

# THE LINCOLN HIGHWAY FORUM

VOL. 28, No. 4 • SUMMER 2021



Feeders, Loops and Alternate Routes  
My Trip on the 1913 and 1928 Indiana Lincoln Highway Routes  
Small Town Revitalization Along the Lincoln Highway  
Revisiting the Monuments of Crawford County, Ohio  
They're Talking About the Lincoln Highway

THE OFFICIAL JOURNAL OF THE LINCOLN HIGHWAY ASSOCIATION



Turning "Betsy" around on the Goodyear Section; end of graveled section, looking west, Utah (Sept. 27, 1920)  
Photo courtesy of the Lincoln Highway Digital Image Collection, University of Michigan.



## LHA Statement of Purpose



Adopted during the founding meeting  
of the Lincoln Highway Association, 1992

1. The Lincoln Highway Association (LHA) shall identify, preserve, interpret, and improve access to the Lincoln Highway and its associated sites.
2. The LHA shall pursue the appropriate measures to prevent further deterioration, destruction, or alteration of the remaining sections of Lincoln Highway.
3. The LHA shall publicize and seek public awareness of its goals and activities for preserving, promoting, and developing the Lincoln Highway.
4. The LHA shall facilitate research about the Lincoln Highway and publish a magazine for articles and news of activity relevant to the LHA.
5. The LHA shall work with local communities and businesses to promote the Lincoln Highway as a tourism destination.
6. The LHA shall be exclusively charitable and educational within the meaning of Section 501(c)(3) of the Internal Revenue Code.



THE OFFICIAL JOURNAL OF THE LINCOLN HIGHWAY ASSOCIATION

Summer 2021  
Volume 28, No.4

**President,** Kay Shelton Kozak

**Vice President,** Trey Pitsenberger

**Secretary,** Ernie Schirmer

**Treasurer,** John Jackson

**Executive Advisor,** Jesse Petersen

**Field Secretary,** Russell S. Rein

**Contributing Historian,** Kay Shelton Kozak

**Editor & Designer,** Jay Lawrence

*The Lincoln Highway Forum*  
(ISSN 1071-2054) is published quarterly  
as a membership benefit of the Lincoln Highway  
Association. Individual subscriptions without  
membership are available for \$45/year.

**All contents ©2021 Lincoln Highway  
Association.** No text or images may be  
reproduced without written permission.

Submissions should be emailed to:

**forum@lincolnhighwayassoc.org**

The Association disclaims responsibility for  
statements of fact or opinions expressed in  
signed contributions to this journal. The editor  
is not responsible for unsolicited manuscripts,  
photographs, artwork, or other materials  
sent for editorial consideration.

**Submissions deadlines:**

January 7 for Winter issue

April 7 for Spring issue

July 7 for Summer issue

October 7 for Fall issue

Front Cover: The McMahon Pillar after  
its recent restoration. From left to right,  
Mike Buettner, Mike McNaull, Mike Hocker,  
Jim Gerstenslager and Nancy Hocker.  
Photo by Joe Polito of the Crestline Advocate.

2

**President's Message**

By Kay Shelton Kozak

3

**Feeders, Loops and Alternate Routes**

By John Jackson

8

**My Trip on the 1913 & 1928 LH Routes**

By Judy Greeson

16

**Small Town Revitalization Along the LH**

By Dana Groves

18

**Revisiting the Monuments of Crawford County**

By Michael G. Buettner

21

**They're Talking About the Lincoln Highway**

By Russell S. Rein

29

**Collecting the Lincoln Highway**

By Russell S. Rein

31

**Chapter News**

LHA State Directors & Officers

41

**Good Roads Triangle Tour 100th Anniversary**

By Jeff Stonesifer





## President's Message

By Kay Shelton Kozak

I hope everyone is having an enjoyable summer and getting out more compared to last summer. In May, Ed and I experienced one of Carl Fisher's other great projects, the Indianapolis 500

at "The Track," as it is called in Indianapolis. With a reduced crowd and thus less traffic, we had an unexpectedly easy way to and from what the locals call "The Race." We arrived hours early with plenty of time to see pre-race activities, including watching legendary driver Mario Andretti drive a decades-old race car, usually on display in the Indianapolis Motor Speedway Museum, around The Track.

I grew up close enough to The Race that I lived within the television blackout zone so my family listened to it on the radio but we lived far enough from The Track that our church did not get canceled on Sunday morning because of the traffic. So, I never saw The Race on television or in person when I lived only fifteen miles from The Track. I eventually saw the Indianapolis 500 on television when I moved to Illinois. No television experience can match feeling the rumble of packs of cars flying past at speeds of over 200 m.p.h. With the reduced capacity of only 135,000 spectators compared to the record number of 350,000, we did not get the full experience of the traffic leaving The Track after The Race. Local officials do have experience directing traffic, which was evident with a smaller crowd. With a little patience and expecting traffic jams, going to Carl Fisher's world famous Indianapolis 500 should be added to more people's bucket lists. The day after the 500, we visited Crown Hill Cemetery, the final lap and resting place of numerous 500 drivers and others associated with racing, and we paid our respects at Carl Fisher's mausoleum.

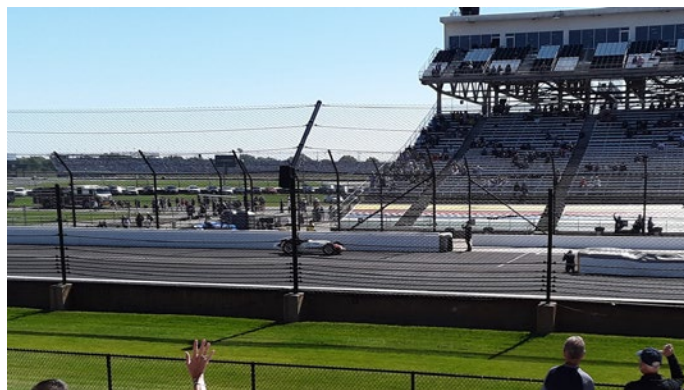
It is traveling season, and road construction season,

too. I have a new appreciation for our road builders, past and present. Trying to take advantage of a day off work on July 5th, I took on spreading seal coat on our blacktop driveway on a 90-degree day. I expect the temperature of the dark surface was much higher than 90 degrees. I got so hot that it felt like my skin wanted to jump off my face to cool itself off. Unlike our first road builders from more than a hundred years ago, I could go inside and cool off with air conditioning and ice water. I did not have to unhitch any horses from a road grader and lead them back into a stinky barn. Unlike today's road builders, I could easily go indoors, and wash my hands and face with cold, running water fresh out of the faucet. We may not like having our drives interrupted with road construction but those

folks are outdoors all day in the hot sun, getting dirty, without any place to wash off, risking their lives against motorists who do not care to slow down in the construction zones.

Lastly, thanks to everyone who voted by mailing in your ballots. From west to east, here are the results: Neil Rodrigues for California, Jim Bonar for Nevada, Bob Beaudoin for Utah, Gregory Hasman for Wyoming, and Ed Kozak for At Large Director #3 all have terms as Directors. We have new Directors for Illinois, Eric Schoenfeld, and At Large Director #1, David Allen. Bill von Tagen will complete the unexpired term of At Large Director #4, following the passing of Ron Colson. The Board of Directors elected a new Vice President, Trey Pitsenberger, who currently serves as the Vice President of California.

Thanks to everyone who renewed your membership for more than one year, taking advantage of a discount and saving our Membership Secretary, Bob Beaudoin, some work next year reminding people for renewals. That two-year discount continues so please tell a friend about us! For State Chapters, those extra-year memberships mean you are receiving some of next year's dues this year, too. Please be mindful that your State Chapters may not see the same dues income next year.





# Feeders, Loops and Alternate Routes

## A Research Paper

By John W. Jackson

The founding President of the Lincoln Highway Association, Henry B. Joy, was inflexible when it came to deviation from the route his engineers had laid out for the Lincoln Highway. That's reflected in the words contained in the Proclamation of September 10, 1913, which states: *"It is (to be) the most direct and most practical route as to grades, curves and general topography."*

He even went further by equating the route to that of a vast river flowing westward in a single great and increasing stream, a veritable river of gold to the country through which it passes. Cities and towns contended for this wealth, seeking by all fair and unfair means to divert that stream into the channel where it would profit them most.

It didn't take long for the likelihood of conflicts to arise. In fact, the LHA quickly compromised a few weeks before the Proclamation was even issued.

On July 1, 1913, the LHA met for the first time in their new offices in Detroit. All directors and staff members were in attendance for this critical organizational gathering except for one person – Carl Fisher. The man who receives the most credit for the very idea of a coast-to-coast highway was that very day embarking from Indianapolis on a tour with notables of the Indiana Manufacturers Association (commonly referred to as the Hoosier Tour) to the west coast to explore some other possibilities for the LH routing. On his way west, he visited with the governors of Kansas and Colorado and somehow these excellencies came away with the impression that their states would be on the route of the Lincoln Highway. At that point the official LHA route map did not envision their states because it would have represented a detour of hundreds of miles off the direct route.

One can only imagine Henry B. Joy's reaction when news reached him. On the one hand, the western route was still only drawn on maps as a temporary red line, but Joy already knew what the most direct route looked like. The Association was scheduled to make its first major presentation of plans for the Lincoln Highway at the Annual U.S. Governors Conference on August 26, 1913, in of all places, Colorado Springs, Col. Representing the LHA were Henry B. Joy, President,

Carl G. Fisher, Director and A.R. Pardington, Vice President and Secretary. Gov. Ammons, of Colorado, was hosting the conference and would discover that his state was not in the LHA plans.

In part of Henry Joy's remarks given at the conference, he related that a non-direct route from large city to large city, only, or from one attraction of nature to another would be a devious and winding journey. He put it very clearly where the route should traverse and the majority of governors agreed.

*"However, the eloquent appeal of Governor Ammons, and the courtesy required toward their host, caused the three Lincoln Highway men to assent to a loop or detour from the Lincoln Highway to Denver. This loop left the main red line at Big Springs, Nebraska, and returned to it at Cheyenne."*

*"No single act of its own ever caused the Lincoln Highway Association quite so much regret, difficulty and trouble as this seemingly proper step."*

Part of the realities associated in these early days of the Association were revealed in a letter of October 6, 1913, from A.R. Pardington to the Automobile Association of California where he stated *"...that the announcement of the (coast-to-coast) route was, in a sense, hurried, in order to forestall efforts at diversion."*

The Colorado tangent would be rectified in the spring of 1915 and it disappeared off the grid but the break that it exemplified would show itself in other forms of digression, whether they were campaigns for departures termed loops, auxiliary routes or feeder routes. To this day, the Denver Loop still enjoys some recognition along with a few others that involved major cities.

For some years after issuance of the Proclamation various petitioners would emerge, including the sitting President of the United States, a future President and others not nearly so luminary but all vying for attention from the LHA.

One of the most significant of these appeals involved Washington, D.C. which couldn't accept that the Lincoln Highway would bypass the city wherein Lincoln was martyred and where they were doing preparation work for the building of the Lincoln Memorial monument.

On June 1, 1914, a joint delegation of business leaders from Baltimore and Washington met with President Woodrow Wilson enlisting his support for altering the route of travel at Philadelphia to direct it to Washington, D.C. and thence to Gettysburg to rejoin the main route. Wilson instructed his visitors to prepare such a petition for his signature which was submitted on his behalf to the Lincoln Highway Association on June 19, 1914.

Only ten months before Henry B. Joy had caved into pressure from a single state governor; what was he going to do in the face of a request for an exception authored by the President of the United States? The answer represents a pivotal mark for the LHA - he said no.

Joy picked his words very carefully. President Wilson held LHA contributor certificate #1; although there didn't yet exist any federal funding for interstate highways, Wilson was certainly in a key position of influence to bring that about as well as holding the political clout to sway most of the legislatures along the route in their consideration of road improvements.

Of utmost consideration to Joy was his dogged determination to adhere to the primary tenet of the road – *establish the most direct and most practical route*. The Washington diversion would have added another 8% in time and distance to the transcontinental route. That would be in addition to the Denver Loop that was still in play at the time. But probably of equal importance was the impact that granting such a diversion would have in encouraging other localities to do likewise. What better way to dampen those aspirations than to take the very public position of turning down the President of the United States.

Prior to President Wilson's appeal there came one from Sen. Warren G. Harding whose home town of Marion, Ohio was originally on the route but had been recently displaced by a better road with a shorter distance just north of Marion. Sen. Harding lead a delegation to visit LHA offices in Detroit to argue for the reinstallation of Marion along the Lincoln Highway. He listened very courteously to Mr. Joy's thorough justification for not changing the plan and, in the end, told his delegation that he supported that decision. Of course, the townspeople of Marion were outraged but Harding later got to become President of the United States, anyway.

We'll never know how many petitions were aborted due to Joy's decisions to reject those early challenges, but we do know that the proposition didn't

just disappear altogether. And chief in this regard of never-say-diers was the City of Washington, D.C. which carried on under their own Lincoln Highway committee headed by Col. Robert N. Harper.

After defeat of their initial petition this regional committee set about organizing an alternative which came to be known as the feeder route. It would take a lot more research at this late date to determine if they had originated this term but it's obvious that they employed the most aggressive use of it. Eventually their efforts gained some tacit approval from the Lincoln Highway Association although Joy's letter to Col. Harper in that regard is subject to interpretation.

During the rest of 1914 and through the next three years the newspapers contained numerous articles on their progress: they enlisted support from the majority of leaders in cities between Philadelphia and Washington; a route was laid out; a promotional motion picture was presented to large, enthusiastic crowds in theaters and an actual highway marker was designed to be affixed to poles along the trail (an example of one appears later in this article).

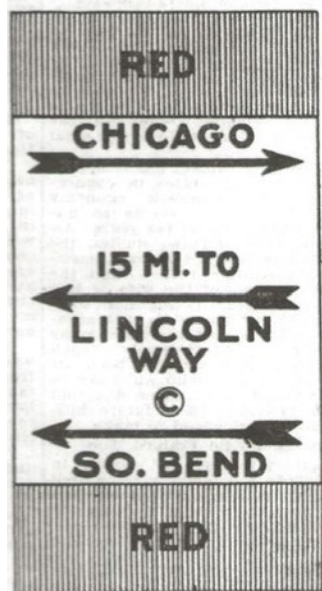
It is interesting to note that there is uncertainty regarding the actual layout for this route as differing jurisdictional entities vied for inclusion – a repeat of what was true on a national scale was also true in microcosm. Drilling down on the modern-day map appearing on the Lincoln Highway Association website reveals the following notation – “Alignment of Washington D.C. Feeder Loop still being researched.”

So, when did the idea of feeders gain traction at the Lincoln Highway Association, itself? The earliest evidence points to the late summer of 1914 exemplified by an article that appeared in the South Bend Tribune on September 18, 1914, under the sub-headline – “*To Guide All Tourists Toward Lincoln Highway.*”

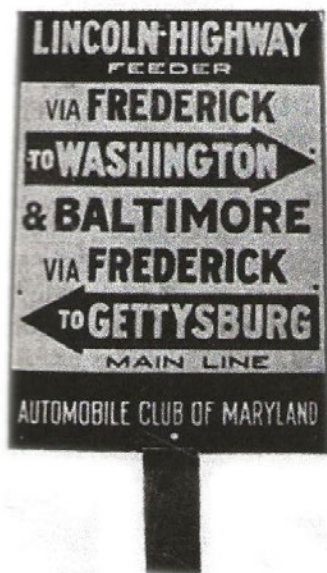
- “*Henry B. Joy, president of the highway association, personally seized a paint brush and with his secretary put Lincoln highway feeder signs on all the poles... between Detroit and Toledo. The trip was made by automobile and took four days.*”

That would seem to constitute a good indicator that LHA management had endorsed the notion of feeder roads, at least insofar as they could exert control over such designations. It also indicates that the Detroit feeder was contemplated in the very early stages although the final version joined the LH in Elkhart, Ind., not Toledo where Joy had ended his personal feeder marking work in September 1914.

**Official and Copyrighted  
Marker Painted on Poles  
Along Lincoln Highway  
Feeders**



**LHA Approved**



**LHA Unapproved**

About the same time the LHA issued a Press Release that was picked up by many newspapers across the country to the effect that *"In response to many demands, the Lincoln Highway association has adopted an official marker for lateral branch roads leading to the Lincoln Highway (and) ...urges the free use of this marker..."* The release included a depiction of the marker that was approved for such usage (see above example of an LHA approved marker as well as an example of a marker that was not approved for use by the LHA). The feeder markers differed from those used for the main line of the Lincoln Highway which carried a red, white and blue motif, while the color scheme assigned to the feeder markers was red, white and red.

Some of the other localities appealing for inclusion on the main route in the early going, in addition to Washington, D.C. and Denver, Col., were Harrisburg, Pa., Cleveland, Oh., Indianapolis, Ind., Lincoln, Neb., Topeka, Kan. and Los Angeles, Calif. Some of these eventually settled for feeder status, albeit unofficially.

The City of Chicago did not seem to make much of a fuss at not being specifically designated as a Lincoln Highway city. This may have been due to its understanding that the original layout of the highway was designed to *"touch Chicago"* in the form of Chicago Heights, Ill, a suburb about 30 miles south of the city. Having Chicago in its name may

have been enough for the second largest city in the U.S. which was well occupied with expanding beyond its municipal borders. Just to be sure, however, the Political Equity League (a/k/a women suffragists) took it upon themselves to place their own saffron-colored markers along the same direct-access route to the city planned for the feeder. Later, the red-white-red LH feeder markers supplanted these and covered the dogleg detour off the main line between Chicago Heights, downtown Chicago and its rejoining at Geneva, Ill. (They probably couldn't call this a "loop" because the center of Chicago already had a much more famous "Loop.")

The First Official Lincoln Highway Road Guide issued in April, 1915 doesn't show the DC feeder, the Chicago feeder or the Detroit to Elkhart feeder. It does show the Denver Loop which must have been just before that alternate route was eliminated by the LHA. As a result of being dropped, for a second time, Colorado Gov. Ammons went on the warpath but this time the Association's decision held firm.

