful Lincoln Highway mural recently painted in Clarence, Cedar County.

Our cover photo is the March 13th NPS presentation in Cedar Rapids. Ruth Heikkinen is listening to comments and opinions from the audience. **L**



Website Spotlight

Many years ago in Worcester, Mass., there was a diner called Alice and the Hat. One block off Main Street, the diner was a classic red Worcester Lunch Car Company design, with gothic lettering on the side and a 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 and glorying in its architecture and ambience.

Diner City 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, wrote 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 classic 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— Home of the Blue Comet.

www.dinermite.com— Diner-Mite of Atlanta.

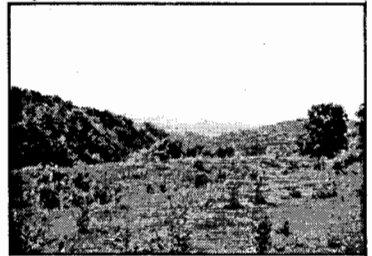
www.njdiners.com— Includes the "Happy Waitress" page, and even a postcard section.

www.rosiesdiner.com— The original Rosie's Diner in Rockford, Michigan.

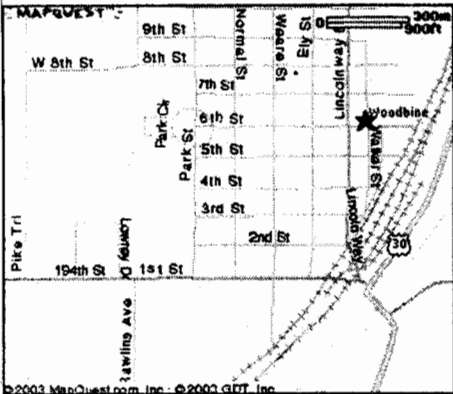
Reprinted from The New York Times.

Spring is Here—Head for the (Loess) Hills.

The Spring 2003 meeting of the Iowa LHA is Saturday, April 12, and will begin with coffee and rolls served at 9 am at the Shadow Valley Golf Course, 1930 Par Lane, Woodbine. Drive west on 2nd St., and turn south on Park St. Turn west on



Eaton Trail, then look for Par Lane. Harrison County Consul Elaine Ehlert will have red, white and blue signs posted to mark the way. If you see something that looks like the Missouri River, you missed a turnoff.



Park Ranger Brett Ford - Operations Supervisor of the Hitchcock Nature Center - will present information on plans for an interpretative site for the remarkable Lincoln Highway grade at Honey Creek, which borders the Honey Creek cut. Elaine has organized a full meeting with tour, including an update from Bob Sullivan on the Lincoln Way project in Woodbine, and a presentation from Dennis Ehlert on the local 1928 LH markers.

At noon a catered lunch will be served, with members' choice of chicken or pork chop. Members planning to attend are asked to RSVP to

Elaine Ehlert at (712)647-2049 or email Linda Dickman at hcgsl@pionet.net.

Following the meal we will be touring by school bus: highlights include the Honey Creek Cut, the scenic Overlook and points of interest in the beautiful Loess Hills with Bobbie Ford as tour guide. Returning to Woodbine on the Lincoln Highway, we will note segments of the original road and four newly found Lincoln Highway markers!

The price for the meal plus your 2003 Woodbine Lincoln Way Coca-Cola souvenir glass is \$15.00. The charge for the tour is \$5.00.

In This Issue...

NPS...NPS...NPS! Dillinger in Iowa!

FIRST CLASS



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