

THE LINCOLN HIGHWAY FORUM

VOL. 30, NO. 4 • SUMMER 2023



The 2023 Annual Conference in Folsom
Lincoln Highway Association 2023 Awards
A Lifelong Railfan takes on the Lincoln Highway - Part Two
They're Talking About the Lincoln Highway
Chapter and Director Reports
Folsom Conference Tour Photo Essay

THE OFFICIAL JOURNAL OF THE LINCOLN HIGHWAY ASSOCIATION



Moe Mohanna receiving Friend of the Highway award.

Photo courtesy of Neil Rodrigues.



LHA Statement of Purpose



Approved during the Annual Membership Meeting, June 15th, 2023

1. The Lincoln Highway Association, Inc. (LHA) shall Identify, map, mark, preserve interpret, and improve access to and encourage travel on and exploring 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 and the significant structures and artifacts along its route.
3. The LHA shall pursue appropriate measures to seek federal recognition of the Lincoln Highway as an All-American Road or such other category or status as is available in the judgment of the Board of Directors and shall encourage all state chapters to seek Byway status or such other category or status for the Lincoln Highway as is available in their respective states in the judgement of the State Director after consulting with that state's governing body.
4. The LHA shall publicize and seek public awareness of its goals and activities for preserving, promoting, and developing the Lincoln Highway.
5. The LHA shall facilitate research about the Lincoln Highway and publish a magazine for articles and news of activity relevant to the LHA.
6. The LHA shall work with local communities and businesses to promote the Lincoln Highway as a tourism destination.
7. 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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Summer 2023
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President Kay Shelton Kozak

Vice President Trey Pitsenberger

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Executive Advisor Jesse Petersen

Field Secretary Russell S. Rein

Contributing Historian Kay Shelton Kozak

Editor & Designer Jay Lawrence

Proofreader Elliot Ofsowitz

Printing The Klingstedt Brothers Company

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forum@lincolnhighwayassoc.org

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Front Cover: Conference attendees group photo at our closing Banquet Dinner at the Mohanna Family Ranch. Photo courtesy of Neil Rodrigues.



L President's Message

By Kay Shelton Kozak

If you are reading this, thank you for your interest in the Lincoln Highway Association! If this is your copy, thank you very much for being a member and your continued support. If

you are reading someone else's copy and you are not yet a member, please consider joining.

Thanks also to all of you who attended the LHA's Annual Conference in Folsom, California. For those present, you know what an action-packed experience that was, including getting soaked in a rainstorm on the Donner Summit Bridge. That mountain rain gave everyone a little taste of early travel before today's comfortable vehicles with roofs and windows protecting us from the outdoors. At the Annual Membership Meeting in Folsom, those present voted to pass some important updates to our LHA Bylaws. Some of the updates included taking the LHA's Statement of Purpose found on the inside covers of The Forum, updating it, and incorporating it into the bylaws so that we strive to meet our Statement of Purpose. One addition to the Statement of Purpose is that the LHA will work towards better state and federal recognition of the Lincoln Highway. That Statement of Purpose will serve to help shape the direction and focus of the LHA into the future, especially its Board and Committees.

Additionally, the updated bylaws should make it easier for LHA members who live in states that do not have the Lincoln Highway going through it to form new chapters, such as Michigan, Virginia, and Florida. Also, for LHA members who live in rather geographically large states such as Pennsylvania

where the distance may be a challenge to organize activities, it should be easier to form local chapters within the state chapters. In other words, a group of LHA members who live closer to each other on one side of a large state are encouraged to organize into a local chapter under the auspices of the state chapter under the updated bylaws. Another update is that current state chapters and any new state and local chapters that form need to submit their bylaws for the assistance and final approval by the LHA Board of Directors. The Board of Directors hopes that the changes to the bylaws will make it easier to encourage active participation in new places along and outside the Lincoln Highway. David Allen was the Chair of the Bylaws Committee, and we greatly appreciate the efforts of the Bylaws Committee members. I appreciate the work the Board of Directors did to prepare the finished version for presentation at our Annual Membership Meeting in Folsom.

Lastly, one special group of people fostering the continuation of the Lincoln Highway Association is our Life Members. If you are a Life Member, thank you for your outstanding show of your support and demonstrating your confidence in the long-term existence and continued activities of our LHA. Sometime this fall after the traveling and driving season slows down, I hope to organize a series of informal group round-table discussions for all Life Members via a telephone conference (for those without computers) and Zoom (for those with computers). We have over one hundred active Life Members, which is too large for one discussion group so the plan is for holding a series of smaller group discussions. If you are a Life Member, please watch your e-mail or regular mail later this fall for information about when and how to join a small group discussion by phone or computer.

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

The LHA 2023 Annual Conference

June 11th – 15th, Folsom, California

Our Conference this year was outstanding in every regard, from the terrific speakers and entertainment, great tours, to the good food and a fine venue. Add all this to the opportunity to share the week with old

and new friends and you have the perfect recipe for a very successful event. Congratulations to the California Chapter and everyone connected with the event planning and execution. It set a high bar for future events.



Lincoln Highway Association 2023 Awards



Scott Maits with President Kay Shelton Kozak

Member of the Year: Scott Maits. This award is for a member of the Lincoln Highway Association who is not an LHA officer or director who does something of high merit. In preparation for the Auto Tour from Times Square, New York City, Scott placed 350 temporary Lincoln Highway signs throughout all of Philadelphia.

New Director of the Year: Thomas Davidson of Pennsylvania. Tom worked on preservation by applying for the Haines Shoe House to get recognition as a historic place and for keeping tabs on other private property at risk of loss along the Lincoln Highway in Pennsylvania. He was not present but Jeff Stonesifer of Pennsylvania accepted it on his behalf.

Gregory M. Franzwa Award: This is the LHA's highest award and it is awarded very rarely. This year's award was reimagined to be on curved glass with an outline of the Lincoln Highway states. The award is for individuals who work very hard over a long period of time to promote the Lincoln Highway and the Association. It went to **James R. Cassler**, for his work on the auto tours that brought in new members, conferences, merchandise, printing, advertising, and many other tasks. It also went to **Russell S. Rein**, who helps anybody and everybody with finding vintage images of the Lincoln Highway, answering thousands of questions from people literally all over the world about the Lincoln Highway, collecting LH memorabilia, and keeping track of all news about the Lincoln Highway.



Franzwa Award: Jim Cassler

Our gracious host for the evening, **Moe Mohanna**, was presented with a **Friend of the Highway Award** by California Chapter President Joel Windmiller.

James Lin, our talented Webmaster received an **Exemplary Friend of the Highway** award for his excellent and tireless online efforts.



Franzwa Award: Russell Rein



Webmaster James Lin

Joel Windmiller and Moe Mohanna



Bernie Queneau Award Recipients
Sisters Lynn Rumsey and Brenda Hards of Ohio



The California Chapter conference organizers

A Lifelong Railfan takes on the Lincoln Highway

By Walter Haner • Part Two

Now on to Illinois, where every town seems to be identified with a mural of a Lincoln Highway scene of some sort in that town. My first action in Illinois was to follow the advice of the PBS show on driving the Lincoln Highway and not try to stop at the exhibit right at the border celebrating the Ideal Section. The show said that stopping will kill you because of the traffic, and I think they are right. But there are plenty of other things to be seen as you drive the Lincoln Highway in Illinois including several old style preserved gas stations, and I'm sure they look now almost as they must have looked in the Lincoln Highway heyday. And as I said – many fabulous murals. In Rochelle, there are murals celebrating Emily Post and her LH cruise, Marilyn Monroe (I don't think for the same reason) and a very neatly preserved gas station with a very rusted pickup truck vignette.

But the real attraction in Rochelle is the rail fanning. The tracks of the Union Pacific and the Burlington Northern cross here, and the town of Rochelle has put this to good use by establishing a small museum and observation area. This was something I knew about and was looking forward to stopping and enjoying. Except when I got there, a mile long UP freight was blocking all the grade level crossings, and it took a while for me to figure out that there is a bridge that goes up and over all the tracks – doh. I parked the car and got out – and it promptly began to snow huge flakes and the wind began to blow, and oh just for good measure the temperature dropped into the high 20s. So while I stood around and watched five or six very long trains go by, the experience would've been much better if the weather had cooperated just a bit. But still, this was the highlight of the trip thus far, ranking right up there with finding the original brick section back in Ohio.

From Rochelle, Franklin Grove where the National Headquarters of the LH Association is located is a skip and a hop, and I was revved up for a visit to the gift shop. But when I got there, it was closed. It's a Saturday, it's April 2nd so it's not Fools Day, and there's a sign in the window that they will be open tomorrow – Sunday. How are they closed Saturday but open Sunday?? Bummer. Back to the road, and across the Mississippi and into Iowa.

First, that may be only the third time in my life that I've crossed this river in a car. Once on my Golden Spike trip, and once to visit the site of Grant's Canal on the Louisiana side at Vicksburg during a Civil War trip. Second, the LH doesn't cross where it did in 1913 but you can still get to both banks where it did cross, which since I'm obsessed, I did. And Iowa brings the beginning of serious dirt roads where the highway followed the section roads of the old farms when it couldn't find other roads to follow.

Iowa is also very fond of its association with the Highway, and it is very well marked with good indicators when it makes turns. And some of the



Rochelle Crossing: Crossings such as this exist all over the country and particularly in the Mid West, but not many towns have made them into a tourist attraction as successfully as has Rochelle, Illinois. You can see the snow and imagine the cold... and the wind. That's the UP crossing from upper left and the BNSF crossing from the lower left, for anyone who is keeping score.

markings are painted onto utility poles which is a very neat treat when you find them. But my real treat of the day was the Lincoln Hotel in Lowden, preserved by a native of the area who now lives in California, who has the hotel cared for by a very friendly local woman. She pointed out a good place for dinner and an equally good place for breakfast the next morning. And I of course wandered over to the railroad crossing, and while I'm not sure that the station I discovered

was an original, it was marked Lowden and it was on the right of way. It may have been here that I finally realized that the reason the LH stuck so close to the UP right of way was that they were likely using the well

developed access roads of the railroad to go west. The railroad predates the LH by quite a few years – it had been pushed through here all the way west to Omaha sometime before 1866, when the Transcontinental effort was begun in that city. This “using the UP access roads” theory would get lots of additional support as I paced the tracks and the Highway westward for the next several days.