Cleveland, Ohio was another story. Their more belligerent supporters attempted to discredit the whole Lincoln Highway project when their city wasn't chosen. Accommodating them would have meant a more significant deviation than the slight mileage adjustment in the middle of Ohio which took out the city of Marion. Surprisingly, the state capital of Columbus wasn't heard from. They were already situated on the National Old Trails Road in 1912 which may have been enough for them.

Just to the west, Indianapolis, put their bid in for feeder status by forming the Central Indiana Lincoln Highway association. Their plan was to link Indianapolis to the LH at South Bend hoping that the LHA would adopt the route as an official feeder to be marked with the copyrighted feeder signs. This was the hometown of Carl G. Fisher who could have exercised influence on their behalf. Instead it appears that he settled for creating an entirely new North-South named highway which is still known today as the Dixie Highway, whose western branch passes through the LH at South Bend heading south through Indianapolis continuing all the way to Miami, Florida. It's not known whether the route from South Bend to Indianapolis ever got to display the feeder marker depicted in the LHA News Release.

While the year 1915 saw the splinter group in Washington, D.C. still toiling away on their self-appointed mission to get a piece of the Lincoln



Highway pie, the capital of Pennsylvania decided to enter the fray. They accepted that their city was just off the main LH route while realizing that they were a lot closer to it than Washington, D.C. So, why not put their hat in the ring for two feeders and then let that grow to four over the next few years? You may have to get your map out to follow along on this one: 1) between Lancaster and Harrisburg; 2) between Gettysburg and Harrisburg; 3) between Chambersburg and Carlisle; 4) between Gettysburg through Carlisle to Millerstown, Juniata County. These accounts appeared in local newspapers as late as 1928. Years earlier, a newspaper account quoting LHA Secretary A.F. Bement said *“The road from Carlisle to Chambersburg probably falls within this category and we have no objection to these roads being properly marked as Lincoln Highway feeders.”*

The newspaper archives reveal a lot of similar activities in practically all the Lincoln Highway states during the early years. The frequency of news stories hit its peak in 1915 and gradually tailed off the next two years with very few feeder-related stories after 1917. Some of the stronger campaigns were as previously noted in this article but there were a few other notables as follows:

- Minneapolis, St. Paul to Kansas City – reference to these points as feeders is mentioned in the planning of the Indiana Manufacturers committee for exploration during their 1915 Hoosier Tour of the west
- Fremont, Neb. – would link from Sioux City to the north through Omaha then south to the state capital of Lincoln, giving Fremont over 100 miles of LH Feeder road coverage
- Kearney, Neb. – a LH feeder route was marked between Pleasanton in the north through Kearney south to Hildreth, an overall distance around 50 miles, but the signage was considered temporary awaiting instructions from the LHA
- Boone, Ia. through the Black Hills of South Dakota to Cheyenne, WY decided at a Good Roads meeting in Deadwood, SD to be known as the Black Hills Lincoln Highway feeder.
- Wyoming feeder – from Rawlins through Lander to the southern entrance of Yellowstone National Park was marked with the standard red, white and blue LH Feeder signs (note that this should have said red, white and red but somehow that fact got lost in translation)
- Oregon feeder – reported as initiated by a newly

formed highway association in Florence, Oregon for the purpose of promoting the improvement of the Lincoln Highway feeder connecting that city with the Lincoln Highway at some point in Nevada

- California Feeder routes;
  - o The Northern California Counties Association took up the matter of feeders from this area to join the Lincoln Highway at Reno, Nevada
  - o Ely, Nevada To Los Angeles – none other than such LHA personages as Secretary Bement, Field Secretary Ostermann and Nevada Consul Hoag, personally reconnoitered this entire route. Later it was reported that there could have been a feeder designation established here, stating it as follows: *“This probably would have been done had the Automobile Club of Southern California and the Lincoln Highway Association been able to agree upon southern California’s share in the cost of improving this connection.”*

How accurate are these reports on feeder activities emanating from newspapers across the country during the early years of the Lincoln Highway? Newspapers and magazines were practically the only source from which the public could gather reports on what was going on in the world at the time. The idea of a cross-country motorway was novel and aroused a lot of interest, especially with those who felt they would be economically affected by either being on the route or not being on the route. The LHA could only issue so many official news releases keeping the public up to date on developments, especially those impacting individual communities. This kind of local news often had to be communicated through one of the numerous LH consuls. Some people either misinterpreted the news or tried to find ways to ameliorate it if the news was not favorable to their cause. Pseudo-highway associations and other municipal entities sometimes gave the locals false hope or incorrect news. In other words, seeing it in print may have made for good feelings amongst the locals but didn’t necessarily make it so and in many cases these prognostications never happened. Some of that false news still shows up in the archives when modern-day researchers attempt to put together an accurate record.

Media reports about LH feeder roads deviating from the main road proliferated for a time but there is seldom mention of them in the official LHA publications, such as the five editions of *The Complete Official Road Guide of the Lincoln Highway* or the book entitled *The Lincoln Highway: the story of a*

*crusade that made transportation history*, (Dodd Mead & Company, New York, 1935). In none of these books is there an index item for “Feeder” or any indication that feeder routes were ever recognized as official parts of the Lincoln Highway.

It’s as if the leaders of the LHA tacitly supported the feeder nomenclature as a way of mitigating the constant pressure for exceptions to the main route. Latching onto the term feeder or similar terminology allowed special interest groups to come away with their slice of Lincoln Highway identity and generally mollified the outcry for direct-line recognition. Of course, for the LHA to officially codify this approach would have been to surrender the most sacred of its tenets “*to establish the most direct and most practical route.*” That’s why the existence of feeders is only lightly brushed upon in the official annals.

If that is a controversial notion, then it remains for someone else to show conclusive evidence that feeders were an official part of the LHA route program. That’s not to say that they didn’t have their usefulness in the ways previously mentioned. They even gained some semi-official cachet in the form of references to the DC feeder, the Detroit to Elkhart feeder, the Chicago feeder and even the Denver Loop which all remain with us in some form of conversational usage today. But even accounting for those, a search in Newspapers.com uncovers no records after 1957 using the search parameter “Lincoln Highway Feeder.”

In 1913 the original alignment of the coast-to-coast Lincoln Highway came through Wilksburg, a small Borough just east of the City of Pittsburgh. The next two years, 1914-1915, Wilksburg and the Pennsylvania railroad raised the railroad tracks and lowered the nearby streets to eliminate five dangerous street crossings. By 1916 the Borough was ready to focus on the importance of being on the Lincoln Highway. School children and others contributed towards the cost of a statue of Abraham Lincoln, Emancipation Proclamation in hand looking toward the city. Wilksburg’s Pelzer/Segesman statue of Abraham Lincoln, placed at the intersection of Penn Avenue and Ardmore Boulevard (Lincoln Highway) was



The modern official version of the Lincoln Highway Map appears on our website through the extensive work of the LHA National Mapping Committee after more than 20 years of research. The map legend points out that those lines marked as auxiliary routes include “Feeder routes for D.C., Detroit and Chicago.” That is the only reference to feeders other than the one generated by drilling down on the D.C. map line itself which states that locating the actual alignment is “still being researched.”

Pending further discovery, that description could also stand as an epitaph for most of the other Lincoln Highway feeders, loops and alternate routes.

#### Contributors:

Russell S. Rein, Field Secretary, Lincoln Highway Association, Inc., Ypsilanti, MI

#### Publication Reference: (Bibliography)

The Lincoln Highway: the story of a crusade that made transportation history, (Dodd, Mead & Company, New York, New York, 1935

The Complete Official Road Guide of The Lincoln Highway, The Lincoln Highway Association, Detroit, Michigan, 1915

#### Internet Sources:

Newspapers.com, Search parameters “Lincoln Highway Feeders”, Years 1913 to 2021

#### Illustrations:

Newspapers.com, Ibid.

Collections of Russell S. Rein, Field Secretary, Lincoln Highway Association, Inc., Ypsilanti, Michigan, 2021

celebrated and dedicated June 9, 1916.

That 1916 statue has been repaired many times, is quite fragile and was moved into the Borough building two years ago. It is displayed in Council chambers to honor the century that it stood outside on the Lincoln



Highway. Fundraising began for a new Lincoln statue and Pittsburgh artist Susan Wagner was chosen to sculpt it. When the statue was finished in February, Covid restrictions prohibited any large gathering. The new bronze Lincoln was temporarily placed in the Borough building. Now, the long awaited celebration is scheduled for this

summer. By the time this Forum issue is published the unveiling and dedication will have happened. The plaque will be mounted on the railing a few feet from the statue, overlooking the Lincoln Highway, the Highway dedicated to Abraham Lincoln. *Anne Elise Morris*

# My Trip on the 1913 and 1928 Lincoln Highway Routes

A report on my trip from June 11 to June 26 on both the east to west 1913 route and west to east on the 1928 route of the Lincoln Highway

By Judy Greeson

*Judy Greeson, a Hoosier from Indianapolis, but living in Clinton, TN is a member of the Indiana Chapter of the Lincoln Highway Association. She traveled both routes of the Lincoln Highway from state line to state line of Indiana. Beginning from Fort Wayne on June 11th, she did the 1913 route, east to west. Her return trip on the 1928 route began on June 20th. The trip ended back in Fort Wayne on Saturday, June 26th. Her interest in the Lincoln Highway stems from her love to travel the non-Interstate roads in America. Also, Judy is a long time auto racing fan. The fact that the founder of the Indianapolis Motor Speedway, Carl G. Fisher was a conceiver of the Lincoln sparked her interest in this first coast-to-coast highway.*

In the past few years, I have traveled parts of the Lincoln Highway from Fort Wayne, Indiana east to Elizabeth, N.J. using my 2013 Ford Transit Van. In July of 2019, I found my way to Times Square in New York City (taking the commuter train from Elizabeth, N.J.; choosing not to challenge New York traffic). Due to Covid in 2020, my plans to travel the entire length of the Lincoln Highway were curtailed. However, in the meantime, I discovered folks and resources of the Indiana Chapter of the LHA. I met Indiana LHA President Jeff Blair in person in Indianapolis in May who introduced me to the Turn-by-Turn Guides to drive the Indiana routes. This document was a blessing of the year's delay. In this report, I have put in **Bold Face Type** towns and sites mentioned in the Turn-by-Turn Guide. In the report itself, I will refer to this document as "the Guide."

I traveled from my Tennessee home to Huntington, Indiana (where I lived from 1970-1976). I arrived on June 10th and made a visit with long time friends. On Friday, June 11th I decided to start my trip at the **Fort Wayne (FW) Visitor's Center** with its concrete marker and control station banner. I drove over the FW Harrison Bridge. This, of course, was after a lunch stop at **Cindy's Diner**. My timing to begin this trip was planned to meet other members of the Indiana Chapter of the Lincoln Highway Association in Elkhart on Saturday, June 12th. Before I arrived at Elkhart Friday evening, I managed to find Lincoln Highway sites



Judy's 2013 Ford Transit Van on the Harrison Street Bridge in Fort Wayne. The bridge (built in 1915, rebuilt in 1987) boasts brown marble and bronze insets indicating that it was the Old Lincoln Highway Bridge. The inset markers note that the mileage from New York City is 720 miles, and to San Francisco, 2660 miles.



Cindy's Diner in Fort Wayne--a diner that boasts "We can feed the whole world, 15 at a time."

(as listed in the Guide) of the FW Venice Restaurant, Churubusco's Magic Wand, Merriam, Wolf Lake, JR's Dari Sweet, Kimmell, an original brick section of the LH and Ligonier. In Goshen, I was able to visit Fidler Pond Park, the Carnegie Library (1903), and drive past the Goshen Theater, the Olympia Candy Kitchen, and the Old Bag Factory. Also, a surprise find was an 1896 iron bridge in Goshen across the LH route from the Old Bag Factory. And, finally,





The Magic Wand Drive-In and restaurant full of a clown collection on the inside.



The Transit Van on the only remaining brick pavement section of the Lincoln Highway in Indiana. This spot is near Ligonier. The old road remnant is actually addressed assigned as "Old US 33."

early in the evening I drove through the villages of **Midway** and **Dunlap**. All of these sites mentioned above were listed in the Guide.

Early on Saturday morning the Indiana LHA group gathered at the restored **Lerner Theater** in **Elkhart**. This was my first opportunity to meet in person Beverly Gillespie, Carol Blair, Joyce Chambers, Bruce Johnson, and others. Our business meeting took place in the **Elkhart Visitor's Center**. After leaving the

group, I spent the remainder of that afternoon at the **RV/MH Hall of Fame** dedicated to the RVing way to travel through the years. For an evening meal, it was "necessary" to make a detour back east 12 miles to Middlebury to eat at Das Dutchman Essenhaus. For anyone within reasonable driving distance, this restaurant is a must stop.

My Sunday, June 13th, in Elkhart was spent worshipping outdoors at the First Presbyterian Church, followed by tours at two historic houses: Ruthmere and the historic 1848 home of Havilah Beardsley, founder of the city of Elkhart. Traveling on to **Mishawaka**, brought me to **Laing Park**. This spot was mentioned in our LHA meeting as a possible location for a Lincoln Highway commemorative park. An evening treat of peppermint ice cream was partaken at the **Bonnie Doon Drive-In**.



The Havilah Beardsly House (1848). Beardsly is credited as the founder of the city of Elkhart



The Golden Dome of Notre Dame is the iconic administration building of the University in South Bend.

Visiting South Bend was a major event venue of this trip. I spent the better part of three days there. I visited the **University of Notre Dame** (the Basilica, Golden Dome, Grotto and University Library). The **Studebaker National Museum** and the **History Museum** demanded two days of my attention. Eating an evening meal at both **Café Navarre** (at the junction of the LH and the Dixie Highway), and the **Volcano Restaurant** were culinary events.



The New Carlisle Town Hall building preserves a 1928 concrete marker, with an accompanying LH plaque.

The town of **New Carlisle** is straight out of the Hoosier small town brochures. It was one of my favorite stops. New Carlisle had older homes, building murals, flowers planted on the main street and the Town Hall with its LH commemorative marker and historic interpretive panels. I also experienced a perfect weather day with cloudless blue skies.

La Porte County has this “tucked away” town of **Rolling Prairie**. The murals in the post office tells of its history. But, the gathering spot is **Jennie Rae’s Restaurant**, which is the successor to **Bob’s Bar-B-Que** in the heydays of the Lincoln Highway.

In La Porte I missed the **Mama T’s Diner’s** open hours, but did find it at 607 West Lincolnway. I met Indiana LH member and La Porte County Historian, Bruce Johnson at the **La Porte County Historical Society Museum**. He gave me a personal tour through a collection of historical artifacts donated by local folks, and an historic automobile collection of a prominent La Porte citizen, Dr. Peter Kesling. I had no idea how many items were in the historical society’s collection. I should have planned to arrive earlier than I did. Mr. Johnson was very gracious with his time.

The remainder of my afternoon driving included finding tiny **Pinola** with its two tavern establishments. This was followed by a stop at the 1847 **Pinhook Methodist Church**. Arriving in **Westville** brought my encounter with flashing lights behind me while parked, albeit, on a town street. A police person came to my window. I was ready with my seat belt buckled and my driver’s license in hand. I had to explain to him what I was doing--why I was driving around the town very

slowly and stopped with my flashers on. He said, “Well, where do you want to go to?” My answer was “well, I am doing the route of the Lincoln Highway, but my next big stop is Valparaiso.” He proceeded to tell me how to do the “modern route” to Valparaiso. I showed him the Guide. He basically told me, “OK, but I should go the other way—it is faster.” I didn’t tell him aloud that he was missing my point!! I started my van, and proceeded to drive to the **Abraham Lincoln Funeral Train marker** on Main Street.

**Valparaiso** was one of my favorite stops on my trip. Unfortunately, two historic buildings were not open: **The Porter County Museum** building (1871) and the **Opera House** (1893). However, the Round the Clock Restaurant was!! Their homemade banana cream pie with fresh bananas on top was some of the best I have had. **Valparaiso University** with The Chapel of the Resurrection and the bell carillon was inspiring. The **Valparaiso City Hall** is a site for a 1928 marker, as well as the two monuments for the Lincoln Highway and Old Sac Trail.



The LH plaque and concrete marker, and a plaque for the Old Sac Trail is in front of the Valparaiso City Hall.

When reaching **Merrillville**, it became my base for three days, as I neared the Illinois state line and the end of my 1913 route. The **Deep River County Park** and **Wood’s Mill**, as well as a meaning memorial for the military were stops as I came into this part of “the Region.” In **Schererville**, I crossed the **Old Lincoln Highway Bridge**; saw the concrete marker at the **Schererville Town Hall**, a piece of the **Lincoln Highway preserved at a Walgreens**, and found **Teibel’s Restaurant**. Also, in Schererville, were two amazing church buildings of the Greek Orthodox faith. **St. George Serbian Orthodox Church** (1912) is noted in the Guide. The second, **St. George Hellenic Orthodox Church** (1937), was discovered while I was on an old alignment of the highway. Both had unique architecture to their buildings. My last “must stop” see was a challenge for me to find, even though it is



right on the highway. After finding **Meyer's Castle** in Dyer, and Googling what I was supposed to be looking for, the **Henry C. Ostermann Memorial Seat** and **historical plaques** to the "Ideal Section" were worth the search. I am not one who likes selfies, but I had to try a picture here.



Judy Greeson at the Henry Ostermann Memorial Seat in front of Meyer's Castle on the Lincoln Highway in Dyer.

Saturday, June 19th at 7:45 p.m.: Arriving at my goal of the state line was very satisfying that I had "MADE IT," but also a bit disappointing that this part of my adventure had ended. However, I decided to celebrate my accomplishment by going back to **Teibel's Restaurant** (junction of U.S. 30 and U.S. 41) and have a wonderful meal of tomato basil salmon. Fortunately, they were still open until 9 p.m. on Saturdays and serving when I arrived.



Judy reaching her destination on her travels on the 1913 LH route— the Illinois State Line.

