

THE LINCOLN HIGHWAY FORUM

VOL. 30, NO. 3 • SPRING 2023



A Most Unusual Lincoln Highway Trip
Seedling Miles • The journey IS the destination!
Remnants of Original Lincoln Highway Visible Along Mount Dallas Historic Trail
A Lifelong Railfan takes on the Lincoln Highway
They're Talking About the Lincoln Highway

THE OFFICIAL JOURNAL OF THE LINCOLN HIGHWAY ASSOCIATION



Concrete construction under way in central Iowa – 1915

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



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 the 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.



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Spring 2023

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Front Cover: September 2nd Signs – Grand Mounds, Iowa. From Tim Donovan's story on page 3, *A Most Unusual Lincoln Highway Trip*
Photo courtesy of Tim Donovan

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President's Message

By Kay Shelton Kozak

If you are like Ed and I, every copy of *The Forum* is something to keep for years. The LHA knows from feedback from members that “The Forum” is one of the most important rea-

sons why people join and renew their LHA memberships. The handy topical indexing that Jess Petersen created which can be found here: lincolnhighwayas-soc.org/forum/ increases the value of having copies of *The Forum* available for future reference. After a while, materials accumulate, and Ed and I recently had bookshelves installed in our house so that we can organize our books and materials. Thankfully for *The Forum*, the Lincoln Highway Trading Post anticipated LHA members hanging on to copies of our journal and they created binders that hold *The Forum* years ago. I finally ordered some binders, and they arrived with easy to use wires that slipped into the middle of the journal volumes and attached into the binders. We now have our copies arranged in order, and they are no longer in various boxes all over the house.

Related to keeping materials organized, I previously worked in a library and archives. I gave presentations to local public libraries and historical societies about how people can help preserve their personal collections of family records and memorabilia. If you have your own collections of Lincoln Highway-related materials, below are a couple of tips to help preserve your documents.

For newspaper articles, in contrast to *The Forum* which is printed on great (but expensive) paper made to last, newsprint is cheaply made in bulk and newspapers are not made to last. There is quite a bit of acid in the newsprint making process that stays trapped in the paper and it can turn yellow over time. Whenever possible, make a photocopy of any newspaper article

that you want to keep. Photocopy paper has far less acid compared to newsprint. Also, store any original newspaper articles in between other regular paper to reduce the acid from spreading to other items. If you make clippings of newspaper articles, be sure to keep the names of the newspapers and the dates of publication on or with the clippings for future reference.

For the old style fax paper used in fax machines popular decades ago, the ink fades rapidly. Faxes printed on photocopiers will generally last as long as photocopies. But any faxes made from older fax machines of the past, the ink fades after just a few years. Any faxes from fax machines need to be photocopied for preservation purposes.

For regular photocopies or printed materials, the acid content is generally far less compared to newsprint. But after many years, paper clips and staples rust and become quite nasty. I am up to date on my tetanus vaccination (once every ten years) and I removed thousands of staples and paper clips off documents, including the rusty ones, over the years. Paper easily tears with regular quick yanking off paper clips and staples, damaging the documents. Staples can be

removed more safely, however, using two steps. First, loosen the staple from the back two prongs with a staple remover, slowly. Second, once the staple is loosened from the back, then remove the staple from the front. For paper clips, instead of sliding them back off which can damage paper, they can be removed slowly and carefully. The two halves of paper clips can be opened up from both sides to loosen them up so the ends do not tear the paper when removing them. Documents without staples and paper clips can be stored in folders.

Lastly, please continue to tell your friends and family about the LHA, and do not forget to tell your local library about this journal and other books available about the Lincoln Highway. I hope to see many of you in California soon!



A Most Unusual Lincoln Highway Road Trip

By Tim Donovan

My hometown may have been named for the nation's third president, but it was defined by the sixteenth – or at least sixteen's namesake highway. Lincoln Way was main street in Jefferson, Iowa. A canopied thoroughfare that fronted the Carnegie Library, the Maid Rite, the county courthouse attended to by a larger-than-life bronze statue of the Great Emancipator, and, eventually, the fairgrounds and the cemetery. At the edges of town, Lincoln Way became Highway 30, the road to anywhere important east or west. In my early adolescence it became "Old 30" to distinguish it from "New 30" that now bypassed the town. No matter the iteration, Lincoln Way defined Jefferson.

As kids, we learned that the Lincoln Highway was the first transcontinental highway without really having any context for what that meant. Over time, I noticed, curiously, the next county seat to the west also had a street named Lincoln Way and when I left home for college 40 miles to the east, I discovered Iowa State University was bounded by Lincoln Way. And as my travels widened, I found myself on streets named Lincoln Way when visiting my college roommate in Wooster, Ohio and, again, visiting a cousin in Coatesville, Pennsylvania. And the same to the west, while looking for a place to eat in Cheyenne, Wyoming and as I walked from the Japanese Gardens in San Francisco's Golden Gate Park. I was finally getting it. As transcontinental highways went, the Lincoln Highway beget US30 beget Interstate 80.

After a life and career away from the Midwest, I thought that, on retirement, I wanted to return to Iowa for a long visit with people and places of my youth. Eventually that became the idea of walking across the

state on the route of the original Lincoln Highway. Talking with a childhood friend after his walk of the Camino de Santiago, the ancient pilgrimage route of Spain, he asked "did you ever do your walk across Iowa? I'd do it with you." And so, TOGWAI was born – Two Old Guys Walk Across Iowa.



The modern reference for traveling is sealed in a car at speeds approximating a mile a minute. So, it takes a while to wrap one's head around the notion of extended travel at only three miles per hour. When told that a good place to eat or sleep is just a couple miles out of the way, we don't even consider that a minor inconvenience when driving – it's another matter entirely when that means walking two extra hours. For

old guys, predictable places to eat and sleep were going to be really important. As it turns out, the railroad plays a role in this part of the equation.

In 1867, the Chicago & North Western was the first railroad to connect with Union Pacific at the Missouri River. The laying of the main trunk from Chicago to Council Bluffs defined the settlement of the central swath of Iowa. Steam engines needed a water tower every ten miles. That water tower had to be tended – consequently a town grew every ten miles along the rail line. The Lincoln Highway across Iowa closely parallels the C&NW (Union Pacific since 1995) often only a few yards apart. When you look at a map of the Lincoln Highway across Iowa, you'll note that it passes through a town every ten miles – maybe a good sized county seat or one with a small business district or just a cluster of houses. By and large, walking from one small town to the next and finding lodging defined our daily walks which ranged from 10 to 25 miles.



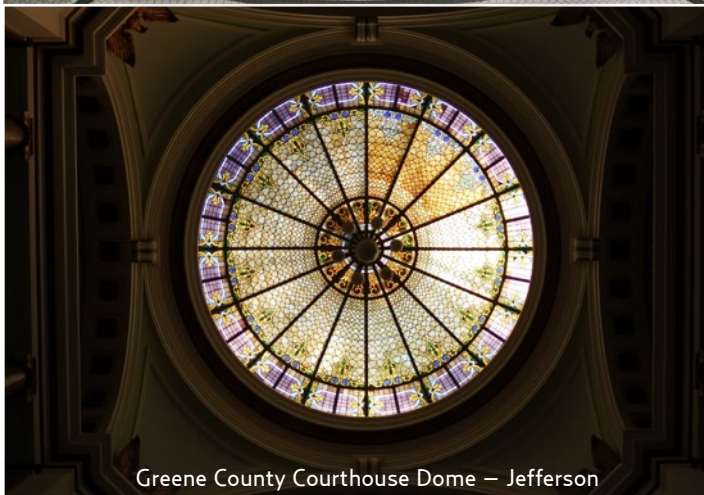
Clinton County Courthouse



Harrison County Courthouse – Logan



Greene County Courthouse Mosaic – Jefferson



Greene County Courthouse Dome – Jefferson



Harrison County Courthouse – Logan

On the morning of September 1, 2018, armed with *The Lincoln Highway – Iowa Map Pack* and our “buggy” (three wheel baby jogger carrying our gear), Rich Stream and I wound our way through Clinton, Iowa, climbing out of the Mississippi River valley for our first day of 24 miles. Thirty days, 397 miles, and

a million steps later, we crossed the Missouri River over the Bob Kerry Pedestrian Bridge from Council Bluffs, Iowa to Omaha, Nebraska. We had experienced Iowa and its Lincoln Highway as few have and, in the effort, nourished our souls.

Here are a few highlights from along the way:

Stunning Courthouses

The courthouses of three Iowa counties listed in the National Register of Historic Places are fronted by the Lincoln Highway. Each is worthy of a leisurely visit for its history, architecture, and décor. The Clinton County Courthouse in Clinton is stunning in its Romanesque style built in 1897 of red sandstone and granite with a clock tower faced with copper. The Greene County Courthouse in Jefferson features a central rotunda from basement through the roof. At its base, a 14-foot mosaic tile reproduction of the Horn of Plenty county seal; at its top, a stained glass dome. The Harrison County Courthouse in Logan, one of the state's smallest county seats, is less grand on the exterior but magnificent in its interior. The rotunda is richly appointed with tile floors, marble columns, and historic murals.

Lincoln Highway Museums

We came across three small museums dedicated, at least in part, to the Lincoln Highway. We know there are others, but these three aligned with our steps. In the east, the Lisbon History Center on Main Street in Lisbon has a whole section dedicated to the Lincoln Highway with great information about the Boy Scout Markers. In addition to its extensive collection of Lincoln Highway memorabilia, the Iowa Lincoln Highway Association Museum in Grand Junction features an interactive outdoor display on the history and construction of the highway. The Harrison County Historical Village and Iowa Welcome Center near Missouri Valley features exhibits reflecting the Native American and pioneer past of the region, chronicling the Lincoln Highway, and introducing the unique Loess Hills region.

The Thing About Walking

At three miles per hour, the senses refocus. We stopped seeing the by-ways and begin to hear them, smell them and touch them. On the US30 portions of route, vehicles were a primary focus – but even then, sound became more important. We waved at tens of thousands of oncoming cars and trucks with fewer than a handful showing any disrespect. But know that US30 is less than a quarter of our route. The majority is gravel or paved county road that the locals referred to variously as “Old 30” or Lincoln Way. On those segments everything slowed down and we could watch the fall harvest emerge, witness that varying state of barns and farms, and make up origin stories about the detritus found roadside.

Lack of lodging forced us, on a couple of occasions to get a ride to our previous night's location and another back to drop us where we left off. We referred to one



Lisbon Museum – Lisbon



With Thomas Jefferson



With Joyce Aussenburger at Iowa Lincoln Highway Museum, Grand Junction

such occasion as “An Old Guy Walks into a Bar.” We had just finished an 18-mile day in State Center and needed to get another 15 miles to Nevada for a two-night lodging. Oops, no ridesharing services or even taxis anywhere nearby. Leaving Rich with the buggy, I walked into the Road Hog's Bar with intent of asking if anyone wanted to make thirty bucks...except the place



September 2nd signs – Grand Mound, Iowa



Porch sign – Calamus

is empty. The owner asked “how can I help you?” We’re walking across Iowa on the Lincoln Highway and need a ride to Nevada. “Isn’t that cheating?” Not if we get a ride back in the morning. Long story short, he was intrigued and offered to find us a ride. So we sat in Road Hog’s for a good hour sharing stories about travels, then loaded our gear into his car, got a guided tour of the three routes the Lincoln Highway has taken through State Center and headed to Nevada.

Friends often offered to shuttle us... “no big deal, its only twenty minutes” which, in our heads translated to six hours. While it was a bit disconcerting to cover that same route at 60 miles per hour, it gave us an appreciation for how much more we were experiencing in our mode of travel.

When you walk the 30 miles across a county over two days, you get seen by folks multiple times during the course of their normal travel. On many occasions,

someone would stop and say, “I saw you yesterday at the Café in town, then this morning sitting in the shade back a ways, and now for the third time. I’ve just got to know what it is you’re doing.” The answer was usually followed by “Cool.”

Memorable Stretches

Over the course of 24 days of actual walking, there was not a day without something memorable. That said, here are a few that stand out.