Some of the most non-railroad fun that I had on my trip was the detective work of trying to track down where the Original road was when they pushed through upgrades to what eventually became in many cases US Route 30. Take Mechanicsville. The Highway travels on First Street (the present Route 30 flies past the town and all the side streets) and it eventually joins the current US 30 for a bit, although while the original road may have been at this spot somewhere, this spot is now four lanes across and I doubt that is what it was in 1913 when it was an access road for the nearby UP (then the Chicago & Northwestern) tracks. But it’s just a short joining, because the original road jogs south to get onto something appropriately called the Old Lincoln Highway, but then the original highway goes straight (and ceases to exist as it crosses the four lanes of present day 30) and this road bends to the south (as does new US 30). But wait – it ends at a “T” and a right turn brings you to an otherwise unlabeled road and another right turn brings you to that road’s end at a “Road Closed” barricade. But clear as day, in the very near distance is that portion of the new US 30 that we had just been on, not more than five minutes ago. Oh the wonders of being obsessed!!

This brings you into Lisbon, and the local History Center is largely devoted to the LH, although continuing with the “It’s too early!” problem and the fact that it was a Sunday, it was closed. There was a marvelous picture of the Lisbon Depot with the caption “The LH also followed the main line of the C&NW”, further confirming my theory expressed above. Just beyond Lisbon is Mt. Vernon, where I somehow missed the Palisades café which was featured as the “Lincoln Café” in the PBS special. I did get to travel on some original brick and walk across an original wooden bridge that spans the railroad tracks, and take a picture of a Kiosk that identifies the LH as “A Highway of Main Streets”, which is precisely what it is.

Through Cedar Rapids (it’s not nearly as much fun to follow the highway through cities as it is through the countryside), past the Restored Youngville Café

(on a stretch of new 30 marked for 80 MPH – WOW) into Belle Plaine, and a very lovely lunch at the Lincoln Café. Also a chuckle at the renovations being done to the Herring House, which must have been a passable hotel in its day but is now a shell of its former self and in need of a LOT of cash for rehabilitation. As by the way does George Preston’s Gas Station, where there is no evidence of the once amusing “Auto Laundry” sign although the ancient see through gas pump still stands.

Tama, Iowa. What hasn’t been said recently about Tama. The bridge which is the current subject of “what do we do with it” is still there, but the King Tower café looks worse for the wear. There is a plaque near the bridge which might be the best summary of the Lincoln Highway in about 150 words, and anyone who wants the answer to the question “why should we repair this bridge?” should be directed to it.

Colo. I was looking to double up on my stay in Lowden, but the new owners had shut the motel and café down. Although there’s talk that they have reopened one or both. So I stayed in Ames.

Iowa and all of its small towns, whether the Highway lives on vibrantly in them or seems to be fading into the dust, reminds me that these are all railroad towns. The UP tracks with their astonishingly long freights are always close by. I fall into the habit of counting cars, even when I have to pull to a stop to do so. West bounds are likely empties so 150 cars with two locomotives sounds reasonable. The east bounds must be loads, and somehow just adding one locomotive doesn’t compute as enough power to keep them moving at track speed of 40 miles per hour, which is what I clock the west bounds doing (I’m not crazy enough to reverse direction and clock an east bound).

Of the bunch of LH things to distract from the railfanning, the Garden Map in Grand Junction is among the most amusing, but hard by its northern edge the mile long UP freights are still pounding along. Jefferson has its Lincoln Statue and Carillon but there is also a nicely restored depot, and a guide to the Raccoon River Valley Rail Trail, which follows an abandoned Milwaukee Road right of way that ran south and east. The J. E. Moss sculptures and then the neatly preserved C&NW depot in Carroll. Iowa is a treasure trove of things, whether you’re in it for just the highway, or in it for just the rail fanning, or like me, in it for both.

And it doesn’t drop off much when you get to Nebraska. I stayed in Council Bluffs, and while the fact that the UP Museum in Council Bluffs wasn’t

open (their website did said as much but I seem to be living up the “So you’re a mathematician and can’t read” insults), there was the Rails West museum, built around a wonderfully restored Rock Island depot. And while it wasn’t yet open for the season either, there was lots of good-looking equipment to see, despite being behind a fence. Including one of only four still existing examples of UP’s 4-8-4 wheel arrangement steamers, called Northerns by railroaders, and some of the most powerful equipment that ever hauled passenger trains. It would have been nice to have started this trip later in the year.

But entering Nebraska led to some immediate major finds. I knew from my wife’s trips on Amtrak’s California Zephyr that there was a marvelous station right next to the new “Am-shack” afterthought depot in Omaha, because she has a tendency to get up to look at such things at 5AM. And she also thought that there was something out the other side of the

train, across the tracks, a museum or something. Well, it is a museum, but it WAS the UP’s Union Station before it became a museum, and what a station (and what a museum)! It only suffered through a few years of neglect and was opened as a museum in 1975, and re-opened as the Durham Museum in 1995. One of their dedicated volunteers took me under his wing for a partial tour and it was exceptional. And the self guided portion wasn’t too shabby either. Oh and by the way, the other station observed by my wife was the Burlington Depot, now owned by a local TV station. And there were 13 tracks between them that serviced passenger trains from almost every western railroad. Omaha/Council Bluffs claims to have been a railroad center, and this is good proof that they were!

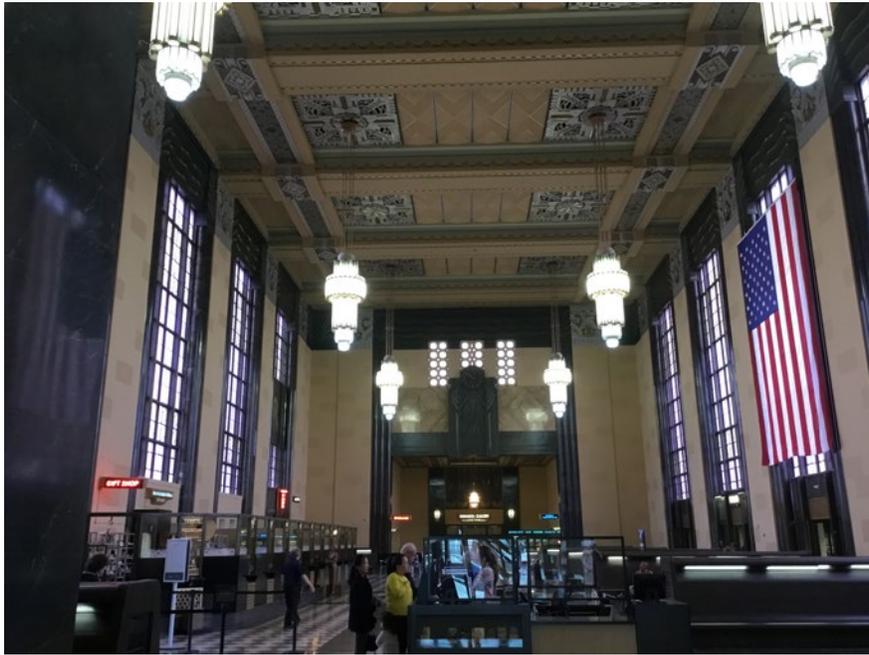
After the drive through Omaha and past Boys Town,

I came upon another stretch of preserved original brick pavement, this one three miles, towards the western edge of the city. They don’t plow it in the winter because it would quickly be destroyed, so there are large “Do Not Enter” barricades anywhere it crosses other roads. I took me about 20 or so minutes to drive the brick, all the while rehearsing my defense speech explaining why I had violated this instruction but thankfully there were no cops patrolling for obsessed

LH followers. After the seemingly never ending western suburbs of Omaha, I finally got to some of Nebraska’s section line roads, and they seemed to be as well kept as those of Iowa. In and out of various towns, including Fremont with a substantial six mile seedling mile and Clarks with another bit of original brick, I arrived in Grand Island, home to a very run down looking Kensinger’s Gas & Service, with it’s own seedling mile running past Seedling Mile

School, my chuckle for the day when I found it.

Nebraska was fun to drive and since I didn’t have much in the way of expectations it was very rewarding. Yeah it was cold and still windy, but there were still the mile long freights, pounding along at 40 miles per hour. And I was still there too early in the season so the Visitors Center in Shelton wasn’t open, but Cozad was still there, where the UP track construction crossed the 100th meridian (a big deal back in 1876). I had to double back because the Phelps Hotel didn’t track my request for a room, but I got to see Boot Hill in Oglala. I was set on visiting California Hill, where you can still see the ruts made by the wagon trains, but when I stopped the car and got out, I realized that I did not know where I was going, and getting lost at this particular spot could lead to freezing to



Omaha UP Union Station and Durham Museum: In a trip of highlights this stands above all the others. To find yet another large station that escaped the wrecking ball fate of New York’s Penn Station is a joy itself but to see what it’s become is truly wonderful. A history of the settling of the West blended with a lovely collection of railroad equipment, and topped off with the restored general waiting area pictured above. Whether you’re a railfan or a Lincoln Highway follower this has to be a mandatory stop in Omaha.

death. I did pass the Phelps Hotel and it was still locked up tight but it's still there if you want to try it. And I passed Potter, one of the smallest towns with a preserved depot that I encountered, with a museum that was closed – surprise – too early in the year!

Before I launch into Wyoming, there's a detour I need to touch upon briefly. On the way back from the Golden Spike anniversary I passed through Little Big Horn and then somehow passed within an hour of the Devil's Tower and didn't stop to visit. I thought I could fix that oversight on this trip, then visit Little Big Horn again and then visit some sites in Colorado. Only I got cold feet about going north, largely because I wasn't getting any response from the motels in Montana probably because it was still too early for many of them to be open. So I cut off those days and just extended my time in Colorado. I drove to The Royal Gorge and took a cab ride with them, visited the Colorado Railroad Museum and the Model Museum in Greeley, Denver Union Station and the eastern

portal of the Moffat Tunnel. All Fabulous. My only disappointment was that after checking to see that the Forney Museum was open (they were), when I got there they were closed for a private event (Boo!).

Wyoming. It started well – an interesting passage on back roads from the Nebraska line to Cheyenne, an excellent visit to the station museum and to the Sherman Mountains – but after that, terrible weather, my poor planning and growing homesickness conspired to ruin Wyoming. And Utah and Nevada while we're at it. I returned from Colorado, spent the day in Cheyenne and then stayed two nights in Laramie. Then I planned to stay in the night in the Virginian Hotel which is about a two-hour drive from Laramie. Then I planned on staying in Rock Springs which is only a three-hour drive from Medicine Bow. What exactly was I thinking – four nights for a stretch that should legitimately have been covered in a few hours?? I left

Laramie and realized early on that the wind driven snow that was falling had closed I-80, which runs parallel to the LH out of Laramie. I spent the drive to the Virginian just waiting for the highway gates to be down, sending me back for another night in Laramie. By the time I got to Medicine Bow, my thoughts were no longer about staying in an historic hotel but were consumed with getting away from the show and ice of Wyoming! I pushed westward, eventually getting on I-80 and hoping for the best. I got to Rawlins and found a room in one of the chain hotels. The next morning, all thought of exploring the LH through western Wyoming had been replaced with an overwhelming desire to just get out of here. I jumped on I-80 and high tailed it as fast as I could westward. But as the time passed, a bit of sanity crept back in, and I resumed watching the freights go by, and I stopped in Rock Springs with its Rock Spring Coal sign and its depot and railroad stuff.