## The Way Back:

Sunday morning, June 20th: I was back in Merrillville and planning my day of attending a church service, having brunch, visiting the **Merrillville Ross Township Historical Museum** and then head back east toward Valparaiso. However, finally the forecast of bad weather caught up with me. I decided to stay at the motel on Sunday



night. Bad weather didn't develop during the day on Sunday, but early Monday morning (2 a.m.) a gully washing thunderstorm happened, along with a tornado alert, that I slept right through! The motel manager alerted me to all of that as I was checking out Monday



morning. I should note that I had to plan my staying in Merrillville to visit the museum on Sunday afternoon, as that is the only time it is open. I want to note one display with items about the Lincoln Highway included past issues of the *Lincoln Highway Forum*!

So, it was Monday, when I arrived back at Valparaiso. As I came back into Valparaiso, I was reminded of the man at the Merrillville-Ross Museum who told me that the LH marker in Valpo was in front of the library. I gently tried to tell him that it was, in fact, in front of the Town Hall. When he insisted the library, I told him I had just taken a picture of it a few days before. Showing him the picture, just made him say there was "one in front of the library also." I gave up; it wasn't worth it!

I took the opportunity for a second visit to the Rock Around the Clock restaurant and a second piece of banana cream pie! I did find the Franklin House and viewed some of the other buildings with older



architectural designs. Finding the spot where the **1913 and 1928 routes “split” at Garfield and La Porte Avenue**, I ventured onto U.S. 30 and headed again toward La Porte County. But, of course, being on the 1928 route took me to different towns in that county than I saw on the 1913 route. I came to **Wanatah**. At the crossroads of the 1928 Lincoln Highway and the route of the Michigan Road, the welcome sign declares that Wanatah is the “crossroads of Indiana.” A gentleman was enjoying a pleasant day near the 1888 Monon Line caboose in a small park. As I was taking a picture of the plaque that noted a Lincoln Funeral Train stop, the gentleman shared all of the history of Wanatah he could tell me.

Hanna became one of my favorite stops along my route. The two **red, white, and blue LH bridges** were spots to see. I was able to eat at **Rumor’s Restaurant**.



However, my real “find” was the Hanna Public Library, with its outside Storywalk. A path on the grounds of this small library had separate large cases where enlarged pages of a children’s book could be displayed and read.

Google maps said there was a motel east of **Hanna**



and west of **Hamlet**. Not being able to find a phone number for it, I took my chance and was relieved to find the Economy Inn, a “roadside America” motel, with a room available, out in the middle of flatland northern Indiana. **Hamlet** holds a **LH concrete marker**. **Maggie’s Bar and Grill** was under the viaduct at the junction with U.S. 35.

Moving on to **Donaldson** in Marshall County included an excursion a couple of miles on Union Road. South of Donaldson is **Ancilla Domini College**, founded in the 1920s. I was able to meet the library director and see the chapel. I learned that this college is becoming part of Marian University in Indianapolis. In Donaldson, the **Garrison Building** posts a date of 1871.

**Plymouth** is full of history. I found the restored

**Mobil Gas Station**, a **Mayflower Tavern**, and a **Marshall County Museum** chock full of historical artifacts and pictures. The Brass Rail Bar and Grill required two



meals during my time in Plymouth due, in part, to their yummy garlic bread. Driving through **Inwood**, then reaching **Bourbon**, I made a stop at the local public



library. It was there I was told that another one of Indiana’s famous basketball gyms, built in 1928, had been demolished. I found the recently dedicated historic panels about the Lincoln Highway at the corner of Center and Main Street.

It was there I was told that another one of Indiana’s famous basketball gyms, built in 1928, had been demolished. I found the recently dedicated historic panels about the Lincoln Highway at the corner of Center and Main Street.

Kosciusko County brought me to **Etna Green** with its **Etna Green Café**. **Atwood** has its **Otterbein Methodist Church**,

organized in 1878, in their building erected in 1926. Leaving Atwood, I saw my first and only LH marker painted on a utility pole during this trip. Down the road was **Creighton’s Crazy Egg Café**, located as a part of the business of egg production and sales since 1925. The Crazy Egg was an introductory site to

The 1897 Chinworth Bridge on the west side of Warsaw, spanning the Tippecanoe River. It was built by the Bellefontaine Bridge Company of Ohio.



the town of **Warsaw**. Although I missed it on my first drive into Warsaw, the **Chinworth Bridge** crossing the Tippecanoe River, was built in 1897. Continuing to the center of the town, **Funk Park** has a replica LH concrete marker, as well as an historical plaque to honor Tony Elliott, a race car driver from Warsaw. The amazing place was the **Warsaw Cut Glass Company** that has been in business since around 1911. Walking in the showroom, one sees rows upon rows of glassware that has been etched with intricate designs. I regret not asking if I could take a picture of the display of items for sale.

I must admit, I probably could have passed up on the **Old Jail Museum** in Warsaw. It was rather depressing and scary. I was ready to leave Warsaw after learning **Schoop's Diner**, at the junction of Old 30 and U.S. 30 on the east side of town had recently been demolished.

**Columbia City** in Whitley County is the home of the **Nook**, which has just celebrating 50 years in business. It's most famous tourist attraction is the **Thomas R. Marshall home**. Marshall was the US Vice President from 1913-1921. This house sports a concrete marker and houses the **Whitley County History Museum**. I happened to spot a business, Affordable Family Cars, that is housed in a circa 1937 Sinclair Gas Station.

Driving toward Fort Wayne, I passed **CJs Drive In**, but chose not to stop as a rain storm had popped up. I came back into Fort Wayne, on the 1928 route at the intersection of the two LH routes at US. 30/U.S. 33/ Washington Center Road. I was following the route over to S.R. 930 East/Goshen Road. Since I had started in downtown Fort Wayne, I chose to drive the route through the city, but had not planned to stop until I reached New Haven for the night. However, I drove past the Knotty Pine Motel at 1201 Goshen Road (not previously knowing it was there). This was too good of an opportunity to stay at a "roadside America" motel. Pulling in, the manager told me there was "no room at the inn," but allowed me to take some pictures of this part of Americana that has almost disappeared. We had a pleasant conversation about the state of road trips nowadays.

Reaching the **New Haven** side of Fort Wayne gave me an opportunity of seeing some old alignments of Maumee Road (Avenue). I stopped at the Coney Dog Café at 357 Lincoln Highway in New Haven for a quick supper. But, alas, the **New Haven Bakery** down the road is not open in the evening. I did see the **Wabash Railroad Depot**. At the **New Haven City Hall** there is another 1928 concrete marker and a commemorative plaque.

For that night, I stayed at the Flying J/Pilot Travel Center at Doyle Road on the east side of the S.R.

930/I-469/U.S. 30 interchange. The next morning, I discovered the **two old LH remnants on either side of Doyle Road**. Mentioned in the Guide, these turned out to be right at the entrance to the Flying J!

Leaving the Flying J on Saturday, June 26th, heading east toward the Indiana/Ohio state line on the Lincoln Highway, again made me a bit sad. This would be my last day on the route. I first arrived at **Besancon**. This is one of my favorite places on my trip (I actually had been here on a previous LH trip). The **Jefferson Township No. 5 Center School** (1892) is sitting in a "grass island" on the Lincoln Highway at Berthaud Road. Besancon is also the home for the St. Louis Roman Catholic Church.



The Jefferson Township Number 5 Center School, built in 1892, sitting in a "grassland island" at Berthaud Road and Lincoln Highway East in Besancon.



The Saint Louis Roman Catholic Church was organized in 1846, with the present church building constructed in 1871 in Besancon.





The interior of the sanctuary of the Saint Louis Church in Besancon.

This church was organized in 1846, with the present church building constructed in 1871. The door of the church was open. Being respectful, yet no one was around, I did take some pictures inside. There is a cemetery on the east side of the church. The **St. Louis Academy**, a small Catholic school, established in 1915, is on the west side of the church.

At the intersection of the LH and Paulding Rd. is **Zulu**, there one will find a sign for Susie's Salon, and two buildings: the once Zulu Inn, and Billy's Downtown Zulu. And, continuing on, I found the **old cabin** that may have been a tourist cabin at 20500 Lincoln Highway East, just before Martin Road. Lunchtime was at **Todd's Townly Tavern**. There is no "e" on the sign for the bar/restaurant, as there is in Townley – the official name of the town.

After having lunch at Todd's, I reached the Ohio state line sign on U.S. 30. The Lincoln Highway route merges into U.S. 30 just at the **Indiana/Ohio state line**. I stopped to take my selfies at both state signs. Ohio's sign was a challenge to even get in the picture. But, the Indiana sign was cooperative. Yet, I could not just settle for the signs. I needed to go to the actual border between the states. Thanks to my GPS, I was able to leave U.S. 30 and find the State Line Road. There, I found a gentleman mowing his grass. His property was on the Ohio side of the State Line Road. He wasn't "into taking pictures," so I settled for a screenshot of my GPS showing the state line road. Again, sad that my journey has reached the state line, but happy to have experienced so many interesting places in Northern Indiana on the 1928 route of the Lincoln Highway.

But, now, I had to backtrack to Columbia City before I took S.R. 9 south toward Huntington, and



The Castle Automart building in Fort Wayne, dated 1913. This is a used car dealership site that looks like it may not be in business currently.

then on back to Tennessee. However, as I was driving that part of the 1928 route back east to west, I needed to find the **Castle Automart** building in Fort Wayne. I had missed it driving toward New Haven. It is located at 6623 State Road 930, Fort Wayne. It appears to be a used car business. But, I don't recall many cars in its lot. And, in checking their website, the limited number of vehicles are listed as "sold." I had hoped there would be some detail about the building itself on the website. But, alas, not.



Judy Greeson marking the end of her roundtrip on the two Indiana routes of the Lincoln Highway. Picture was taken at the 1928 Lincoln Highway marker outside the building of the Fort Wayne Visitor Center.



I continued on the 1928 route to downtown Fort Wayne. I thought “where do I officially end my trip on the Lincoln Highway?” I decided the best place was probably at the 1928 Boy Scout LH marker in front of the **Visitor’s Center in downtown Fort Wayne**. Because of the time being late Saturday afternoon, I was not able to have a celebratory dinner at **Cindy’s Diner**, so I headed onto Hall’s Tavern at Coventry off of West Jefferson Blvd. (U.S. 24) on my way back to Huntington.

I want to acknowledge Judy and Ross Wood. I had met them in Terre Haute during one of the weekend tours of the Indiana Covered Bridge Society in September, 2019. Earlier that summer, I had traveled the Lincoln Highway through Pennsylvania to New

York City. At our ICBS meeting, I was sharing that I had made this trip. Judy Wood told me that they had done the entire Lincoln Highway. My ears “perked up.” My asking questions led to Judy and Ross telling me about this whole organization of the Lincoln Highway Association and the Indiana Chapter. Also, my gratitude to those who developed the Turn by Turn Guide for the Indiana routes. Thank You to Jeff Blair and Beverly Gillespie who have been encouraging to me. I feel so fortunate to have found them as new friends, as well as others of the Indiana chapter of the LHA. I must acknowledge my 2013 Ford Transit Connect Van that traveled more than 1,700 miles on this trip without a problem. And, I am thankful for the traveling mercies and safety granted to me along my journey.

## IN MEMORIAM: Esther McNaul Oyster Queneau

Former national LHA President Esther Queneau passed away on June 13, 2021, at age 96. Esther was the driving force for the creation of the Mid-Ohio Lincoln Highway Association Chapter back in March 1993. She grew up on the family’s 1815 Bicentennial farm located just east of Ashland, Ohio, a few miles south of the original 1913 LH, and a few miles north of the 1928 re-alignment through Hayesville, OH. She was a court recorder for most of her career, and this attention to details led her into genealogy and various historical preservation groups, including 319th Bomb Group Reunion Association, Martin B-26 Marauder Historical Society, and our own Lincoln Highway Association. As the president of our Lincoln Highway Association in 1997, she introduced us all to Bernie Queneau, the keynote speaker



at that conference in Mansfield, Ohio. Bernie had participated in the 1928 Boy Scout Cross-Country Safety Tour and finding that he was still living and willing to share with us was a great experience for all in attendance! Who would have imagined at that time that Esther and Bernie would marry six years later? They were able to

spend considerable time traveling the Lincoln Highway and the globe till Bernie passed in 2014. Many will fondly recall how they chartered a private jet to travel to the 100th Lincoln Highway celebration! Esther is survived by two daughters, Jean and Jan, and three grandchildren. She will be deeply missed by our Mid-Ohio group.

Mike McNaul  
President, Mid-Ohio Chapter

# Small Town Revitalization along the Lincoln Highway

By Dana Groves, Director, Historic New Carlisle, Inc.

New Carlisle, Indiana attributes its vitality to its location on and near major transportation routes as well as the dedicated people and organizations who continue to improve the town. The small community with a population of 1,800 has the distinction of being located on both the Michigan Road (1826) and the original 1913 Lincoln Highway route (now historic U.S. 20) both designated as historic byways.



If you drive the Lincoln Highway from the east you will enter New Carlisle and encounter the large viaduct wall that was constructed in 1925. Prior to construction, there were two sets of train tracks that had to be crossed. This was the scene of many accidents and became known as the infamous “Death Crossing.” The wall has become a beloved part of the town and there have been some different murals painted on it throughout the years. About 20 years ago, local artist Carrie Gelow conceived the idea of painting “New Carlisle, Indiana A Nice Place to Visit, A Great Place to Live.” That motto has stuck and the wall gets freshened up every few years. The wall was recently repainted in June 2021 with the help of many volunteers including players from the local high school football team. The wall once again proudly greets motorists to the town.



Viaduct (historic photo)

Downtown New Carlisle has been getting spruced



up as well. The local Main Street organization Discover New Carlisle, Inc. recently planted native Eastern Redbud trees and native perennials in the downtown planters. The group is always looking for ways to improve and promote the town, its businesses and events. Discover was able to establish a Façade Grant program in order to help business owners improve their building facades. The most recent façade project was the Robinson Financial building at 113 E. Michigan Street. The project involved painting, repairs, and uncovering the transom windows. There are currently two other projects underway.



Robinson Financial before



Robinson Financial after

Historic Preservation has been front and center for Historic New Carlisle, Inc. in the last four years. They restored an historic building built circa 1886 for use as their local history museum and gift shop and recently purchased the building next door to rehab in an effort to attract a new business downtown. The group has been fortunate to partner with Indiana Landmarks on both projects tapping into their low-interest loan program available to historic preservation organizations.

Historic New Carlisle, Inc. was founded in 1989 and has worked to educate the public about the history of the community through programs and events. They have also been involved in several historic preservation projects over the years. Their new museum/gift shop located at 112 E. Michigan Street was opened in July 2020 after a year and half rehabilitation by volunteers. The 1970s inappropriate façade was removed to



uncover original brick and a beautiful metal cornice. The before and after transformation has made quite an impact in the downtown.



Historic New Carlisle museum before renovation



Historic New Carlisle museum after renovation

Historic New Carlisle's new museum is flanked by vacant (for sale) buildings on each side. The group decided to purchase the building to the west located at 110 E. Michigan Street in January of this year. Volunteers have been doing a lot of demolition and clean out and removed the siding to uncover original brick.

They also found a surprise when they removed some plaster on the interior wall. Old advertisement signage was uncovered. It became a game like Wheel of Fortune trying



to guess what letter would be uncovered next. The building that houses the museum was a stand-alone building for many years, so this advertising was on the exterior of the building and became a shared wall when the new building was constructed next to it circa 1910. The signage was advertising for the Elbel Bros. Music Store in nearby South Bend; it names various piano brands such as Steinway, Chase, Richmond and Starr. The exterior rehab is expected



to be complete by early fall as wait times for materials such as windows poses a challenge. Historic New Carlisle, Inc. hopes to attract a buyer and get a new business in the downtown.

New Carlisle is fortunate to have dedicated people and organizations working to preserve the past while looking towards the future in helping to promote and develop new and existing businesses along the Lincoln Highway. We invite you to travel the Lincoln Highway and "stay awhile in New Carlisle."

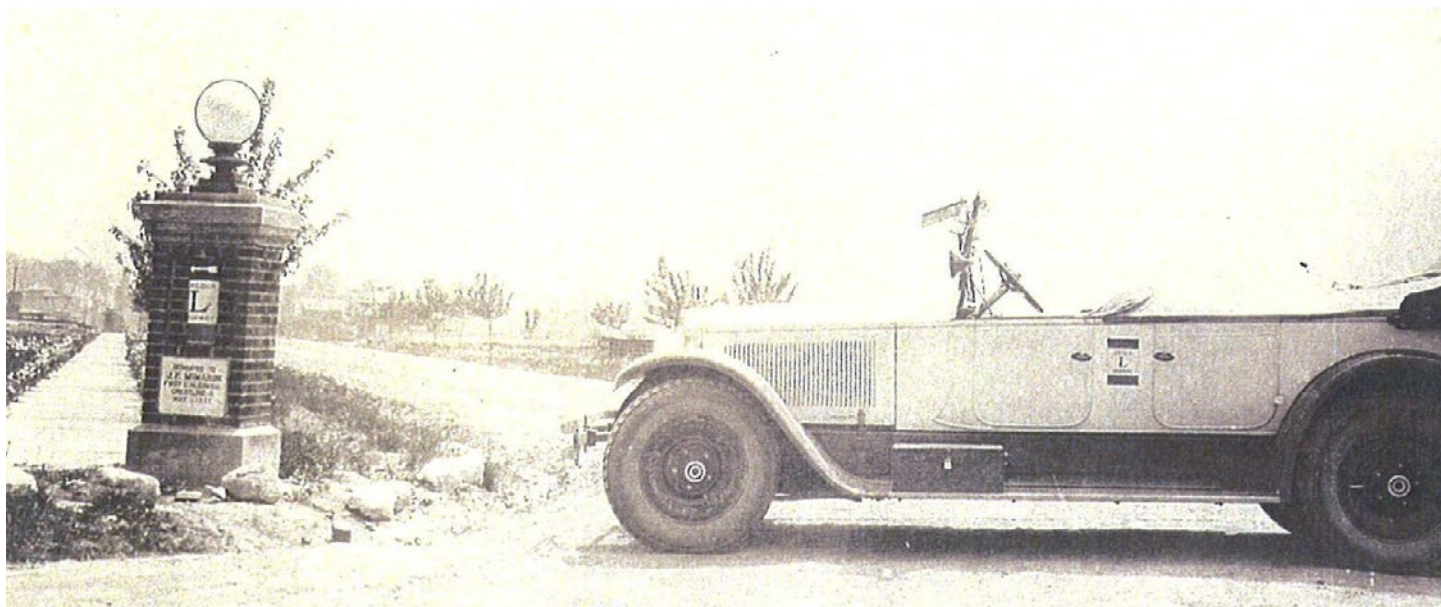


Kay and Gene Rabel dropped by the Dillon Home Museum in Sterling, Illinois on October 20th, 2020 to photograph a Lincoln Highway Marker and Erin, their curator, put this note and two photos on Facebook. You can find it at The Dillon Home Museum page.