Walking through the little town of Calamus and ready for a break, we encountered a house with a sign that said “Come Sit on Our Porch” with rockers and all. No one was home; still we accepted the invitation and took a load off – such hospitality. A year later, I drove our walking route in reverse from Jefferson to Clinton. Again, I stopped in Calamus, this time for a chat with that very porch owner who, of course, knew nothing of our rest.



Entering Dunlap
Photo used with permission
Denison Bulletin and Review



Barn – Chelsea Road



Bridge out – Wheatland



Farmyard Art – Chelsea Road



Road to Dunlap
Photo used with permission
Denison Bulletin and Review



Tim with the downed sign – Logan



In the mud – Logan

Perhaps our most serene day was on a Sunday after a tense Saturday walk on US30, the main route of travel for fans headed to the that day's Iowa State – Iowa football game. A good part of Sunday's walk from Belle Plaine to Tama was on the Chelsea Road – a now sleepy county road section of the original Lincoln Highway. We really loved these sections, not just due to fewer and slower cars, but for the beauty that flourishes in their isolation – barns in various states of ruin, farm yard art, and halting for a good half hour when we came upon several stands of a particular grass whose

flower was luminescent in the low fall sun. Often, just as we'd hit our first "wall" about 2/3 through a day's walk, we'd turned a corner to find the perfect place to sit, eat, and rest. On this day it was the Otter Creek Marsh Wildlife Preserve where Iowa Department of Natural Resources has placed a lovely observation deck – right where we needed it.

Over the course of the month, we discovered that the only people who couldn't fathom what we were doing were folks who didn't live along the Lincoln Highway. Those who did "just got it." During our last week, we

were walking a gravel section from Dunlap to Woodbine. Mid-morning we walked by a farm where three men stood together 30-40 yards off the road. We waved as we passed. Down the hill, we stopped to sit on a bridge railing and have a snack. Next thing we knew, here came a bulldozer-sized bucket loader. So we moved clear off the road to let it pass. Instead it stopped and the door opened. “Are you guys walking the Lincoln Highway?” Bingo! We introduced ourselves. When we had walked past, he had wondered aloud if that’s what we were doing, then “I’m going to find out.” We talked by the road for half an hour. Then he invited us to walk back and see his barn which had been an 1860’s stage coach stop on the Minona-Magnolia stage line – pens for eight teams were still evident.

Detours

We hated detours – they meant extra time and extra miles. Fortunately we got lucky.

Twice we came across a sign announcing a bridge out a couple miles into “first route” segment. Double back or take a chance? In both cases, the bridges were indeed blocked and would have been unsafe for vehicles – not the case for two old guys and a baby carriage.

Anyone familiar with the history of the Lincoln Highway knows about “seed miles” ostensibly built to tease the future. We found what we thought of as “reminder miles” that harkened back to road conditions that the Lincoln Highway promised to make a distant memory. One such “first route” segment (marked “minimum maintenance”) was just east of Logan. “Out of the Mud” came immediately to mind as we traversed the rutted mile, exiting an hour and a half later.

As we entered Woodbine on Lincoln Way, we immediately encountered a construction detour. As noted, we hated detours so we looked for a way by on the sidewalk. Turns out Woodbine was restoring Lincoln Way to its original brick paving. We soon ran out of sidewalk and the foreman walked over to shoo us away. “What are you guys doing? ...really? ...stay with me and I’ll stop the works as we walk through the construction.” I’ll bet that street looks great.

Signage

We had paper copies and on-phone images of all the maps in *The Lincoln Highway – Iowa Map Pack*. Still, we were fearful about getting lost. No need to worry. The signage was spectacular.

Colorful metal signs mark the route or, sometimes, the various routes. These signs are part of the Lincoln Highway Heritage Byway, a partnership of the Iowa Lincoln Highway Association, Prairie Rivers of Iowa,

and the Iowa Department of Transportation.

But most of all, we loved following the Lincoln Highway symbol painted on utility poles along the way.

Our curiosity was piqued when at Colo, near the geographic center of the state, we came across utility poles marked not only with the red, white and blue L, but with a similarly styled JH. We had no idea of the existence of the Jefferson Highway – “From Pine to Palm” Winnipeg to New Orleans. Rich astutely observed that they got the names mixed up. “Lincoln reunited the North and South; Jefferson opened the West!”

Sure, the Lincoln Highway was built for motor vehicles and, we know, has been incorporated in Iowa’s annual bicycling spectacle known as RAGBRAI (Register’s Annual Great Bicycle Ride Across Iowa). I also proved the perfect walking backdrop to become reacquainted with our part of Iowa up close and personal.

Over the course of four weeks, we were asked hundreds of times “why?” My answer evolved to this: If you grew up in rural Iowa, it’s in your blood. I left Iowa over 40 years ago and live in a place I love, but it’s not in my blood like Iowa. I’ll always be an Iowa boy. So this is how I chose to return to see it, feel it, touch it, experience it – the place and its people – once more without hurry.

The Lincoln Highway was the perfect vehicle. It is an historic and uncomplicated path mixing the most rural gravel and paved county roads on which farms and small towns depend with a bustling and expanding US30 which is a commercial artery of Iowa. Furthermore, it is “Main Street” for 13 of Iowa’s 99 counties and countless proud towns. What could be better?

Our blogs

- <https://2oldguys.org>
- <https://streamsmeander.travellerspoint.com>

Links:

- **Iowa Lincoln Highway Association**
<http://www.iowalincolnhighway.com>
- **Heritage Byway by Prairie Rivers of Iowa**
<https://www.prrcd.org/lincoln-highway-heritage-byway/>
- **Lisbon History Center**
<https://www.cityoflisbon-ia.gov/index.asp?SEC=9C6011A4-6AF2-4059-8AE8-4B533FD20B4D>
- **Museum in Grand Junction**
<https://www.greencountyiowahistoricalsociety.org/featured-images/museum-in-grand-junction/>
- **Harrison County Historical Museum**
<https://harrisoncountymuseum.org>

Seedling Miles

By John W. Jackson

The following is an addendum to the article entitled "The Action Plan Behind the Lincoln Highway Movement 1912 to 1920" that appeared in the Fall 2022 issue of The Lincoln Highway Forum. It amplifies the story at the end of the paragraph on page 16 headed "Offer construction materials for free as an inducement to communities to get behind their own road-building programs."

From the earliest stages of planning, it was the intention of the original Lincoln Highway Association to build full-scale demonstration models of concrete highway segments to entice the public into supporting the transcontinental building program. They concluded there was no better way to graphically display the differences between the existing unpaved roadways of gravel, rock and dirt than to lay down a perfectly smooth, mile-long pavement to contrast with the muddy, unimproved road at either end of the test strip.

The goal was to have this breakthrough advancement in road-building technology energize the public and their politicians to sponsor action towards making the whole coast-to-coast plan happen. However, this approach would not be feasible over the entire 3,300 plus miles of the Lincoln Highway so they had to scale it down to selected demonstration miles located in key, politically influential areas. It helped that an industry trade group, the Portland Cement Association, offered to provide 33,000 barrels of cement, free of charge; enough material to produce the concrete necessary to build some of these concept road pieces which they termed "seedling miles".

Although enough cement was offered free to encourage building one seedling mile in a county, each local jurisdiction still had to prove that they could raise the funds to cover the other construction expenses under the strict specifications of the Association. This resulted in intense bidding activities as one locality endeavored to outdo the others in efforts to win the award. This healthy and well-publicized competition served to raise awareness of the overall program.

At a design width of ten feet the donated cement was enough to construct about 16 miles of LH roadway. The thought was that a mile long segment

would suit the purposes intended which would therefore allow up to 16 such demonstration segments to be built. The LHA believed that the most strategic states with the highest likelihood to initially participate would be Ohio, Indiana, Illinois, Iowa and Nebraska. The states east of that grouping already had suitable paved roads adequate for LH purposes while the states west of



Looking west, seedling mile, Linn County, Iowa. Notice the depression in the road, which will be filled and the hill graded down

that group were sparsely settled and had much rougher road conditions, excepting California whose governor claimed that they already had sufficient paved roads to offer towards the program objectives.

In early 1914, less than a year after the start-up date of the Lincoln Highway Association, rumblings for participation were emanating from the five target states with Illinois taking the lead. The Governor of Illinois jumped into the action and secured enough cement to initiate construction on April 15, 1914 on a segment of the Lincoln Highway that fronted the newly-opened

Loyal Order of Moose children's home in Mooseheart, Illinois. While this nearly mile-long concrete stretch was not recognized as an official seedling mile it still helped to focus attention on what was going on in that area.

The first official seedling mile was built about 35 miles farther west of Mooseheart on the LH at Malta, Illinois. LHA National Secretary, A.R. Pardington and Illinois state consul J.W. Corkings were the driving forces behind this effort with Corkings branching off from here to spearhead other seedling mile candidates in Illinois. The Malta, Illinois link opened in late October, 1914.

Morrison, Illinois, just east of the Iowa state line, had been ready to go ahead since the previous September. There, Whiteside County, raised so much money that the state matched their funds which allowed for seedling miles east and west of Morrison extending for a total of four miles.

Nebraska signaled their intentions to enter the program in December, 1914, but local infighting delayed startup until May, 1915. A competition between the cities of Grand Island and Kearney then ensued with each wanting to be the first to complete the laying of Lincoln Highway concrete. It was a close race with Grand Island opening their seedling mile on November 3, 1915, followed by Kearney three days later.

That same year the Indiana state legislature approved a bond issue for St. Joseph's County (county seat South Bend) appropriating enough to cover 16 miles of concrete construction, but the LHA only allocated them 2,000 barrels for a one mile stretch in New Carlisle, Warren Township. This was the precursor of more concrete to be laid in Indiana in a few more years.

The LHA's stringent allocation of their cement resources meant that 22,000 barrels still existed in inventory at the end of 1915 so the Board decided to increase their allotment to 3,000 barrels to any county that would build one mile of concrete pavement. This extra amount would enable an increase in the roadway width from the original ten feet to fourteen feet, or more.

The people in Iowa wanted to get into the action but state regulations prevented them from accepting

the gift of cement for the purposes promoted under the Lincoln Highway plan.

It was quite apparent that the combined effects of free cement, promotional and political pressure applied by the LHA consuls and the publicity that all of this generated in local media was driving the program forward in the targeted states. Increasingly, communities were not waiting for the cement to

become available before using the momentum to upgrade their road surfaces using whatever materials and equipment were at hand.

As one historian reported: "...the virus of highway improvement with which the [Lincoln Highway] Association had inoculated the country was taking hold vigorously". (As an example: a search through Newspapers.com using the search words "Seedling



The first Seedling mile in the country at Malta, Illinois.
The concrete pavement is 10 feet wide.

Miles, 1914-1917" produced 1,077 articles just in Nebraska newspapers alone during that time frame).

These combined activities proved great for moving the objectives along but nothing of this magnitude happens without some unforeseen developments. One of these events was the first availability of federal highway funds enacted under the Federal Aid Road Act on July 11, 1916. By 1917, every state had a highway agency to distribute these federal funds. While these financial resources were greatly welcomed it set up the new reality of other highway projects competing with the Lincoln Highway. Meanwhile broader events were contriving to affect the allocation of raw materials, including cement. These influences became more pronounced as the nation began to rearrange its building supply inventories and other resources in anticipation of the uncertainties of the war in Europe which the U.S. finally entered in April, 1917.

The LHA was continuing to receive requests for allocations throughout this time frame. In Illinois a 4½ mile stretch in Cook County between Chicago Heights and Joliet was planned. At the same time the Iowa consuls were working out the legal entanglements that were holding up the utilization of the LHA gift of cement in that state.

To illustrate a related effect of all this demand for new road construction, the Illinois state consul capitalized on the fact that the Portland Cement Association was headquartered in Chicago and his visit there was successful in obtaining a promise of enough cement to build a seedling mile in six different counties even though this was not sanctioned by the LHA.

Planning went on, anticipating the renewed availability of cement. In one such case, an LHA leader met with the Ohio state highway commissioner late in 1917 to make plans for construction in the extreme southwestern portion of Paulding County near Convoy in Van Wert County which would be the first seedling mile in that state. It was opened in 1919. A Plan for another seedling mile in the eastern part of the state near Lisbon in Columbiana County was presented to the LHA in July, 1918 and also was realized.