But an inch or so of snow over night in Evanston



Nevada Northern Steamer: It wasn't all stations and scenery. Among the actual trains was the tourist train at Ely on the Nevada Northern. It was built by Baldwin in Philadelphia (a Lima tie in would have been too much to ask) in 1917, retired in 1960 and donated to the White Pine Museum and restored to service in 2021. Its whistle can be heard throughout Ely since Ely is small and the whistle is quite loud.

reminds me how unsettled this area can be and returns my unease. The previous afternoon I had revisited some of the railroad sites in Evanston that I had stopped to see on my Golden Spike trip but that was before the return of the snow. Back on I-80 towards Utah. But this is where the Lincoln Highway had really attracted my attention on the Spike trip, and I again began to calm down, and turned off the interstate at Echo and went back to following the back

roads of the LH. The railroad runs through here (where else could it go) but there's not much to see, especially when you're still not completely convinced that the snow and cold isn't still chasing you.

Salt Lake City was another place I had explored pretty thoroughly on the Spike trip – the celebrations were in Ogden and I was there for three days. For this trip, I had already promised my wife that I would not venture off the beaten path into the desert between

here and Donner Pass so I knew that I was going to make an express run to Ely, Nevada (home of the Nevada Northern Railroad) the next day. So I spent the afternoon wandering the southwestern suburbs of SLC tracing the LH, which was not a lot more exciting than chasing it through the densely populated suburbs of the Midwest.

The next morning I was out early (still on Eastern time). True to my promise, I stayed on I-80 to the Nevada line and then onto Route 93 on my way to Ely and the Loneliest Road in the US (I abandoned a course I had plotted that would have taken me south to Grantsville and the Donner-Reed Museum). Both Route 93 and Route 50 are very quiet but they were fun in their own way. And it was getting warmer and it didn't look like it was going to snow any time soon so I think I calmed down a bit more.

The Nevada Northern Railroad in Ely is very interesting. It's not as extensive as I thought it was so one of the two days that I scheduled there would likely have been better spent in Donner Pass – but as things turned out that wouldn't have worked. The Nevada Northern as near as I can tell encourages walking about which I didn't do enough of as a result of my No Trespassing – Norfolk Southern inspired experiences from back home. But their facilities and equipment were fun to explore even if I was tentative about it but I still wish that I had done a bit more exploring of the steam locomotive they are restoring to service. By the way, there is a neat mural commemorating the Eisenhower Convoy in Ely.

Monday morning and it's 6 a.m. local time when my wife calls and tells me the news – her brother in Lake Tahoe has told her that Donner Pass is going to get hit with a large snow storm late Monday night and that if I'm not through to Sacramento by tonight I'm likely going to be stuck in Reno for several days. So after a few days respite, the weather is back to pursuing me. I explain to my wife (who still thinks I'm going to kill myself) that I will leave within the hour, drive through Fallon to Truckee, explore a bit there and then continue to Sacramento, arriving there a day early. So I actually did get my extra day in California, but just not in the right place or the right time.

So I get back on the road on my way to Donner Pass, and now I am on Route 50. And again, it is very quiet. There's a passport for Route 50 and each town along the way will stamp it for you. But that requires stopping and now I'm time pressed so I just pass through Eureka and Fallon and the other towns

and don't get the passport stamped and also don't go searching for some of the "must see" items on the Highway, which is a bit of a disappointment. Route 50 also doesn't have much to do with the railroads so there's not much of that sightseeing to do either, just five hours of eating up miles looking for Reno. As I neared Reno there were a few things I would have liked to investigate more like Sparks, where Amtrak used to change crews on the trips out of Oakland and the depot in Reno but again there's no time. I get on I-80 again, go back to following the Union Pacific into California and jump off when Truckee signs begin to pop up.

Truckee is an interesting town. There is a marvelous Southern Pacific (the original railroad across the summit before UP bought it up) depot in town that has been repurposed as a town info center and railroad museum with a SP caboose sitting beside it. I ate a very tasty lunch at the Jax Diner that has been there forever just a few paces from the depot. The opposite side of the street is lined with upscale shops and while I didn't have the time to linger in any of them they all looked intriguing. There's a Flying A service station that looks for all the world like it was there at the opening of the Highway. The next time I do this I'm going to stay in the Truckee Hotel which is immediately across the street from the depot.

Within a short drive from the depot are two things noted in most LH guides – the Donner Monument and the Donner Summit Bridge. To get a good picture of the latter takes some skill in knowing where and how to park so my picture of the bridge is a bit side-skance but the view of Donner Lake is terrific and doesn't require nearly as much work. Further from town is Emigrant Gap with more great views of the lake which also don't require as much effort. The only thing missing was the timing on the UP freights – one went through while I was sitting in the diner and none went through while I was parked at the Gap. Oh and the other thing missing was the time to find the other landmarks at the summit, in particular the rail facilities at Norden Summit where they serviced the engines that helped push freights over the Summit and the snow equipment.

Sacramento was a joy. I had a wonderful place to stay and some absolutely wonderful things to see. First and foremost, the California State Railroad Museum. A great collection of equipment and stories and a great collection of volunteers to explain them. My favorite story – when the line was first pushed over the Summit they built sheds over the tracks to keep the snow

under control. They were a genuine problem because they were made of timber and the steam locomotives would set fire to them regularly. But they are mostly all gone now, except for the ones that they rebuilt out of concrete. The reason they are no longer needed is the rotary plow which instead of trying to wedge the snow off the tracks, picks it up and flings it 100 feet or so away from the tracks. Not much to a non railfan but the volunteer who told the story with such enthusiasm and this railfan who listened to it thought it was neat!

Outside the museum there are interesting things in both directions. The former Southern Pacific shops and station (now Amtrak and the regional transportation center) are off in one direction and a bit of a preserved area from the heyday of the railroads is off in the other. This one mostly ends at the yellow lift bridge which crosses the Sacramento River and leads up to the state capitol. A few freights rumbled by across the other lift bridge which carries the rail across the Sacramento but I never timed it right to see any of the Amtrak trains. A walk up Capitol Mall from the Yellow lift bridge took me to a close up view of the state capitol and a side trip to Leland Stanford's mansion, one of the initiators of the Transcontinental Railroad, a governor of California and the founder of his namesake university. The mansion is still used for official receptions of the Governor and the volunteer shared several stories of his time spent with Governor Arnold. My walk back to my lodgings took me past a memorial to the Japanese Americans interred during WWII and the headquarters of CalPERS, the California Retirement System, both surprising discoveries.

My final nod to the Lincoln Highway was following it through Stockton to the terminus in Oakland. Along the way Stockton has two depots, an SP depot currently used as the Headquarters of ACE, the Alameda County commuter service and a Santa Fe depot that is currently used by Amtrak. There was a third Western Pacific depot but it is unfortunately gone. I must admit to doing a poor job on the LH through this section – it's very congested and I was running out of time and patience. And I really wanted to get on to getting home.

And that's what I did – in what for a railfan is spectacular style – by taking the Amtrak California Zephyr! I stayed the night in Emeryville where the Zephyr starts, checked my large suitcase at the Amtrak station, returned the car (an adventure in itself), went to bed and woke up the next morning and walked to the station. I boarded a sleeper and set off on my

two-and-one-half-day odyssey to Chicago. Along the way I learned how the Zephyr gets out of the Bay area (with long-range views of the Golden Gate Bridge!) and crosses the seemingly endless extensions of the bay that stretch far into the heartland, what it feels like to climb through Donner Pass on the train, that Truckee did in fact get close to a foot of snow on the previous Monday night which still covered it very well, where the Norden Summit Facilities might be found and what Sacramento looks like from the train. It's unfortunate that after Sacramento, the Amtrak route and the Lincoln Highway largely diverge. Amtrak takes a southern bent, following tracks owned by the BNSF while the Highway follows the more northern route of the Union Pacific. They converge briefly in Omaha where I got my wife's track side view the Durham Museum, now known to me as the Union Pacific Union Station, but then Amtrak immediately returns to its more southerly route. So while I did an immense amount of railfanning on the train (duh!!), almost none of it had anything to do with the Lincoln Highway.

Oh and I made my connection in Chicago and Amtrak safely returned me to Upstate New York.

What did I learn?? As a railfan, I learned that the freights of the western plains are immense, in some cases twice as long as the typical eastern freight. I knew that while there are lots of small depots still around, I learned that there are still a considerable number of large stations and that many more of them have been restored and repurposed than I thought. As a Lincoln Highway fan, I learned that traveling the eastern portion of the highway should be taken slowly – there's a lot to see and I rushed myself doing an average of 150 miles a day. That the western portions beyond Laramie can be taken a bit quicker, but DON'T start it until the good weather has settled in. That from the California line to the end should be taken extra slow from both an LH and railfan vantage because there are so many things to see in that last hundred or so miles. But most amazingly, I proved to myself what I've heard from so many LH sources, that traveling the byways is MUCH more interesting than traveling the interstates. Just two years earlier, I had done a goodly portion of this trip on my way to the Golden Spike celebration in Utah, and I had done it almost exclusively on the interstates. The interstates are a way to get from one interesting destination to the next interesting destination. Traveling the Lincoln Highway made the getting there as interesting as the destinations.

L They're Talking About the Lincoln Highway

By Russell S. Rein

If my YouTube links take you to an interim page that says "Your browser is up to date" click the box that says "Browse YouTube" to go to the intended video.