# Revisiting the Monuments of Crawford County Ohio

By Michael G. Buettner



**McMahon Pillar**

This is how the McMahon Pillar appeared in 1923. This image was the inspiration for the Denis K. Lange illustration of "Betsy" (below), the Packard touring car used by the Lincoln Highway Association. Use of this photograph is courtesy of the Special Collections Library, University of Michigan (#O-135, Lincoln Highway Collection).

"Standing in silent memorial to the Lincoln Highway and some of its strongest proponents, the remaining brick and stone monuments of Crawford County, Ohio, still mark the highway for the passing motorist and recall the era when the giants of the automotive industry promoted the building of this great thoroughfare."

Those finely woven words comprised the opening paragraph of a well-researched article by Esther Oyster (now Queneau) that appeared in the Volume 2, Number 2 issue of *The Lincoln Highway Forum*, dated Winter/Early Spring 1995. The article was titled "The Monuments of Crawford County, Ohio" and gave a detailed history of both the surviving markers and the fallen markers that had once stretched like pearls on a string from Crestline toward Upper Sandusky. In addition to the two stone memorials at Bucyrus, there were as many as sixteen brick pillars in this stretch of highway, plus at least three more reaching



as far west as Beavertown.

The brick pillar idea was borne from the thoughtful mind of John Hopley, the Lincoln Highway Association's first state consul for Ohio. Before anyone else had apparently considered the matter, Hopley correctly observed that it would require frequent painting to keep the early red, white, and blue emblems

looking bright on wooden poles and posts, and thus he conceived the idea of the more lasting brick pillar. It was in a letter to LHA President Frank Seiberling dated December 4, 1918 that John's brother, Frank L. Hopley, wrote: "We have so thoroughly appreciated the Lincoln Highway and its coming importance and possibilities that we thought it merited a much more permanent and creditable marker than the painted telephone poles." Thus, the idea of a "permanent and creditable marker" was born and carried through. More recently, thanks to the efforts of the Mid-Ohio Chapter of the Lincoln Highway Association, plus



other historical and civic groups, eight new markers of similar style were erected in the years from 1999 to 2011.

The Mid-Ohio Chapter has long been diligent in preserving many of the memorials in their area, and that fact was evidenced on May 8, 2021, when five members met in Crestline at the McMahon Pillar. Their mission was to set a replica dedication plaque in the face of the marker. The original plaque had a history of falling out (or being pried out?), and the last time it happened, it came up missing. That plaque has yet to be found.

The McMahon Pillar is one of two brick pillars located in Crestline. Across the intersection of Clink Boulevard is the second pillar, known as the Bement Pillar.



A. F. Bement was vice-president and secretary of the Lincoln Highway Association when the two pillars were erected in 1922, and was instrumental in having the Lincoln Highway rerouted through Crestline. Both markers were erected by C. A. Stephan to enhance the entrance to his housing development on the west side of town. According to Esther's research, the two matching pillars "originally had four-tiered capstones topped with ornately turned wooden pieces which supported lighted globes [and] also contained the French-enameled, curved highway signs produced by the association." The original signs have since been replaced with aluminum replicas that are backed with steel bars for reinforcement.





# **Volunteers wanted for:**

**Newly Re-forming Grant Committee!  
Involves Reading Proposals for  
State Chapter Projects Seeking  
Grant Funding.**



**Please e-mail:**

**[president@lincolnhighwayassoc.org](mailto:president@lincolnhighwayassoc.org)**



# They're Talking About the Lincoln Highway

By Russell S. Rein

## April:

A lot of people are again traveling the Lincoln Highway, and many are posting pictures of their trip on the Lincoln Highway Facebook Group. You can find them here:

<https://www.facebook.com/groups/LincolnHighway>

WPXI.com reports: "It's the end of an era for a longtime landmark in Westmoreland County (Pennsylvania.) The Ligonier Country Inn in Laughlintown is closing its doors for good after being in business since 1924. Channel 11's Melanie Marsalko is talking to the innkeeper about the bittersweet end to the longest continuously running inn in Ligonier." You can watch the video here:

<https://tinyurl.com/3ysnn6wu>

Tom Davidson told us all about film star Anita King's 1915 trip across the Lincoln Highway in the Fall 2020 issue of the Forum. Now Anita's niece, Lucianne Boardman, lets us know about a new study and exhibit on Anita King in Indiana. NWITimes.com reports - *Purdue University Northwest student's research celebrates the life of Michigan City native Anita King.* "Anita King was the 'toast of the town' in 1915 when she became the first woman to drive an automobile across the United States alone. It was the courageous spirit of King, a Michigan City-born silent film star that captured the attention of Kayla Vasilko, a 22 year-old Purdue University Northwest senior. Vasilko, who two years ago began researching the life of a woman born nearly 137 years ago, called the journey of Anita King the definition of the American dream. Anita herself is a symbol of courage, determination and feminine strength, Vasilko said. Vasilko's journey into the life of the woman born Anna Keppler will result in, by the beginning of May, a written account of King's life, an online exhibit of her life, a sign dedicated to King in Michigan City, a physical exhibit opening in May at the La Porte County Historical Society Museum, a creative non-fiction film and documentary filmed at the Barker Mansion, and the edition of the first digitized King films, including *The Man from Home*, *Snobs*, *The Heir to the Hoorah*, *The Golden Fetter* and *Mistaken Identity*."

The exhibit at the La Porte County Historical Museum is open through the end of July, and I hope to visit in the next few weeks. For the exhibit Mr. Lynne Kissel and his wife, Jeannie, agreed to lend their 1914

Kissel Touring Car similar to the one King drove cross country. You can read more about this project here:

<https://tinyurl.com/8psjp5yc>

And at WhatsNewLaporte.com here:

<https://tinyurl.com/4sa2muck>

The exhibit will move in August to the Wisconsin Automotive Museum in Hartford, Wisconsin, the city which manufactured the Kissel automobiles. Their website is here: <https://wisconsinautomuseum.com/>



Photograph courtesy Lucianne Boardman

WyoHistory.org featured a new article *The Lincoln Highway in Wyoming* by John Clayton. "In 1913, the nation's first transcontinental highway followed Wyoming's southern rail corridor. A well-publicized effort led by eastern automakers, the Lincoln Highway introduced tourists, especially women, to the wonders of Wyoming. It also spurred businesses in the state. Although its official life lasted little more than a decade, the route lived on as U.S. Route 30. Since the construction of Interstate 80, the Lincoln Highway has become a touchstone of nostalgia for a friendlier, more easygoing type of auto touring. **An idea and a marketing campaign** - The highways of America are built chiefly of politics, whereas the proper material is crushed rock, or concrete," wrote Carl G. Fisher in 1912. Fisher (1874-1939), a manufacturer of automobile headlights, had just developed the Indianapolis Speedway. Now he wanted to build a "coast-to-coast rock highway" from New York to San Francisco. He argued, "The automobile won't get anywhere until it has good roads to run on." Read the rest of the article at the following link: <https://www.wyohistory.org/encyclopedia/lincoln-highway-wyoming>



Payson Spaulding, Evanston, Wyoming, attorney and the Lincoln Highway Association's only state consul ever named for Wyoming, dedicates a monument on U.S. 30 west of Creston to the visionary Henry Joy, 1938. The Joy monument was moved to the summit rest area on I-80 near the Lincoln monument in 2001. Courtesy WyoHistory.org and the American Heritage Center.

Cory Van Brookhoven has a YouTube channel featuring short videos on the Lincoln Highway in Pennsylvania. This one, *Exploring The Lincoln Highway: The Mural at Fadley's Auto Masters*, features a new mural of the old Lincoln Highway Garage in York. You can watch it here, and check out his other videos, and subscribe to his channel: <https://www.youtube.com/watch?v=K9hfdxfribil>



Good news as reported by the Clinton (Iowa) Herald: "The Clinton County Supervisors committed Monday to rehabbing the closed bridge spanning the Wapsipinicon River overflow channel east of Wheatland. The bridge was recently closed after an inspection found structural deficiencies. It provides access to the old Lincoln Highway as well as the land between the overflow stream and the Wapsi's main river channel near Wheatland. Located in the area are multiple private properties, a wildlife refuge, and a boat ramp that provides access to the river." Read the rest of the article here: <https://tinyurl.com/2w5wtzc3>

More good news from Niland's Café (Colo, Iowa) Facebook Page: "Danny and Abi Wilson are excited to announce the opening of the cafe on Friday, May 14th! Their family lives in Colo, works in Colo, and they have 5 children in the Colo-NESCO school district. Danny grew up in Colo helping his dad on the family farm and at the auction house. He currently works for the city and does carpentry work on the side. Abi grew up in Adel playing soccer and being active in the church. She went to Iowa State for Education and has taught in the Colo-NESCO school district for 8 1/2 years. The Wilsons value the community and its history. They updated the cafe while maintaining the historical aspect. Their vision is to create a welcoming environment with homestyle food while enjoying good company. Stop in for the food, good friends, and the small town friendly atmosphere of Niland's Café!"

Their story was also covered by the Ames Tribune. Read it here: <https://tinyurl.com/4xew5jex>



The Wilson Family at Niland's Café in Colo, Iowa



The U.S. Department of the Interior, Bureau of Land Management Nevada offer the following guidebook on its website as a downloadable PDF file *Foot Path to Four-Lane A Historical Guidebook to Transportation on Lake Tahoe's Southeast Shore* by Erich Obermayr. There is a section on automobile tourism and a sidebar on the Lincoln Highway. Get it here by clicking on the Files link at the bottom of this page: <https://tinyurl.com/3d7pauhu>

The Lincoln Highway Experience posted: "This semester three students from Dr. Fisanick's Honors English program at California University of Pennsylvania created a terrific presentation about the 1919 Motor Transport Corps Convoy. Check it out! You can watch the YouTube video here: <https://tinyurl.com/59n79kxr>

## May:

News from Preston's Station Historic District (Belle Plaine, Iowa) Facebook Page: "On Saturday, (May 3) Preston's Station Historic District unveiled an interpretive panel sharing the history of the Prestons' through four generations. We want to thank Prairie Rivers of Iowa and Lincoln Highway Heritage Byway for including us in their project to install ten interpretive panels across Iowa on the Lincoln Highway. We were honored to be the first project to unveil an interpretive panel. We are grateful for the support received from the Union Pacific Railroad Community Ties Program and the National Endowment for the Humanities through Humanities Iowa with local matching support from the Burke Heritage Fund. We would like to thank everyone who attended in person, watched the livestream or viewed after, without each of you, we could not be doing what we are doing. This is a labor of love. We echo George's comment from his 1990 appearance on Johnny Carson, "Belle Plaine is the greatest little town on the Lincoln Highway in the state of Iowa."



The York Daily Record had an Opinion feature - *Lincoln Highway: From New York via York County to San Francisco*. It includes some history, photos and an interview with LHA member Tom Davidson who has formed a company – Lincoln Highway Legacy – whose operations include a newly minted website and Facebook page bearing that name. "Lincoln Highway Heritage LLC is dedicated to promoting and preserving our early 20th century transportation history along America's first coast-to-coast Main Street. We want to connect the communities across York County (Pennsylvania) with events that bring us together. We invite businesses to contact us at [info@lincolnhighwaypa.com](mailto:info@lincolnhighwaypa.com) to sponsor a Lincoln Highway road sign, advertise on our website or sponsor an upcoming event." Read the entire feature here: <https://tinyurl.com/yxjnz5n7>

While looking for photographs of vintage service stations I happened upon this photograph of the H.W. Bovee General Merchandise Store and Chevron gas station at Emigrant Gap, California. This was off the Lincoln Highway, 42080 Texas Hill Road, Emigrant Gap, CA 95715. This former general store operated for a while as a gas station. It is now a private residence. Trey Pitsenberger alerted me to a blog by the current owners, here: <https://tinyurl.com/tbu63wps>



Photo courtesy the California State Library Digital Collection

The Lincoln Highway Heritage Festival returns to Rochelle, Illinois after last year's cancellation. It is scheduled for one day only on August 1st from 8:00 am to 8:00 pm. More details are here: <https://tinyurl.com/yw6ax6s6>

Thanks to Indiana Lincoln Highway Association (INLHA) President Jeff Blair who has prepared very detailed turn-by-turn driving instructions for the Lincoln Highway in Indiana. There are four versions

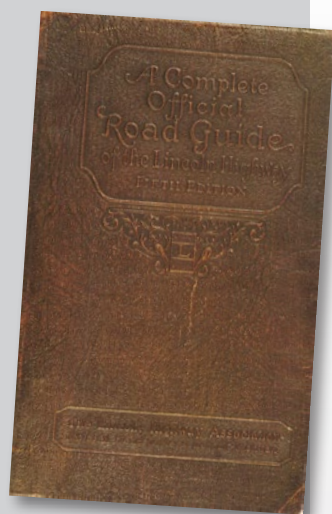
# LINCOLN HIGHWAY TRADING POST

**YOUR OFFICIAL SUPPLIER OF  
LINCOLN HIGHWAY MERCHANDISE**



## A Complete Official Road Guide of the Lincoln Highway

Reprint of 1924 edition by the  
Lincoln Highway Association.  
Hundreds of ads from that  
magical era, the work gives  
detailed information on the 414  
cities and towns through which  
the famous highway passed,  
from Times Square in New York  
City to San Francisco's Lincoln  
Park, on the Pacific Ocean.  
566 pages, 326 photographs

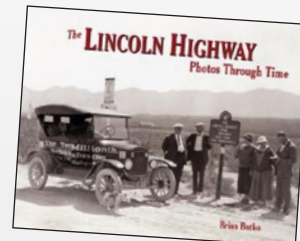


**\$39.95**

## PUBLICATIONS, MAPS & PHOTOS

<b>2022 "America Remembered" Wall Calendar</b> <i>Featuring full color paintings by Ken Zylla.</i>	<b>\$7.95</b>
<b>Lincoln Highway Forum Binder</b>	<b>\$14.95</b>
<b>1924 Lincoln Highway Wall Map - 14" x 21"</b>	<b>\$3.95</b>
<b>After Ike: On the Trail of the Century-Old Journey that Changed America</b> <i>Paperback, 224 pages</i>	<b>\$16.95</b>
<b>An American Songline Book</b> <i>A Musical Journey Along the Lincoln Highway Paperback, 309 pages with black and white photographs. SIGNED BY AUTHOR CECELIA OTTO.</i>	<b>\$20.00</b>
<b>BACK ISSUES Lincoln Highway Forum</b> Members \$4.00 Non-Members \$7.50	
<b>Ford Model T Coast to Coast Book</b>	<b>\$28.00</b>
<b>Greetings from the Lincoln Highway (Volume 3)</b>	<b>\$29.95</b>
<b>Hints to Transcontinental Tourists Traveling on the LH</b> <i>Reprint of 1914 edition by F.H. Trego, 12 pages, paperback</i>	<b>\$2.95</b>
<b>History Postcard</b>	<b>\$0.50</b>
<b>Indiana Lincoln Highway Map Book</b>	<b>\$15.00</b>
<b>Lincoln Highway Holiday Cards (25 Pack)</b>	<b>\$7.95</b>
<b>Lincoln Highway Note Cards - 20 sets per box</b>	<b>\$6.95</b>
<b>Lincoln Highway Postcard Frameable Sheet</b> <i>Set of 12 state postcards on a sheet suitable for framing.</i>	<b>\$5.95</b>
<b>Lincoln Highway State Postcard</b>	<b>\$0.25</b>

<b>Lincoln Highway Trip Log - 32 pages, paperback</b>	<b>\$3.95</b>
<b>Lincoln Highway: Route Road Conditions and Directions</b> <i>Reprint of 1913 edition by F.H. Trego. 32 pages, paperback</i>	<b>\$4.95</b>
<b>Link Across America: A Story of the Historic Lincoln Highway</b> <i>52 pages, hardbound</i>	<b>\$15.95</b>
<b>Ohio Lincoln Highway Map Book</b>	<b>\$15.00</b>
<b>Pan-Pacific International Exposition Miniature View Book</b> <i>6" x 4" - 66 pages</i>	<b>\$5.00</b>
<b>The Complete Official Road Guide of the Lincoln Highway</b> <i>Reprint of 1915 edition by The Lincoln Highway Association, Inc. 160 pages, paperback</i>	<b>\$11.95</b>
<b>The Complete Official Road Guide of the Lincoln Highway</b> <i>566 pages, 326 photographs, 1924 Edition</i>	<b>\$39.95</b>
<b>The Lincoln Highway, The Great American Road Trip</b> <i>Hardcover, 320 pages, 300 color illustrations.</i>	<b>\$36.95</b>
<b>The Lincoln Highway: Illinois</b> <i>116 pages, hardbound</i>	<b>\$18.95</b>
<b>The Lincoln Highway: Nevada</b> <i>302 pages, hardbound</i>	<b>\$18.95</b>
<b>The Lincoln Highway: Photos Through Time</b> <i>Softcover, 136 pages (shown)</i>	<b>\$18.50</b>
<b>The Lincoln Highway: Utah</b> <i>198 pages, hardbound</i>	<b>\$18.95</b>
<b>Limited Edition Centennial Print</b> <i>Professionally lithographed on faux canvas, these prints are limited to a run of only 250 copies. Print size: 25" x 18"</i>	<b>\$4.95</b>
<b>Interpretive Center Postcard - 6" x 4"</b>	<b>\$0.50</b>
<b>Lincoln Highway Retro Post Card - 6" x 4"</b>	<b>\$0.50</b>
<b>Map Postcard</b> <i>5.5" x 3.5" Full Color Postcard printed on Linen Cardstock</i>	<b>\$0.50</b>