By the early part of 1918, the federal government had developed a better handle on what the nation's supply system looked like. Consequently, some of the restrictions were eased allowing the resumption of cement deliveries to the number of LHA projects on the drawing boards in the five states.

This year saw Iowa finally resolve its legal challenges and get underway with its initial seedling mile near Mount Vernon, Linn County, east of Cedar Rapids. The donation of cement induced the county officials to lay nearly two miles of additional concrete which had a bearing on securing federal aid for the county. Marshall County, Iowa also put together a seedling road plan.

Fremont, Nebraska began construction in 1918 and opened in 1919. Their plans had been held up by the World War conditions and other uncertainties. But when they finally got around to it they set down six miles of concrete by the end of 1919.

The total miles of seedling concrete paving during the whole existence of the pioneer program came very close to the 16 miles envisioned within the original free cement concept. In the vernacular of the time, the demonstration roadways that were laid down were enough to prime the pump, which is all they were intended to accomplish. This focus of attention served as

an object lesson to show what could be done. The LHA did it so well that the 16 miles promulgated over 200 times that number of interconnected miles in a singular coast-to-coast expression of what the nation wanted.

No seedling miles were constructed after 1919. Progress over the previous five years had convinced people, at all levels, of the viability of a significantly upgraded coast-to-coast highway program. Neither

the LHA nor the Cement Association saw any need to extend the free cement provisions beyond this time because the missionary work had taken root and the whole nation was propelling forward in completing the system.

Principally, these initial advancements had occurred east of the Continental Divide. During the next seven years more attention would be applied towards correcting the relatively

deplorable conditions that existed in the western states. This further effort was greatly advanced by the notoriety gained from the first seven years of achievement.

Contributor:

Michael Buettner, Ohio Chapter, Secretary/Treasurer

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- *The Lincoln Highway: The story of a crusade that made transportation history*; Dodd, Mead & Company, New York, 1935
- Newspapers.com: search words "Seedling Miles, 1914 to 1919"

Photos:

- Lincoln Highway Digital Image Collection from the archives of the original Lincoln Highway Association (1910–1927) by the Special Collections Library of the University of Michigan.



An Illinois Seedling Mile

Remnants of Original Lincoln Highway Visible Along Mount Dallas Historic Trail

By Peter Fleszar, P.E., Vice President, Mid State Trail Association

Tussey Mountain, one of the highest and roughest ridges of the Ridge-and-Valley Appalachians, crosses the southern half of Pennsylvania like a wall with only three gates, between Tusseyville, PA near State College on the north, and Flintstone, MD just over the Mason-Dixon Line on the south. Each of the three main branches of the Juniata River pierces this wall. Our story covers Aliquippa Gap, the passage carved by the Raystown Branch Juniata River used by three different alignments of the Lincoln Highway and current US 30.

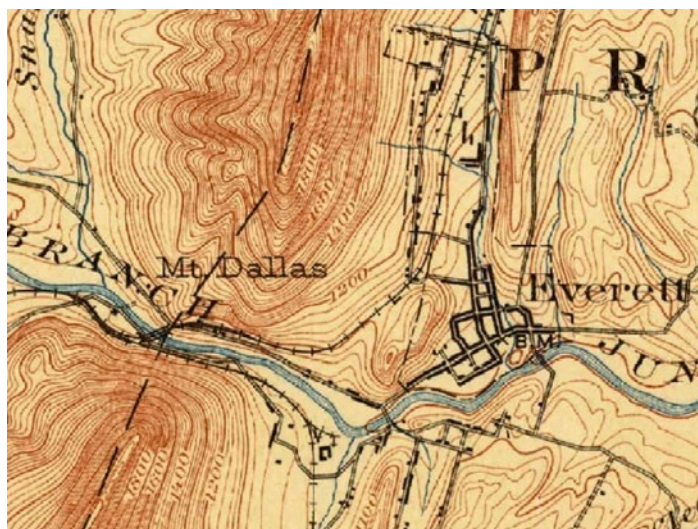
The earliest described passage through Aliquippa Gap was known as the Raystown Path from present-day Harrisburg to Pittsburgh. It followed the north bank of the Raystown Branch across Bloody Run and on to Raystown, an early trading post that became Fort Bedford. British General Forbes followed the same path in his 1758 campaign during the Seven Years' War. Elizabeth Tussey obtained title to land on the west side of the gap in 1763. Bloody Run Borough grew at the road's crossing of the eponymous stream, later renamed Everett in 1873.

In 1790, William Hartley constructed a substantial stone house along the north side of the road, just west of the gap. The local history reports, *"In 1794, during the whisky insurrection, Washington quartered his army on this farm and himself remained over night in the old mansion, whiling away the gloomy October evening in games of backgammon with Mrs. Hartley on a board made from beautifully inlaid wood and bone..."*



View east toward Aliquippa Gap in Tussey Mountain. Former Hartley house, old Lincoln Highway on left, current US 30 on right. Photo by Peter Fleszar, 2020.

In early America, Chambersburg-Bedford Turnpike Company, chartered in 1814, operated through 1913 when the state of Pennsylvania took over and made it toll-free. The road climbed the shoulder of the mountain in the gap, crossing Huntingdon & Broad Top Mountain (H&BTM) Railroad at grade. The township line between West Providence and Snake Spring Townships, Bedford County, from 1872 was the south end of the H&BTM Railroad, running headlong into the Bedford & Bridgeport, later Mount Dallas, branch of Pennsylvania Railroad (PRR).



Extract from 1900 US Geological Survey map of the Mt Dallas area. Chambersburg-Bedford Turnpike, later Lincoln Highway, crossed H&BTM Railroad at grade just east of the township line. Hartley house shown as the square between N and C in BRANCH. Earlston Furnace shown on south side of Raystown Branch Juniata River, south of bend in river, east of Aliquippa Gap. Thropp Trestle not yet constructed as of the date of this map.

After 1900, the H&BTM RR built a spur line to Earlston Furnace, crossing the Chambersburg-Bedford Turnpike, and Raystown Branch, connecting to this important local iron industry. The crossing became known locally as the Thropp Trestle, after the furnace's owner, Joseph Earlston Thropp.

US 30 on original Lincoln Highway alignment, as seen from north abutment of former H&BTM RR Thropp Trestle, West Providence Township, Bedford County, PA. Photo by Peter Fleszar, 2020.



Lincoln Highway in this area routed over the former Chambersburg-Bedford Turnpike initially. Mount Dallas was 3,050 miles from San Francisco.

The Complete Official Road Guide to the Lincoln Highway

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Pennsylvania

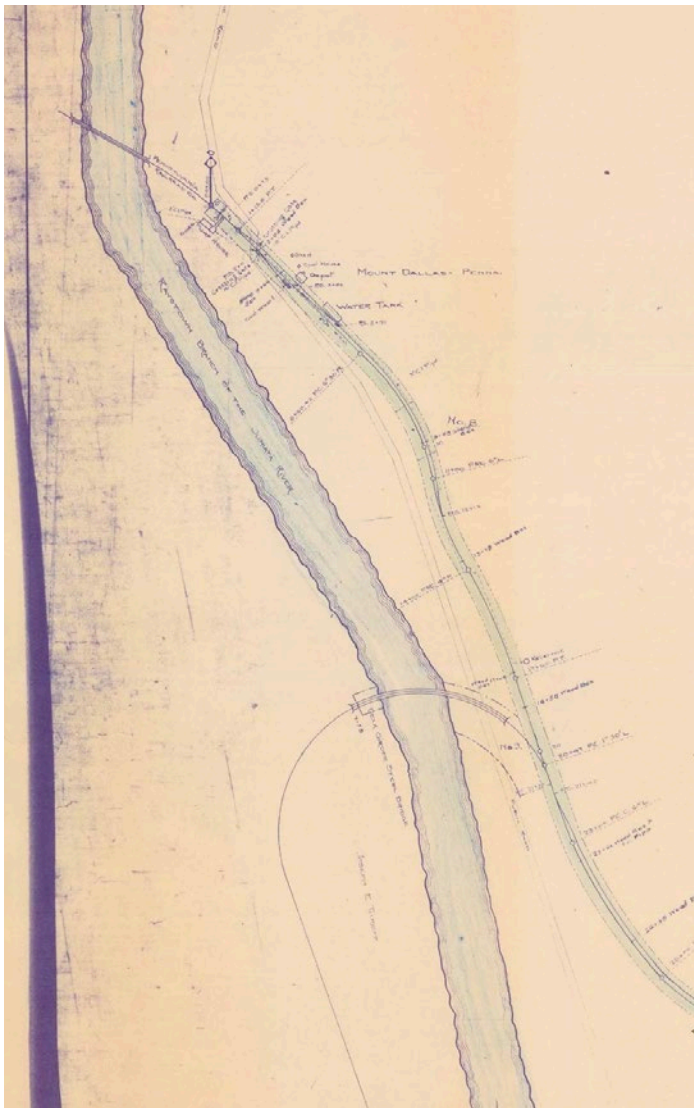
BREEZEWOOD
N.Y. S.F. Pop. 80. Bedford County.
272 3059 One hotel, 1 garage. Route marked through town and county. Extensive road improvement completed in 1915. One public school.
8

EVERETT
N.Y. S.F. Pop. 3,000. Alt. 1,118 feet. Bedford County.
280 3051 Three hotels, \$1.50 up, American. Two garages. Local speed limit, 12 miles per hour, not enforced. Route marked through city and county, signs at city limits. Extensive road improvement completed in 1915. Two banks, 2 railroads, 24 general business places, 1 express company, 2 telephone companies, 2 newspapers, 2 public schools, electric lights and water works. L. H. Local Consul, A. M. Karne.
1

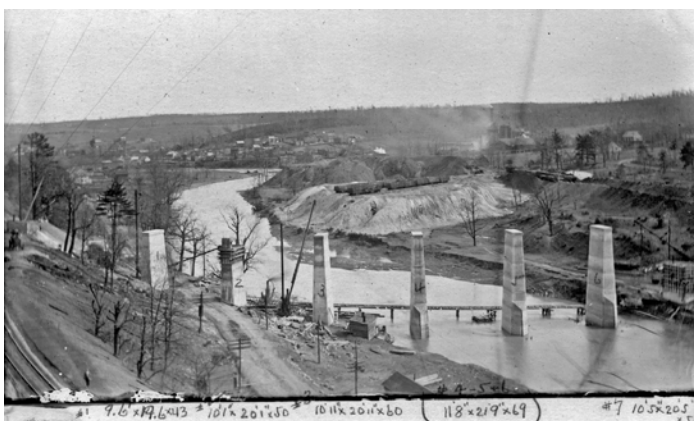
MT. DALLS
N.Y. S.F. Alt. 672 feet. Bedford County.
281 3050 Railroad and telegraph station. No accommodations for tourists.
3

1918 Lincoln Highway guidebook extract for "Mt. Dalls"[sic].

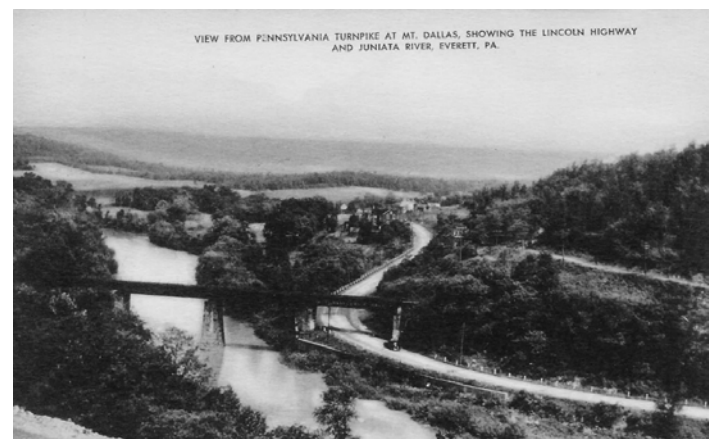
Clearly, the skewed grade crossing on the original route of the LH was less than ideal as traffic increased. Pennsylvania Public Service Commission issued an order dated October 23, 1917 relocating the highway (then and now known as Legislative Route 39) from the Mt Dallas crossing of the H&BTM in West Providence Township, to an "undergrade" crossing of the PRR. As the United States was then engaged in World War I, the relocation wasn't constructed until 1921.