April:

Omaha World Herald featured *Stu Pospisil: A roundabout history of traffic on Farnam and Dodge Streets*. This interesting history features the two roads in Omaha that carried the Lincoln Highway. Read it here: <https://tinyurl.com/2p883nm6>

Art Deco - The Architecture Tour featured the now closed Dunkle's Gulf Station on its YouTube video. "Dunkle's Gulf was built in 1933. This classic example of Art Deco Era design is stop #5 on the tour." Watch it here: <https://tinyurl.com/mwkd7zbp>

Prairie Rivers of Iowa featured *A Lincoln Highway Gem - The Historic Lincoln Hotel*. "One of the gems of the Lincoln Highway in Iowa is the historic Lincoln Hotel in Lowden, Iowa in Cedar County. Following a complete restoration, the hotel was listed on the National Register of Historic Places 1996 by Susan Licht for the owners at the time Brad and Elizabeth Norton. They started restoration work in 1992 with a historic resource grant from the government. At that time, the town saw little value in the building and considered burning it to the ground. It had sat empty since 1981." Read more and check out the pictures here: <https://tinyurl.com/28kc3wvv>

The Lincoln Hotel is open for guests. Their website is here: <https://www.lincolnhoteliowa.com/>



Placervilleinfo featured this YouTube Video *Lake Tahoe U.S. Route 50 film from 1915 and the 1930's*. "The US 50 corridor is a historic one, used by many 49ers who came to California during the Gold Rush as well as the Pony Express. In 1895, part of the present-day route was designated as California's first state highway, and it was later designated as one of two routes of the Lincoln Highway across the Sierra Nevada. Much of US 50 was constructed during the initial construction of the California state highway system." Watch this historic film here: <https://tinyurl.com/2z7ky3nd>

Prairie Rivers of Iowa has a downloadable guide – "*Celebrating the 1919 U.S. Army Convoy on the Lincoln Highway* details the route a 1919 U.S. Army Convoy of 72 vehicles and 297 men (including a young Lieutenant Colonel Dwight Eisenhower) took across the United States to test roads and military mobility. Included in this count were: motorcycles, ambulances, an officer's work truck, searchlight and tank trucks, a mobile kitchen, an engineering shop, civilian vehicles containing three tire manufacturers, several automobile companies, reporters, and "good road" boosters." Get it here: <https://tinyurl.com/h8e2p3ay>

May:



Painting Lincoln Highway Markers west of Evanston, Wyoming

Found this photograph online from Henry Bourne Joy Papers at the Bentley Historical Library at the University of Michigan, *Painting Lincoln Highway Markers west of Evanston, Wyoming*. Photograph album, Detroit to San Francisco over Lincoln Highway. May 27 - June 18, 1915. Henry B. Joy, A.F. Bement, E.

Eisenhut. Henry Joy was the President of the Packard Motor Car Company in Detroit and the original President of the Lincoln Highway Association.

American Heritage featured *Alice in Autoland*. “At 22 years old, Alice Ramsey became the first woman to drive coast to coast across the U.S, completing her journey on August 7, 1909.” Read it and check out the photos here: <https://tinyurl.com/ywsuspws>



Photo courtesy the Library of Congress

Travel Lens featured *15 Best Things to Do in Westmoreland County, PA*. This includes Lincoln Highway stops. Read it here:

<https://tinyurl.com/yckma988>

Prairie Rivers of Iowa features interesting Lincoln Highway articles on their website:

Significant Black History Along the Lincoln Highway can be found here:

<https://tinyurl.com/yn2936b4>

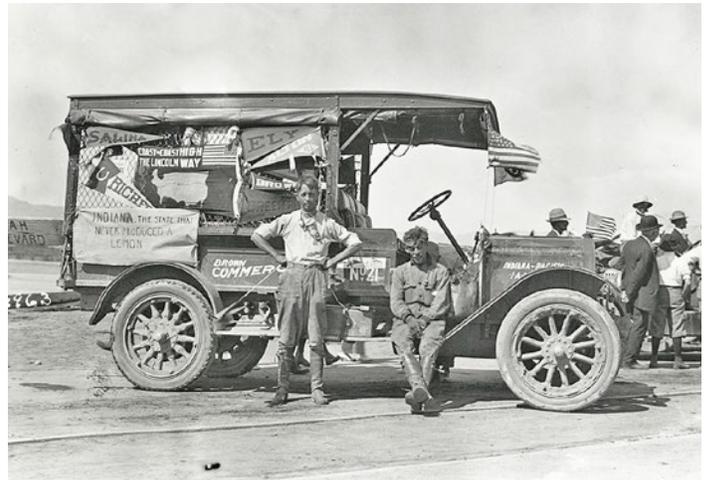
Step Into the Sankot Garage for Treasured Bits of Lincoln Highway History can be found here:

<https://tinyurl.com/mbv9zyf2>

Bedford Gazette featured *Lincoln Highway provides link to region's past*. “LATROBE – Kim Cady knows the crucial role that tourism plays in the Laurel Highlands and across Pennsylvania. The executive director of the Lincoln Highway Heritage Corridor and the Lincoln Highway Experience sees it firsthand in her new role. The “travel forward” theme, which looks to shine a spotlight on the essential role that travel will play in driving economic growth and innovation, is especially appropriate for a group dedicated to telling the story of the nation’s first coast-to-coast highway.” Read the rest or listen to the article here: <https://tinyurl.com/9t4wadwv>

Checkout this photograph of motorists posing with Brown truck no. 21 during the 1913 transcontinental tour organized by Indiana Automobile Manufacturers’ Association. Truck is decorated with American flags, pennants, “Coast to coast, the Lincoln Highway” sign and “Indiana,

the state that never produced a lemon” banner. Handwritten on back: “Brown truck, no. 21, W. W. Harrison, J. Holloway. Photo by Spooner & Wells. Tours - I.A.M.A, 1913.” Courtesy Detroit Public Library Digital Collections:



The late Dennis Horvath wrote a book about this trip: <https://tinyurl.com/mr44hak3>

Atlas Obscura featured *The Friendliest Town on the Loneliest Road*. “Eureka, Nevada is a must-see pitstop [sic] along the magnificent wide open road of Route 50, where travelers can immerse themselves in a bygone era and explore secret underground tunnels.” Read the rest here:

<https://tinyurl.com/42pv549c>

The University of Michigan and Google have digitized some 1910 -1915 issues of The Packard, the magazine that reported company doings around the globe. The 1914 and 1915 issues usually feature some Lincoln Highway news. Find The Packard and more archival items at the Hathi Trust Digital Library here:

<https://catalog.hathitrust.org/Record/003262212>

I also found this 32 page booklet at The Packard archive: *A family tour from ocean to ocean - being an account of the first amateur motor car journey from the Pacific to the Atlantic, whereby J. M. Murdock and family, in their 1908 Packard “Thirty” touring car, incidentally broke the transcontinental record*, by J.M. Murdock. They followed a route that was very similar to what would become the Lincoln Highway. Read it here: <https://tinyurl.com/bdfbwpsx>

Found this photograph of Drive-in Cafe at 1084 South State Street (Lincoln Highway), Salt Lake City, Utah, 1938. Courtesy America in the 1930s:

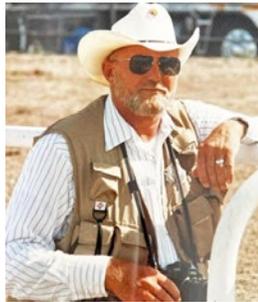


I am saddened to report the passing of Randy Wagner of Cheyenne, Wyoming. Randy was the President of the Lincoln Highway Association in 1997 – 1999. Please take a few minutes to read Randy’s obituary; click “read more” at this page:

<https://tinyurl.com/mwzkn6p8>

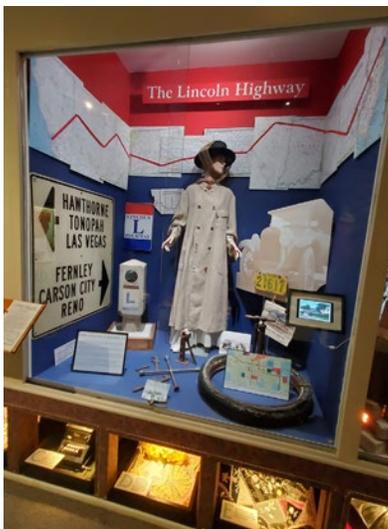
Randy’s papers and photographs can be found at the American Heritage Center, University of Wyoming. Here’s a link to the finding aid:

<https://tinyurl.com/5n8z3cud>



June:

Atlas Obscura features the story about Horatio Jackson’s 1903 transcontinental trip, *The Coast-to-Coast American Road Trip Is 120 Years Old. In 1903, a Vermont doctor bet \$50 that he could cross America by car. It took him 63 days, \$8,000, and 600 gallons of gas.* “The coast-to-coast road trip, that American essential, turns 120 this year. In 1903, Horatio Jackson and Sewall Crocker became the first people ever to



drive a car from one side of the United States all the way to the other.” Read the article and check out a map of their route here: <https://tinyurl.com/57d2dnm4>

Check out the Lincoln Highway exhibit at the Churchill County Museum, in Fallon, Nevada. I visited there on the way to the Lincoln

Highway Association Conference in Folsom, California:

Camper Smarts featured an extensive article on the Lincoln Highway which includes a lot of history, *The Lincoln Highway: Plan An RV Trip on This Historic Path.* “To continue our series on significant highways, let’s look at the first coast-to-coast highway in America: the Lincoln Highway. We’ll show you why they call it the Lincoln Highway and its struggle to become a recognized highway. Even though it no longer exists as an active highway, you’ll learn the route numbers of the Lincoln Highway and how you can still drive the Lincoln Highway. You’ll learn the many contributions the highway and its parent organization contributed to trip planning and highway travel. We also point out some key Lincoln Highway attractions and included an interactive Lincoln Highway Map so you can plan your next cross-country trip!” Read it here:

<https://tinyurl.com/yc4e2vrr>

Only In Your State featured *10 Spots Along The Lincoln Highway In Iowa That Everyone Should Stop And Visit.* The article actually covers just 200 miles of the eastern part of the state, from the Morris Bridge crossing the Mississippi at Clinton to the well-known Reiman botanical gardens in Ames. Read the rest and check out the photos here:

<https://tinyurl.com/yhvwy3cj>

LevittownNow.com reports *Mister Soda Pops Store Brings Nostalgia & Unique Delights To Area.*

“Robin and Fran Cattani want customers who enter the Mister Soda Pops store to feel wonder and even nostalgia. The couple opened the store last summer in the former Fine Wine and Good Spirits location at 317 West Lincoln Highway in Pennel Borough. The shelves, according to Fran, are stocked with more than 1,000 types of specialty sodas. Read the rest here:

<https://tinyurl.com/yjz96d>

The PBS show Saving Americana – *The Great Lincoln Highway* is now available online. Watch it here:

<https://tinyurl.com/mtt63c7>

Only In Your State featured - *This Scenic 179-Mile Drive Just May Be The Most Underrated Adventure In Illinois.* “The Lincoln Highway is a National Scenic Byway that clocks in at about 179 miles, spanning Northern Illinois from Lynwood to Fulton with incredible must-see stops.” Read it and check out the photos here: <https://tinyurl.com/2hf9n5e7>

In this short video from NBC News author Amor Towles shares how he landed on the title for his best-selling novel, *The Lincoln Highway*. Watch it here:

<https://tinyurl.com/24udv8py>



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



CHAPTER NEWS

New York

Jerry Peppers, State Director

Jerry Peppers has continued to work with representatives of the Clifton/Half Moon Public Library regarding a potential walking tour of the one mile of the LH in New York between Broadway and the Hudson River on 42nd Street. Jerry has also begun to identify period buildings along the route to support a future tour. He continues to work on an LH memorial paver project for the Franklin Grove facility for which the LH Board of Directors has approved financing for preparing the site. Finally, Jerry, with his wife Sue, attended the 2023 Annual Conference in Folsom, CA and participated in the pre- and post conference auto tours between Lincoln Park, San Francisco and Sacramento, CA along the 1928 and 1913 alignments, respectively.