## SIGNS & STICKERS

<b>Bumper Stickers</b> <i>Three designs to choose from. (shown) 3" x 8.5" Removable Vinyl</i>	<b>\$1.50</b>
<b>Embossed Steel Road Sign - 12" x 18"</b>	<b>\$16.95</b>
<b>Face Adhesive Sticker - 5" x 7-1/2"</b>	<b>\$1.00</b>
<b>Foil Stamped Collectible Stickers</b> <i>Pack of 25</i>	<b>\$2.99</b>
<b>Lincoln Highway 1913 Sticker - 5" x 4"</b>	<b>\$3.50</b>
<b>Lincoln Highway Garden Flag - 12" x 18"</b>	<b>\$18.95</b>
<b>Garden Flag Stands - FLAG IS NOT INCLUDED</b>	<b>\$13.95</b>
<b>Logo Sticker</b> <i>6-3/8" x 10". Not recommended for outdoor or automotive use. This is NOT a bumper sticker.</i>	<b>\$1.95</b>
<b>Oval Bumper Sticker - 3" x 5" White Vinyl</b>	<b>\$1.99</b>
<b>Pole Wraps</b> <i>Available in 38" and 54" lengths (all wraps 17" high)</i>	<b>\$18.50</b>
<b>Porcelain Sign - 10" x 21", 18 gauge steel</b>	<b>\$67.50</b>



<b>Reflective Road Sign</b> - 12" x 18" .080 Aluminum Sign	<b>\$47.50</b>
<b>Static Window Sticker</b> - Supporter of Lincoln Highway Size: 2.25" x 3"	<b>\$2.49</b>
<b>Stencil Set</b> Makes 12" x 18" logo on any flat or curved surface.	<b>\$44.95</b>
<b>Street Banner Mounting Set</b>	<b>\$60.00</b>
<b>Vinyl Street Pole Banners</b>	<b>\$109.50</b>
<b>Window Card</b> - 7" x 11"	<b>\$1.95</b>
<b>Window Sticker</b> - Lincoln Highway Association LIFE Member 3" round	<b>\$3.75</b>
<b>Window Sticker</b> - Lincoln Highway Association Member 3" round (Shown)	<b>\$3.75</b>
<b>Durable Vinyl Banners</b> Two styles to choose from. 8' x 3'	<b>\$89.00</b>



## WEARABLES

<b>Lincoln Highway - 1913 Long Sleeve Twill Shirt</b>	<b>\$34.50</b>
<b>1/4 Zip Collar Embroidered Sweat Shirt</b> 8 oz. Heavy blend with embroidered logo. Royal Blue. Adult Sizes: S - 3X-Large	<b>\$37.95</b>
<b>Bandana</b> - 22" x 22"	<b>\$9.95</b>
<b>Coast-To-Coast Cap</b> - Navy / Stone	<b>\$17.95</b>
<b>Collegiate Style Logo Fitted Cap</b> - Navy with Red Stripes (shown)	<b>\$21.95</b>
<b>Embroidered Patch</b> Small: 1-3/8" wide x 2-1/8" tall, Large: 2-1/4" wide x 3-1/2" tall	<b>Small \$3.00 Large \$5.00</b>
<b>Fitted Navy Blue Cap</b>	<b>\$18.95</b>
<b>Full Length Fleece Scarf</b> - 72" x 10"	<b>\$19.29</b>
<b>Historic Lincoln Highway T-Shirt</b> Black with White Accents T-Shirt 100% Cotton. printed front and back	<b>\$15.95</b>
<b>Lanyard</b> 3/8" x 38" Red Lanyard with Bulldog Clip	<b>\$1.00</b>
<b>Lapel Pin</b>	<b>\$4.75</b>
<b>License Plate T-Shirt</b> (Shown)	<b>\$17.95</b>
<b>Lincoln Highway Collegiate Style T-Shirt</b> Adult Sizes: Antique Cherry (Red) or Graphite Heather (Gray) T-Shirt with White Design printed on front.	<b>\$10.95</b>
<b>Lincoln Highway Collegiate Hoodie</b> Hooded pullover sweatshirt with front muff pocket. Antique Cherry (Red) or Graphite Heather (Gray) with White imprint on front. 50/50 blend.	<b>\$25.95</b>
<b>Lincoln Highway Life Member Polo Shirt</b> Adult sizes: Small - 2X-Large Life Member logo embroidered on Electric Blue Polo.	<b>\$28.00</b>
<b>Lincoln Highway Shield Sweatshirt</b> 50/50 heavy blend. Adult sizes: S - 3X**3X Available in Sand ONLY!	<b>\$23.95</b>
<b>Men's Necktie</b> - 57" x 3.75"	<b>\$17.95</b>
<b>Retro Take Me On The Lincoln Highway T-Shirt</b> Available in Adult Sizes ONLY. Choose from Yellow or Coral (shown)	<b>\$11.95</b>
<b>Sportsman - Striped Trucker Cap</b> Choose from Red/White or Navy/White. (Shown)	<b>\$17.96</b>
<b>Sunglasses</b> Choose from Red, Black, Silver or Navy. Adult Size. Lincoln Highway imprint on one side.	<b>\$5.99</b>



## GENERAL MERCHANDISE

<b>Deluxe Slide Luggage Tag</b> Available in Black, Red or Blue	<b>\$7.95</b>
<b>Snap Cell Phone Card Holder</b> - Available in Red, Black or Blue.	<b>\$3.95</b>
<b>Travel Pet Water Dispenser</b> This BPA free travel pet water dispenser helps keep your pet hydrated during an outing. The water bottle holds 500 ml and is interchangeable with most disposable water bottles.	<b>\$6.95</b>
<b>5" x 7" White Stitch Photo Frame</b> Material: Leatherette, Black Velvet Back and Glass Front, 7" x 5" (shown)	<b>\$10.95</b>
<b>55" Large Auto Open Folding Umbrella</b>	<b>\$19.95</b>
<b>Ascot Metal Key Tag</b> - 1" x 2"	<b>\$5.95</b>
<b>Ascot Metal Logo Magnet</b>	<b>\$6.95</b>
<b>Ceramic 11oz. Mug with Logo</b>	<b>\$6.95</b>
<b>Flat Logo Magnet</b> - 6" x 9"	<b>\$6.25</b>
<b>Fleece Blanket</b>	<b>\$19.95</b>
<b>Laser Engraved Wood Key Tag</b> - 1.125" x 2.75"	<b>\$4.95</b>
<b>Laser Engraved Wood Ornament</b> - 2" x 3.5"	<b>\$6.95</b>
<b>License Plate Frame</b> (shown)	<b>\$5.95</b>
<b>Lincoln Highway C Handle Mug</b> - 11 oz.	<b>\$5.95</b>
<b>Lincoln Highway Ceramic Coffee Mug</b> 10 oz. - Full color Lincoln Highway logo	<b>\$5.95</b>
<b>Lincoln Highway Miniature Ceramic Stein</b> 2.5 oz. with gold rim - Full color logo	<b>\$4.75</b>
<b>Lip Balm</b> - Freshmint flavor	<b>\$1.99</b>
<b>Lucite Logo Magnet</b> - 2" x 3"	<b>\$5.00</b>
<b>Playing Cards</b> Poker Size, 54 cards per deck. Boxed in a white window tuck box. (Shown)	<b>\$7.95</b>
<b>Refrigerator Magnet</b> - 2-3/4" in height	<b>\$0.95</b>
<b>Stainless Steel Travel Mug</b> - 20 oz. (shown) Available in Silver, Blue or Black.	<b>\$12.49</b>
<b>State Shaped Vinyl Key Tag</b>	<b>\$1.95</b>
<b>USA Acrylic Magnet</b> - 3" wide	<b>\$4.95</b>
<b>USA Vinyl Key Tag</b>	<b>\$1.95</b>



## MEDIA

<b>A Ride Along The Lincoln Highway</b> AS BROADCAST ON PBS. DVD, 60 min on 1 disc.	<b>\$24.99</b>
<b>An American Songline CD</b> A Musical Journey Along the Lincoln Highway. Produced by Cecelia Otto, Linda Smith, Piano Recorded and Mixed by David Lee.	<b>\$20.00</b>
<b>The 1915 LH Transcontinental Filming Expedition CD</b> This Power Point presentation contains over 300 images from the Edward Holden Album.	<b>\$19.95</b>

**WE ACCEPT ONLINE, PHONE, FAX OR MAIL ORDERS**  
**ALL SALES BENEFIT THE LINCOLN HIGHWAY ASSOCIATION**

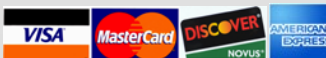


**Order Online**  
**www.LHTP.com**

**Order By Phone**  
**330-456-8319**



**WE ACCEPT**



**ORDER BY FAX:** 330-456-8310  
**ORDER BY MAIL:** P.O. Box 6088, Canton, Ohio 44706



**Find us on:**  
**facebook**

covering the 1913 and 1928 routes in both east and west directions. These are available as downloadable PDF files on the INLHA website here:

<http://indianalincolnhighway.org/map>

The Burg – Greater Harrisburg’s Community Magazine featured - History of Hospitality: *Jean Bonnet Tavern has greeted visitors since Colonial times.* “Built in the 1760s and situated along the Lincoln Highway, the historic structure of cut fieldstone welcomes guests with a marker detailing its rich history. The earliest, official property records show a transfer of 690 acres from the William Penn family to a land speculator by the name of Hans Ireland. In 1762, Ireland transferred the property to a trader named Robert Callender. Callender, a Carlisle native, served as a scout for Gen. George Washington.” The Jean Bonnet Tavern is located at 6048 Lincoln Highway, Bedford, Pennsylvania. It is still open for dining and offers four rooms for lodging. Read the rest of the article here: <https://tinyurl.com/2zw9hu2r>

The Jean Bonnet Tavern website is here:  
<https://www.jeanbonnettavern.com/>



I am very saddened to report that my good friend Carol Algren (1957-2021) passed away all too soon with her loving husband Mark Mueske at her side. In 1986 Carol joined the Nebraska State Historic Preservation Office in Lincoln, Nebraska to document historic buildings and sites across the state from Omaha to the Sand Hills in the northwest. While in Lincoln, she began an extensive study of the Nebraska segment of the Lincoln Highway. Carol soon became a national leader in the history of American highways, serving on the Board of the Lincoln Highway Association. She worked with Kevin Patrick on the National Park Service Lincoln Highway Special

Resource Study in 2001-02. She pursued some of the first work in studying the topic of “racial segregation in the roadside”—documenting how Black travelers were restricted from almost every hotel, restaurant, and campground along highways across the South and beyond. Carol also served on the board of the Society for Commercial Archeology, and the Jefferson Highway Association. This obituary documents a lot more of Carol’s extensive work. Please take a few minutes to read it here: <https://tinyurl.com/nhdpxcc>



Carol Algren on the Lincoln Highway east of Pittsburgh, Pennsylvania in 2001. Photo courtesy Kevin Patrick

## June:

TribLive.com reports *Popular SupperMarket returns to Lincoln Highway Experience in Unity*. “The weekly outdoor food festival opens for the season from 5 p.m. to 8 p.m. Wednesday, weather permitting, on the grounds of the museum at 3435 Route 30 East in Unity. “This is hands-down our most popular event here at the museum,” said Lauren Koker, Lincoln Highway Experience executive director. Now in its eighth year, the SupperMarket will run for 13 weeks, through Aug. 25, featuring live music and food from a variety of area restaurants.” More information including a schedule of performing musicians can be found here: <https://tinyurl.com/m8byfmjr>

Plainfield, Illinois Patch reports *Lincoln Way Barber Shop Celebrates 140 Years With \$1.40 Haircuts*.



“The barber shop was first opened by Albert Worst in 1881 and has been on Lockport Street in Plainfield ever since. Lincoln Way has been located at its current address, 24045 W. Lockport St., since 1902. In 1902, the building was built new for the shop, which had been previously located down the street, according to Sharon. In all its years of business, Lincoln Way hasn’t left Lockport Street. The shop’s name change came about in the 1940s, Sharon said, when the owners switched names in honor of the Lincoln Highway, one of the first transcontinental routes for cars. It spans about 3,000 miles of the country between New York City and San Francisco.” Read more here:

**<https://tinyurl.com/dk33wapd>**

I am assisting the National Museum of Military Vehicles in Dubois, Wyoming in setting up an exhibit on the 1919 Army Convoy on the Lincoln Highway. To that end I created a resource document listing related books, online video, other archival material, magazine and newspaper articles, podcasts, and online articles about the Centennial activities of the Military Vehicle Protection Association and the Lincoln Highway Association. I am happy to share it here:

**<https://tinyurl.com/2zd43n5p>**

Gribblenation Blog featured *Former US Route 50 and the South Lincoln Highway from Folsom east to Placerville*. “The corridor of Folsom of Sacramento County east to Placerville of El Dorado County has been a long established corridor of overland travel dating back to the California Gold Rush. The Folsom-Placerville corridor was once part of the path of the Lake Tahoe Wagon Road which became the first California State Highway and later the South Lincoln Highway. In time the South Lincoln Highway’s surface alignment was inherited by US Route 50. The Folsom-Placerville corridor also includes the communities of; Clarksville, Shingle Springs and El Dorado.” The post features lots of old maps and newspaper clippings. Read it here: **<https://tinyurl.com/4pz44ts9>**

The York Daily Record’s York’s Past blog featured *Henry Ford motored to York on the Lincoln Highway in 1929*. “Dan Trimmer inquired about a story often shared by an uncle; who, while working at the York Motor Company in 1929, claimed to have repaired a flat tire on the car of Henry Ford. Newspaper reports do place Henry Ford in York County, Pennsylvania, on June 7, 1929; where he visited several places, including the York Motor Company. In June of 1929, Henry Ford was on an automobile journey across

Pennsylvania; from east to west, primarily on the Lincoln Highway.” The rest of the story is here:

**<https://tinyurl.com/m8v8k4ek>**

More good news from Preston’s Station Historic District (Belle Plaine, Iowa) Facebook Page: “Preston’s Station Historic District has been awarded a grant by the National Trust for Historic Preservation. Grant funds will be used to hire Martin Gardner Architecture, P.C. to develop a Master Stabilization and Rehabilitation Plan providing clear guidance for future preservation efforts from a thorough investigation and well-developed treatment plan.”

And: “Preston’s Station Historic District has been awarded a grant from the Community Foundation of Northeast Iowa. Grant funds will be used to hire Wadsworth Construction to assess, stabilize, repair and restore the seven original windows on the Garage/Roadside Museum. Wadsworth Construction specializes in proper preservation methods, which will help mitigate further damage and protect Preston’s from costly and irreversible mistakes.”

The Rochelle (Illinois) News-Leader featured a letter to the editor from Jan Devore, director, Flagg Township Museum about the iron water fountain affectionately named ‘Iron Joe’ that was installed on the Lincoln Highway in 1915. “It provided fresh water for people, birds, dogs and horses, each having its own place to drink at the fountain. Originally it was located at the corner of 4th Avenue and Lincoln Highway, then moved to the municipal building at Sixth Street and Fifth Avenue in 1970, and in 1996 or 1997 it was relocated to the museum.” Read more about it here:

**<https://tinyurl.com/k4fxr2n8>**

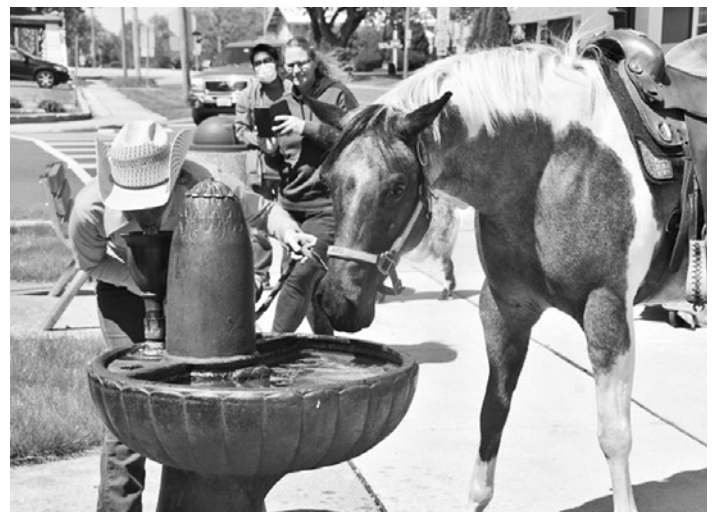
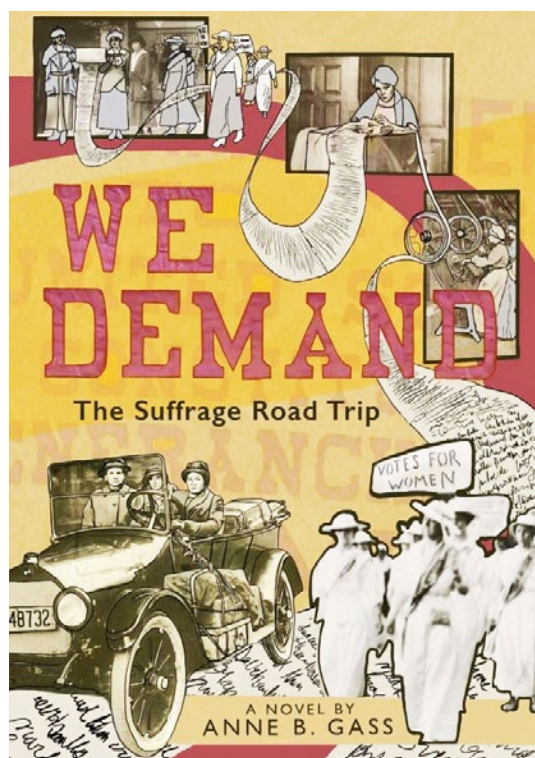


Photo courtesy Flagg Township Museum

I posted before about best-selling author Amos Towles' new novel *The Lincoln Highway*. Publishers Weekly reports that 500,000 copies of the book will be printed, for sale in October. That should provide some good publicity for the Lincoln Highway, and maybe the Lincoln Highway Association.