Extract from 1918 Valuation Map, H&BTM RR. Shows skewed grade crossing of Lincoln Highway (LH) alignment 1, and the Thropp Trestle curving over the LH.



Construction of Thropp Trestle as seen from Mt Dallas. North abutment numbered pier 1 remains (pictured above). LH route in left foreground. Furnace stone piles in center rear were buried by Pennsylvania Turnpike construction spoil in 2021. Photo furnished by Brian A. Butko.



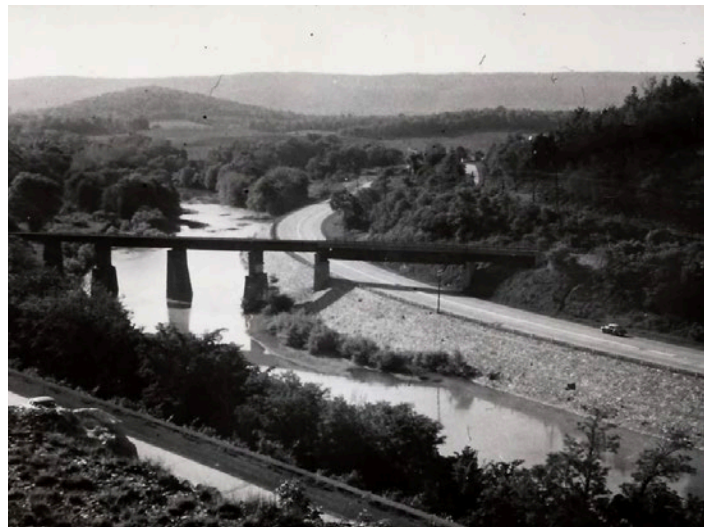
Second LH alignment at Mt Dallas. Remains of first 1913-1921 alignment visible to right, Hartley house in center-right background. Postcard view shared by Bloody Run Historical Society, Everett, Pennsylvania, on Facebook.

Continuing increases in traffic and flooding highlighted issues with the second alignment that sharply curved under the PRR at the west end of Aliquippa Gap. According to Pennsylvania Department of Highways testimony at a 1941 hearing of Pennsylvania Public Utility Commission:

The highway at this point is 18 feet of concrete on very irregular alignment, passing through the structure on an 18° curve. The new highway will be approximately 4 feet above high water elevation of April 26, 1937. It was during the flood of that period that a section of the existing highway was under water... and the obstructive sight views approaching the structure from both the east and the west constitute sufficient unsatisfactory conditions to warrant the reconstruction of this section.

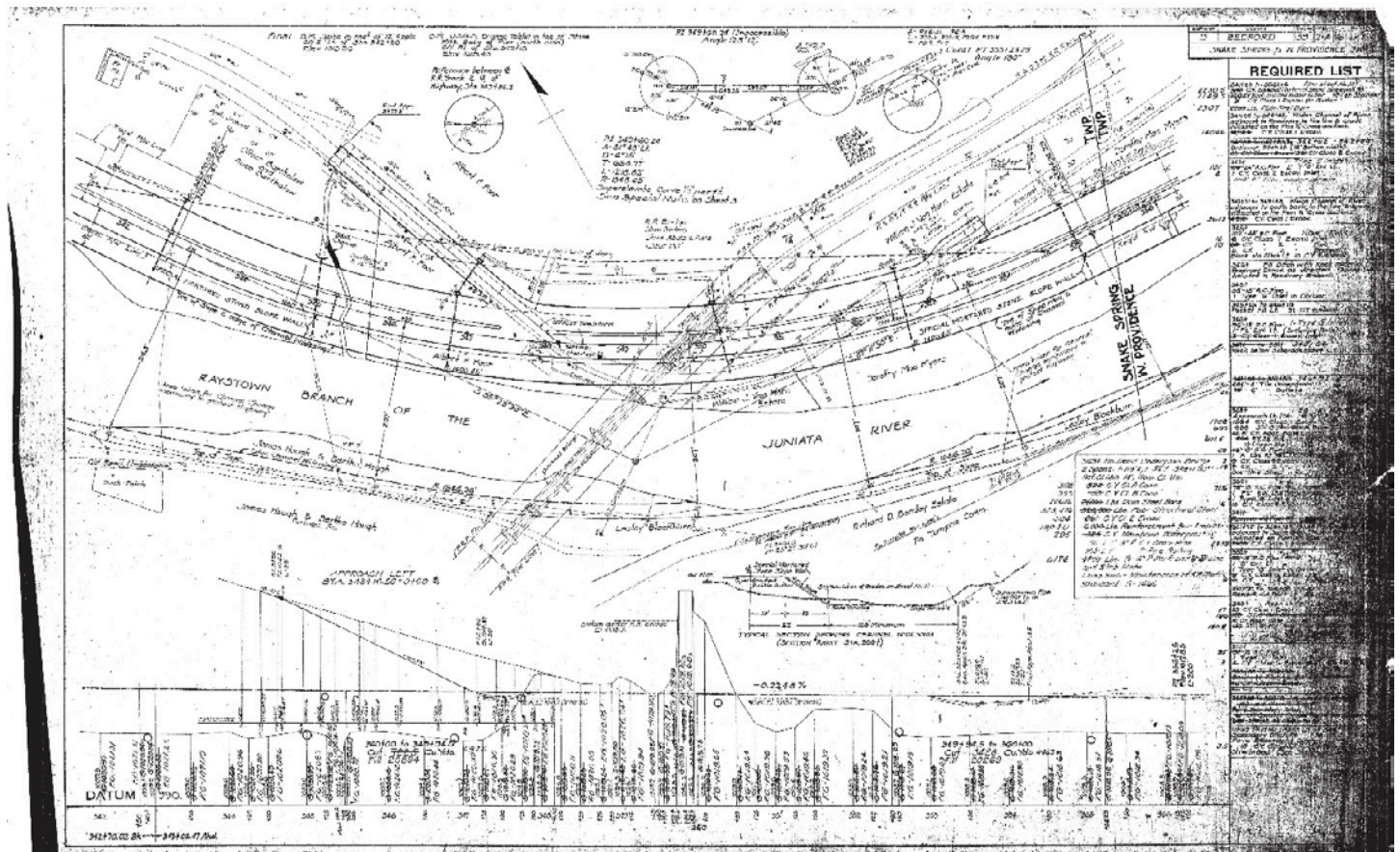
As with the move to the second alignment, another World War intervened. The highway plans were slightly altered in 1946 and constructed in 1947.

Despite the 1984 abandonment and removal of the former PRR, then Conrail, bridge, the third alignment at Mt Dallas has largely remained intact, despite widening.

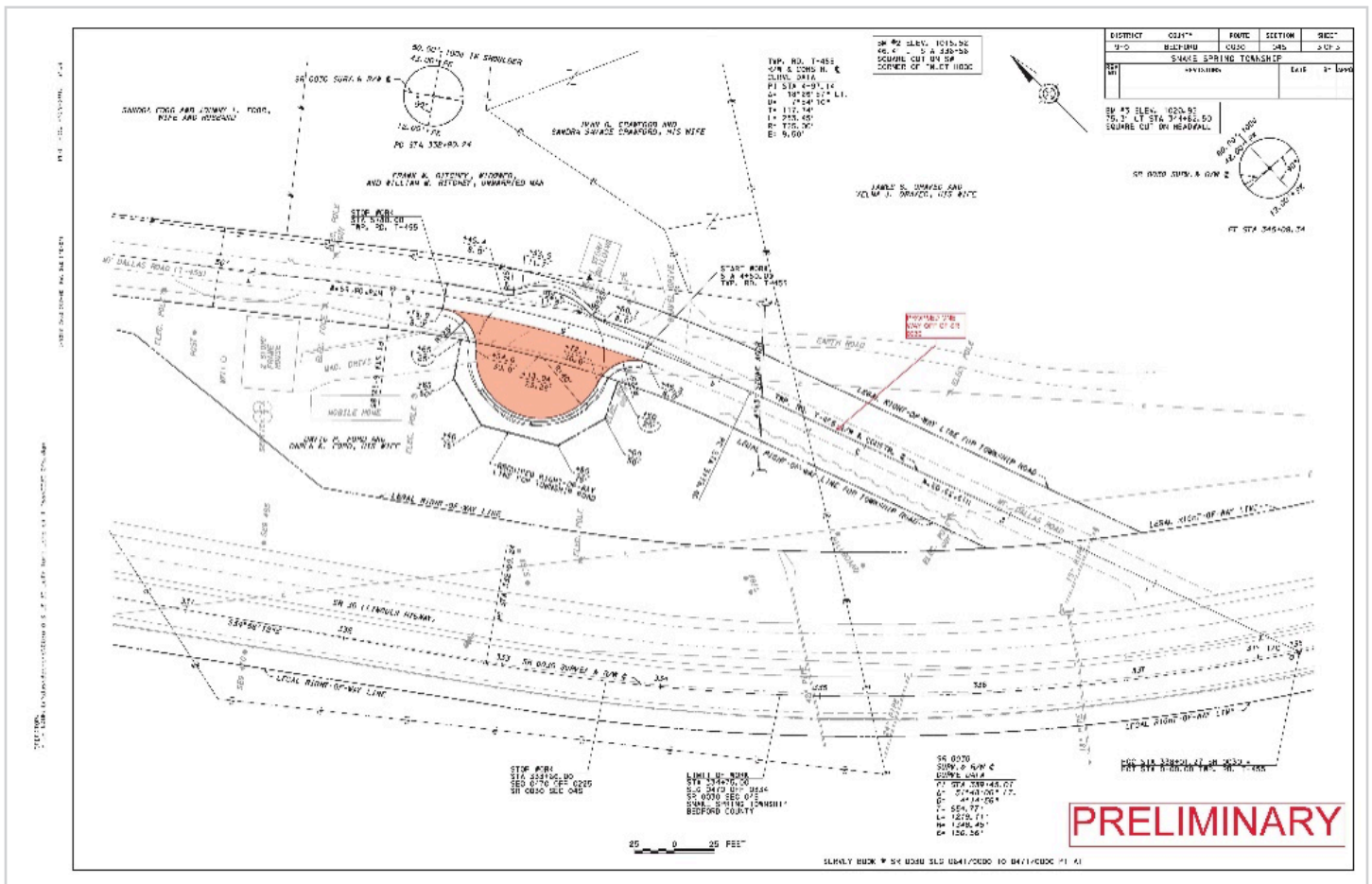


View from above Pennsylvania Turnpike, of 1947 to current third alignment of straightened US 30, then under the lengthened PRR (later Conrail) bridge. Shared by Bloody Run Historical Society, Everett PA, on Facebook.

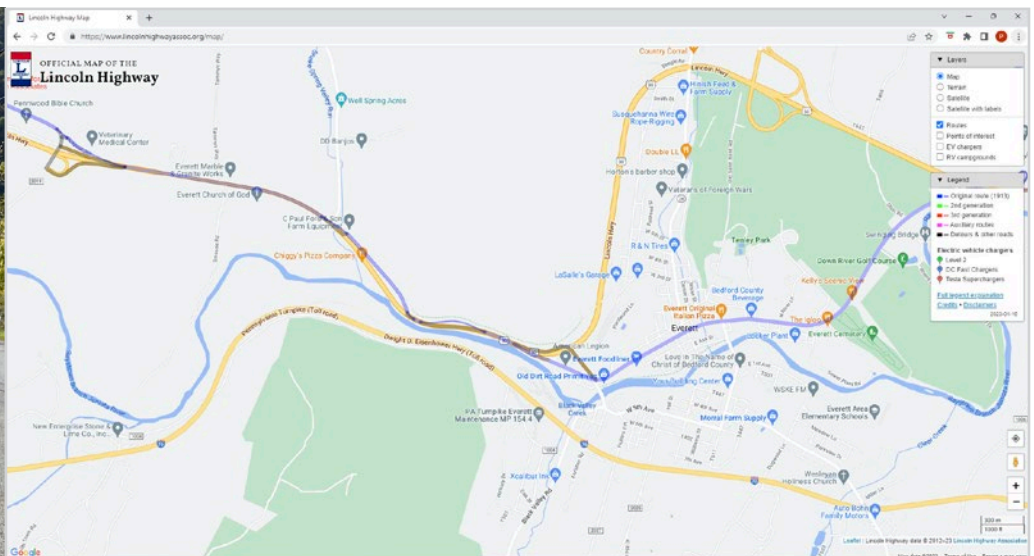
Alignment Two past the Hartley house remains a Snake Spring township road, Mt Dallas Road. The sharply angled intersection beside the former PRR bridge was converted to one-way westbound from US 30 west to the first house, in 2020.