Pennsylvania

Tom Davidson, State Director

Retro Reunion in Bedford The PA Chapter is gearing up for a fun and relaxing Retro Reunion along the Lincoln Highway August 25 through August 27. On Friday evening we will meet at the Lincoln Motor Court in Manns Choice to share stories about our summer travels. Saturday morning will include a hike along an original alignment of the Lincoln Highway near Everett before lunch together at the historic Union Hotel. Then Saturday evening we travel to



the Bedford Fairgrounds for a tour of the Coffee Pot and a movie at the Silver Lining Drive-In. On Sunday morning we will gather for a group photo in front of Dunkle's Gulf Service Station before exploring the Lincoln Highway on our own. Contact Tom Davidson at 223-254-8182 for more information.

Congratulations to the PA LHA members that were able to attend the 2023 national conference in California. Scott Maits, Philadelphia local consul, received the member of the year award for his efforts to support the 2022 Eastern LHA Tour. Adams County local counsel, Jeff Stonesifer, his daughter, Abigail Stonesifer and Gregory St. Clair of Chambersburg all received the Bernie Queneau Lincoln Highway Coast-to-Coast Completion Award for driving the entire route. Our state director, Tom Davidson, could not attend but prepared an exhibit about Bill's Place for everyone to enjoy. He also received the state director of the year award from LHA. We hope to hear more from conference participants during a Zoom video meeting in the fall. Thank you to the California Chapter for hosting a wonderful annual conference.



Ohio

Scott Little, State Director

The three Ohio Chapters have all been very active this summer and look forward to the annual Lincoln Highway Buy-Way Yard Sale the second weekend in August. This tradition began back in 2005 and is spread over 400 miles of various versions of the Lincoln Highway from the Indiana state line to East Liverpool on the Ohio River. Individuals, families and community groups come together to sell and seek treasures in this unique tradition which unites many across the miles of our historic road.

As usual, the activities of the three chapters are quite varied. Historical sites and tasty bites along the Lincoln Highway are discovered and shared monthly.

The Western Ohio Chapter met in Van Wert in April at the Van Wert County Historical Society. Members Dan and Brenda Groman of Columbus Grove shared a presentation describing their trip to Antarctica entitled, “Search for the Penguin”. (If the Penguin reference does not ring a bell for you, research Polar Explorer Admiral Richard Byrd and his connection to Gomer, Ohio on the Lincoln Highway.) Of particular note were that evening’s snacks of iceberg lettuce and cheese penguin crackers! May’s meeting was in Delphos at the Delphos Canal Commission Museum and members shared “Interesting Findings From Your Family Tree.” It was interesting to discover the fame and hardships that our ancestors endured over the years. Back in Van Wert in June, the group had a new scavenger

hunt at the County Historic Society centered around agricultural artifacts in the Red Barn.

The Mid Ohio Chapter met in Mansfield at the Old Bag of Nails in April and member Mike Hocker interviewed fellow member Jim Gerstenslager about growing up in Galion and all the interesting places he’s been since. Additionally in April, members participated in a Crawford County History Fair kick off in Leesville. Members were key organizers of the summer passport program which encourages residents and youth to visit historic sites throughout the county where they can learn and gain “stamps” in their passports. For May, the chapter met at the Der Dutchman Restaurant south of Mansfield and learned about some travels of the legendary Johnny Appleseed in that area. Galion’s Big Four Depot was the site of their June meeting and local Mike Hocker led a tour of this very historic train station. In July, a Summer Road Trip to Magnolia was organized by Hocker, which included lunch at the Isaac Miller Inn, a history of the canals and local mill, a visit to the Magnolia Historical Museum, and then to a private car collection in Canton. This group loves history!

The personal Lincoln Highway collection of the late Richard Taylor of Mansfield will be auctioned off online and live on November 4, 2023. Richard was a charter member of the Mid Ohio Chapter and had organized and participated in a variety of Lincoln Highway activities both locally and nationally. Details of the sale will be posted on the Ohio Lincoln Highway Chapters page on Facebook.



The Eastern Ohio Chapter traveled to Magnolia to meet in April, where they met and toured the Magnolia Flouring Mill, then ate down the street at The Nest. In May they dined at Chloe's Diner in Massillon and then toured the Springhill Historic Home, once a stop on the Underground Railroad. The Dutch Kitchen in Dalton was their meeting place in June and July took them to their annual picnic at Betty Huber's farm near Minerva.

Indiana

Joyce Chambers, State Director

Here's hoping Spring has finally sprung in Northern Indiana. We have the weather for the Summer- in the 70s-90s- excellent time to enjoy a drive on the Lincoln Highway in Indiana! Been busy in Indiana coming into summer:

May 11/12- Jeff Blair, INLHA President, gave two presentations: "I'm Thinkin' Lincoln" at the restored Rees Theater in Plymouth, and "Along the LH – Big Brother of Route 66" at the Marshall County Historical Society Museum.



Rees Theater Marquee, Plymouth.
Photo: Jeff Blair

May 13 - The INLHA Spring Meeting took place at the Elkhart County Visitor Center followed by tours of the various venues we're planning to use during the 2024 LHA National Conference.



INLHA members at Wellfield Garden, Elkhart. Photo: Debi Oelling

June 1-3 - Bev Gillespie and I set up and staffed a



Bev Gillespie & Joyce Chambers at Studebaker Drivers Club Zone Meet.
Photo: Bev Gillespie

LH/INLHA informational table at the Studebaker Drivers' Club Zone Meet at the St. Joseph County (South Bend) 4H Fairgrounds.

June 7-24 - Three Lady Hoosiers and LHA members (Bev, Sharon Carlson, and I) traveled US 50 to attend the 2023 LHA National Conference in Folsom, CA, where we joined four other Indiana members! Our Chapter had a table in the Conference Book Room.



Jeff Blair invites Folsom Conference attendees to the 2024 LHA Conference. Photo: Lou Donkle

Jeff Blair, on behalf of the INLHA, invited everyone to attend the 2024 LHA National Conference in Elkhart, IN, June 24-28, 2024!

June 30 - Bev and I enjoyed a tour of the future site of the South Bend Chocolate Company factory and new Dinosaur Museum scheduled to open in March 2024! This new venture is on the Historic 1913 Lincoln Highway (US20/31) as one is heading west toward New Carlisle! It is also near the Continental Divide and one can enjoy some sweets from the SBCC as you hike on planned trails or visit the surrounding lakes in the area while driving on the Lincoln Highway! Please enjoy the YouTube video announcing the NEW SBCC attraction: Google Indiana Dinosaur Museum Teaser Trailer: Coming 2024

The 2024 LHA National Conference Planning Committee is busy making plans and invites you all to "The Journey IS the Destination" in Elkhart, June 24-28, 2024! We're hoping to have a Pre-Conference (June 23) Auto Tour available for interested folks, a stroll through Wellfield Gardens, two days of Bus Tours on both LH Routes, Speakers' Day, and our Awards Banquet in the Conference Host Hotel, Hotel Elkhart on the Lincoln Highway! Come one, come all to Indiana!

LINCOLN HIGHWAY TRADING POST

YOUR OFFICIAL SUPPLIER OF LINCOLN HIGHWAY MERCHANDISE

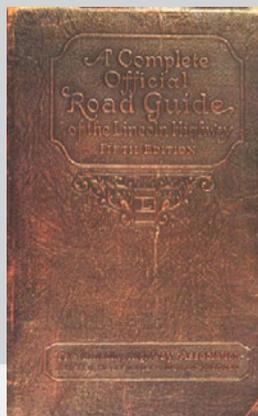


The Complete Official Road Guide of the Lincoln Highway

566 pages, 326 photographs, 1924 Edition

\$39.95

Hundreds of ads from that magical era, the work gives detailed information on the 414 cities and towns through which the famous highway passed, from Times Square in New York City to San Francisco's Lincoln Park, on the Pacific Ocean. Advice to readers includes "Don't forget the colored goggles," and "Don't stop to cool motor at top of a hill, put car in gear and coast down to cool motor."