In 1915 three suffragettes collected 500,000 signatures from visitors at the Panama Pacific Exposition in San Francisco on a petition to legalize the vote for women. They then drove the Lincoln Highway to Washington DC to present the petition to the President, and collected another 500,000+ along the way. Anne B. Gass has written a novel based on the suffragettes 1915 Lincoln Highway trip *We Demand: The Suffrage Road Trip*.



Ed Kozak let us know – “The President of the Lincoln Highway Association, Kay Shelton Kozak, appeared on a recent podcast of the Illinois Farm Bureau, and spoke about the Lincoln Highway, and especially the Lincoln Highway in Illinois. It’s worth a listen.” The program on Partners Podcast is called Reasons to Hit This Road. You can listen to it here: <https://tinyurl.com/j6z6yk8r>

The Lincoln Journal Star in its Memories and Moments column featured - Jim McKee: Spending the night in Plum Creek, about the Cornland Hotel in Lexington, Nebraska. Read the article here: <https://tinyurl.com/t7uapyet>

TribLive reports *Date set for new Abe Lincoln statue dedication in Wilkesburg*. “A date has finally been set for the official dedication of a newly sculpted, life-size 400-pound statue of Abraham Lincoln in Wilkesburg, (Pennsylvania.) Following a series of unforeseen logistical delays, the new statue of the 16th president of the United States will be erected on July 24 at 10 a.m. at the intersection of Penn Avenue and Ardmore Boulevard.” Read more and check out the pictures and a video here: <https://tinyurl.com/2w8d9ubx>

Check out this wonderful service station on the Lincoln Highway at 100 South and State St. in Salt Lake City, Utah - Superior Gas & Oil Co., Airplane Service Station, 1930. Courtesy Utah Department of Cultural & Community Engagement:



I am saddened to report that Esther Oyster Queneau passed away in June at age 96 (1924 – 2021.) She was a driving force in the Lincoln Highway Association, and served as President in 1996 - 1997. She was a friend, and fellow Lincoln Highway collector, historian and writer. Esther organized the LHA Conference in Mansfield, Ohio in 1997. She researched and found that Bernie



Queneau, one of the Eagle Scouts on the Boy Scouts 1928 Safety Tour in advance of marking the Lincoln Highway with new concrete markers and signs, was still alive. She invited Bernie to give a presentation during the Conference. In 2001, Esther moved to Santa Rosa CA, remaining there two years. The Lincoln Highway Conference was in Sacramento in 2002, with Bernie Queneau as a special guest of honor. Assigned to be his escort, the couple met again, and renewed their friendship. Deciding to travel the "Highway of Life" together, they married in 2003. Bernie passed away in 2014 at 102 years old, and one day after receiving the Boy Scout of America's rare Distinguished Eagle Scout Award.

Esther's obituary is here:

<https://tinyurl.com/wt6hhr3d>

Rick Sebak produced the PBS documentary – A Ride Along the Lincoln Highway. The end of the program is available in this separate YouTube video - Bernie & Esther Queneau: Lovebirds of the Lincoln Highway. Watch it here:

[https://www.youtube.com/watch?v=ZTTzb80\\_AOE](https://www.youtube.com/watch?v=ZTTzb80_AOE)



Bernie and Esther in Fort Wayne, Indiana for the LHA Conference in 2003. Photo courtesy Kevin Patrick.

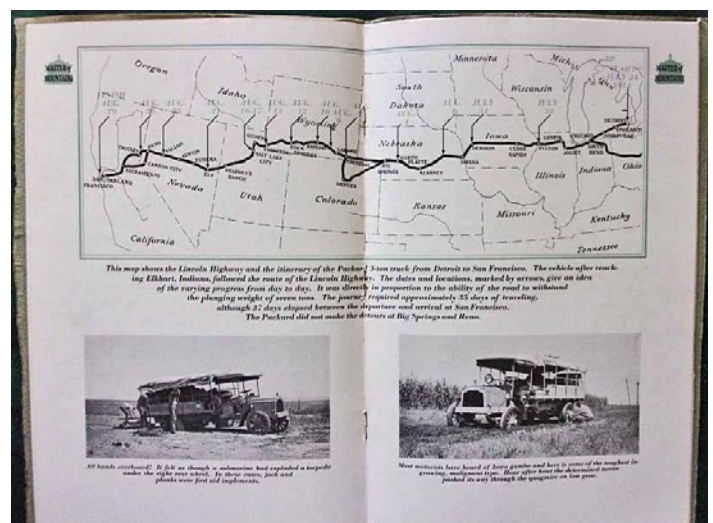
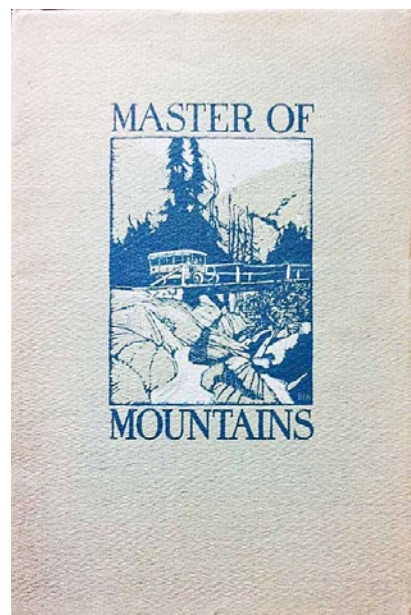


Bernie and Esther in Canton, Ohio for the LHA Conference in 2012

# Collecting the Lincoln Highway

by Russell S. Rein

Offered and sold at an online book fair on April 9 - Packard Motor Car Company - Master of Mountains; Story of the Super-Trek in Which the New Type Packard Truck Proved Itself the Most Advanced Hauling Machine in the World. Detroit, Packard Motor Car Co., 1914. Illustrated from photographs and a two-page map showing the truck's route from Detroit to San Francisco. An early Lincoln Highway trip departing from Detroit.





This Weehawken, New Jersey token - "Gate to the Lincoln Highway, 1917" - sold on ebay for \$38.50. The back states ALBERT LEINING - M.B. - SELECTIVE SERVICE. Anyone know anything about this item?



A used, but fully intact, Lincoln Highway marker medallion sold on ebay in June for \$265.50:



A Safety First Sound Sparton sign sold at auction in June for \$300. I bid \$210 - oh well. These advertised the auto horn (like a Klaxon) made by the Sparks-Withington Company of Jackson, Michigan. They were put up with the very first metal Lincoln Highway signs in 1915 by the two sons (University of Michigan students) of the Sparks family. I have attached a postcard from my collection of the 1733 Ranch sign in Kearney, Nebraska showing the two



signs, and a photo of the Sparks brothers at work on the Lincoln Highway.



A Lincoln Highway porcelain pole sign sold on a Facebook Group for \$2100. There are questions as to its authenticity as reproductions appear frequently on ebay.







"A CONTINUOUS CONNECTING IMPROVED HIGHWAY FROM THE  
ATLANTIC TO THE PACIFIC"



## CHAPTER NEWS

### New York

Jerry Peppers, State Director

New York Director Jerry Peppers spent a week in early May as part of a month-long auto tour driving along the Lincoln Highway from San Francisco to Iowa with his wife Sue and daughter Amy. We started at Pacific Park and ended our tour at Youngville Station in Iowa. We returned home to New York along Interstate 80 after that.

We were able to experience much of the LH alignments and attractions along the way including Altamont Pass, Auburn, Colfax, Donner Pass, Truckee, the towns along NV U.S. Route 50, NV S.R. 722 loop into Austin and Wendover Will in West Wendover (we left the West Salt Lake Desert and Callao for another time!). We saw the Bonneville Flat area, Grantsville, Salt Lake, including the renovation work around Temple Square, Park City and Parley's Canyon and Coalville.

In Wyoming in Evanston we saw the Union Pacific turntable and restored roundhouse, the Sunset Motel and the Woods Motel. Other sights in Wyoming included Little America, the Rock Springs Coal welcome Arch, Sinclair, lunch at the Virginian in Medicine Bow, the Lincoln Statue and Henry Joy monument, the Ames monument, Buford, and the Firebird Motor Hotel, Plains Hotel and Union Pacific Shops in Cheyenne.

In Nebraska we visited Kimball, Sydney, Ogallala, stopped for ice cream and to see the LH mural in Sutherlin, and saw the William Cody home and Union Pacific Bailey Yard in North Platte. We drove the Gotham Steps to Gotham, saw the "100" [meridian] sign in Cozad and various sights, including the Arch in Kearney. In Iowa we saw the Carillon in Jefferson, ate Pork Tenderloin sandwiches at Doc's Stadium Bar and Grill, and saw the small museum. We also saw the Tama Bridge, the gas station in Belle Plaine and ended our

tour at the Youngville Station. We promised ourselves to return and finish the trip to Times Square!

The only other activity included answering email inquiries from prospective travelers, particularly about Times Square, and attending a telephonic LHA Board of Directors meeting.

### New Jersey

John Hallanan, State Director

This past year was more than annoying with the state in lockdown, That started just as we were making arrangements with the Weehawken Public Library to show a PBS Video "A Ride Along the Lincoln Highway."

We invited the members of the Weehawken Historical Society to participate. Weehawken was the first stop of the Highway in New Jersey. Now we are going to reinvent the wheel, so to speak, and contact libraries again. Kearny NJ seems receptive and the Highway passed through a part of Kearny

During the year I wrote an article for the local paper that passed it on to nj.com for the online version. It also appeared in the local MENSA chapter newsletter and also The Forum. It is disappointing we received no inquiry about the Association, but I suppose there were fewer Historical functions or venues open due to the lockdown. There is still a dearth of knowledge about the Lincoln Highway, around here anyway.

### Ohio

Scott Little, State Director

The Lincoln Highway "Buy-Way" Yard Sales across the state of Ohio August 12-14 once again highlighted the large and small Lincoln Highway cities and villages and beautiful country views, too. If you have not experienced Ohio's stretch of the Great Road, this annual event is certainly a great time to wander across our state. Without doubt, the activities surrounding the

Sale are at a peak for this annual tradition.

Sadly, our state has lost another huge advocate and Lincoln Highway leader in the passing of Esther McNaull Oyster Queneau. Please see the accompanying story written by her nephew, Michael McNaull, the Mid Ohio Chapter President, in this edition of The Forum.

Twice delayed, the Mid Ohio Chapter still plans to host an annual meeting of the Ohio Lincoln Highway League's three chapters October 23 in Crestline. As previous meetings there have shown, this group always puts on a grand gathering that should not be missed! Details will follow to all Buckeye members.

In April, the Mid Ohio Chapter met in Crestline at Just Jokin Bar and Grill and Chapter President Mike McNaull discussed a trip across Ohio's Lincoln Highway from the year 1916. This chapter has been very active and they are not afraid to flex their muscle to show it! In early May, the group installed a newly created plaque that replaced a missing one on the McMahon Pillar at the Clink Boulevard in Crestline. Their regularly scheduled monthly meeting occurred at the Oak Park Tavern & Restaurant near Mifflin on May 20. And to follow that up at the end of the month, they had their annual Watermelon-Fest and Windsor Road portion of the Lincoln Highway brick cleaning between Ashland and Mansfield. Kudos to this bunch! Galion's Mike Hocker gave an interesting talk about finding the location of the former Riblet Tavern, early Lincoln Highway alignments, the Erie Railroad and the Riblet family at the June gathering of the Mid Ohioans in Ontario at the Athens Restaurant. In July the chapter met in Bucyrus at Miller's Drive-In for dinner and enjoyed strolling through Hank's Garage to see an incredible collection of Ford Edsel's.

In West Ohio Chapter news, the Village of Convoy and the City of Van Wert recently received National Historic Register designations. This prestigious honor is a testament to the hard work, dedication and value a community places on its history and is willing to maintain it. In April, the group met at the Delphos Canal Commission and Museum and discovered many new displays that museum members worked on during the Covid closure. In May the group traveled to the Van Wert County Historical Society and chapter member Michael Buettner gave a wonderful presentation, "Whatever Happened to the Free Gas Station Map?" June's meeting took the group a little off the Lincoln Highway near Ottoville to tour Window

Creations. This multi-generational business is one of the premier stained glass repair and replacement companies in the country. Afterwards, we had perfect weather for a picnic and fellowship at the Village Park in Ottoville, which adjoins the magnificent Immaculate Conception Catholic Church.

The Eastern Ohio Chapter met in East Canton at Lowry's Family Restaurant for their May gathering. And in June, they met at Massillon's Sugar Bowl. As far as annual traditions go, the late July picnic in Minerva at Betty Huber's farm is tops. July ended with many members attending the Car Show in downtown Warren at the Packard Museum. Rounding out the summer, the chapter maintained their annual garage sale location in Robertsville during the August Lincoln Highway Buy-Way to raise funds for chapter activities.



Photos from the April 20 meeting at the Delphos Canal Commission and Museum (with snow!)

### Mid-Ohio report from Mike Hocker

#### Mid-Ohio Group Keeps Annual Tradition with Watermelon

A gaggle of local Lincoln Highway enthusiasts from the Mid-Ohio Chapter gathered north of Mansfield, Ohio



on an early alignment of the Lincoln, now Windsor Road, to clean a 200-foot portion of exposed original brick road from its weeds, detritus and gravel.

On May 28 nine members were joined by a nearby resident (who is excited to become a new member) worked with brooms, rakes, shovels and VERY powerful gas-powered blowers to expose the bricks.

This project has been traditionally organized by Dick and Mary Lou Taylor, nearby residents, and Mary Lou, as usual, kept with tradition by serving watermelon and cookies to the dusty workers from the back of the work truck.



Photo from the May "Whatever Happened to the Free Gas Station Map?" meeting.

## Pennsylvania

Jeff Stonesifer, State Director

This Good news about 1928 markers in PA!! Lancaster County Consul, Brad O'Neal, & LHA PA Chapter Member, Benton Webber with Lancaster History President, Tom Ryan temporarily resurrected a marker from storage back to its original spot. Find full post on Facebook LHA Pennsylvania Chapter.



Lancaster County Consul, Brad O'Neal in his 1930 Model A.



Left to right: Lancaster History President, Tom Ryan, Devin Ashba (Lancaster Township Public Works employee) and LHA member Benton Webber.



Mike Hocker and Mike McNaull work to clean the bricks on Windsor Road.



Cindy Kerr, Mary Berringer, Mary Lou Taylor and Paul Lintern clean up Windsor Road between Ashland and Mansfield, Ohio.



Be sure to visit the newly dedicated Abraham Lincoln Statue in Wilksburg, PA, East of Pittsburgh in Allegheny County.

Plans are still being finalized for the 100th Anniversary of the Good Roads Triangle Tour Jubilee in Caledonia Park east of Chambersburg. We will have a pavilion for displays, demonstrations and an on-your-own picnic beginning at 12:00 with a PA Chapter Meeting at 2:00. Follow the Facebook page LHA PA Chapter.

## Indiana

Joyce Chambers, State Director

Unfortunately, COVID-19 limited my participation in the Indiana Lincoln Highway Association's usual annual events.

Following is my annual report:

- Sent in Indiana Chapter Reports for the four issues of The LH Forum
- Sent in my Indiana Director's Annual Reports
- August 6, 2020 I met with the Garden Manager of Ginger Valley Nursery at the Lincolnway/Ironwood Drive corners (1913 LH Historic Route) to discuss Fall cleaning of the 6 tiers
- Bev Gillespie, INLHA Office Manager and I drove Lincolnway (1913 route) east to west (Mishawaka to South Bend) and west to east (South Bend to Mishawaka) on Lincolnway (1913 route) to provide information for the new INLHA Turn-by-Turn Guide.
- Attended the Indiana Lincoln Highway Association's Fall Gathering/Business Meeting on October 24, 2020 in Hanna, IN. I serve as the INLHA Secretary for these meetings.
- INLHA had a dedication of a LHA concrete post in Fort Wayne on October 30, 2020 but due to health issues, I could not attend.
- Participated in LHA Board of Directors' Teleconference calls in October 2020, January and April 2021
- Participated in a Teleconference Call with Indiana Landmarks representing INLHA on February 2, 2021.
- May 22, 2021 Bev Gillespie, INLHA Office Manager and I joined a few members of The Progress Club of South Bend (of which I am a member and Past President) at the 2 viaduct corners on Lincolnway/Ironwood Drive in Mishawaka/South Bend to pull weeds and plant Marigolds (donated by The Progress Club)! The Club helped us begin work

on this corner in May 2009 to have it look nice for the 2009 LHA National Conference held in South Bend. The Club offered to maintain the corner until May 2020. I am continuing to oversee this corner, paying for or having INLHA help with funds to have landscaping done during the year.

- Attended the INLHA Spring Gathering/Business meeting in Elkhart, IN on June 12, 2021. I serve as the INLHA Secretary.
- June 15, 2021 some INLHA members met in Bourbon, IN to dedicate two historic panels in the Town Square (the panels tell the history of Bourbon and the history of LHA). Due to health issues, I was not able to attend.

### Chapter Report - by Jeff Blair and Joyce Chambers

The Indiana Lincoln Highway Association held its spring meeting in Elkhart on Saturday, June 12. About 10 members met at the Lerner Theatre for a back stage (and front stage) tour of this grand theatre, built in the early 1920s. Elkhart has totally restored the theater and is once again bringing name entertainment to the area. The Lerner has restored the original 1920s-era organ as well and the docent was kind enough to play it for us...what a treat!

We adjourned to the Convention and Visitors' Bureau for a presentation by local historian Larry App that provided insights to the development of Elkhart, the early industries (band instruments, Geritol and vitamins from Miles Laboratories, one of the largest rail yards in America, and the travel trailer industry), and some of the early town leaders.