1947 Pennsylvania Department of Highways drawing of change from LH Alignment Two to Alignment Three at Mt Dallas, straightening the highway and lengthening the PRR bridge over it. Faint trace of Alignment One shown upper left.



2018 preliminary PENNDOT drawing of the one-way conversion of Alignment Two, between current Alignment Three, and the common route of Alignments One and Two. Trace of Alignment One shown right center.



The three LH Mt Dallas alignments in one picture: 1913-1921 Alignment One grassy lane to left; 1921-1947 Alignment Two is the narrow paved road to right foreground; 1947-present Alignment Three in right background. Photo by Peter Fleszar, 2020.

Aliquippa Gap and Everett as shown on the LHA on-line map <https://www.lincolnhighwayassoc.org/map/> retrieved on 4/6/2023. The Hartley house is opposite the Google Map point inexpressibly labeled "Cluggy's Pizza Company." The 1913-1921 route at Mount Dallas described above is not depicted on this version of the map. The green dashed line is the route of Mt Dallas Historic Trail as of 2021.

Mid State Trail (MST), Pennsylvania's longest and wildest footpath, a backpacking/hiking trail, traverses nearly the entire length of Tussey Mountain as it crosses Pennsylvania from the Mason-Dixon Line (Maryland border) to the New York State line. It crosses the Raystown Branch on the Everett West End bridge, named in memory of World War II Medal of Honor recipient Ellis Weicht. Until 2021, the MST route through Everett "northbound" followed Third Street west as it eventually merged with the H&BTM grade, barely perceptibly merging with the LH alignment 1 near a weed-grown foundation of the former Mt Dallas railroad station and emerging on Mt Dallas Rd in Snake Spring Township passing the Hartley house. Eventually, the owner of the H&BTM grade through Aliquippa Gap donated the property to the MST Association. Though MST changed the main route in 2021 to pass north through Everett Borough's Tenley Park, the MST Association continues the old route over the part of the

H&BTM grade and LH Alignment 1 as the grass/dirt surface Mt Dallas Historic Trail, approximately two miles long from Everett west to Snake Spring Valley Run.

- ¹ Wallace, Paul A.W., *Indian Paths of Pennsylvania* (Harrisburg: Pennsylvania Historical and Museum Commission, 1998), p.143-144.
- ² *History of Bedford, Somerset, and Fulton Counties* (Chicago: Waterman, Watkins & Co., 1884, reprinted by Higginson Book Co., 1970), p. 270.
- ³ *Ibid.*, facing p. 252.
- ⁴ <https://www.loc.gov/item/pa3192/> retrieved on 4/5/2023.
- ⁵ https://en.wikipedia.org/wiki/Huntingdon_and_Broad_Top_Mountain_Railroad_and_Coal_Company retrieved on 4/5/2023.
- ⁶ Pennsylvania Public Utility Commission, Document 1771715, File A-60376-41, transcript of hearing at Somerset, PA, 7/28/1941, testimony of Morton E. Frye. Unfortunately, the PA PUC purged its files of the original Order of 10/23/1917, so the original order was unable to be retrieved.
- ⁷ *Ibid.*
- ⁸ Pennsylvania Public Utility Commission, Document 1771716, File A-60376. Pennsylvania Public Utility Commission, Document 1771716, File A-60376.



By Jeff Blair

Looking forward to seeing friends at the LHA Conference in California in June... and planning ahead for some fun times at the Conference for June 23-28, 2024 in Elkhart, Indiana. Here is our logo and a short tag line that you might find interesting or inviting...

Note the IN Indiana. The State Tourism Department has adopted this logo for many of their events and publications to highlight the wonderful fairs, sites, people, parties, conferences and things to do across our fair state. We were lucky enough to snag this part of our LHA Conference logo from them and they are helping us in so many ways. We are going to provide a huge welcome and an enjoyable time... IN Indiana.

Note the winding road alongside. Clearly the message is we are on the road again (apologies to Willie Nelson). Some will fly but I suspect most will drive to join us in June, 2024. We hope you will stop in Fort Wayne or La Porte or Dyer on the way here – we will point out great spots for you to visit along the winding Lincoln

Highway (though often pretty straight here in Indiana).

Of course we are highlighting the LHA National Conference, the dates include pre- and post-opportunities, and the host county-Elkhart. This is both an industrial area and an agricultural area. It would probably be all agriculture if it were not for the St Joseph and Elkhart Rivers offering safe early settlements and ready transportation for Native Americans, later the railroads in the latter half of the 1800s, and ultimately the good old Lincoln Highway.

Finally, we stole a tag line phrase from Ralph Waldo Emerson...The journey IS the destination! We think this phrase describes us all pretty well. We love going places, but half the fun is what we see and do on our way. When you join us next year, you will see this logo and tag line on a variety of printed materials, shirts, and signage. Hopefully you share the same outlook we have – come spend time with some like-minded travel enthusiasts enjoying the Lincoln Highway.

A Lifelong Railfan takes on the Lincoln Highway

By Walter Haner

I'm a rail fan. How much of a rail fan? I drove from Central New York to Ogden, Utah three years ago to attend the 150th anniversary of the completion of the transcontinental railroad.

During that trip, I spent a fair amount of time on US Route 30 in Nebraska, paralleling the Union Pacific's tracks across that state, and a fair amount of time between Salt Lake City and Evanston, Wyoming tracking both the Union Pacific railroad and one of its iconic restored steam locomotives on the interstate through the Green River canyon.

As a consequence of those two portions of the trip, I became reacquainted with the Lincoln Highway. I say reacquainted because my first encounter with the Highway was many years earlier at one of my other obsessions – the American Civil War. I was at one of the battlefields of that war – Gettysburg – and was taking pictures in the first day field of several of the statues that are there. Several other people were taking pictures of these small concrete posts by the side of the road. I asked “not to be nosy, but what are you doing?”

“We are following the Lincoln Highway.”

So as a consequence of my Utah trip three years ago, I became RE-acquainted with the Lincoln Highway and developed a genuine interest in the Highway, and I decided that I was going to drive it from New York to San Francisco. So I joined this association and I got all the books and all the maps and all the other stuff and set out to plan my trip. And in the back of my mind was the idea that I could do a bunch of railfanning on this trip – things I had missed on the Golden Spike trip or had learned about since then, including things I had learned about in California along the transcontinental route which I hadn't gotten to in my Utah trip.

Like the true rail fan that I am, I decided to run my LH trip in concert with a model railroad convention in Malvern, PA – held in a hotel right on the Lincoln Highway. The initial plan was to drive those portions of New Jersey and Philadelphia leading up to Malvern before that meeting and then continue. But work things got complicated and after a later start than I wanted I was limited to some exploring in New Jersey on my drive to Malvern and some side trips back into Philadelphia during the four days I was in Malvern. I was struck by how the Lincoln Highway and the Pennsylvania Railroad in New Jersey and Philadelphia were twisted together. An LH trip from Malvern back into Philadelphia ended

at 30th Street station and the tracks out of 30th Street parallel US 30 pretty closely. Am I onto something?

When the convention ended I began tracking the highway westward and for the first bit, the same closeness was there although it wasn't quite as obvious. The tracks run further south than US 30 through the countryside between Malvern and Lancaster. I stopped the first night out at the Red Caboose Motel which is a few miles off both the Highway and the railroad in Lancaster. While the tracks follow the beginning of the road to the Caboose, they subsequently bend north and get much closer to US 30.

That first Monday I set out early because I thought (correctly) that I had bitten off more Highway than I could chew, planning on getting all the way to Bedford. As a consequence of the early start, my first stop, Dutch Haven, wasn't open. Nevertheless, I followed the Highway through Lancaster and across the Susquehanna River, a spot that I am familiar with as a consequence of the 1863 invasion of Pennsylvania and the burning of the bridge by the locals to prevent the CSA troops from getting to the east side. Now the railroad was following the river, so it still wasn't very close to where I was.

Now my first real stop on the Highway was upon me – the Haines Shoe House. This early in the Spring it's not open on Mondays, but I can't say that I was all that disappointed. The weather was terrible, cold and very windy, something that would persist for a goodly portion of my entire trip. It was so windy that I was unable to open the door to the car, something that made getting out and walking about taking pictures very unpleasant. So I wasn't broken hearted that I couldn't get out of the car.

Despite this, my first day went very well. The murals painted on the buildings along the Highway were terrific, and then came the painted gasoline pumps. Much of this I had visited before – the New Oxford train station, the grocery store in Gettysburg, the Cashtown Inn – all took on a new meaning as I passed them on the Lincoln Highway. And there were plenty of new things, like Mister Ed's Elephant Museum. Without exaggeration, I've passed by that spot dozens of times – it IS only 20 miles from the center of Gettysburg and I've visited Gettysburg perhaps 50 times. Amazing that I never knew that it was here. And it was terrific. And mixed in were railroad things, like the two stations in Everett with their preserved steamer and caboose.

I ended my first day in Bedford. I had thought to

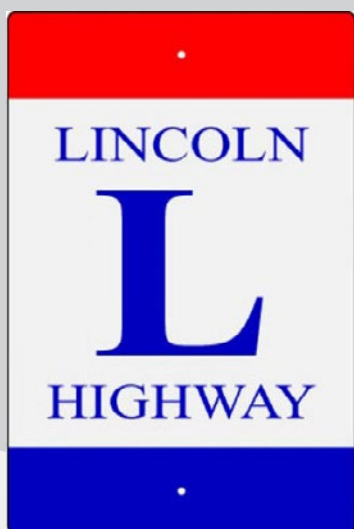
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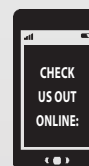
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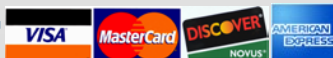
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stay in the Lincoln Motor Court but this was another victim of a too early in the year start. The following morning I did pass the Coffee Pot and the Jean Bonnet Tavern and the Bison Corral and had a wonderful breakfast at Hank's Diner, a place I'm sure will become a Highway staple before too long. And the site of the former Grandview Point Hotel – WOW. And the Lincoln Highway Experience, marvelous for any number of reasons, not the least of which was the model railroader who was working the diner replica and with whom I had a marvelous time swapping railroad lies.

The trip through Pittsburgh that afternoon was very difficult. I got lost at least a half dozen times and when I finally got to the city center there were so many detours and closed roads I didn't have a chance. I finally got across the Allegheny River and began following the Ohio. And thanks to the Lincoln Highway, I drove past one of the Pennsylvania Railroad's largest yards, Conway, which I had never seen despite knowing that it was out there somewhere, and which I would not have likely ever gone past if left to my own devices driving the interstates. It's a difficult area to photograph so I will likely go back. The rest of the day passed uneventfully and by its end I was in Ohio. Although at the very end while following the original route through Glasgow, the last town in Pennsylvania, I did pass under one railroad overpass, then passed through Glasgow and popped up on the other side of the railroad after passing under another overpass.

The next day started out all Lincoln Highway. I had stayed in East Liverpool the previous night (I did not visit Henry Ostermann's grave) and in the town of Lisbon, I did pass the Steel Trolley diner (but not the Crosser), an LH brick pillar, and the tribute to Lincoln at a gas station in Minerva. And then I got quite excited when I reached the long stretch of original brick highway. Very thrilling! I drove into Akron and back out on the highway without difficulty and it began to look like a Highway day. Then on the way into the town of Galion, I came upon a recently restored station from what was called the Big Four (NYCCC&StL) that eventually became part of the

New York Central, and my rail fanning resumed.

Just as quickly I entered Bucyrus with its very large and very stunning mural, which requires a considerable amount up close and detailed investigation. Then back out on the Highway, past some 1928 stiles and another stretch of original brick.