PUBLICATIONS, MAPS & PHOTOS

2023 "America Remembered" Wall Calendar <i>Featuring full color paintings by Ken Zylla. Includes postage when withing Continental US.</i>	\$5.00
Lincoln Highway Forum Binder	\$14.95
1924 Lincoln Highway Wall Map - 14" x 21"	\$3.95
An American Songline Book <i>A Musical Journey Along the Lincoln Highway Paperback, 309 pages with black and white photographs. SIGNED BY AUTHOR CECELIA OTTO.</i>	\$20.00
Ford Model T Coast to Coast Book	\$28.00
Hints to Transcontinental Tourists Traveling on the LH <i>Reprint of 1914 edition by F.H. Trego, 12 pages, paperback</i>	\$2.95
History Postcard	\$0.50
Lincoln Highway Holiday Cards (25 Pack)	\$7.95
Lincoln Highway Note Cards - 20 sets per box	\$6.95
Lincoln Highway Postcard Frameable Sheet <i>Set of 12 state postcards on a sheet suitable for framing.</i>	\$5.95
Lincoln Highway Trip Log - 32 pages, paperback	\$3.95
Lincoln Highway: Route Road Conditions and Directions <i>Reprint of 1913 edition by F.H. Trego. 32 pages, paperback</i>	\$4.95
Link Across America: A Story of the Historic Lincoln Highway	\$15.95
<i>52 pages, hardbound</i>	
Ohio or Indiana Lincoln Highway Map Book	\$15.00

Pan-Pacific International Exposition Miniature View Book <i>6" x 4" - 66 pages, paperback</i>	\$5.00
The Complete Official Road Guide of the Lincoln Highway <i>Reprint of 1915 edition by The Lincoln Highway Association, Inc. 160 pages, paperback</i>	\$11.95
The Complete Official Road Guide of the Lincoln Highway <i>566 pages, 326 photographs, 1924 Edition</i>	\$39.95
The Lincoln Highway: Photos Through Time <i>Soft cover, 136 pages</i>	\$18.50
Limited Edition Centennial Print <i>Professionally lithographed on faux canvas, these prints are limited to a run of only 250 copies. Print size: 25" x 18"</i>	\$4.95
Interpretive Center Postcard - 6" x 4"	\$0.50
Lincoln Highway Retro Post Card - 6" x 4"	\$0.50
Map Postcard - 6" x 4"	\$0.50

SIGNS & STICKERS

Bumper Stickers <i>Three designs to choose from. (shown) 3" x 8.5" Removable Vinyl</i>	\$1.50
Embossed Steel Road Sign - 12" x 18"	\$16.95
Face Adhesive Sticker - 5" x 7-1/2"	\$1.00
Foil Stamped Collectible Stickers <i>Pack of 25</i>	\$2.99
Lincoln Highway 1913 Sticker - 5" x 4"	\$3.50
Lincoln Highway Garden Flag - 12" x 18"	\$18.95
Garden Flag Stands - FLAG IS NOT INCLUDED	\$13.95
Logo Sticker <i>6-3/8" x 10". Not recommended for outdoor or automotive use. This is NOT a bumper sticker.</i>	\$1.95
Oval Bumper Sticker - 3" x 5" White Vinyl	\$1.99
Pole Wraps <i>Available in 38" and 54" lengths (all wraps 17" high)</i>	\$18.50
Porcelain Sign - 10" x 21", 18 gauge steel	\$67.50
Reflective Road Sign - 12" x 18" .080 Aluminum	\$47.50
Static Window Sticker - Supporter of Lincoln Highway <i>Size: 2.25" x 3"</i>	\$2.49
Stencil Set <i>Makes 12" x 18" logo on any flat or curved surface.</i>	\$44.95
Window Sticker - Lincoln Highway Association LIFE or Association Member - 3" round (shown)	\$3.75
Street Banner Mounting Set	\$60.00
Vinyl Street Pole Banners	\$109.50
Window Card - 7" x 11"	\$1.95
Durable Vinyl Banners <i>Two styles to choose from. 8' x 3'</i>	\$89.00



2024 "America Remembered" Wall Calendar
\$9.95

Heart warming paintings by nationally acclaimed artist, Ken Zylla.



Coming Soon

WEARABLES

1/4 Zip Collar Embroidered Sweat Shirt **\$37.95**

8 oz. Heavy blend with embroidered logo. Royal Blue.

Bandana - 22" x 22" **\$9.95**

Embroidered Patch **Small \$3.00 Large \$5.00**

Small: 1-3/8" wide x 2-1/8" tall,
Large: 2-1/4" wide x 3-1/2" tall

Low Profile Navy Cap **\$18.95**

Historic Lincoln Highway T-Shirt **\$15.95**

Black with White Accents T-Shirt 100% Cotton.
printed front and back. (shown)

Retro Take Me On The Lincoln Highway T-Shirt **\$11.95**

Available in Adult Sizes ONLY.
Choose from Yellow or Coral.



Full Length Fleece Scarf - 72" x 10" **\$19.29**

Lapel Pin **\$4.75**

License Plate T-Shirt **\$17.95**

Lincoln Highway Collegiate Hoodie **\$25.95**

Hooded pullover sweatshirt with front muff pocket.
Antique Cherry (Red) or Graphite Heather (Gray) with White imprint on front. 50/50 blend. Limited sizes & quantities.

Lincoln Highway Shield Sweatshirt **S-XL \$23.95**

Limited sizes & quantities.

2X-3X \$25.95

Men's Necktie - 57" x 3.75" **\$17.95**

Lincoln Highway Life Member Polo Shirt **\$28.00**

Life Member logo embroidered on
Electric Blue Polo. Limited sizes & quantities.



Sunglasses **\$5.99**

Choose from Red, Black, Silver or Navy.

Lincoln Highway imprint on one side. (shown)

GENERAL MERCHANDISE

Laser Engraved Wood Ornament - 2" x 3.5" **\$6.95**

Snap Cell Phone Card Holder - Available in Red, Black or Blue. **\$3.95**

Travel Pet Water Dispenser **\$6.95**

This BPA free travel pet water dispenser helps keep your pet hydrated during an outing. The water bottle holds 500 ml and is interchangeable with most disposable water bottles.

5" x 7" White Stitch Photo Frame **\$10.95**

Leatherette Frame, Black Velvet Back and Glass Front, 5" x 7"

55" Large Auto Open Folding Umbrella **\$19.95**

Deluxe Slide Luggage Tag - Available in Black, Red or Blue (shown) **\$7.95**

Ascot Metal Key Tag - 1" x 2" **\$5.95**

Ascot Metal Logo Magnet **\$6.95**

Ceramic 11oz. Mug with Logo **\$6.95**

Flat Logo Magnet - 6" x 9" **\$6.25**

Fleece Blanket **\$19.95**

License Plate Frame (shown) **\$5.95**

Lincoln Highway C Handle Mug - 11 oz. **\$5.95**

Lincoln Highway Ceramic Coffee Mug **\$5.95**

10 oz.

Lincoln Highway Miniature Ceramic Stein **\$4.75**

2.5 oz.

Lip Balm - Fresh mint flavor **\$1.99**

Lucite Logo Magnet - 2" x 3" **\$5.00**

Playing Cards (shown) **\$7.95**

Poker Size, 54 cards per deck.

Boxed in a white window tuck box.

Refrigerator Magnet - 2-3/4" in height **\$0.95**

Stainless Steel Travel Mug - 20 oz. **\$12.49**

Available in Silver, Blue or Black.

State Shaped Vinyl Key Tag **\$1.95**

USA Shaped Acrylic Magnet (shown) **\$4.95**



MEDIA

A Ride Along The Lincoln Highway **\$24.99**

AS BROADCAST ON PBS. DVD, 60 min on 1 disc.

An American Songline CD **\$20.00**

A Musical Journey Along the Lincoln Highway. Produced by Cecelia Otto, Linda Smith, Piano Recorded and Mixed by David Lee.

The 1915 LH Transcontinental Filming Expedition CD **\$19.95**

This Power Point presentation contains over 300 images from the Edward Holden Album.

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SUMMER 2023



ORDER BY FAX: 330-456-8310

ORDER BY MAIL: P.O. Box 6088, Canton, Ohio 44706

Illinois

Kay Shelton Kozak, State Director

Ed and I will host a private bus tour on the Lincoln Highway in Illinois, including a stop at the Lincoln Highway Interpretive Center in Franklin Grove on August 7th.

Next, after a long break caused by that pesky virus, the Illinois Chapter will again participate in organizing the Lincoln Highway Buy-Way Yard Sale across Illinois, August 10, 11, and 12, the same weekend as Ohio. The City of Fulton will work in conjunction with us, and they usually have very high participation.

The month of August is one of our busiest, including the Lincoln Highway Heritage Festival in Rochelle, August 18 to 20. Everybody is invited, especially to the Saturday, August 19th Car Show. Please see: lhhfest.com for more information. DeKalb's Annual Corn Fest will be August 25-27, but they do not have a car show listed on their Website: cornfest.com. Illinois Chapter members showed their automobiles in the past at both events.

Also, the incredible Geneva Concours d'Elegance classic car show returns on Sunday, August 27th, with activities planned for the day before. The Concours features nominated and rare automobiles but it is a free event. Please see: genevaconcours.net for more information. Illinois Chapter members volunteered to work at this event in the past.

For those of you who attended last year's LHA Conference in Joliet, and especially those who drove the Dixie Highway on the pre-conference tour, unfortunately our expert guest speaker on Carl Fisher's other road, James R. "Jim" Wright, passed away recently. He was the author of *The Dixie Highway in Illinois* and the forthcoming book, *The Egyptian Trail in Illinois: A History from Chicago to Cairo*. Ed and I drove both roads from Jim's instructions--anyone wishing to drive either or both roads, please ask us for more information.

The Illinois Chapter is in need of a couple of new Board members or anyone else interested in creating or participating in activities. Please contact: illinoislincolnhighwayassoc@gmail.com if you are interested or have ideas for activities.

As described in the Annual Report for the Illinois Chapter, newly minted Eagle Scout Jack McDonnell's restoration and enhancement project of the Lincoln Highway marker and gazebo in front of the Lincoln-Way Central High School in New Lenox is complete. Enjoy the pictures..



Iowa

Dean Parr, State Director

The Iowa Chapter will meet in Belle Plaine on July 8th at the Belle Plaine Museum. This town is the home of Preston Station. Lunch was at the Lincoln Café.



Work on the Tama Bridge has come to a halt due to engineering issues. A lack of good concrete has stalled the original plans. Tama is leaning towards bridge replacement and maybe moving one rail to the Bridge Park. However, the Iowa DOT has control of the grants and will be working with the State Historic Preservation Officer to decide what can be done. I took a couple photos on April 24th. It looked much the same on July 1st.

The fall meeting will be October 14th. The location has yet to be decided.

Nevada

Jim Bonar, State Director

Nevada Chapter news as reported by President Cindy Ainsworth

Chapter members met on April 15th at the beautiful 1862 David Walley's Restaurant and Saloon for a lunch meeting. We discussed future events such as a fall Verdi car tour and a possible met-up and tour to Ely for 2024. Another project discussed was awarding outstanding businesses and museums along the Nevada LH route with some kind of Lincoln Highway signage. Also, NDOT has contacted the Chapter for input about a future highway improvement project through Ely. It was noted that we made our comments and recommendations.

Member and author Stephen Provost presented a talk on June 24th at the Sparks Museum for the Chapter and the public about the Nevada Highway 50 Lincoln Highway route. The talk was well attended. Stephen has many highway related books which include NV Highway 50 and California Highway 101 and 99.

If you happen to be traveling through Nevada this summer or fall, be sure to stop at the Sparks Museum and Cultural Center in Sparks Nevada (along the Lincoln Highway). Through December 2023, neon historian Will Durham, has assembled a display of Nevada neon themed photos. Entitled Nevada's Neon, the exhibit celebrates Nevada's rich heritage of roadside signs. There will also be neon talks and a presentation on how neon signs are produced.