Our spring business meeting, held both "live" and "virtually" via a ZOOM connection, included several important topics:

- Upcoming meetings in Ligonier, South Bend and La Porte for placement of Control Station banners and signs
- Elections of officers for the next year



Indiana Chapter members  
tour Lerner Theater.  
Photo courtesy Beverly Gillespie



- The dedication of historic panels in Bourbon on June 15 (see article elsewhere in the Forum)
- Completing the update to our online Turn-by-Turn Guide and adding several trips along the INLH (the courthouses, the interesting old bridges, with more to come) [www.indianalincolnhighway.org](http://www.indianalincolnhighway.org)
- Discussions with Mishawaka officials about setting up Laing Park on the LH (across from the site of the Lincoln Highway Inn) as a place for us to memorialize great contributors to the LH from the past and more recently

### Lincolnway/Ironwood Beautification

Bev Gillespie and I (Joyce) joined some of the ladies of my Progress Club of South Bend on Saturday, May 22 to weed, clean-up, and plant marigolds on the bottom tier of the viaduct planters. It took us three hours! Looks nice!



Progress Club members weeding. Marigolds brighten the corner.  
Photo courtesy Beverly Gillespie

The Progress Club President had asked me if we would like the Club to plant flowers on the bottom tier. I said, "Yes, of course"! I'm happy that they still want to be part of that history along the LH - the beautification of the highway! They had funded the upkeep from 2009 – 2019.

A nice surprise and a showing of kindness-- a young man, Zeru Nkosi, just pulled his pickup onto the sidewalk where we were planting and offered to take the six FULL trash bags of weeds! In talking with him, we learned that he's a graduate of Mishawaka High School and a former Marine and he enjoys helping out whenever he can! How nice of him to do that. God bless him.



"Angel" Zeru Nkosi.  
Photo: Beverly Gillespie

## Illinois

Kay Shelton Kozak, State Director

The State of Illinois is finally opening up for business as more people continue to get vaccinated and the COVID-19 case numbers go down. Masks are no longer required for vaccinated individuals in most situations. With the cautious re-opening of Illinois, the 9th Annual Lincoln Highway Car Show took place on May 8th, 2021 in Franklin Grove, with a record number of vehicles participating.

The annual Lincoln Highway Heritage Festival in Rochelle, Illinois will be back this year, although with scaled-back activities. It will be one day instead of three, on Saturday, August 21 from 8:00 a.m. to 8:00 p.m., but it will feature the ever-popular Hub City Car Show in downtown Rochelle. See the Lincoln Highway Heritage Festival Facebook page for information: [facebook.com/lincolnhighwayheritagefestival/](https://facebook.com/lincolnhighwayheritagefestival/) or: [lhhfest.com/](http://lhhfest.com/).

The annual Geneva Concours d'Elegance will also return this year on Sunday, August 22 in downtown Geneva, from 10:00 a.m. to 4:00 p.m. Please see: [genevaconcours.net/](http://genevaconcours.net/) for information.

The Illinois Chapter is saddened by the loss of Ron Colson, who served on the Illinois Chapter Board, the Farming Heritage Board, and the LHA National Board as an At-Large Director #4. For drag racing enthusiasts, Ron Colson was a legend. He often signed autographs in Franklin Grove. He was a professional drag racer from 1961 to 1980. In the 1970s, he drove one of the most famous funny cars ever, the Chi-Town Hustler. Although retired as a driver, Ron continued in the drag racing business with his racetrack consulting firm. A regional television news program ran a story on his passing as part of the sports segment, which can be viewed here: <https://www.youtube.com/watch?v=6NKyuqa2PzQ>.

For Farming Heritage, a local non-profit historical association and owner of the H. I. Lincoln Building that houses our Lincoln Highway Interpretive Center, Ron was there at the beginning of the massive restoration of the building in 1996. Throughout Ron's three decades of volunteering for Farming Heritage, he could be spotted at events, especially making kettle corn to sell to raise money. He also hosted the music programs in the Lincoln Building on Friday nights.

For the Illinois Chapter, he was our liaison between the LHA and Farming Heritage, and our liaison to a tourism organization that ultimately folded. If



1999 Photo from Farming Heritage: Ron Colson, second from right, with Farming Heritage members: Jack Kelley, Steve Saathoff, Ken Wise, Roger Taylor, John Nicolson, Duane Paulsen, Ron Colson, and Delbert Schafer. Not pictured, Tony Schaneberg.

there was a misunderstanding or a squabble within or between the groups, Ron jumped into the fray as a mediator to get everybody refocused on the greater good. Despite his busy schedule with racetrack consulting, he was always at our Board meetings. Ron usually arrived a few minutes late, and ever the drag racer, he came with tales of driving to get to the meetings, at speeds way too high to print!

Ron was on our 2010 LHA Annual Conference in Dixon Planning Committee and for those of you who remember having lunch on the paddleboat on the Rock River in Oregon; he made those arrangements, among other work. For the upcoming LHA Annual Conference in Joliet, it is Ron's idea to have a car show with of course, some hot rods capable of doing some burnouts.

## Iowa

Dean Parr, State Director

Things are starting to look better in Iowa.

An unusual year has gone by with no face to face meetings due to Covid-19. This is a list of my activities.

- Participated in all but one of the national LHA teleconferences
- Attended all but one of the quarterly meetings of the Iowa Chapter online via Zoom
- Served as the membership coordinator for the Iowa Chapter (keep the mailing list up to date and print labels for the Iowa newsletter). This job is much easier now with Bob Beaudoin's frequent reports

on national members. Thank you Bob for your hard work in this necessary function.

- Prepared the quarterly Iowa LHA Newsletters for mailing (labels, stamps, send e-mail version to some, etc.)
- Supported the Iowa Chapter on various city, main street, byway, and Lincoln Highway Facebook pages

## Iowa Chapter Report

Things are looking much better in Iowa these days. Things are turning back to normal as Covid-19 cases drop and vaccines increase. The derecho damage is mostly cleaned up and new trees are being planted.

The April 10th meeting was a Zoom meeting. At this writing, we plan to meet in person in State Center on July 10th.

Travelers driving through Belle Plaine can discover a treasured legacy that has stood for more than four generations. In celebration, the Preston's Station Historic District and the Prairie Rivers of Iowa unveiled a new interpretive panel on May 1.



Mary Helen Preston and her husband Garry Hevalow shown here with the new interpretive panel telling the story of Preston's Station generational legacy.

Visitors viewing the panel will learn about the district's history and see the faces behind its 100 plus year legacy. "We are honored to be one the sites to have been selected to install an interpretive panel," says Preston's Station Historic District owner Mary Helen Preston, "This panel showcases four generations of Prestons that began in 1913 when my great grandfather followed the Union Pacific to Belle Plaine for work and while watching the Lincoln Highway be rerouted through the town."

A second panel features the Missouri and Mississippi Divide near Arcadia, Iowa along the Byway. The site marks the point where the water flows either east to the Mississippi River or west to the Missouri River. It





Mayor Lieschti and Barbara Hackfort the Carroll County Consul lift the cover while Reed Riskedahl Prairie Rivers of IA board president and Francie O'Leary former LHHB Byway Coordinator, both partially hidden, pull from behind unveiling the new panel.

was unveiled on June 10 during a ceremony featuring remarks from Arcadia's Mayor John Kevin Lieschti.

"The Great Divide Road Side Park symbolizes the importance transportation has played in shaping our small town and its unique geographic location," said Mayor Lieschti. "Arcadia's location along the Lincoln Highway has also played an important role in bringing travelers and people to our town." The town will be celebrating its 150th Birthday on Labor Day Weekend with a parade on Saturday, September 4.

These interpretive panels are part of a 10-panel project across Iowa funded in part by the Union Pacific Railroad Community Ties Giving Program and National Endowment for the Humanities through Humanities Iowa with a local match from the Burke Heritage Foundation.

Niland Café in Colo reopened May 14. Danny and Abi Wilson, long-time Colo residents, are the new managers and lease the site from Colo Development Group. The café closed in August 2020 due to Covid-19. The Wilsons have spent months renovating the café. Probably most noticeable will be the relocation of the Cadillac to the nearby gas station museum. Reed-Niland reopened (Fri, Sat, Sun) hours.

## Nebraska

Sarah Focke, State Director

Events along Nebraska's Lincoln Highway have resumed for summer 2021. You'll find concerts, farmer markets, car shows and everything in between. Unfortunately, Shelton's Lincoln Highway Festival & Car Show will not be held in 2021.

Duncan, NE is celebrating their Sesquicentennial celebration August 28-29. This community is most known for their original row of trees lining an old remnant of the route with an original Lincoln Highway post. Activities for the whole family to enjoy all weekend long. The LHA NE Chapter will provide a banner for them to display throughout the weekend.

Nebraska is lucky to have 8 Lincoln Highway communities included on the 2021 Nebraska Passport program. The Nebraska Tourism Commission began this program 12 years ago and only featured locations along Nebraska's Byways. It has now evolved to help travelers discover hidden gems located throughout Nebraska. The Nebraska Passport is special because it offers a wide variety of travel adventures, including museums, parks, restaurants, wineries, retail stores and more.

## Byway Update

In May, the Nebraska Lincoln Highway Scenic & Historic Byway received National Byway Designation. We are currently discussing statewide signage and potential grant funding. Additional byway business is being worked on such as board and volunteer recruitment and updating the newsletter.

I continue to attend Zoom meetings, recruit LHA members, answer emails and phone calls about the Lincoln Highway. I always find some new nuggets of information to learn!

## Utah

Bob Beaudoin, State Director

The Utah Chapter has been inactive during the COVID-19 year. A virtual meeting via Zoom was attempted in May, with only one member on the call. An in person event will be planned for later this year. The director has attended most of the director phone meetings.

## Nevada

Jim Bonar, State Director

Reported by Nevada Director Jim Bonar and Nevada Chapter President Cindy Ainsworth

## Annual Director Report

The Nevada Chapter practiced COVID-19 Pandemic protocols during 2020 and 2021. However, we were fortunate to have two events before the lockdown.

February 1, 2020 --- Membership business lunch meeting at Louis Basque Corner, Reno. We had a good turnout to discuss possible projects and events for 2020. Brian Suen contacted NDOT to ask for their

help in replacing sun faded Lincoln Highway signs across the state. This will be an ongoing project. (note, noticed that the Fernley sign by the railroad overpass has been replaced}. Other possible events and tours were discussed. (most will be carried over to 2021).

March 7th, 2020 --- Sparks Heritage Museum --- History of Camping in Nevada and the Sierra Nevada presented by Kim Roberts. This program was co-sponsored by the Nevada Chapter along with the Museum and featured highway history.

Vice-President of the Nevada Chapter, Brian Suen, maintained and updated our website during 2020. This included adding the useful LHA travel resources page.

Nevada Director Jim Bonar was busy during 2020 and 2021 promoting the Lincoln Highway through Nevada. Two of his Lincoln Highway presentations are now posted on You Tube and links are available on our Nevada Lincoln Highway website. The links are: <https://www.youtube.com/watch?v=kKSwpXQqknU> and <https://www.youtube.com/watch?v=ZsTC2aiawvo>

Jim also presented 6-8 Zoom programs for different associations that dealt with western history which included the Lincoln Highway. One program presented to the Comstock Historical Group focused on the highway's development around Lake Tahoe. Jim also gave tours which enabled him to point out various Lincoln Highway routes. One such Jeep tour through the Black Rock desert along the Applegate Trail featured some Lincoln Highway routes. Jim also highlighted Lincoln Highway sites around Lake Tahoe while touring with a group from Southern California; of course, emphasizing that the highway did not travel along the west side of the lake.

### **Chapter Report from Cindy Ainsworth**

The Nevada Chapter is still following pandemic protocols but hopes to resume membership meetings and programs soon.

The Lincoln/Victory Highways in Nevada --- An important development has taken place concerning the Nevada Department of Transportation (NDOT) and the Nevada State Historic Preservation Office (SHPO). The Cultural Resources office of NDOT has completed what is known as the National Register of Historic Places (NRHP) Multiple Property Documentation Forms (MPDF) for the Lincoln and Victory Highway across Nevada. These provide the historic context statements of the overall development of the Nevada

segments of the Lincoln and Victory Highway.

A NDOT press release stated that "With the completion of this five-year project, the NDOT Cultural Resources team has set the standard for work conducted from the California state line to the Utah state line, not only for NDOT but for every federal agency and Cultural Resources contractor working in the state of Nevada, resulting in money savings and significant time savings moving forward." This is a significant development also for the Nevada Chapter as it will make working with NDOT much easier when for instance we need to identify significant Lincoln Highway sites or routes when marking the highway with new signage or interpretive plaques.



Eastgate Station located on the Carroll Summit route and is included on NDOT's nomination form for possible National Register of Historic Places consideration.

More importantly, as the result of this documentation, the SHPO has concurred on two of NDOT's national register nominations and the submitted determinations of eligibilities on many segments of these highways. The SHPO concurred that 1.) Carroll Summit Roadbed Segment nomination --- that the "17.5 mile segment of the Lincoln Highway that extends from Eastgate at the western terminus and an unnamed road 0.4 miles east of Campbell Creek Ranch at the eastern terminus should be nominated. The nomination contains three contributing resources: the road segment, the Carroll service station and a complex of buildings at Eastgate." 2.) Victory Highway Pequop Summit Roadbed nomination --- "for a 3.2 segment of the Victory Highway that extends from approximately 0.5 miles southwest of the maintenance station at Interstate 80 exit 376 to the top of Pequop Summit in the vicinity of Oasis.



As of this writing, NDOT is still working with the SHPO on the two nominations which will hopefully be submitted to the National Park Service's officials for their review as possible National Register of Historic Places candidates.

If you would like read the MPDFs here are the links: MPDF\_LincolnHwy Carson to Utah.pdf and MPDF\_VictoryHwy.pdf

## California

Neil A. Rodrigues, State Director

### Meetings

- **July 10th, 2021 - LHA CA Chapter Summer Meeting, "Meeting on the Highway."** The California Chapter held this meeting for everyone "in person" at a location surrounded by the original Lincoln Highway alignment pavement section of Old Bass Lake Road in the Eldorado Hills, located just east of the historic Lincoln Highway town of Clarksville. Moe Mohanna offered his event center, which is situated on a hill, facing west, overlooking the Sacramento Valley. Moe also offered his facilities at no cost and catered a lunch buffet for our organization. Thank you Moe! Many members showed up and presentations of poster boards and video documentaries were shared. For all of Moe's generosity and interest in the Lincoln Highway, The California Chapter awarded Moe with an honorary membership to the Lincoln Highway Association. Moe was touched...



Mohanna Event Center on Old Bass Lake Road, Eldorado Hills, CA

### Chapter Board Member Reports

#### 1. Chapter President Joel Windmiller

- In May Joel traveled to San Francisco to inspect and clean the Western Terminus Marker [#2436] which stands in Lincoln Park near the Palace of the Legion

of Honor building. This marker is one of the most photographed Lincoln Highway markers along the entire route from New York to San Francisco.

- Joel contacted the City of San Francisco Public Works and Parks Department and Muni Transportation regarding the 1928 marker [#2432] at the bus stop on California Street between 14th Street and Park Presidio Blvd. in efforts toward maintenance of the marker for cleaning and painting plus set up a way to protect the marker from tagging or damage. LHCA Chapter was given permission to maintain the marker. Efforts are still being made to protect the marker. Updates to follow.
- LH Enthusiasts Gene Rabel and his wife began a cross country road trip in early 2021 starting in New York. Their goal was to search for as many Lincoln Highway concrete markers, original or replica, posted along the route. The met and spoke with hundreds of people during their trip. On May 17th Gene stopped by Joel's residence in Sacramento to discuss his interesting trip and the highway's history.
- Pending updates from Kevin Shawner regarding status of "Lincoln Highway" Byway in California. Kevin has been diligently trying to contact California State Assemblyman Carlos Villapudua 13th District [Stockton] for efforts to bring this to fruition.

#### 2. Chapter Vice President/Signage Director/Traveler Magazine Editor, Chapter Historian & LH National Board VP, Trey Pitsenberger:

- Trey is working with the LHA National Marketing Committee on our social media for both national and state. The LHA has a Twitter, Instagram, and Facebook pages as well as a blog for National, while the state has two Facebook pages. Hopefully, this increased visibility will result in increased membership numbers.
- Trey is still working on getting Placerville and Folsom areas signed. Working with his wife Monica, they continue to erect signage in El Dorado and Placer Counties. Trey will be expanding signage efforts to other needed sections of California.
- Trey mentions that editing the California chapter newsletter, The Traveler, is great fun, but challenging at times. Trey explains his admiration for the work that our former newsletter editor Gary Kinst accomplished grows with each new edition.
- Trey contributed an article for the Spring issue of The Forum titled, "TC Wohlbrück and his Canteen Service Stations."

- At the Summer, July 6th LHA National Board Teleconference, Trey was elected LHA National Board Vice President. This VP position has been vacant for many years. Trey explains his contribution goal to the association is to increased public visibility, and efforts toward an ever-increasing membership base. Trey is honored and thanks the LHA National Board for his appointments.

#### **Mapping – Mapping Cartographer and Route Identification – Paul Gilger**

- Paul Gilger and LHA Tour Coordinator and Trading Post curator Jim Cassler, continue to work on planning the 2022 Lincoln Highway “Eastern Tour”, from New York City to Joliet, Illinois, and coincide with the timing of the 2022 LHA Conference.

### **Director at Large #3**

Ed Kozak

As we are edging closer to the LHA National Conference in Joliet in June of 2022, allow me to offer some personal gems that I recommend a visitor to Chicagoland should see as part of their stay.

- 1 The world’s largest stained glass window is located within Resurrection Catholic Cemetery in Justice, IL. Impressive from the outside and simply gorgeous on the inside, you can chronologically follow the Bible stories it artistically depicts by going around the 2nd floor clockwise, and then the 3rd floor clockwise. And be on the lookout for the famous Resurrection Mary, the ghost who haunts Archer Avenue, which the mausoleum overlooks.
- 2 The Morton Arboretum (MA) and the Garfield Park Conservatory (GPC) are both top-notch. The MA is located off Interstate 88 in suburban Lisle, IL. Its manicured lawns and pathways are a sensory delight. The GPC, located in Garfield Park in Chicago, is one of the largest greenhouse conservatories in the United States, according to Wikipedia. Constructed between 1906 and 1907, the GPC was designed by Jens Jensen. Immaculately maintained and preserved, both of these special enclaves are both beautiful and calming at the same time.
- 3 Bahá’í Temple is found in Wilmette, IL a few yards from Lake Michigan, and not far from the Chicago Botanic Gardens. Formally known as the Bahá’í House of Worship, it is the second Bahá’í House of Worship ever constructed, and is the oldest one still standing. It is one of eight continental temples,

constructed to serve all of North America. The grounds are a joy to walk, and the architecture is, in one word, amazing.