But then (as if they were dueling) up pops the former Pennsylvania freight station in the town of Forest, right on the pathway of the highway, now used by the Forest Public library. I started as I always do with a trip around the outside of the station taking pictures, and when I asked myself the question of can I get into this place I was pleasantly surprised to find out the library was open and that the staff inside was more than happy to show off its interior and its decorations. Some of those decorations showed various trains running through this area in the 30's and 40's, and my knowledge of dates and equipment was well received. And then just a few miles down the Highway I come upon another Pennsy depot in the town of Ada, and as I'm nosing around, I attract the attention of a man standing about, who comes over to me not to ask what I'm doing and chase me away, but to ask if I want a tour of the station. Marvelous!!

And it was just about this point that I realized – rail fanning was taking on a very large portion of this trip, not just the secondary amusement that I had originally thought it would. Because over the next three or four days that's all I did – looked at train stuff then looked at Lincoln highway stuff, in almost equal doses. Then rinse, and repeat.

The historical Bridge on the highway, a few murals, the Van Del drive-in (a true dying breed) was followed immediately by Lima, Ohio home of the Lima locomotive works. And despite the fact that nothing exists of the original buildings, this is where some of the most amazing locomotives of the first half of the 20th century were built. And just to prove it, they have an outdoor exhibit of one of the most powerful steam locomotives ever built in a very lovely park display.

Fort Wayne provided more examples. The Highway had Cindy's diner where I had a truly wonderful breakfast



Galion Ohio Big Four



Forest PRR Freight station

(I did not have the courage or the appetite to tackle her “Garbage” omelette that looked fabulous on other people’s plates – I do recommend it). And only blocks away, the railroad provided the magnificent and well preserved/restored PRR Baker Street station, now rented out for weddings, with an interior decorated with memorabilia and model railroadiana. And the beautifully restored Cass Street Depot, the oldest station in Ft. Wayne. The Cass Street depot is cheek by jowl with a historical bridge across the St. Mary’s River which carried the original Lincoln Highway and while you can’t drive on it any more, you can walk across it and imagine what it was like to drive across 100 years ago.

I spent the night in Elkhart, north of the center of town, and when I woke up the next morning and looked out the window, in addition to four inches of snow, I saw what Elkhart is famous for: a field of RV and trailers waiting to be shipped out. Elkhart’s historical downtown buildings dueled with its historical New York Central railroad station, still used by Amtrak, and which is particularly neat.

Then on to South Bend. The dueling elements there were the Studebaker Museum and the former New York Central Station which is well preserved and again used for things like weddings and graduation ceremonies. Incidentally, there is an aerial

photo of the plant in the Studebaker museum, and while looking at it I noticed that the plant was directly across from that NYC railroad station. [Below] As another aside, the Studebaker museum is truly worth the two hours or so it will take you to go through and if



Fort Wayne Baker Street PRR Station

Studebaker’s mansion is open (it was not when I visited) that too looks to be very much worth the visit.

Back on the highway for a bit where I encounter Jenny Reyes, which some called a barbecue place but I would suggest is just a fabulous version of

an old-time diner. Indiana truly has a love affair with the Lincoln Highway – there are descriptive kiosks everywhere, the road is well signed at just about every turn, and there are all sorts of preserved elements. But again, the next thing that truly caught my eye

was the preserved Grand Trunk & Western station at Valparaiso, which now houses a beauty school associated with the technical high school in the town. The outside is well preserved, and the inside is being put to great use training high school students interested in pursuing a career in cosmetology. Although there is an unsettling aspect to the place in that many of the windows



South Bend NYC station with Studebaker factory in background

have two or three disembodied heads of manikins, designed I’m sure to show off the work of the students but also very evocative of a cheap horror movie...

**Look for Part Two of Walter’s
A Lifelong Railfan takes on the Lincoln Highway in our Summer issue**

Preserving our road begins with knowing about it

By Paul Walker, LHA Life Member

In the late 19th century, rural US roads were a hodgepodge of cow paths, old Indian trails, and ruts worn into the ground between fencerows. Once you got outside cities and towns, you were at the mercy of local maintenance. Farmers needed access to their fields and often used their own equipment to make roads drivable. As years passed and automobiles became prevalent, that wasn't sufficient to keep vehicles upright and out of the mud. And because there weren't maps as we think of them today, forget about planning a cross-state or cross-country trip in detail. It was a matter of asking directions as you go and finding one's way through trial and error.

In Iowa after 1900 certain well-traveled point-to-point routes – say, Iowa City to Des Moines – had become ingrained in the minds of the locals who started referring to them by name and registering them with the state, per the 1913 Iowa Highway Route Registration Act. The reasoning was often economical – a recognized route would capture more traffic and more business, and hence be better maintained. You can read a good introduction about Iowa trails on the Iowa DOT website.

Some of Iowa's registered highways were extremely well known, not just in Iowa but nationally, and in the case of the 1915 Jefferson Highway with a terminus in Winnipeg, internationally. The 1913 Lincoln Highway, for example, was the first coast-to-coast highway, starting at Times Square in New York City, ending in San Francisco, and crossing Iowa from Clinton to Council Bluffs. The Lincoln was so influential that the national Lincoln Highway Association was re-organized in 1992. Several years ago the LHA was successful in getting the entire route in Iowa signed as a Heritage Byway.

Perhaps the best known Iowa-specific route was the 1910 River-to-River Road, extending from Davenport to Council Bluffs, or as the name implies, from the Mississippi River to the Missouri River. You can read more about the "R2R" highway on the Iowa DOT site. Except for a small group of highway enthusiasts (fanatics?), the River-to-River doesn't attract much attention now, and some of it is difficult to find, but it was once a big deal and has become a hobby of mine. Moreover the R2R

came through Wilton where I live.

On an Iowa DOT page you can find the registered names and insignias of all 64 state roadways, circa 1925. The markings were intended to be painted on telegraph/telephone poles to guide motorists to their destination. In 2004 a couple LHA members painted 75 poles with the Lincoln Highway tri-color between Clinton and Belle Plaine – a gesture appreciated for its historicity but happily

made obsolete with state-sanctioned posting of the Lincoln Highway Heritage Byway signage.

The pole marking for the R2R is a red "R" on a white field between two red bands. The city of Wilton graciously accepted my request to paint 11 poles tracking the route through town. The highway approached Wilton from Durant on 110th Street – not the later alignment of US 6. The route came through our downtown on 4th Street, exiting town on 3rd Street, and continuing on to Moscow on 102nd St./112th St. From there the circuitous route crossed the Cedar River at the site of still visible stone bridge pilings and eventually merged with the current US 6 alignment on its way to West Liberty and Iowa City.

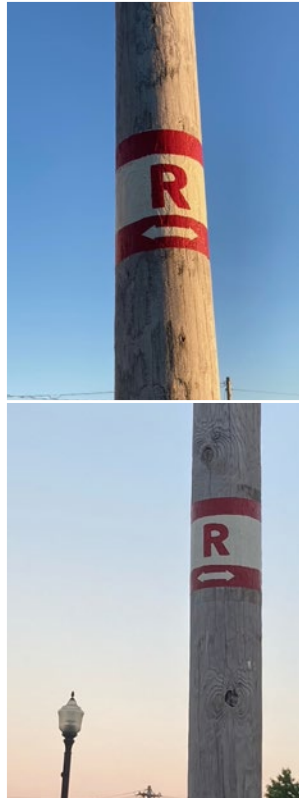
All good things must come to an end, and in 1926 the federal government took over management of the US highway system. The Lincoln Highway became US 30 in Iowa, the Jefferson Highway became partly US 65 and partly US 69, and the River-to-

River Road became – you guessed it – US 6. Of course, for years people referred to the highways by their old names, but over time as generations pass, the names are largely forgotten. Through efforts of the LHA and the Jefferson Highway Association, as well as some very dedicated individuals, the living memory of America's early roadways is gone but not forgotten.

Other eastern-Iowa cities on the River-to-River Road:

Davenport – Main to Locust to Hickory Grove

Atalissa	West Liberty	Iowa City
Coralville	Tiffin	Oxford
Homestead	South Amana	Marengo
Ladora	Victor	Carnforth
Brooklyn	Grinnell	Kellogg
	Newton	



They're Talking About the Lincoln Highway

By Russell S. Rein

January:

I found this wonderful photo of the Summit Tavern east of Laramie, Wyoming from 1928. This was on the highest point on the Lincoln Highway, and burned down in 1950.



Courtesy Ludwig & Svenson Studio Photographs. American Heritage Center, University of Wyoming.

Andy Romanoff continues his driving and photographing US 50 in Nevada, and posting stories on the Medium blog website. The new story, *Taking Your Time on the Loneliest Road*, can be found here:

<https://tinyurl.com/4rtszy8v>

I found an article about one of the final changes in alignment of the Lincoln Highway between Missouri Valley, Iowa and Blair, Nebraska. You will need to click the image, and then click it again to open it in Newspapers.com so you can enlarge it to read. It's from the The Pilot-Tribune of Blair, Nebraska, July 24, 1930. "At noon today it was officially announced that the Lincoln Highway has been routed over No. 130 from Mo. Valley to Fremont, Nebr. Blair was moved from a side road to the main street of the nation. Omaha is now off the Lincoln Highway. The announcement of change was made by G. S. Hoag, secretary of the Lincoln Highway Association, and follows a thorough investigation of the road situation on this portion of the nation's most popular intercontinental highway." You can read the rest here if you subscribe, or agree to a free trial:

<https://tinyurl.com/yhjjj7jk>

Patch.com featured: *Orland Park Scout Honors Route 30's History With Eagle Scout Pursuit* - Jack

McDonnell is working to improve the area of a Lincoln Highway historical marker put in place by the Boy Scouts nearly 100 years ago. You can read it and check out some photos here:

<https://tinyurl.com/3b49db5u>

This photo was posted in Facebook. It is from Balboa Park in San Diego, California. It is advertising the Exposition Trail to the Western Terminus of the Lincoln Highway during the Panama Pacific International Exposition in San Francisco.



Edward Dedmon of the Old Pictures of Forgotten Ohio Facebook Group posted this picture of the Avalon Restaurant, West Tuscarawas (Lincoln Highway) at Dueber Ave, Canton, Ohio, 1952.



Minerva Area Historical Society at the Haas Museum posted these two photos of early Lincoln Highway construction in Minerva, Ohio. They included this address for the first - 317 East Lincoln Way, and this for the second - 404 East Lincoln Way.



Nebraska Public Media's Nebraska Stories featured an excellent short video: *Highway to Tomorrow*. "Just over a century ago construction began on a BIG idea. A transcontinental highway that would run coast-to-coast. 3,389 miles of paved road from New York City to San Francisco. It was called The Lincoln Highway and Nebraska helped make it happen!" Watch it here: <https://tinyurl.com/3z6sf5xh>

The iconic Dutch Haven on the Lincoln Highway in Ronks, Pennsylvania was offered for sale and will close in March. The listing is available here: <https://tinyurl.com/yhh76w35>

February:

The Living New Deal posted Glory-June Greiff's *Historian's Journal: In Search of the New Deal - Discovering the New Deal on the Lincoln Highway - and Beyond*. "The New Deal has been my chief area of research for over 40 years, but I also study old roads and their development and effects on the

landscape – especially early auto highways. I grew up near the Lincoln Highway, which runs through New Carlisle, Indiana, where I attended the high school. It ran down Main Street, which was the Michigan Road before it became part of the Lincoln Highway some 80 years later." You can read the rest and check out the photos here: <https://tinyurl.com/34njewv7>

Atlas Obscura had a short feature: *Western Terminus of the Lincoln Highway, Lincoln Park, San Francisco, California. The United States' first transcontinental automobile road came to its end at this spot in San Francisco's Lincoln Park*. Read it here: <https://tinyurl.com/3mnx5wsj>

March:

On March 4 the Kings and Queens Restaurant in Stoystown, Pennsylvania was deemed a total loss due to a fire. A video and story about the fire is here: <https://tinyurl.com/4u3vsfzy>