This wonderful neon art piece is part of the Nevada's Neon exhibit at the Sparks Museum.



California

Neil Rodrigues, State Director

2023 LHA Conference, Folsom CA, June 11-15

The conference this year was successful despite some sticks in our spokes regarding road closures and unpredictable weather, facility logistics and catering snafus. Regardless, everyone seemed to have an informative and enjoyable time participating in the broad array of activities the California Chapter arranged for this event's participants.

A day-by-day photo essay of the conference tours and highlights follows this chapter report. Photos courtesy of Neil Rodrigues

Our Summer LHA CA chapter meeting will be held on Saturday, July 15th, in South Lake Tahoe, at Nancy Easton's home on the lake! Meeting activity report will follow in the next issue of the *Forum*. At this meeting we will recap our successful 2023 LHA Folsom, CA conference, and discuss our remaining CA Chapter's 2023 activities.

Day one, June 11, Sunday, Drive Tour & Dinner

We opened the event with a Paul Gilger guided Drive Tour along the 1928 California Central Valley Route of the Lincoln Highway on to Folsom, California.



We started at the Lincoln Park Colored Tiled Steps instead of the Western Terminus due to a bicycle event, which kept us from visiting the Legion of Honor area.



We drove through the city with its diverse architecture, then crossed the SF Bay on "today's" Lincoln Highway (Highway 80)...



with a stop at the Berkeley Pier.



After passing the East Bay refineries, we drove through Vallejo and witnessed the numerous Highway 40 sponsored signs seen on almost every block.



In Rockville, we did a touch-and-go drive-by at the Rockville Roadhouse – a prominent establishment on the Lincoln Highway back in the day.



We stopped and wandered to the School Street Bridge in Vacaville, and learned about the Lincoln Highway alignment and the history of the schoolhouses on the hill.



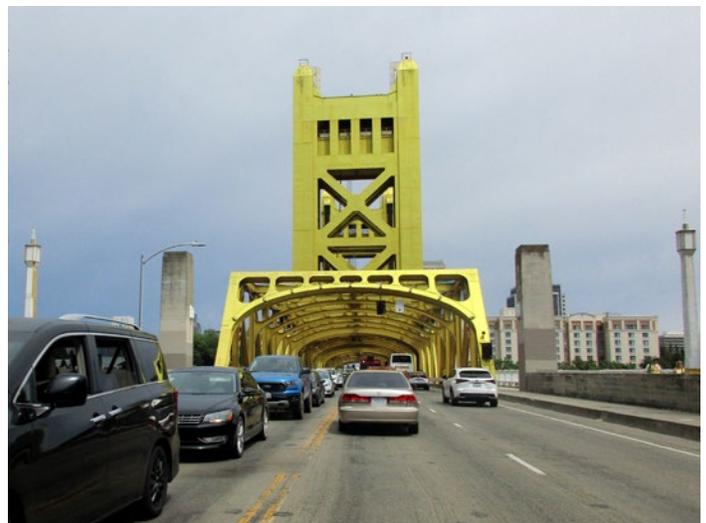
Fenton's Ice Cream – Then.



We stopped again on some of the original 'Highway 40' concrete section, just west of the Yolo Causeway.



We lunched at the historic Fenton's Ice Cream Factory, now a Parlor and Eatery.



We entered Sacramento via the iconic Tower Bridge.



We stopped at the Milk Farm sign in Dixon.



A little drive further, after passing the State Capital we arrived at Folsom...



On to our Host Hotel, the Hampton Inn.



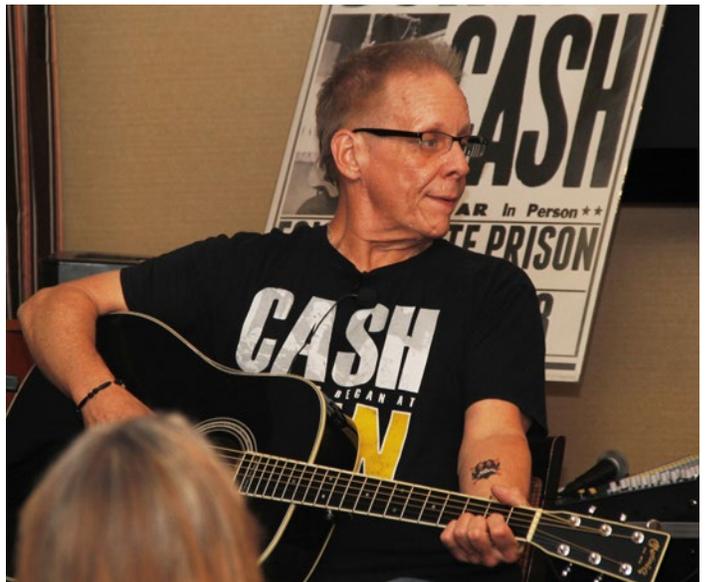
After some introductions and thank yous from our Lincoln Highway Association leaders and Folsom government officials...



The Sunday meeting hall and dining area.



Lots of food was on hand to keep us all full!



We were entertained by Johnny Cash's nephew Mark Allen Cash.



Day two, 12 June, Monday, Bus Tour 1

Bus Tour on the 1913 Sierra Nevada Southern Route LH Alignment via Echo Summit, South Lake Tahoe to Cave Rock.



Another stop at Bridal Veil Falls.



Tight route on Forni Road crossing 1914 Weber Creek Bridge.



This was our lunch stop at Echo Summit.



Stop at Sportsman's Hall – Way and Pony Express Station



Our final stop – Cave Rock, Nevada.



We enjoyed an educational talk at Cave Rock from Nevada Director Jim Bonar.



After the tour we patronized the Folsom City Mayor's restaurant – the Sutter Street Taqueria.



DAY THREE, June 13, Wednesday Bus Tour 2 Bus Tour 2 took the group on the Northern Sierra Nevada Alignment over Donner Pass. Group photo at Ophir Road Monument.



Our first stop was at the recently rebuilt Cold Creek Bridge.



Then we stopped at the Ophir Road LH Monument.



We pressed on through the town of Auburn –



and then through the town of Colfax.



We arrived at Donner Summit and walked out to the historic railroad tunnel from years past.

Due to the road being closed, the plan was for the group to walk to the Rainbow Bridge for a photo opportunity that the California Conference Committee had planned for. Then came the threat of rain.



The spectacular view looking down at Donner Lake and the Rainbow Bridge just moments before the clouds let loose.



While the group gathered on the bridge, I, the photographer, scrambled to set up the camera on a tripod, while the group got wet, for a long distance shot as the rains started to pour down.



Pioneer Monument, Donner Memorial State Park



DAY FOUR, June 14, Wed., Meeting, Seminars & Banquet
The Annual Election/Board Meeting was held in the morning with the state directors. Very productive with positive accomplishments.



Moe Mohanna's Event Facility.



Our outstanding banquet dining and awards room.



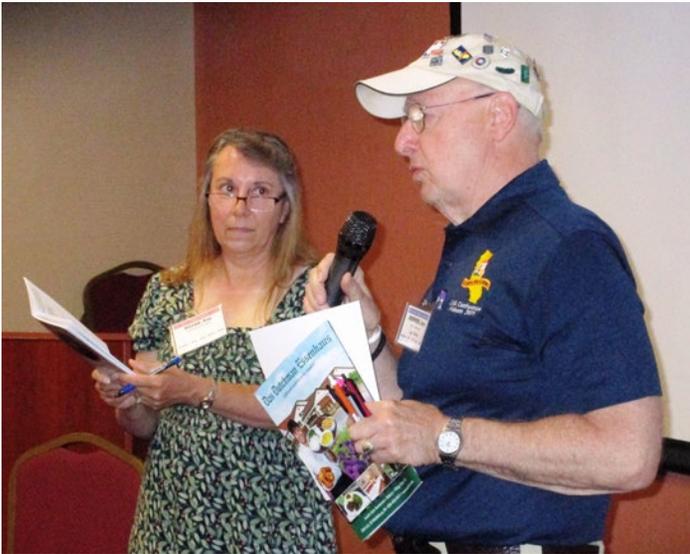
Five presentations filled a packed room with very interesting content, all revolving around the California Lincoln Highway alignments and history thereof.



Moe Mohanna receiving Friend of the Highway award.



Group photo at Banquet Dinner



**DAY FIVE, June 15, Thursday,
LHA Member Meeting and Drive Tour West**
Kay Shelton Kozak and Jerry Peppers brought everyone up to speed.



We stopped at the Lincoln Shopping Center.



The Drive Tour West on the 1913 Central Valley Route
Here we are on Old Bass Lake Road.



At the Banta Inn.



We stopped at the Elk Grove House.



And a stop at the Summit Garage.



Stop at the Duarte Garage.



Approaching San Francisco.



Stop at the last rural barn on the Western Route.



Our group at the Palace of Fine Arts, San Francisco.



We gathered for a final group photo at the Western Terminus 9 p.m.

Annual Reports

Annual Report LHA President

Kay Shelton Kozak

I almost hesitate to write down everything I did in the past year, because that may discourage others from wanting to take the position in the future. I do want to mention that this (and other positions in the LHA) is an unpaid position. Although the LHA has some fixed costs with producing The Forum, brochures, and our merchandise, the LHA is an otherwise all-volunteer organization. Here is a brief list of my activities for the past year:

1. I responded to approximately 200 e-mailed inquiries from the public, non-LHA members. Most inquiries from the public come to HQ@lincolnhighwayassoc.org, and most of the questions are from people wanting help planning their trips on the Lincoln Highway. The manager at the Lincoln Highway Interpretive Center in Franklin Grove, Illinois does not work year round and works two days a week, so e-mail sent to the HQ account get assigned to the president (along with any e-mail to states if they do not have a director).

2. I responded to approximately 500 e-mail messages from people within the LHA, mostly from other officers, directors, and/or committee members.

3. I served on the Awards Committee and the Marketing Committee.

4. I serve as an unofficial liaison to the organization Farming Heritage, which is the non-profit organization owner of the H. I. Lincoln Building in Franklin Grove, which houses the Lincoln Highway Interpretive Center.

5. I am now one of the volunteers at the Lincoln Highway Interpretive Center in Franklin Grove on Thursdays and Fridays. The building closes during the winter but it re-opened on April 1st and it will be open through early December. Volunteering includes greeting visitors, cashiering, and basic cleaning, including chasing spiders and scrubbing the toilet. Anyone else interested in volunteering at the Interpretive Center is welcome to help, but I promise others do not have to scrub the toilet!