- 4 The Rialto Square Theatre in downtown Joliet, IL is another feast for the eyes. Originally designed as a vaudeville house, this is an active theatre that is thriving. Designed in the Neo-Baroque style, it is considered to be one of 150 great places in Illinois, as so chosen by the American Institute of Architects. The theatre opened in 1926. We hopefully will tour this venue in 2022 as part of the National Conference.
- 5 The Naperville Riverwalk in Naperville, IL, with all due respect to San Antonio, is my favorite riverwalk anywhere. Home to a whole bunch of great restaurants and trendy bars, this 1.75 mile path is a happening place, and a on warm summer’s night this area is jumping, and there’s an electric feel in the air. Do not miss the excellent artwork and sculptures, and also check out the Millennium Carillon in Moser Tower when you are strolling alongside the meandering West Branch of the DuPage River.

### **Secretary/Treasurer Annual Report**

John Jackson

For the Twelve Months Ending May 31, 2021

Following is an account of my activities during the previous 12 months:

- Served as National Treasurer.
- Served as National Secretary until December 31, 2020.
- Submitted compilation of Official Minutes to the University of Michigan, Lincoln Highway Special Collections Center, for the period of my Secretarial duties from June 22, 2015 until October 27, 2020.
- Continued to process applications for the Bernie Queneau Lincoln Highway Coast-to-Coast Recognition Award. There were fewer applications due to Covid-19 restrictions on travel.
- Participated in LHA Board of Directors teleconferences held in October, 2020, January and April, 2021. I Issued the Minutes for the October, 2020 meeting. No Annual Conference held this year.
- Worked with Jimmy Lin, Bob Beaudoin and Trey Pitsenberger to effectuate the installation of an automated payment process for dues and donations on our website.
- Created a new layer on our website Google Maps



feature to identify RV Campground sites located near the Lincoln Highway, in association with Paul Gilger and Jimmy Lin.

- Administered the grant program for state signage expenditure requests.
- Effectuated reductions in our cost structures in response to reduced gross income realities.
- Attended remote meetings of the Indiana and California LHA State Chapters.

- Wrote articles that appeared in four issues of The Forum.
- Participated as a member of the LHA Marketing Committee.
- Handled numerous inquiries off our lincolnhighwaycenter.com email account many of which involved foreign residents and prospective new members.

## Announcing the 100th Anniversary of the Good Roads Triangle Tour Jubilee



**October 4, 1921** That was when a reported 6,300 cars and 30,000 people convened at Caledonia park to celebrate a modern marvel, the completion of a 113 mile triangle of beautiful new concrete highway going from Harrisburg to Gettysburg, then on the Lincoln highway to Chambersburg, then to Carlisle and back to Harrisburg.

**October 3, 2021** We will be commemorating the 100th anniversary of the huge picnic and elaborate pageant/parade showcasing the history of transportation. Watch @lhapachapter on Facebook for more details.

York county consul Tom Davidson has created a new corporation to promote our beloved road

<https://www.lincolnhighwaypa.com/>



Macadam road between Sacramento and Stockton , California

Photo courtesy of the Lincoln Highway Digital Image Collection, University of Michigan.

# FUEL UP AT Kishman's IGA

*while driving the Lincoln Highway  
in Northeastern Ohio*



**Kishman's IGA & Gas n' Go**  
**330.868.7727**

*On the Lincoln Highway — in Minerva, Ohio 44657  
A full service one-stop shopping experience!*

## Harrison County Historical Village & IOWA WELCOME CENTER



*So Much More Than Cars!*



OVER 40  
CLASSIC CARS  
AND A GREAT  
LINCOLN HIGHWAY  
EXHIBIT



OPEN 7 DAYS  
10:00-5:00

**123 6<sup>TH</sup> ST. S.W. CANTON OHIO 44702**  
6 blocks south of the Lincoln Highway  
**330.455.3603**

[www.CantonClassicCar.org](http://www.CantonClassicCar.org)

Please help make this historic publication continue to grow with your articles, photos, trip reports and letters. We value your suggestions and opinions, so let us know what we're doing well and where we might be falling short.

If you have an idea for an article but don't know where to start, we'll help. If you have idea for an article and it is in need of an author or research, let us know.

This organization is overflowing with folks who know the Lincoln Highway and where to look for records, photos and information that may have been hidden away or overlooked for years.

Thank you

### **Membership Questions, Address Changes or Corrections:**

Contact Membership Secretary Bob Beaudoin  
[membership@lincolnhighwayassoc.org](mailto:membership@lincolnhighwayassoc.org)

### **For Back Issues of The Lincoln Highway Forum:**

Contact Tourism HQ or LH Trading Post [info@LHTP.com](mailto:info@LHTP.com)  
\$7.50 each for non-members,  
\$2.00 for members, plus postage.

A comprehensive index of titles and content items is available on our website at [lincolnhighwayassoc.org](http://lincolnhighwayassoc.org). Click on the heading "The Forum"

### **Direct submissions to The Lincoln Highway Forum to:**

Editor: [forum@lincolnhighwayassoc.org](mailto:forum@lincolnhighwayassoc.org)

### **LHA Website:**

[lincolnhighwayassoc.org](http://lincolnhighwayassoc.org)



## LHA Life Memberships

A Life Membership in the Lincoln Highway Association offers numerous benefits while greatly assisting the organization. The cost is \$1,000 ~ please contact any director for more information. In the list below, any number marked as reserved indicates an individual who has made payment toward a Life Membership.

1. In Memory of Harry Monnier
2. In Memory of Merrit R. Marks
3. Henry Bourne Joy IV
4. In Memory of Robert C. Noble
5. In Memory of Darrel D. Hansen
6. Ruth Frantz, and In Memory of Clare Frantz
7. Jim Powell, CPA
8. Bob and Joyce Ausberger
9. In Memory of W. Earl Givens
10. Timothy S. Belden (Canton Classic Car Museum)
11. Anthony Fisher
12. Howard Stovall
13. Judy Lutzi, and In Memory of Tom Lutzi
14. In Memory of Cecil A. Reed
15. Jean Babb
16. Jean Thorson
17. Lyell O. Henry, Jr.
18. Village of Plainfield, Illinois
19. Michael Gully
20. Jim and Lil Ranniger
21. Leah Stinchcomb and In Memory of Ray Stinchcomb
22. Village of Ashton, Illinois
23. Russell S. Rein
24. Allen I. Koenig
25. Jim and Karen Cassler
26. In Memory of Gregory M. and Kathy Franzwa
27. Village of Matteson, Illinois
28. John and Stephanie Harmon
29. Mike and Cindy McNaul
30. Michael and Tamara Buettner
31. Tom and Margaret Bath
32. Van and Bev Becker
33. Tom Lockard, and In Memory of Mary Lou Lockard
34. Bill Arick and Jan Shupert-Arick
35. Bob Lichty and Rosemary Rubin
36. Alfred Pfingstl
37. Rann R. Schultz
38. In Memory of Bernie and Esther Queneau
39. Joe Nardone
40. Lee and Jane Whiteley
41. James C. Loomis
42. Bernie and Betty Heisey
43. Stan Paher
44. Mark and Trace Workman
45. Jerry and Sue Peppers
46. Leon and Kathy Schegg
47. In Memory of Dorothy B. Scott
48. David A. Bohn
49. Mark Walton
50. Jay Banta
51. Geno Oliver
52. Wayne and Esther Silvius
53. Sue Jacobson and In Memory of Carl Jacobson
54. Mr. and Mrs. Michael Dopheide
55. Ralph Spelbring
56. Jeff and Carol Blair
57. Dennis Gibson
58. Paul Walker
59. Joseph C. Buono
60. Robert A. Woolfitt and In Memory of Shirley Woolfitt
61. James Lin
62. Adrienne Dieterich and In Memory of Bob Dieterich
63. Beryl Beckett
64. James E. Blackwood
65. Daniel Neff
66. Scott and Montaput Miner
67. Kearney Visitors Bureau
68. Elliot and Barbara Ofsowitz
69. Paul Gilger
70. Michael E. Curtis and Sharon Stover
71. John Peters and In Memory of Vicky Peters
72. Leo G. and Anne Phillips
73. David A. and Janice Swanson
74. Mike and Nancy Hocker
75. David Allen
76. City of Rancho Cordova, Calif.
77. Charles Nila
78. Jackie Lee and In Memory of David Lee
79. Gary Phelps
80. Cece Otto and Dan Wiencek
81. Neil A. Rodrigues
82. William A. and Linda von Tagen
83. Lenore Stubblefield and In Memory of Bob Stubblefield
84. Mary Crosby and Richard Greene
85. Paul and Mary Slater
86. Reid and Norma Williamson
87. Jess and Nancy Petersen
88. Charlie and Claudia Wigglesworth
89. Thomas and Cheryl Cardoza
90. John & Janet Pilarowski
91. W. G. Hohlt
92. Gene and Kay L. Rabel
93. Phillip N. and Natlie Elum
94. R. Peggy Nelson
95. Chris and Julia Tollafield
96. Thelma Riehle
97. Dean R. and Jeannie Parr
98. Frederic D. Levental
99. Robyn Burnham and C.W. "Bill" Wilcox
100. Jeff and Abigail Stonesifer
101. Frank Gifford
102. Jennifer Morrison
103. Joel Windmiller
104. Paul and Pam Lintern
105. Pete Lombardi
106. Rex and Shelley Martin
107. Lorna Hainesworth
108. John E. Minitier



## Advertising Rates

All rates per issue except as noted

Full Page	7-1/2 x 9-1/2"	\$300
Half Page Horizontal	7-1/2 x 4-5/8"	\$160
Half Page Vertical	3-5/8 x 9.5"	\$160
Third Page Horizontal	7-1/2 x 3"	\$110
Third Page Vertical	2-5/8 x 9-1/2"	\$110
Quarter Page	3-5/8 x 4-5/8"	\$85
Eighth Page (Business Card)	3-5/8 x 2"	\$40*

\* Requires 1-year contract (4 issues)

Contact the Lincoln Highway Trading Post  
for advertising information and placement  
(330) 456-8319 or LHTP.com

## Lincoln Highway Forum Index Updated

LHA Life Member Jess Petersen recently updated his comprehensive index of the Lincoln Highway Forum through the Vol. 28, No. 1 (Fall 2020) issue.

This is his third update of the index and represents a spectacular, ongoing effort on his part. The most recent changes include an update to the format of the headings which makes searching easier.

The Index link is located here:

[lincolnhighwayassoc.org/forum](http://lincolnhighwayassoc.org/forum)

## Submitting Articles and Images to The Lincoln Highway Forum

If you have material that you would like to contribute to the Forum, we welcome your submissions. These guidelines should help:

- Text should be in plain text .TXT files or Microsoft Word (.DOC or .DOCX).
- Preferred image file types are .JPG, .PNG, .TIF and .AI.

Resolution of photos should be as high as possible to allow resizing and good reproduction. Ideally, that is 300dpi (dots per inch) at the

final printed size, but less will do. Please include captions and photo credits as well. Numbering the photos also helps get them in the right spots.

- If you have a composed, formatted document, it is best sent as a PDF file. Please avoid EML and PUB files since they do not convert well to our journal page-building software. If you have any questions, please contact the Editor, Jay, at [forum@lincolnhighwayassoc.org](mailto:forum@lincolnhighwayassoc.org) or (562) 760-1999.

## LINCOLN HIGHWAY ASSOCIATION MEMBERSHIP APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Preferred Phone to be Reached \_\_\_\_\_

Email \_\_\_\_\_

### CREDIT CARD INFORMATION



☐ VISA



☐ MasterCard



☐ Discover

m/m y/y

\_\_\_\_

Exp. Date

Name as it appears on card: \_\_\_\_\_

Cardholder address, if different from above: \_\_\_\_\_

Card Number: \_\_\_\_\_ PIN: \_\_\_\_\_

Date \_\_\_\_\_

☐ Student \$25

☐ Individual \$45

☐ Nonprofit org. \$45

☐ City/Co/State Gov't \$45

☐ Family \$60

☐ Supporting \$75

☐ Business \$75

☐ Patron \$150

☐ Corporate \$150

☐ Life \$1,000 or more

☐ Donation (in addition to your dues)

\$ \_\_\_\_\_

☐ New Member

☐ Renewal

### State Affiliation:

Members who live in Lincoln Highway states are automatically members of that state's chapter. Dues for additional chapter memberships are \$9 per year per state. Mark the appropriate box below:

☐ NY ☐ IN ☐ NE ☐ UT

☐ NJ ☐ IL ☐ CO ☐ NV

☐ PA ☐ IA ☐ WY ☐ CA

☐ OH-WV ☐ At Large



This association is exclusively charitable and educational within the interpretation of Section 501(c) of the Internal Revenue Code.

Please Remit payment to:

Lincoln Highway Association • PO Box 1326 • Delaware, OH 43015



# LINCOLN HIGHWAY ASSOCIATION LEADERSHIP

(Note: the email addresses list their prefix only, be sure to add lincolnhighwayassoc.org when corresponding)

## OFFICERS

### President

Kay Shelton Kozak  
493 Bradford Pl.  
Bolingbrook, IL 60490  
(815) 751-2887  
president@

### Vice President

Trey Pitsenberger  
4665 Marshall Road  
Garden Valley, CA 95633  
(530) 334-6040  
vice.president@

### Secretary

Ernie Schirmer  
P.O. Box 6429  
Lawrenceville, NJ 08648  
(609) 895-1611  
secretary@

### Treasurer

John Jackson  
P.O. Box 1326  
Delaware, OH 43015  
(740) 990-9789  
treasurer@

### Executive Advisor

Jesse Petersen  
56 Benchmark Village  
Tooele, UT 84074  
(435) 882-6581  
exec.advisor@

### Field Secretary

Russell Rein  
522 Maulbetsch St.  
Ypsilanti, MI 48197  
(734) 434-2968  
field.secretary@

## BOARD OF DIRECTORS

### New York [2023]

Jerry Peppers  
85 Brite Ave.  
Scarsdale, NY 10583  
(212) 858-1205  
(212) 858-1500 (f)  
ny.director@

### New Jersey [2022]

John Hallanan  
111 Gifford Ave.  
Jersey City, NJ 07304  
(201) 451-1818  
nj.director@

### Pennsylvania [2022]

Jeff Stonesifer  
1079 Bon-Ox Rd.  
Gettysburg, PA 17325  
(717) 654-2463  
pa.director@

### Ohio [2023]

Scott Little  
10339 Columbus Grove Rd.  
Bluffton, OH 45817  
(419) 296-5565  
oh.director@

### Indiana [2022]

Joyce Chambers  
18120 Chipstead Dr.  
South Bend, IN 46637  
(574) 272-5374  
in.director@

### Illinois [2024]

Eric Schoenfeld  
252 Foster Drive  
Oswego, IL 60543  
il.director@iowa [2023]  
Dean Parr  
2761 Bever Ave. SE  
Cedar Rapids, IA 52403  
(319) 366-0552  
il.director@

### Nebraska [2023]

Sarah Focke  
P.O. Box 607  
Kearney, NE 68848  
(308) 627-5224 (c)  
ne.director@

### Wyoming [2024]

Gregory Hasman  
1029 S. Gurley Ave., Apt. A  
Gillette, WY 82716  
(307) 362-3736  
wy.director@

### Utah [2024]

Bob Beaudoin  
5435 S. Riley Lane  
Murray, UT 84107  
(801) 262-6045  
(801) 243-7068 (c)  
ut.director@

### Nevada [2024]

Jim Bonar  
PO Box 18118  
Reno, NV 89511-0118  
(775) 851-0107  
nv.director@

### California [2024]

Neil Rodrigues  
1136 Capri Drive  
Campbell, CA 95008  
(408) 374-6288  
ca.director@

## AT LARGE DIRECTORS

David Allen, #1 [2024]  
1026 Woodson Hammock Circle  
Winter Garden, FL 34787  
(760) 435-1418  
at.large.director.1@

Warren White #2 [2023]  
3487 San Mateo Circle  
Reno, NV 89509  
(775) 322-4525  
at.large.director.2@

Ed Kozak #3 [2024]  
493 Bradford Pl.  
Bolingbrook, IL 60490  
(630) 235-6394  
at.large.director.3@

Bill von Tegen, #4 [2023]  
1114 N. 7th  
Boise, ID 83702  
(208) 345-1728  
(208) 334-4139 (w)  
at.large.director.4@

## SUPPORT

### Membership Secretary

Bob Beaudoin  
5435 S. Riley Lane  
Murray, UT 84107  
(801) 262-6045  
(801) 243-7068 (c)  
membership@

### Interpretive Center

136 N. Elm St. / P.O. Box 308  
Franklin Grove, IL 61031  
(815) 456-3030  
tourism.hq@  
Open for Traveling Season,  
April to October. Please call  
ahead for hours of operation

### Contributing Historian

Kay Shelton Kozak  
493 Bradford Pl.  
Bolingbrook, IL 60490  
(815) 751-2887  
president@

### National Mapping Committee Chair

Paul Gilger  
530 Juilliard Park Drive  
Santa Rosa, CA 95401  
(707) 528-7787  
map@

### LHA Forum Editor

Jay Lawrence  
530 Ohio Ave.  
Long Beach, CA 90814  
(562) 760-1999 (c)  
forum@

### Merchandiser/Publisher

Lincoln Highway Trading Post  
P.O. Box 6088  
Canton, OH 44706  
(330) 456-8319  
info@LHTP.com



**"A CONTINUOUS CONNECTING IMPROVED HIGHWAY  
FROM THE ATLANTIC TO THE PACIFIC"**