TribLive featured: *Daycation: Bedford offers bounty of history, heritage and hospitality*. "History and heritage collide for an educational travel destination in rural Bedford County. A daycation to the town of Bedford offers a variety of activities drenched in American history dating to the 1700s. Bedford is positioned near the crossroads of two ancient Native American trading routes and served European-American trading area in 1758 attracted Colonial settlers to the area, and, by 1800, the town served as the county seat, complete with a jail, courthouse, shops, ornate homes and multiple taverns and inns. Travel the historic Lincoln Highway along Route 30 for about 100 miles from Pittsburgh for the most authentic road trip to Bedford." You can read the rest and check out some photos here: <https://tinyurl.com/mv9w6mwp>

1011 Now featured the Railside Highway Diner in Gibbon, Nebraska as part of their: *Popular gathering spots in Gibbon*. "The Railside Highway Diner is on the Lincoln Highway Historic Byway. Many drivers travel the road to experience what it would have been like to travel on the old Lincoln Highway. That keeps people coming in, and sometimes that brings people from other states. They come not only to experience the diner, but the Lucky Duck lounge next door." Read the rest and check out the video here: <https://tinyurl.com/yck3pfy8>

Check out this photo: "Original Caption: Secretary

Baker at start of great Army transcontinental motor train. Secretary Baker addressing high officials of the Army and members of the Lincoln Highway Association after accepting the 'zero mile stone' marking the start from Washington, D.C. of the huge Army motor train of 60 cars and over 300 men, for the Pacific coast via the Lincoln Highway. *Photo courtesy Library of Congress:*



The Daily Local News posted about The Iron Eagle in Coatesville, Pennsylvania. "Final development work for Coatesville's newest restaurant, The Iron Eagle on Lincoln, is underway, with a grand opening anticipated this April. The restaurant is housed in the beautifully renovated former Coatesville Cultural Society Building in the heart of the City at 143 E. Lincoln Highway. The rest of the story and a photo of the historic building is here:

<https://tinyurl.com/d9ww3xxz>

6ABC.com reports: *Historic Philadelphia gas station moves to new home in Fairmount Park.*

"A century-old gas station located at 20th and Arch streets made its way to its new home in Fairmount Park late Wednesday night. Roads closed for the relocation of the historic Gulf gas station. Officials say a remote was controlling the movement." This was originally located a block off the Lincoln Highway. Read the rest and check out the three videos here:

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

The Washington Examiner published Salena Zito's feature: A Lincoln Highway icon dies. "BEDFORD, Pennsylvania — Two weeks ago, Jack Dunkle was sitting with his best friend Bob Barnes at his auto parts store along U.S. 30. Barnes was telling a story to his friend of over 40 years. Dunkle looked pale, but he waved Barnes off when asked if he needed anything. A little bit later, as Jack started to leave, he turned and paused for a moment at the threshold of the shop door, looked over his shoulder, and said to me, 'I do need something, but it is not anything anyone, including you, can give me, and that is time,'" recalled Barnes, 70, who chokes up over the memory. It was the last time he saw Dunkle alive. The 76-year-old died last week. Those who didn't read the obituary in the Bedford Gazette found out soon enough when they made the bend along the old Lincoln Highway and saw that the iconic Gulf service station — the last original decorative terracotta Gulf gas station in the country — was closed. The rest of the story is here:

<https://tinyurl.com/3wtct4nt>

Jack Dunkle's obituary is here:

<https://tinyurl.com/2p99ejun>

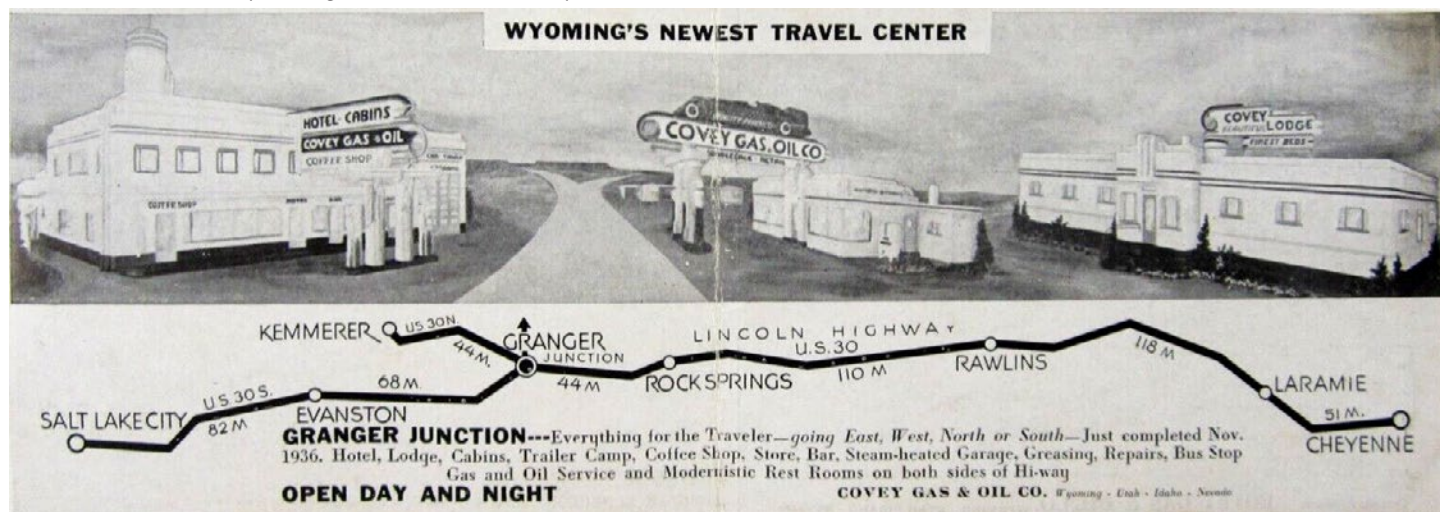
Here's my Dunkle's story. The last time I stopped there Mrs. Dunkle filled me up and cleaned my windshield, as they were a full service station. I told Mrs. Dunkle that the linen postcard of her station was very desirable and was going for \$150 now. She then jokingly offered to sell me the station for \$150. Here's the postcard from my collection:



Collecting the Lincoln Highway

by Russell S. Rein

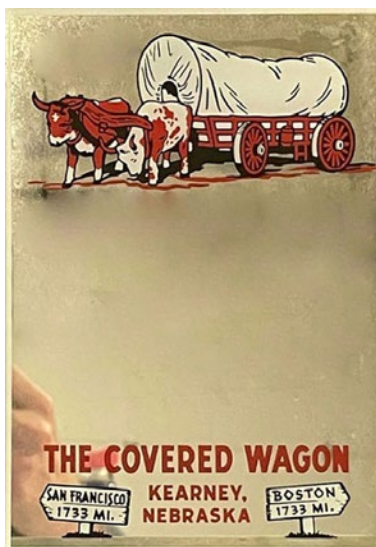
This vintage brochure of the Covey Gas & Oil Company, Little America in Wyoming was offered in eBay.



A nice example of a Lincoln Highway Boyce MotorMeter sold at a Matthews Auction for \$600. The Boyce MotoMeter was patented in 1912, and was used in automobiles to show the temperature of the radiator.



This interesting 1914 LHA membership certificate for H. M. Houser of Akron, Ohio and metal plaque sold for \$650 at auction



Three Covered Wagon small (5" X 7") mirrors are offered on eBay. The Covered Wagon in Kearney, Nebraska when open had a souvenir shop that was packed with custom items like postcards, water-transfer decals, pennants, ash trays, dinnerware and more.



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



CHAPTER NEWS

New York

Jerry Peppers, State Director

On Sunday morning, 22 January 2023 director Jerry Peppers, at the request of Jo Anne Robbins, Chairman of the Two Towns-One Book Steering Committee of the Friends of the Clifton Park-Half Moon New York Public Library, delivered a one-hour Power Point™ presentation (with graphics, software and edit help generously provided by his daughters Michele and Christina!) about his experiences traveling the Lincoln Highway to a group of approximately 150 participants at the Library's beautiful new meeting room. The presentation was in connection with the Committee's choice of the Amor Towles 2021 publication *The Lincoln Highway: A Novel* for the Library's 2023 Community Read.

Jerry's presentation drew from his experiences on the LH all the way from Times Square to Lincoln Park and employed many pictures from his LH photo library, including a number from the June 2022 Eastern Third Tour led by Jim Cassler and Paul Gilger. Characteristically, since with him it is always "about the people," and in order to bring the LH "to life," Jerry included short vignettes about and photos of an LH friend or two, as well as a couple notable sites or road segments, from each state.

A question and answer period followed with questions ranging from LH history to travel times and suggestions for day/weekend and even end-to-end trips. There were also coffee mugs, phone wallets, LH wall maps and back issues of the Forum that Jerry purchased from the Lincoln Highway Trading Post (thanks Nance Brewer, Administrative Ninja, for tight schedule on-time delivery!) as door prizes.

Ms. Robbins and her Committee kindly hosted dinner for Jerry and his wife Sue the night before the presentation. The Committee also provided a generous honorarium which Jerry has matched and will use the entire amount to fund what will ultimately be twenty-five new LH memberships. Seven have already been identified and submitted and the remainder will be chosen probably as door prizes at other April Community Read events.

Jerry is currently working with Rhona Koretsky who coordinates travel for the Friends of the Library to lead/accompany a Spring walking tour of the LH along the one mile 1913 alignment from Times Square to the Hudson River ferry terminal.

Finally, Jerry and Sue drove segments of the LH in Pennsylvania and New Jersey after visiting the Philadelphia Flower Show on their way home from their annual Florida trip.



Jerry & Committee Chair Jo Anne Robbins



The presentation



Slide of Franklin Grove • Photos: Sue E. Peppers

Pennsylvania

Tom Davidson, State Director

PA Chapter will host exhibit at Hot Rod Annual

Join us at the Lincoln Speedway in Abbottstown, PA on Saturday, May 13. We'll host an exhibit and information table near the gate as you enter the racetrack. Enjoy the vintage drag races then bring your lunch over to our table so we can meet or stop by anytime between 8:00 a.m. and 2:00 p.m. There will also be a vintage auto thrill show after the races. Pay entrance fee at the gate. See you at the starting line.



Two Lincoln Highway Landmarks Reopen to the Public The Yorktowne Hotel in York, Pennsylvania reopened after a multi-year, multi-million-dollar renovation. It was built in 1925 to serve Lincoln Highway travelers with the finest of accommodations. The hotel is now a part of the Tapestry Collection by Hilton and includes a new roof top lounge. Go to <https://www.hilton.com/en/hotels/lnsyoup-the-yorktowne-hotel/> to make reservations.



The Haines Shoe House has also reopened to host guests along the Lincoln Highway near Hallam, Pennsylvania. This unique roadside landmark is now a VRBO vacation home that can host up to six people. This nationally known example of programmatic architecture will

also receive a stat historical marker later this year as the Shoe House celebrates its 75th year anniversary. Go to <https://www.vrbo.com/vacation-rentals/usa/pennsylvania/york/haines-shoe-house> to book your stay as your travel along the Lincoln Highway.

Three Lincoln Highway Landmarks face uncertain futures The future of the iconic Dunkle's Gulf Service Station in Bedford, PA is unknown following the death of owner, Jack Dunkle. The Gulf first opened along the Lincoln Highway in 1933. Here is a photo during the last year's Eastern Tour with Paul Gilger's Winebago camper and Jerry Pepper's Honda Accord Hybrid at the pumps.



The PA Chapter hosted a farewell trip to Dutch Haven near Lancaster, PA on one of its final days. The current owner who has served shoofly pies to tourists for decades is ready to retire and now has the property for sale. The two million dollar asking price will make it hard for this tourism business to find a new owner.

Finally, the future of the Modernaire Motel in East York, PA is uncertain as a proposal has been submitted to convert the property into a convenience store and apartments. Since 1949, the Modernaire has stood alongside the Lincoln Highway as a shining example of stream-line modern architecture. While it has seen better days, it evokes memories of the great American road trip enjoyed by families for decades.



The PA Chapter continues to host on-line meetings throughout 2023. If you are interested in receiving future invitations, please contact PA Chapter State Director, Tom Davidson, at Tom.Davidson2642@gmail.com

Ohio

Scott Little, State Director

Consistent signs of spring are finally in the air across the state of Ohio. And we all rejoice.