6. I wrote President's Messages for each quarterly issue of The Forum. I am also one of the proofreaders, but Elliot Ofsowitz does the best proofreading of the issues before they go to print.

7. I led quarterly Zoom meeting of the LHA Board of Directors, and the annual Board Meeting and Membership Meeting at the Annual Conference.

8. I attended the Preserving the Historic Road International Conference in Portland, Oregon in September of 2022. I funded my attendance, not the LHA. Please see: historicroads.org.

9. I completed online training on historic road preservation through the National Preservation Institute. I funded the training, not the LHA.

10. I met with representatives of Scenic America several times via Zoom. Scenic America is a Washington, D. C.-based organization interested in the Lincoln Highway attaining greater federal byway recognition.

11. I continued to organize boxes of LHA materials compiled and held at the Lincoln Highway Interpretive Center, as well as organizing Lincoln Highway related materials from four deceased LHA members received through their relatives.

LHA Treasurer Annual Report

John Jackson

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

- Served as National Treasurer collecting dues, preparing financial reports, regulatory work.
- Performed Treasury duties at the 2022 Joliet Annual Conference and provided guidance to the California State Chapter Committee relating to the 2023 Folsom Annual Conference.
- Directed Association funds into high-interest paying CD and Money Market accounts.
- Administered the State Chapter Dues Stimulus program.
- Provided input to the Bylaws Committee regarding major revisions in this reference document.
- Provided guidance and training to Jeff Lotze relative to his assumption of the LHA Treasurer position in July, 2023
- Designed and managed two successful campaigns to recover lagging Membership Dues renewals which resulted in significant revenue generation.
- Guided the transition of the Franklin Grove recordkeeping from national to state chapter management.
- Interfaced with Babcox Media, a public relations firm, that is putting together a promotional video featuring the Lincoln Highway for Internet display and presentation at a large automotive convention in

Las Vegas in the fall of 2023

- Continued to maintain an updated version of The Forum on our website for publicity purposes.
- Continued to process applications for the Bernie Queneau Lincoln Highway Coast-to-Coast Recognition Award.
- Participated in LHA Board of Directors conferences held in June 2022, September 2022, February 2023 and April 2023.
- Effectuated reductions in our cost structures in response to reduced gross income realities.
- Wrote articles that appeared in two issues of the Forum.
- Participated as a member of the LHA Marketing Committee.
- Prepared and submitted the 2023 LHA Operating Budget.

Illinois State Director's Annual Report Kay Shelton Kozak

The Illinois Chapter is known for high participation in car shows along the Lincoln Highway--showing antique automobiles, volunteering, or being spectators. Many of the car shows returned in 2022 after the COVID hiatus. But, some activity of the Illinois Chapter became hampered after two key officers of the Illinois Chapter passed away and have yet to be replaced, our Vice President, Wayne Silvius, and our Secretary and Treasurer, Sue Jacobson. Ed Kozak is the Treasurer, but we do not have anyone serving as the Vice President or Secretary. Wayne and Sue are sorely missed.

One highlight of the past year was the Eagle Scout project of Jack McDonnell, who raised money to refurbish a 1928 Lincoln Highway marker and informational gazebo near it that needed repairs. The marker and gazebo are in front of Lincoln-Way Central High School. I attended several events associated with his project, but to attain Eagle Scout, he did the work and he served as the project manager. The first event that Ed and I attended was a fund-raising dinner in New Lenox, which raised enough money to fund his project with money left over given to the High School designated for future repair and restoration of the marker and gazebo. Second, Jack needed to get permission from the Will County Historic Preservation Commission to work on the marker and gazebo, which involved him meeting with them. I attended one of the Will County Historic Preservation Commission meetings in Joliet. Once they approved his plan of action, he organized a series of Saturday workdays on the marker, gazebo, and surrounding landscaping, including working with the school's grounds and maintenance employees, other Boy Scouts, and the

landscaping company that helped with the design and choice of plants. The landscaping involved plants native to Illinois, which is appropriate to the landscaping designs of Jens Jensen, who designed the 1928 Lincoln Highway markers. Ed and I attended the workdays as spectators as Jack was the project manager, and he organized the re-dedication ceremony. The work is now complete and he recently earned the rank of Eagle Scout.

Another highlight was giving a luncheon presentation to a packed restaurant about the Lincoln Highway for the Fox Valley Newcomers and Neighbors club. Over 120 people attended the WindMill Grill restaurant in Batavia. The food was excellent, it is only two blocks away from the Lincoln Highway, and the decor is an homage to Batavia's history as the center for windmill manufacturing beginning in the 1800s. The large crowd related to the number of people who read The Lincoln Highway novel and they wanted to find out more about the road.

Indiana Director Annual Report Joyce Chambers

I attended the 2022 LHA National Conference in Joliet, Illinois from June 18-23, 2022 and the 2023 LHA National Conference in Folsom, California from June 11-15, 2023.

I attended the LHA Directors' meetings on June 20, 2022 and via Zoom on September 6, 2022, April 20, 2023, and May 11, 2023.

For the INLHA Fall meeting on October 22, 2022 and the INLHA Spring meeting on May 13, 2023, I not only attended, but as INLHA Secretary, I kept the minutes.

I attended the Planning Committee meetings on July 20, 2022, March 1, 2023 (via Zoom) for the 2024 LHA National Conference to be held in Elkhart, the Committee members also share ideas via emails and phone calls when we can't meet in person.

I shared INLHA Chapter Reports for the Forum for the July 2022, October 2022, January 2023, and April 2023 issues.

Bev Gillespie, INLHA Officer at Large, and I attended the Mishawaka/South Bend Convention Visitors' Bureau "Partners in Industry" Luncheons on November 16, 2022, March 9, 2023, and May 11, 2023 at various venues in our local area.

I attended Jeff Blair's (INLHA President) presentation on "Thinkin' about Lincoln" at the Marshall County Historical Society Museum "Brown Bag Lunch" in Plymouth on May 12, 2023.

June 1-3, 2023, Bev Gillespie and I set up and staffed the INLHA information table at the Studebaker Drivers' Club Zone Meet held at the St. Joseph County (South Bend) 4H Fairgrounds.

Director Reports

Director at Large #3 Ed Kozak

Traveling through Illinois on the Lincoln this year? Well, take this quiz to test your knowledge of your favorite highway in the Land of Lincoln.

- 1 In what town did Illinois see its first seedling mile in 1914?
- 2 The Lincoln-Manahan home where Mr. Lincoln himself once visited is located in what town?
- 3 Name the two towns that are at the ends of the Lincoln Highway in Illinois.
- 4 Where was the Lincoln Highway's other seedling mile located in the Land of Lincoln?
- 5 In what municipality do the Dixie Highway and the Lincoln Highway cross (and actually merge for a few blocks)?
- 6 The Elwood House and the Glidden Homestead are excellent tourist attractions in what Illinois Lincoln highway city?
- 7 What American first lady was placed in an asylum in Batavia, Illinois, one block off the Lincoln Highway?
- 8 Where were Lincoln Highway tires manufactured? Hint, yes, it is on the Lincoln Highway in Illinois.
- 9 Creston is a town with a population of 650, yet the

original 1913 route of the Lincoln Highway made how many turns to get through town?

- 10 What is the name of the drive-in theater located near Sterling, Illinois that still operates to this day?
- 11 In what Lincoln Highway town do the Lincoln Highway and historic Route 66 merge for a few blocks?
- 12 Which town in Illinois was the first to sell Lincoln Highway pins along the route, starting in 1914?

Answers: 1) The first seedling mile was located just outside of Malta. 2) That town is Sterling. 3) The first town entering from the east is Lynwood. The first town entering from the west is Fulton. 4) Illinois has two seedling mile locations, the other being in Morrison. 5) The historic town of Chicago Heights. 6) The city of DeKalb. 7) Mary Todd Lincoln unfortunately was sent to Batavia. 8) Fulton once made Lincoln Highway branded tires. 9) Eight turns. A local farmer would not sell a part of his farm property to allow a straight path at the north edge of town. 10) That little gem is the Midway Drive-In. 11) The city of Plainfield. 12) That would be a building in Franklin Grove, the very same home of the Lincoln Highway Interpretive Center today.

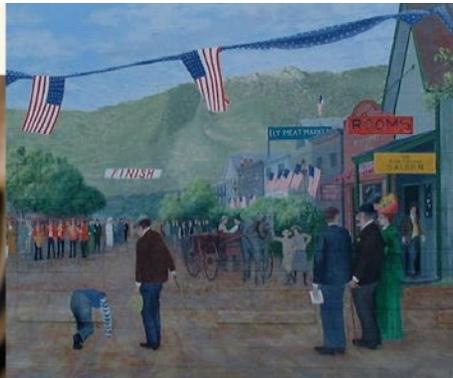
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❧ LHA Life Memberships ❧

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

- | | |
|--|---|
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OFFICERS

President

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

Vice President

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

Secretary

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

Treasurer

Jeff Lotze
2835 Maplegrove Ave.
Louisville, OH 44641-9635
(330) 875-2989
treasurer@

Executive Advisor

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

Field Secretary

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

BOARD OF DIRECTORS

New York [2026]

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

New Jersey [2025]

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

Pennsylvania [2025]

Tom Davidson
473 Oakwood Rd.
New Freedom, PA 17349
(223) 254-8182 (c)
pa.director@

Ohio [2026]

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

Indiana [2025]

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

Illinois [2024]

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

Iowa [2026]

Dean Parr
2761 Bever Ave. SE
Cedar Rapids, IA 52403
(319) 366-0552
ia.director@

Nebraska [2026]

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

Wyoming [2024]

Megan Mephram Stanfill
P.O. Box 123
Laramie, WY 82073
(307) 333-3508
wy.director@

Utah [2024]

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

Nevada [2024]

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

California [2024]

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

AT LARGE DIRECTORS

David Allen, #1 [2024]
1026 Woodson Hammock Circle
Winter Garden, FL 34787
(760) 435-1418
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3487 San Mateo Circle
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at.large.director.2@

Ed Kozak #3 [2024]

493 Bradford Pl.
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(630) 235-6394
at.large.director.3@

Bill von Tagen, #4 [2026]

1114 N. 7th
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SUPPORT

Membership Secretary

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

Interpretive Center

136 N. Elm St.
P.O. Box 21
Franklin Grove, IL 61031
(815) 456-3030
tourism.hq@

Contributing Historian

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

National Mapping Committee Chair

Paul Gilger
530 Juilliard Park Drive
Santa Rosa, CA 95401
(707) 888-7787 (c)
map@

LHA Forum Editor

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

Merchandiser/Publisher

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

Media Contact

media@



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