Planning future meetings and activities were the theme with all three chapters as they met in January. Additionally, Lima's Michael Buettner discussed his travels on the National Road when the Western Ohio Chapter met in Van Wert. In February, the Westerners met north of Convoy at the site of the restored 1884 Church on the grounds of Lincoln Ridge Farms. Owners Jeff and Kathy Thomas catered a meal for 55 guests and then discussed their restoration and history of the church. Convoy native and Lincoln Highway member Larry Webb spoke of attending ice cream socials and other events at this church, just east of where he grew up on the Lincoln Highway. The Delphos Canal Museum was the setting for an epic Lincoln Highway Trivia Night battle between Allen and Van Wert County residents in March. Michael Buettner was the presenter and moderator of this entertaining evening. (The eastern county won...)

Mid Ohio members started off the year at Athens Greek Restaurant in Mansfield. A productive business meeting followed, with discussions and a book exchange, too. February's meeting took the group to Chuy's Tacos and Margaritas in Mifflin where the theme was Valentine's Day Stories. Romance was in the air... Then exactly 30 years to the day of the formation of this very active chapter, they met back in Mifflin to celebrate this feat.

The Eastern Ohio Chapter met in Minerva for dinner at the Classic 57 in January and headed to Wooster for their February meeting. After dinner at Muddy's, they toured the Long Military Museum next door. In March, they met for dinner at Mark's Landing in Guilford Lake. April will take them to Massillon, May to Magnolia and June to Dalton.

Indiana

Joyce Chambers, State Director

Here's hoping Spring has finally sprung in Northern Indiana so folks can get out and drive the Lincoln Highway on the 1913 and 1928 routes! Here's what's been happening, and some events we're looking forward to:

- In order to bring more awareness to the Lincoln Highway and to celebrate Lincoln's Birthday, LHA life member #55 Ralph Spelbring, 77, of Elkhart braved February weather and walked the entire 30-mile length of the Lincoln Highway through Elkhart County. Even pedestrians have to alter plans when a train is blocking the intersection! Ralph had to walk on the west side of the tracks between Goshen and Elkhart.



- On May 11, INLHA President Jeff Blair will give a presentation "I'm Thinkin' Lincoln" at the Annual Dinner of the Marshall County Historical Society in Plymouth. Jeff will give a talk for the MCHS Board the following day.
- On Saturday, May 13, the INLHA will have its annual Spring Meeting in Elkhart. The INLHA Board/membership meeting will be followed by visiting some of the venues we will share with folks at the 2024 LHA National Conference!

- Yours truly hopes to have landscaping done at the viaduct corners at Lincoln Way and Ironwood Drive in South Bend before June so folks coming to the Studebaker Drivers Club Zone Meet or driving to CA for the LHA Conference can see the corners beautified!
- The Studebaker Drivers Club Zone Meet at the St. Joseph County 4H Fairgrounds in South Bend has been changed to June 1-3. The INLHA will have a display table sharing information about the Lincoln Highway!
- The INLHA Planning Committee is busy preparing for the 2024 LHA National Conference in Elkhart on June 23-28, 2024! Several will attend the 2023 LHA National Conference in Folsom, where we will present an official invitation for folks to come next year to Elkhart, IN for the 2024 LHA National Conference. We are excited to have you all come for some Hoosier Hospitality!
- We invite folks to join our INLHA Facebook Group created by one of our newest Board members, Lou Donkle of Valparaiso <https://www.facebook.com/groups/indianalincolnhighway>

HAPPY SPRING to all!

Illinois

Kay Shelton Kozak, State Director

For those of you who attended last year's LHA Conference in Joliet, I have some updates regarding places visited during the conference. First, the Lincoln Highway concrete marker and gazebo in front of the Lincoln-Way Central High School in New Lenox which was a photo stop on the bus tour will be cleaned, restored, and landscaped as part of Jack McDonnell's Eagle Scout project. He successfully raised enough money to cover the costs of beautifying the area. I attended the Will County Historic Preservation Commission meeting in which Commission members reviewed his project, provided suggestions focused on how to clean the 1928 marker with care especially regarding the bronze medallion, and approved his project with a Certificate of Appropriateness. Jack and other Boy Scouts will be working on the marker, gazebo, and landscaping the last three Saturdays in April. Appropriately, regarding Jens Jensen, the designer of the concrete markers (and the Ideal Section in Indiana), the landscaping will be of plants native to Illinois.

Second, for those of you who watched the

award-winning documentary about Jens Jensen, entitled, "Jens Jensen: The Living Green," you should be familiar with the school he started in Door County, Wisconsin that he named The Clearing based on folk schools in his native Denmark. One main source of information for the documentary came from the book by Robert E. Grese, "Jens Jensen: Maker of Natural Parks and Gardens." The folk school that Jensen started still exists today and it offers a variety of classes on crafts, arts, woodworking, creative writing, and Jensen's specialty, landscaping. Dr. Grese will be teaching a one-week course at The Clearing in October on landscaping using native plants based on the work started by Jensen. Dr. Grese taught landscaping at the University of Michigan for over thirty years and is considered the foremost expert on Jensen's work. I signed up to take Dr. Grese's landscaping course, which will be my first visit to Jensen's own folk school. For information about the documentary about Jensen, please see: jensjensenthelivinggreen.org. For anyone visiting Wisconsin, Jensen's folk school is open for visitors when classes are not in session. Information about visiting and classes at The Clearing can be found at: theclearing.org/.

Third, on last year's conference bus tour, there were numerous public sculptures to see throughout Joliet. Unfortunately, the sculpture representing the Lincoln Highway is damaged. In August of 2020, the remnants of an infamous derecho (land hurricane) that raged through Iowa came through Illinois at less strength but yet powerful enough to blow down a sign that landed on the Lincoln Highway sculpture, damaging the bronze statue of an early road builder with a shovel. By later this summer, there will be a new mayor in Joliet in place, a car dealer. We intend to redouble our efforts to get that sculpture repaired reaching out to the new administration.

There is still room for a new face or two to join our Illinois Chapter Board. Please reach out to: illinoislincolnhighwayassoc@gmail.com.

Iowa

Dean Parr, State Director

2021-2022 LHA

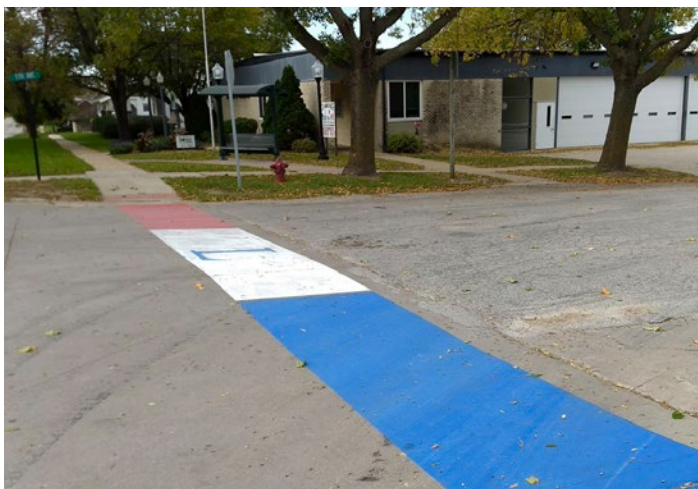
Iowa Director's Report

The Iowa Chapter will meet in Clarence on April 8th at the Victory Lanes. This is the town with the wonderful Lincoln Highway Crosswalks.

Register's Annual Great Bicycle Ride Across Iowa (RAGBRAI) will travel some Lincoln Highway towns this year July 22-29. They will overnight in Carroll,

Ames, and Tama. They will pass through Glidden, Jefferson, Chelsea, and Belle Plaine.

Jonathan Sherwood, Lincoln Highway Heritage Byway Coordinator has completed the Byway sign inventory. Thanks to Jonathan we have this wonderful montage of parts of the Lincoln Highway in Iowa including some relics of the original highway! Shot while working on an inventory assessing the conditions of IOWA DOT Lincoln Highway Heritage Byway signage. Check it out at: <https://www.youtube.com/watch?v=wCLK-PB2-DY>
The July 8th meeting will be held in Belle Plaine.



Nebraska

Sarah Focke, State Director

We lost a dear friend and long-time supporter of the preservation of the Lincoln Highway Association, Lenore Stubblefield.

She and her late husband Bob became very involved in the Lincoln Highway Association and the highlight of their leadership was serving as hosts for the 2013 LHA Conference held in Kearney, Nebraska which honored the 100 year anniversary of the highway. Lenore and Bob were also very involved in the Shelton Historical Interpretive Center and participated in the Lincoln Highway Festival and made many educational displays for visitors to enjoy. She had a vast knowledge of the Lincoln Highway as well as the Nebraska Lincoln Highway.



Lenore with Paul Gilger, Ronnie O'Brien and Sarah Focke

California

Neil Rodrigues, State Director

LHA CA Chapter 2023 Conference Planning Meetings The CA LHA Conference Committee Board has been finalizing conference event plans and issues and will be looking forward to welcoming all to our Folsom, CA event. The committee wishes for all who have yet to submit their registration interests to do so now. Registration form and event information is available at www.LincolnHighwayAssoc.org.

Spring Meeting - April 1, Dublin CA, at Frankie, Johnnie & Luigi Too



Good food. Good Company.
Nice 'sunny' Spring day.



CA LHA President,
Joel Windmiller



CA LHA VP and
National VP, Trey
Pitsenberger



CA Chapter & National LHA Webmaster, Jimmy Lin, spoke about LH popularity successfully growing over the years.



Roaming LH Photographer, Ron Harris



Group photo with Chuck and Nora's mid-1950's 'rare' Powell Pickup. Photo by LHA CA Director, Neil Rodrigues.

The Bernie Queneau Lincoln Highway Coast-to-Coast Completion Awards

November, 2022 to March, 2023

The award is named in honor of Bernie Queneau, whose active connection with the Lincoln Highway spanned his Boy Scout activities along the highway in 1928 until the time of his passing at the age of 102. Anyone can qualify for the award who has made the coast-to-coast crossing of the Lincoln Highway over any of its alignments. Over 150 award certificates have been granted during the past eight years. It is the custom at each Annual Conference to recognize those recipients who have received the award since our last annual conference.

Brenda Hards
Newton Falls, Ohio

J. Mark Tebben
Lakewood, Colorado

Lynn Rumsey
Streetsboro, Ohio

Susette Stickel-Rufer
Petaluma, California

Stefan Grundhoff
Munich, Germany

*The list of awards is compiled by LHA Treasurer John Jackson.
Applications for this award are available on our website: www.lincolnhighwayassoc.org*

Remember to **renew your membership**
so you don't miss any issues of
The Lincoln Highway Forum

Director Reports

Director at Large #3 Ed Kozak

President Kay and I went to a local Boy Scout's fundraiser a few weeks ago to raise money to refurbish the Lincoln Highway gazebo and the LH concrete marker in front of the Lincoln-Way Central High School in New Lenox, Illinois. The young man's name is Jack McDonnell, and this is his Eagle Scout project in hopes of becoming a prestigious Eagle Scout. The money-raiser was held at a local restaurant, and it was very well attended. He subsequently raised enough funds from the special event that both items will be worked on, and, get this, there will be additional money set aside for future work when it may be needed. We both had



the opportunity to speak to him personally, and I'm happy to report that he was well spoken on Lincoln Highway history, and was genuinely interested in educating himself further on Carl Fisher's road. We've already supplied him with additional information on fellow Boy Scout Bernie Queneau. Now if we could only replicate Mr. McDonnell, or more realistically, have him inspire other scouts to aid in beautifying the Lincoln, we'd see a cooperation between the two groups not seen since the early days of the national highway. Have a great summer, everyone, and we'll see you on the road.

Home of the prehistoric Giant Short Faced Cave Bear



WHITE PINE PUBLIC MUSEUM

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Lincoln Highway Forum Index Updated

LHA Life Member Jesse 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

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:** Best file types are plain text .txt files or Microsoft Word (.doc or .docx).
- **Images:** Best file types are .jpg, .png, .tif and .ai.

Resolution of photos should be as high as possible to allow resizing and
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as well. Numbering the photos also helps get them in the right spots.

- **If you have a composed, formatted document, it is best to send it 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 or (562) 760-1999.

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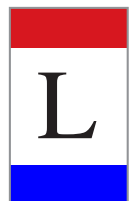
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